



THE LINCOLN HIGHWAY FORUM



VOL. 29, No. 4 • SUMMER 2022



The Eastern Third Highway Auto Tour of 2022
The History of the Eastern Terminus Marker
2022 Lincoln Highway Association Conference in Joliet
My First Lincoln Highway Conference
They're Talking About the Lincoln Highway

THE OFFICIAL JOURNAL OF THE LINCOLN HIGHWAY ASSOCIATION



The 2022 Eastern Third Tour group at the Henry C. Osterman Memorial on the 1921 Ideal Section of the Lincoln Highway.
Photo by Jerry Peppers



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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Summer 2022
Volume 29, No. 4

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The Lincoln Highway Forum

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

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Submissions should be emailed to:

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

Submissions deadlines:

January 7 for Winter issue

April 7 for Spring issue

July 7 for Summer issue

October 7 for Fall issue

Front Cover: Conference attendees in front of the Lincoln Highway Association National Interpretive Center, Franklin Grove, 28th Annual Conference, Joliet, Illinois. Photo by John Nicholson of Farming Heritage, Inc.

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L President's Message

By Kay Shelton Kozak

Welcome back, everybody!

Finally, after a two-year hiatus, the Lincoln Highway Association hosted a car tour, a pre-conference, and an annual conference. It felt great to see

everybody in person again. A big thanks goes to auto tour organizers Jim Cassler and Paul Gilger for leading another outstanding auto tour, which for some, kicked off around 5:00 a.m. on Sunday morning in an empty Times Square, New York City. Those who went to Times Square at dawn got the pictures of a lifetime of being in the world-famous Times Square, devoid of traffic at that early hour. Those on the auto tour got to try out the newest technology on our online maps (lincolnhighwayassoc.org/map), a blue dot which is a GPS locator that shows the user where they are in relation to the Lincoln Highway in real time. This cutting-edge technology makes it possible for passengers/navigators to see where they are on the Lincoln Highway by following their location on the LHA map. Also, in some instances, the navigators are able to see right away where they have taken a wrong turn and strayed off the Lincoln Highway.

From Times Square, the auto tour continued through New Jersey, which quickly turns over to tranquil, leafy green suburbs before becoming the urbanized Philadelphia. Thanks to the efforts of Scott Maits, those on the auto tour had guidance of paper red, white, and blue signs posted throughout Philadelphia showing the location of the route. A derecho across Ohio a few days before the auto tour came through caused some minor detours from downed trees but overall, the auto tour from Times Square to Joliet went smoothly.

With Joliet as a base, members who arrived early participated in a pre-conference, two smaller auto tour day trips, a second one that provided a taste of Route 66. The first pre-conference auto tour was a modified Drivin' the Dixie event. Dixie Highway experts Jim Wright and Larry McClellan led a drive down Carl Fisher's other road, the Dixie Highway, from Blue Island to St. Anne, Illinois, followed by a drive on Lincoln Highway to the Frankfort Area Historical Museum.

The group then met Elaine Egdorf at dinner, the force behind developing the original Drivin' the Dixie. She explained how she organized the annual driving tour event, which linked several towns along the Dixie Highway in Illinois. She initially met with the mayors of the towns along the highway and she suggested that each town develop their own event(s) to be held on the same day as the Dixie Highway driving tour. For example, in Momence, the community hosted Heritage Day and when the Dixie Highway pre-conference tour came through, numerous visitors were already in town for music, food, kids' rides, and photos with President Abraham and Mary Todd Lincoln. The Earl D. Schoeffner Farming Museum offered special exhibits. The Drivin' the Dixie annual event will not be happening into the future as the organizers became elderly but communities such as Momence will continue to host their own annual events such as Heritage Day. State Chapters might consider starting annual events that link several communities for a one-day trip. With funds left over from Drivin' the Dixie registrations over the years, the organizers gathered up sufficient money to create their own historical panel kiosks they placed in cooperation with communities along the Dixie Highway.

Unfortunately, we lost two key members of our Lincoln Highway family before and after the annual conference. Bob Lichty of Canton, Ohio passed away on May 31, 2022, please see: cantonrep.com/obituaries/pwoo0225019. Bob was the former President of the Lincoln Highway and the developer of the idea of the LHA's auto tours, especially the 2013 100th Anniversary Tour which had one group of drivers starting in San Francisco and another group of drivers starting in New York, and both groups meeting in the middle in Kearney, Nebraska for a once-in-a-lifetime parade and celebration. Bob's other contributions to classic automobiles, the Lincoln Highway, and the LHA were countless. On June 30, the LHA's former longtime Secretary and Illinois Chapter Secretary and Treasurer, Sue Jacobson, passed away. The retired teacher, Sue, insisted on having accurate meeting minutes. In lieu of flowers, the family asked for donations to the Lincoln Highway Association, please see: legacy.com/us/obituaries/aurora-beacon-news/name/beverley-jacobson-obituary?id=35481591.

The Eastern Third Lincoln Highway Auto Tour of 2022

By Jim Cassler • Photos by Paul Gilger & Jeff Lotze

Following a nearly three-year absence, LHA-sponsored auto tours have returned to the Lincoln Highway! The long-awaited Eastern Third Tour was enthusiastically welcomed by veteran tourers and newcomers alike. The first in a series of three such road trips, this one traversed, as its name implies, the roughly 1,000 miles of the historic road from New York City to Joliet, Illinois – site of this year’s national conference, also the first of its kind since pre-Covid days.

Tours along the Lincoln have traditionally been scheduled to commemorate some notable anniversary, such as the 2013 Centennial Tour, the 2015 Henry B. Joy Tour, and the 2019 Army Convoy Tour. This tour current series will follow with the middle third in 2025, and culminate in 2028 with the western third to commemorate the 100th anniversary of both the 1928 route and the concrete marker posts. As this is the most civilized of the alignments, these tours are more user friendly to both vehicles and passengers than some of the unimproved sections from previous excursions. Participants from this year can easily attest to that fact, as mechanical breakdowns were virtually non-existent as compared to past years.

Customarily the group assembles the evening prior to the official start of the tour in a nearby location. That location was the Hilton Garden Inn in Secaucus, New Jersey – just across the Hudson River, and five miles from Times Square. An organizational meeting was held in the hotel lobby at 9:00 p.m. on Saturday, June 11 to pass-out information and amenities, but mostly to get reacquainted with new and old friends alike. Handshakes and hugs ensued!

Day 1: Sunday, June 12 – New York, NY to Philadelphia (Frazer), PA – 133 miles, 55 people
The sun rises early on the east coast in mid-June. It was already bright daylight when we assembled in the hotel’s lobby at 5:30 that morning for those who were going into The City to start the tour at its eastern terminus. Eighteen tour vehicles made the trip through the Lincoln Tunnel to Times Square, where traffic was light and parking plentiful. The group dawdled about, taking pictures and looking for the signage and plaque which proclaim the intersection of 42nd and Broadway the beginning of Mr. Lincoln’s Highway. Temporary walkway barriers due to construction blocked much of the view, as the place where the marker was supposed



Paul Gilger stands near Times Square as the tour begins



New York City skyline from the New Jersey ferry docks to be was obstructed. Undaunted, we were captivated by the atmosphere, and soaked-up all we could before heading back to the tunnel and New Jersey ahead.

The clear skies of the early morning soon gave way to clouds, and the only rain of the tour fell for several



Paul Strickland and Duncan Mathewson brought Paul's NG Henley from Britain for the tour

hours that morning as we visited Edison's laboratory and northern Jersey. By lunch time, the showers were but a memory as we enjoyed a nice picnic lunch in Princeton's Marquand Park, a place once frequented by Albert Einstein. It's unlikely his legacy there had any effect on us!

It wasn't long after lunch that we were able to cross the Delaware River on the Calhoun Street Bridge into Pennsylvania. All were able to do that except our Tour Guide Paul Gilger, who's new Winnebago was too tall to clear the height restriction, requiring him to find another bridge for his crossing. A stop at the historic Poquessing Creek Bridge provided a pleasant surprise, as we learned that the local fathers are restoring it to its once grand appearance.



Pennsylvania Director Jeff Stonesifer admires the Poquessing Bridge currently under reconstruction

The detailed route directions, so well compiled by Paul, easily moved us through Philadelphia, and on to our overnight stop in Frazer, and the first of many – maybe too many – great meals, this one at the

1796-vintage Ship Inn. The evening concluded with the obligatory dessert stop at a local ice creamery.

Day 2: Monday, June 13 – Philadelphia, PA, 50 people With so much to see and do in the Philadelphia area, the plan was to give the group an extra day there to explore. Except for dinner, no instructions were provided for this day. Each person could do as they pleased, with many visiting sites like The Liberty Bell, Independence Hall and Valley Forge. Jerry Peppers suggested lunches include a real Philly Cheesesteak, and he expertly provided ordering instructions for those who wished this culinary delight, whiz with!

It was a hot, sunny day in Philly, which concluded with an outdoor barbeque dinner along the Schuylkill River and Canal at Fitzwater Station Restaurant. This fantastic meal was again followed by – yes, you guessed it – an ice cream stop in the village of Phoenixville.

Day 3: Tuesday, June 14 – Philadelphia (Frazer), PA to Gettysburg, PA – 105 miles, 57 people A leisurely cruise awaited us, as it was only 40 miles to our lunch stop at the Bird-In-Hand Smorgasbord. The route was the Lincoln Highway through Pennsylvania



While in Philly, ya gotta have a Cheesesteak! Paul Gilger, John Long, Jerry Peppers and John Ring agree.



What's a trip to Pennsylvania without this? Dutch country, with a detour to the Amish quilt shop in the village of Intercourse. Yes, that is the name of the town! The men on the tour were relieved to discover Barry's Car Barn behind the quilt shop, which provided them with an option on the morning's itinerary. We arrived early for lunch, where we were visited by a representative from the local Convention and Visitor Bureau along with several members of PA's Lincoln Highway delegation. The food was plentiful, and the Shoo-Fly-Pie was a necessary dessert treat!



President Buchanan's home Wheatland in Lancaster, PA

We rejoined the Lincoln, taking us into Lancaster for a tour of President Buchanan's home "Wheatland" and history of his presidency. Our docent was extremely knowledgeable, delivering an excellent presentation about the home and the President. The group took their time walking the grounds, watching the movie, and visiting the museum, then trickled out to resume their trip out of town.

Staying on the Highway, the Columbia-Wrightville Bridge provided us the way to cross the wide

Susquehanna River as we departed Lancaster County bound for Gettysburg. A brief stop was made at the famous Haines Shoe House in York. Though closed to the public on Tuesdays, it afforded the group a picturesque stop at this unique tourist attraction. A plentiful smorgasbord, the second of the day, awaited us at General Pickett's Buffet that evening as we began our Gettysburg experience.

Day 4: Wednesday, June 15 – Gettysburg, PA – 58 people As we did in Philadelphia, the group had a two-night layover in Gettysburg to provide an opportunity to explore the country's most visited military park. All were on their own to see and do what interested them. Many toured the battlefield, while others walked the streets downtown or visited one of the many museums or the Cyclorama.

At breakfast in the motel's restaurant, we met up with a group from Norway that was also touring the Lincoln Highway. Twenty-five-plus Norwegians flew to New York, rented cars, and were driving to California. It was fun interacting with them, as there was mutual interest in our respective tours. The mobile Trading Post opened for business, which provided them an opportunity to acquire much sought-after Lincoln Highway literature and memorabilia, for which they were very grateful. They then set out for Pittsburgh and a full day on the road.

Our day concluded at the yet-to-be opened World War II American Experience Museum with a catered dinner and a preview tour of the complex. We all agree that it is an impressive facility, and look forward to returning when it is open to the public. Another big dinner, and another ice cream stop to follow.



Solemn battlefield at Gettysburg, PA

Day 5: Thursday, June 16 – Gettysburg, PA to Pittsburgh, PA – 185 miles, 53 people This figured to be a long day, with lots to see and lots of ground to cover. Mr. Ed’s Elephant Museum & Candy Store didn’t open until 10:00 AM, so we decided to forego that sweet stop and continue on. The Allegheny Mountains lead to the Laurel Highlands, which make for some spectacular vistas along the Lincoln Highway is southwestern Pennsylvania.

The town of Bedford is fraught with highway history, providing stops at the Coffee Pot, Dunkle’s Gulf station, and the Jean Bonnet tavern on its western edge. Then comes the Lincoln Highway Motor Court – the only such motor court still operating. It’s under new ownership, with a new lease on life! Continuing the theme, lunch awaited us at the Lincoln Diner in Stoystown, where some chose to eat in, while others opted to picnic in their park-like back yard. Following lunch, many visited the nearby Flight 93 National Memorial, which honors those who perished during the tragedy of 9/11.



Jay Johnson’s Packard and the Sullivan’s Corvette adorn the parking lot at Stoystown’s Lincoln Café

The last scheduled stop was at the Lincoln Highway Experience – an interactive museum operated by Pennsylvania’s Lincoln Highway Heritage Corridor in Latrobe. This has been a favorite venue on previous tours, and one we looked forward to, not only for its entertaining content, but also for the delicious pie they served to us in their restored steel trolley diner.

The last 42 miles from there into Pittsburgh was an arduous grind. The many stops and turns combined with traffic through numerous metropolitan areas left drivers and navigators anxious to reach the day’s



Tourers fill up at Dunkle’s Gulf – Bedford, PA



The Lincoln Motor Court – last of the breed



Lincoln Highway Experience staff members in Serro’s Diner



Pittsburgh skyline from atop Mt. Washington at the Monongahela Incline

destination. Once there, the group was treated to first class accommodations and a great meal, followed by a presentation from Brian Butko, noted author of numerous Lincoln Highway books. Brian talked about current projects on which he is working, and answered many questions about Pennsylvania and the Lincoln Highway. It was great to have him join us. Many of us then ventured down the street to the Monongahela Incline, a cog railway of sorts, which transports its passengers up the cliff to the top of Mt. Washington and a spectacular view of the Pittsburgh skyline. Just our luck – as soon as we reached the top, the sign at the ice cream shop was turned-off, dashing any hopes of continuing our dessert tradition that evening.

Day 6: Friday, June 17 – Pittsburgh, PA to Canton, OH – 114 miles, 52 people Another beautiful day dawned as we headed for Ohio. Leaving the Pittsburgh area was much easier than entering it the day before, and soon we were motoring through the rural areas of far western PA. A construction detour took us off of Route 30/Lincoln Highway, which took us into West Virginia south of Newell. This brought us out close to the day's first stop at the Fiestaware Factory Store. Here tourers were able to browse through rooms full of brightly-colored dishes and assorted tableware at outlet prices. We saw more than a few dishes walk out the door! From there, we returned to the Lincoln in Chester, noting the marker posts remaining from 1928.

Crossing the Ohio River into East Liverpool, Ohio, we were greeted by the annual Ceramics Festival, the city's observance of its former designation as the Ceramics Capital of the World. At one time, there were

over 200 such companies in the area. Following lunch at the infamous Hot Dog Shoppe, we toured the Museum of Ceramics before motoring up the hill to Riverview Cemetery. At the high point of the cemetery is buried Henry Ostermann, Field Secretary of the LHA until his tragic death on Iowa's Lincoln Highway in 1920.



Final resting place of Henry Ostermann in Riverview Cemetery – East Liverpool, Ohio

Departing East Liverpool, the old route meanders through the hills and valleys of eastern Ohio, showing remnants of the original bricks from time to time along the way. The best of these sections is Baywood Street, a nearly two mile stretch between Minerva and



Bill and Lin Mordarski on the Baywood Street bricks

Robertsville. The tour group rolled into Canton mid-afternoon, allowing time to visit numerous attractions there prior to dinner and ice cream. Following the meal, John Long and Paul Gilger were each honored with the Bernie Queneau Coast-to-Coast Driving Award, which had been completed on this tour by virtue of beginning in New York City. Congratulations!

Day 7: Saturday, June 18 – Canton, OH to Lima, OH – 160 miles, 50 people Tours on the Lincoln Highway, beginning in 2003, were the brainchild of former LHA President Bob Lichty and his wife Rosemary. Residing in Canton, they along with the Eastern Ohio LHA Chapter, had offered to host our breakfast that morning at Bob’s classic car dealership, Motorcar Portfolio, which is located four blocks from our hotel. Sadly, Bob passed away several weeks before the tour began. Rosemary graciously requested that we keep the scheduled breakfast visit in Bob’s honor. It provided an opportunity for old friends to reconnect with her, see some great old cars, and pay tribute to his legacy. Thanks Rosemary!



Some of the storm damage west of Wooster, Ohio Chapter and Friends of the Depot. The tour then deviated from any of the traditional alignments, as it embarked on the Lincoln Highway Marion Proclamation Route/Harding Highway from Galion to just east of Lima. This route provided the motoring public with a notable highway to travel in order to participate in Harding’s Presidential campaign of 1920, and eventually became known as Route 30 South through west-central Ohio.



Paul and Sally Hoepflich with Rosemary Rubin at Motorcar Portfolio

Leaving Canton, the next stop for most of the group was the Smucker’s Store in Riceland. As the home of the famous jellies and jams by the same name, this was another high-calorie stop for many! Strong storms blew through central Ohio earlier in the week, causing extensive damage to trees and property along the route ahead. West of Wooster, we encountered downed trees and power lines, resulting in detours to stay on course. In most cases, we were guided through either by GPS or through advice and directions from local residents. All were able to find their way, arriving at the Mansfield Memorial Museum late in the morning. A former Grand Army of the Republic meeting hall, this museum traces, among many other things, Mansfield’s history as a manufacturing center of appliances and other durable goods. Its feature display is ELEKTRO, America’s first robot which was produced by Westinghouse for the 1939 New York World’s Fair.

Lunch followed in Galion at the old Big Four train depot, hosted by the Mid-Ohio Lincoln Highway



The Harding Home – Marion, Ohio

While in President Harding’s home town of Marion, we toured his recently renovated house from which he conducted his “front porch” campaign, and also the newly constructed Harding Presidential Museum and Library. A quick stop at his tomb, and we were on the way to Lima, where we joined back up with the 1913 route into town.

Another night on the road, and another buffet dinner, followed by.....well, you know the rest! Joining

us for dinner were Mike and Tammy Buettner. Mike is Mr. Lincoln Highway in Ohio, and has mapped and written extensively about the road, along with holding many state & national offices. He offered a few words to the assembled group before adjourning for the night.

Day 8: Sunday, June 19 – Lima, OH to Merrillville, IN – 200 miles, 48 people Western Ohio and most of Indiana is flat farm country, with long, straight roads and easy driving. This was the last full day and the longest day of the tour at 200 miles. In 1939, Admiral Richard Byrd's Antarctic Snow Cruiser was en route from Gary, IN to Boston when it ran off the road near the small town of Gomer, Ohio. This mishap became the biggest event to ever happen in Gomer, an event which is remembered with a display at the town's Welsh Community Museum. The museum staff greeted us with Welsh pastries and bottled water, along with an abundance of snow cruiser and other local history, providing a great start to the day.



The Admiral Byrd Snow Cruiser as it appeared after the crash near Gomer, Ohio



Bob and Chris Vitrikas at Gomer's Welsh Community Museum

Indiana was in our sights, and Van Wert was the final oasis before crossing the state line. With its quaint downtown, majestic courthouse, and Lincoln Highway interpretive display, it provided tourers with some great photo-ops that beautiful morning. The road in Indiana immediately leaves the four-lane piggyback of Route 30, running parallel on the north side through the villages of Townley, Zulu and Besancon, then New Haven and into Ft. Wayne – Indiana's largest Lincoln Highway city. Following a quick stop downtown at Cindy's Diner for pictures, we were back on the road toward the pizza lunch stop in Columbia City.



Myrna Johnston visits Cindy's Diner in downtown Ft. Wayne, IN

Plymouth, Indiana touts its place in highway history as the crossroad of many original pikes, with names like Lincoln, Dixie, Yellowstone and Grand Army of the Republic highways all running through its borders. This and much more is on display at the Marshall County Museum in downtown Plymouth. The good folks there rolled out the red carpet for us, with plenty of friendly docents to guide us through and answer our many questions. Aside from the highways display, the model train room seemed to be a big hit! This room certainly brought back great memories of our childhoods, and appeared to give lots of pleasure to those who were running the many trains. Outside, some of the local car enthusiasts parked their vintage rides to add to the atmosphere for our entertainment.

Crossing into the Central Time Zone, Merrillville provided the final night's accommodations for this most enjoyable cross-country excursion. Due to staffing shortages, many of our rooms were not yet ready for occupancy, so groups of us gathered in their outdoor seating areas to reminisce. Dinner was at the Aladdin Pita, a middle eastern restaurant that served us a

tremendous buffet meal. Most on the tour will agree that we saved the best until last!

As has been the tradition, the last dinner provides us an opportunity to review the significant events of the tour, to recognize those who added to the experience in some way, and to award those who struggled through hardships along the way. Paul explained the history of the Perseverance Award, with its beginnings in the Utah desert on the 2013 Centennial Tour. He lamented that there would be no recipient this year, as the Eastern Third Tour was devoid of issues that would warrant such recognition. Even Jay and the Johnson clan in their '56 Packard – the oldest car to run the entire tour – was virtually trouble free throughout the trek. All should be commended for their preparation and vehicle maintenance prior to the trip.

Jim then took the opportunity to recognize some deserving participants for their questionable behavior and faux pas over the past eight days. Most were in good taste and well received, with everyone being good sports and enjoying their moment of embarrassment in front of the group. We're told Myrna and Paulette wore their "cotton earrings" all the way home! The night concluded with the requisite stop at Culver's for the Flavor of the Day.



Paul Gilger and John Long receive their Coast to Coast driving awards

Day 9: Monday, June 20 – Merrillville, IN to Joliet, IL, 47 miles Breakfast on the last day is always a bittersweet time, with many hugs, handshakes, and good-byes. Some would be going on to Joliet and the LHA Conference, while others would be returning home or heading off to another interesting adventure. Whatever it was from here, the

Eastern Third Tour was nearly over. All that was left to do was gather at the Ostermann bench in Dyer, Indiana for the official group photo. Twenty-nine members of the group met for the picture, including a surprise guest – Jeff Stonesifer dressed as Henry Ostermann himself – to add a touch of authenticity to the occasion! It's safe to say... a good time was had by all. See you again in 2025.



End-of-the-tour group at the Ostermann Bench – Dyer, IN



End of the tour in Joliet, IL where the two roads meet

The Eastern Third Tour through the lens of Jerry Peppers



The History of the Eastern Terminus Marker

By Jerry Peppers

The history of the Eastern Terminus Marker started in 2001. As far back as 1913 the Eastern Terminus of the Lincoln Highway was never marked and indeed was never even designated as anything but “Times Square” in New York City. In 2001 I joined the Lincoln Highway Association to get their quarterly publication *The Forum*. I was still very active in a demanding career then and still had two children at home and two in college. My life is more about the journey though and not the destination, I am fascinated by all roads and I was beginning to think about traveling and being in “America.”

In 2007 I opened the Spring edition of *The Forum* and the President’s Corner caught my eye because President Bob Lichty was pictured sitting in his 2000 Saab 9-3 convertible with the top down and all of the dashboard, controls etc. were so familiar because I owned the same car. I read the piece right away and Bob mentioned, among other things, his desire to see an Eastern Terminus marker in Times Square. My office then was in the middle of Times Square on 45th Street right where Broadway crosses 7th Avenue. It was exciting to think of the cross-country Lincoln Highway starting there. Yes, I am a New Yorker so it started there; I know it also started at Lincoln Park in San Francisco if you were eastbound.

I contacted Bob and offered to help the LHA get a marker erected and he basically not only asked me to do it but also asked if I would assume the then vacant NY directorship of the LHA. I agreed to work on the marker but was reluctant to become a director, in good part because it is so difficult to get approval from my firm to join any board. I ultimately agreed to become a director, and to take on the Eastern Terminus project as a pro bono matter of our firm, and those were also to prove to be important factors in the Eastern Terminus history.

I immediately started to research, and to inquire of those in the organization Bob suggested for their historical knowledge, including Messrs. George Clark, Gregory Franzwa, Russell Rein and Paul Gilger. Finding no indication of a specific designation of a terminus, I decided to call it 45th Street where Broadway and 7th Avenue cross. It was in the middle of Times Square, would command attention from the estimated 40,000,000 annual visitors to Times Square and was right outside my office. I concluded though that there was little space for any kind of marker and none for an explanatory plaque. And since it would

obstruct pedestrian traffic, the City of New York would never approve the project.

After thoroughly exploring Times Square, I concluded the best chance would be at the northwest corner of Broadway and 42nd Street, a perfect place to start a westbound journey along 42nd street. Of course, an eastbound tourist completing their journey would end up across the street but (i) I am a New Yorker and things start here! and (ii) the south side of 42nd street is not in Times Square. There was a 7” diameter 42” steel pole there to protect the lamppost on the corner from vehicular traffic where an LH Marker could be painted and as a bonus, a bronze explanatory plaque could be mounted on the wall of a nearby building, The building was constructed as the headquarters of The New York Times but it moved to larger quarters and the building had only one tenant. It was used for large LED screen advertising and had a pole mounted on top from which a lighted ball descended once a year to mark the New Year. The tenant though was a Walgreens drug store and research revealed that (i) its founder Charles Walgreen grew up in the LH town of Dixon, IL and (ii) his grandson sat on its board of directors. I crafted letters to the City proposing a sign be painted and to the building’s owner and Walgreens, copy to Charles Walgreen, suggesting a bronze plaque. I was turned down flat by both.

2007 turned into 2008 and I drove to my first LHA Annual Conference in Evanston, Wyoming. I met two Piaggio three wheel motorcycle riders who were traversing the LH as well as a WQED-Pittsburgh film crew shooting a documentary about the LH That documentary turned into the October 2008 release *A Ride Along the Lincoln Highway*. Both encounters turned out to be prophetic.

When I returned to NYC I contacted the Piaggio public relations people and helped plan the arrival of the riders at Times Square. Many of the news outlets covered it and we got NYC police to hold traffic a few seconds so the riders could make a u-turn from eastbound to westbound 42nd street to come to the northwest corner. The reporters/photographers etc. swarmed to the riders but the riders wanted to come where I was and be photographed with the paper LH sign I affixed to the pole. They also knew me from Evanston and that gave me the attention of reporters. The Daily News had their editorial head there and I talked to him as well as reporters. He was adamant

that the LH was worthy of permanent signage and was to write and publish a very important opinion piece supporting it. I was pleased of course and did not know then that the piece caught the eye of NYC government, partly I suppose because the Daily News has a larger circulation than even The New York Times.

Later that month I was contacted by the WQED producer Rick Sebak about an interview and filming at the Eastern Terminus. He and camera and sound persons showed up. They interviewed and filmed for about five hours in my office, out in Times Square, and walking to and at the Eastern Terminus posting my paper sign. We also had a great break for lunch at a local restaurant where Rick liked the food so much he actually photographed it and it wound up on his blog. My wife and daughter were able to join us so we really had a good lunch and got to know one another well.

In October of 2008, the documentary hit TV screens with almost three minutes of me in my office, on the street in Times Square and walking to and at the Eastern Terminus. The documentary also featured Bernie Queneau, by then quite senior but still the legend who, with fellow Boy Scouts in 1928, installed marker posts all along the LH. I started immediately getting calls from people I have not heard from in years who saw the piece. Significantly, the Daily News opinion editor saw the documentary and in a second opinion piece virtually demanded that the city erect a marker and invite Bernie, who he became fascinated with, to dedicate it. I suspect that caught the attention of the Bloomberg administration because Mayor Bloomberg was securing a term limit waiver to run for Mayor for a third term. By late Fall/early Winter I started getting contacted by the Department of Transportation with progress reports for signage. Between the approvals needed there as well as with the local Community Board, it was decided that only a lamppost sign could be erected. I lobbied for a marker on a post and a plaque but was not



able to change minds.

In early February 2009 DOT called to say the sign was up but covered and there would be a ceremony on Abraham Lincoln's birthday with City people and the press attending to uncover the marker. Mayor Bloomberg was scheduled to be there.

On February 12 I walked the few blocks from my office to the Eastern Terminus and met the city entourage there as well as the press and a few spectators. Three of our daughters attended as well. The Mayor could not make it because Randi Weingarten's father passed unexpectedly and he attended the funeral. She was the powerful president of the teachers union and he was seeking reelection. In his place was Janette Sadik-Kahn, the Commissioner of Transportation, as well as an entourage from the Department of Transportation.

Tim Tompkins, the president of the Times Square Alliance and members of his staff also came. After very short speeches by Janette, Tim and I, Janette and I pulled the string attached to the cover on the marker.

Unfortunately it broke with the marker well up on the light pole only partially uncovered. By pure chance a NY DOT truck with a cherry picker was across the street. Someone walked there to ask him to help. Although the driver initially

ignored him, when he learned the Commissioner was across the street, he drove the truck over posthaste and pulled the cover off. VOILA. We finally got a marker in Times Square.

It lasted until around 2014 when that part of Broadway was turned into a pedestrian plaza and the area where the lamppost and pole had been located was revamped into unobstructed sidewalk. The marker was shifted to a lamppost on the northeast corner of Broadway and 42nd Street where it currently resides. I have not abandoned my quest for a traditional marker post and explanatory plaque but for the time being, the northeast corner lamppost will have to serve.

The place to be in 2023!
LHA Annual Conference • Folsom, California
Mark your calendars! Monday, June 12th - Friday, June 16th

My First LHA Conference

By Judy Greeson

Oh my goodness!! What a week I spent in Joliet, Illinois both at the Pre-Conference and the National Conference of the Lincoln Highway Association, June 18 to 24. My first ever. Overall, engaging in conversation with folks from all over the country who have this common interest in this early “highway” was so educational for me. The opportunity to learn from folks who I consider to be experts of the history of the LH and other early roads within the country was well worth the “price of admission.” For fun, the bus tours were the best. Ours, the “second bus.” had an excellent tour guide, Ed Kozak, who gave details of not just the big attractions, but little facts of places we passed. I now regret not taking written notes on sites that were mentioned by him as we rolled along in our full size, comfy tour buses.

During the first two days of the pre-conference, I learned so much about the Dixie Highway, the “other Carl Fisher road.” From both Larry McClellan and James Wright during these days, and on following Thursday, details were given that I previously did not know. As a bonus, my suspicions were confirmed that yes, indeed, Clinton, TN is on one of the routes of the Dixie Highway (now U.S. 25W) that carries on as U.S. 25 through North Carolina.



The Dixie Highway route north of Knoxville, TN. The map is indicating that my current town of Clinton, TN was on the route of the Dixie Highway. Now, that route is U.S. 25W.

The conference, held at the Clarion Hotel



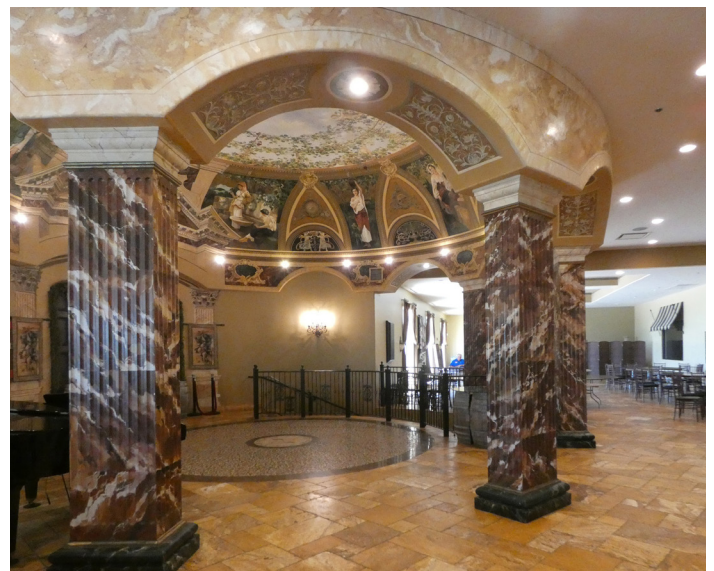
The LHA Pre-conference attendees are enjoying an evening meal at Aurelio's Pizza in Frankfort, Illinois after the caravan traveled from Joliet, Illinois to Illinois S.R. 1 south to St. Anne, Illinois. The group stopped at various points on the route of the Dixie Highway.

just north of I-80 at S.R. 7, included both group banquet meals during our meeting, as well as meals at interesting places during our tours. Our meals during our pre-conference included Aurelio's Pizza in Frankfort. The following day, Sunday lunch was at the Launching Pad Restaurant with its Gemini Giant. This restaurant is on the historic Route 66



The logo of the Launching Pad Restaurant in Wilmington, Illinois and the Gemini Giant in the yard of the Launching Pad Restaurant. As stated in the restaurant's website, the 28 foot tall spaceman was made by International Fiberglass California. Through a local contest, the Gemini Giant was named after the Gemini space mission.

in Wilmington, Illinois. During our East Bus Tour, we were treated to both a buffet lunch and an organ concert at the Rialto Theater in Joliet. On Wednesday, the West Bus Tour's lunch stop was the Acquaviva Restaurant. This restaurant and winery is located in the middle of flat farmland of the Illinois prairie – to me an unlikely spot for such an elegant oasis.



The elegant interior of the Acquaviva at the entrance to the restaurant.

There was “free time” for us as well. I chose to visit the Joliet Public Library and the Joliet Area Historical Museum. On Wednesday evening, Indiana LHA Office Manager, Bev Gillespie and I took the opportunity to take a look at the variety of cars that were participating in the Great Race sponsored by Hemmings Motor News. These cars and their occupants were in route to Fargo, North Dakota from Warwick, Rhode Island. They were spending the evening and overnight at nearby Plainfield, Illinois. On Friday, the 24th, I went back to Geneva, tracing again the route of the LH to meet good friends for lunch, and a walking tour. We had an unexpected invitation to the inside of the Oscar Swan house, as we were looking for the LH 1928 marker that was on the property.



This 1940 Cadillac convertible was one of the 131 entrants in the Hemmings News Great American Race. The participants stopped in Plainfield, Illinois (on the Lincoln Highway) the evening of Wednesday, June 22nd.

Some folks to acknowledge: I want to personally thank LHA President Kay Kozak and the planning committee for their leadership and hard work. Conferences are not easy to manage. Also, because I wasn't comfortable driving my car as a part of a caravan, both Joyce Chambers from South Bend, Indiana and Mary Ellen Johnson from Geneva, Illinois offered me a ride in their cars. My thanks to them for making my first two conference days much more enjoyable. This also can be said for our professional tour bus drivers. In fear of leaving someone out, my gratitude is extended to all those who helped me in a specific way, or gave me words of encouragement. I hope to see all these folks back at the national conference to be held in Elkhart, Indiana in 2024. (Folsom, CA in 2023 is too far a location for me to travel.)

About the author: Judy Greeson, a Hoosier from Indianapolis but living in Clinton, Tennessee is a member of the Indiana Chapter of the Lincoln Highway Association. Although she has been a member of the LHA since 2019, because of Covid and the absence of national conferences in 2020 and 2021, the conference held in Joliet, Illinois was her first attended. Judy is a long time auto racing fan. The fact that the founder of the Indianapolis Motor Speedway, Carl G. Fisher was a conceiver of the Lincoln sparked her interest in this first coast-to-coast highway. You may have read her articles about traveling the highway in both the Summer, 2021 and Winter, 2022 issues of the Forum.



The library – one of the rooms of the Oscar Swan House, Geneva, Illinois



The front exterior of the Oscar Swan House, Geneva, Illinois

2022 Lincoln Highway Association Awards



Larry McClellan, Charter Member of the LHA, receives the Friend of the Highway Award for his decades of research on the Lincoln Highway and countless public speaking engagements, spreading the word about the Lincoln Highway



John Jackson receives a Certificate of Appreciation for his work as the LHA Treasurer for the 2022 Joliet Conference.



Jeff Stonesifer receives a Certificate of Appreciation as he is 'retiring' as the Pennsylvania State Director.



Rose O'Halloran, for serving on the Conference Committee, Certificate of Appreciation



Steve and Deana Bingham, Certificates of Appreciation for serving on the Conference Committee, and for serving ice cream at their authentic soda fountain in Rochelle on the West Bus Tour.



Mary Ellen Johnson, Certificate of Appreciation for helping with the Registration Table at the Conference.



Ed Kozak, for serving on the Conference Committee, Certificate of Appreciation.



Denny Gibson receives the Friend of the Highway Award for promoting the Lincoln Highway through his excellent books.



John Nicholson, Friend of the Highway Award for his work in Farming Heritage, Inc. renovating the H. I. Lincoln Building in Franklin Grove which houses our Lincoln Highway Association National Interpretive Center.

Not pictured: Elliot Ofsowitz, Friend of the Highway Award for his excellent work proofreading the LH Forum. John Halloran, Certificate of Appreciation for 'retiring' as the New Jersey State Director. Nebraska Chapter, Chapter of the Year Award for 2021 for the hard work involved with getting the Lincoln Highway recognized as a National Scenic & Historic Byway. Trey Pitsenberger, Friend of the Highway Award for his work on promoting the Lincoln Highway via social media.

Photos by Ed Kozak, except for the pictures of Kay and Ed Kozak, taken by Tim Wunsch and John Nicholson, taken by Kay Shelton Kozak.

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

May, 2022 to June, 2022

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 100 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.

Paul Gilger

Santa Rosa, California

John Long

Canton, Ohio

The list of awards is compiled by LHA Treasurer John Jackson.

Applications for this award are available on our website: www.lincolnhighwayassoc.org

The LHA will need a new Treasurer at the end of 2022

John Jackson will be retiring as Treasurer of the Lincoln Highway Association effective December 31, 2022.

Therefore, it's not too early to be looking around for a volunteer to replace him.

John is leaving the post in great condition for the next person. Many updates have been initiated within our record keeping procedures over the last three years that have taken full advantage of electronic banking and the processing of dues payments. Installing PayPal on our website has played a big part in limiting the amount of work involved.

The Treasurer works closely with the Membership Secretary in the accurate recording of dues payments. This is the major job responsibility for both positions and many refinements have been implemented to streamline the work. The estimated workload for this position is three to four hours per week with a slight increase at the end of each quarter.

The banking part of it is mostly on-line. In this way we receive payments from membership and pay all bills. This results in almost no visits to the bank or trips to the post office to pick-up or mail anything.

Preparing the periodic, one-page financial statement is a matter of filling in a pre-designed template. This and the other work procedures have been carefully laid out and proven effective.

John will be available to train and support his successor for as long as required. He would also be glad to answer any questions now.

LINCOLN HIGHWAY TRADING POST

**YOUR OFFICIAL SUPPLIER OF
LINCOLN HIGHWAY MERCHANDISE**



A Complete Official Road Guide of the Lincoln Highway

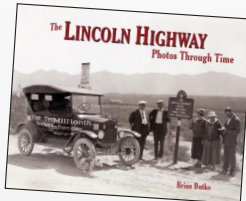
Reprint of 1924 edition by the Lincoln Highway Association. Hundreds of ads from that magical era, the work gives detailed information on the 414 cities and towns through which the famous highway passed, from Times Square in New York City to San Francisco's Lincoln Park, on the Pacific Ocean.



\$39.95

PUBLICATIONS, MAPS & PHOTOS

| | |
|--|----------------|
| 2023 "America Remembered" Wall Calendar <i>Featuring full color paintings by Ken Zylla.</i> | \$9.95 |
| 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 |
| BACK ISSUES Lincoln Highway Forum Members \$7.00 Non-Members \$10.00 | |
| Ford Model T Coast to Coast Book | \$28.00 |
| Greetings from the Lincoln Highway (Volume 3) | \$29.95 |
| 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 <i>52 pages, hardbound</i> | \$15.95 |
| Ohio or Indiana Lincoln Highway Map Book | \$15.00 |
| Pan-Pacific International Exposition Miniature View Book <i>6" x 4" - 66 pages</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 (shown)</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 Sign | | \$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 |

- Street Banner Mounting Set** \$60.00
- Vinyl Street Pole Banners** \$109.50
- Window Card - 7" x 11"** \$1.95
- Window Sticker - Lincoln Highway Association LIFE or Association Member - 3" round (shown)** \$3.75
- Durable Vinyl Banners** \$89.00
Two styles to choose from. 8' x 3'



WEARABLES

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



GENERAL MERCHANDISE

- Deluxe Slide Luggage Tag - Available in Black, Red or Blue** \$7.95
- 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
Material: Leatherette, Black Velvet Back and Glass Front, 7" x 5" (shown)
- 55" Large Auto Open Folding Umbrella** \$19.95
- 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
- Laser Engraved Wood Ornament - 2" x 3.5"** \$6.95
- License Plate Frame (shown)** \$5.95
- Lincoln Highway C Handle Mug - 11 oz.** \$5.95
- Lincoln Highway Ceramic Coffee Mug** \$5.95
10 oz. - Full color Lincoln Highway logo
- Lincoln Highway Miniature Ceramic Stein** \$4.75
2.5 oz. with gold rim - Full color logo
- Lip Balm - Fresh mint flavor** \$1.99
- Lucite Logo Magnet - 2" x 3"** \$5.00
- Playing Cards** \$7.95
Poker Size, 54 cards per deck. Boxed in a white window tuck box. (shown)
- Refrigerator Magnet - 2-3/4" in height** \$0.95
- Stainless Steel Travel Mug - 20 oz. (shown)** \$12.49
Available in Silver, Blue or Black.
- State Shaped Vinyl Key Tag** \$1.95
- USA Shaped Acrylic Magnet** \$4.95
- USA Shaped Vinyl Key Tag** \$1.95
- 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.



MEDIA

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IN MEMORIAM



Former LHA National President **Robert Lichty** died on May 31 at his home in Canton, Ohio. He was 75. Bob lived a life highly involved in the automotive industry,

and the LHA benefitted from that greatly. For over 50 years, Bob made his passion for classic cars his livelihood in both publishing and marketing. Prior to being the director of the Canton Classic Car Museum, Bob worked for the Hemmings Motor News and Old Cars Weekly. In addition to authoring hundreds of magazine articles and several books, he also was gifted as an automotive artist. Because of his knowledge and experience, Bob was called upon as both a nationally recognized appraiser and as an expert witness. Most recently, Bob operated Motorcar Portfolio in Canton with his sons Christopher and Curtiss.

One of the founding members of the revitalized

Lincoln Highway Association, Lichty and his wife Rosemary Rubin were instrumental in leading numerous cross-country auto tours along the Lincoln Highway. He served as LHA President from 2005-2007. Bob's contributions to our organization cannot be overstated.

•
Beverley 'Sue' Jacobson, (nee Wolf) born May 30, 1932 passed away on June 28, 2022. She was preceded in death by her parents, Genevieve and Donald Wolf, husband Carl Jacobson and brother Roy. She is survived by her son, James 'Jake'(Susan), three grandchildren, Sara, Samantha (Jimmy) and Benjamin Jacobson and brothers Roger (Cynthia) and Rex Wolf. Sue was a longtime teacher at Sugar Grove elementary school, active in the Lincoln Highway Association, AFS sponsorship, and the Sugar Grove Historical Society. She will be missed by many. Internment will be private. In lieu of flowers please make donations to either: Lincoln Highway Association <https://www.lincolnhighwayassoc.org/support/> or Grace Lutheran Church Music Program <https://www.graceglenellyn.org/donate.html>

LHA Conference Sneak Peek - Elkhart County Indiana... June, 2024

By Jeff Blair

It's not too early to begin planning for a fascinating trip to Elkhart County in Northern Indiana for our 2024 national LHA Conference.

In the next several issues of The Forum we hope to whet your appetite for some of the things we will see and do together. For example, here is a shot of Fidler Pond Park on the east side of Goshen along the original 1913 Lincoln Highway route. Note the beautiful kiosk on the right side with 4 historic panels telling the history of the Lincoln Highway and Elkhart County. The oversized road sign in the front yard along



Fidler Pond Park and LH Kiosk. Photo: Jeff Blair

Lincolnway East draws the motorist into the site. In the background is Fidler Pond, the site of a gravel pit for many years, now with a 1.2 mile walking path around the circumference. Bikers and hikers of all ages are stopping here to learn about the Lincoln Highway. The kiosk was developed by the INLHA in partnership with the City of Goshen Parks Department, with funding from the INLHA and a variety of other contributors including Reith Riley, builders of many of the early paved roads across Elkhart County.

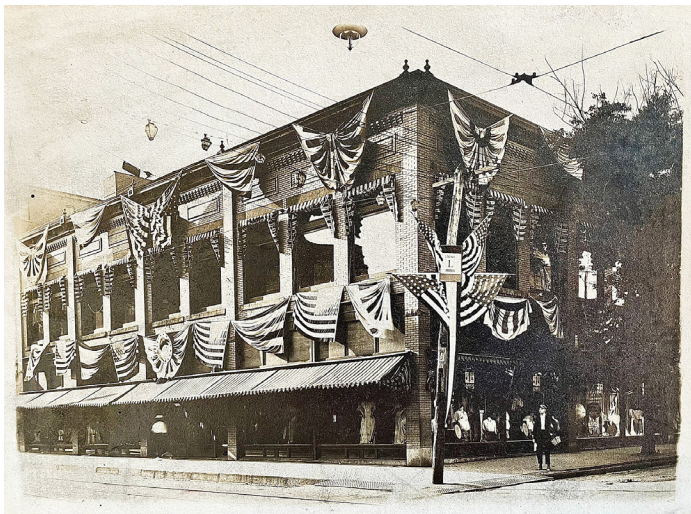
L They're Talking About the Lincoln Highway

By Russell S. Rein

April:

Prairie Rivers of Iowa updated their website with - *Thirteen Earth-Friendly Stops Along the Lincoln Highway National Heritage Byway* by Mike Kellner: "During the early 20th century visitors along the Lincoln Highway used travel as a new way to connect with nature while creating new adventures! Today travelers are still making connections with natural, scenic, and recreational opportunities whether it's during a short day trip or a full drive along 460 miles across 13 counties along the Lincoln Highway National Heritage Byway in Iowa." Check out the complete list here: <http://tinyurl.com/2p9tkemy>

The Museum of Ceramics in East Liverpool, Ohio posted this photo of Ogilvies department store decked out for the 1915 Lincoln Highway Parade:

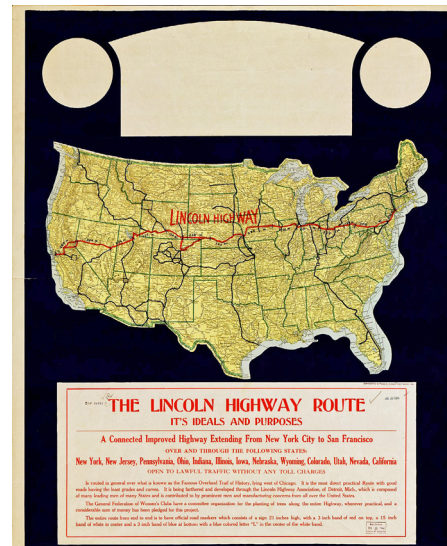


The Library of Congress blog posted *Maps of the Good Roads Movement*: "In the early 20th century, most of America's rural roads were constructed of gravel or dirt, causing slow travel and muddy roads. As new modes of transportation blossomed in cities – cars, bicycles, trolleys, and paved streets – a political movement called the Good Roads Movement aimed to connect rural areas with local cities via paved roads, so rural residents could reap the same transportation benefits afforded to many urban dwellers. Organizations such as the League of American Wheelmen initially advocated for improved national roads for bicycles. Over time, the focus turned increasingly toward cars. Groups advertised auto trails, such as the Lincoln Highway, which ran east to west,

or the Dixie Highway, which ran north to south, to encourage Americans to travel cross-country. The National Highways Association was established in 1911 to advocate for the development of a robust national road network using the slogan "Good roads for everyone!" The Association proposed a network of roads totaling over 150,000 miles and including township, county, state, and national road networks." They included this map - *The Lincoln Highway route: it's ideals and purposes... Frank S. Schmid, 1914.*

Geography and Map Division:

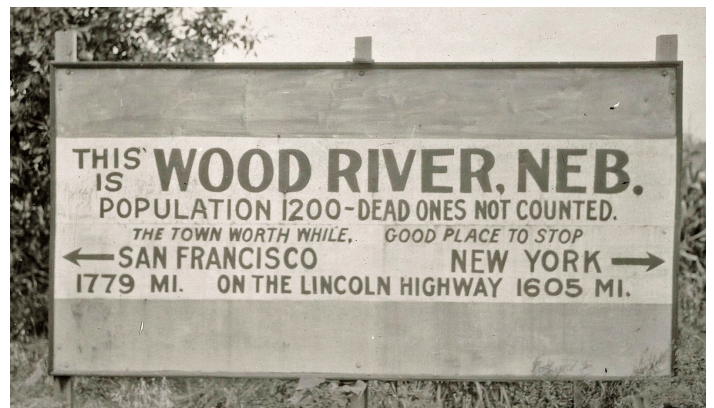
You can read the blog post here: <http://tinyurl.com/2p8nfdfn>



The separate page for the map can be enlarged for details, and is available online here:

<http://tinyurl.com/2p84jzkw>

Here's another photo I found from the 1919 Army Convoy at the National Archives:

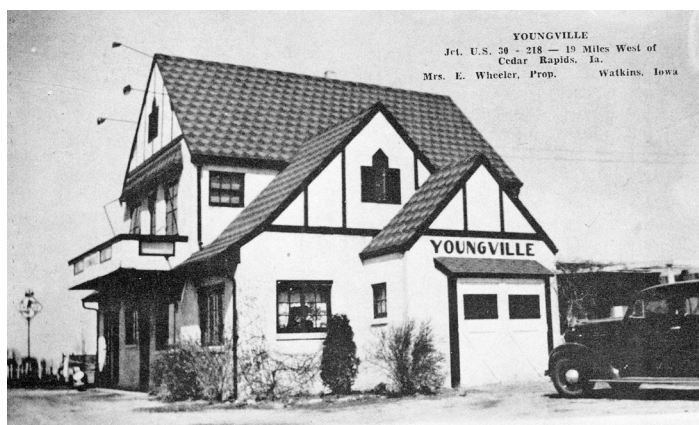


Only In Your State blog featured - *Just 1 Hour From Reno, The Small Town Of Fallon Is The Perfect Nevada Day Trip Destination*. “Located just a 60-minute drive to the east of Reno and Carson City, you’ll find yourself in the charmingly splendid old west town of Fallon, Nevada. Fallon was officially incorporated in 1908, but its roots date all the way back to the 1800s during the days of the California Gold Rush. Spend a day soaking up the history and fun in this wonderful Nevada town.” Read the rest and enjoy the pictures here: <http://tinyurl.com/3frj8xwy>

Sidetrack Adventures posted a short video on YouTube - *Wendover Will and The Victory Highway*. It includes some history of the Victory Highway in Wendover, Nevada, and a monument there on both an original alignment of the Victory and Lincoln Highways. Watch it here: <https://tinyurl.com/ccvmf5zm>

The Youngville Café, at the intersection of the Lincoln and Jefferson Highways in Colo, Iowa, is open again but only on Tuesdays for Lunch, from June 7, 2022 through September, 27, 2022 from 11am - 2pm. I need to stop there for a breaded pork tenderloin sandwich and rhubarb pie!

The Youngville Highway History Association Facebook page published this short history: “The Young and Wheeler Families: Youngville Station. Youngville’s story begins with Joe Young (1855-1930) who sought to help his widowed daughter Elizabeth “Lizzie” Wheeler provide for her and her children: Lester and Hazel. He built the station on his pasture land in 1931 and it included space for the family to live. Lizzie’s husband Andrew Wheeler passed away in 1921. The spot at the intersection of the Lincoln and Red Ball Highways proved to be a busy enterprise as a Skelly station with cabins and bus service for the Jefferson and Greyhound Bus Lines. Joe Young and his wife Margaret, as well as Adam and Lizzie Wheeler are all buried at



A Youngville postcard from my collection

the Mound Cemetery, in Watkins, IA along with other Young and Wheeler relatives.” The Youngville Highway History Association Facebook page is here:

<http://tinyurl.com/2p8jys2t>

WGN News posted a video on YouTube about actress Anita King’s 1915 trip on the Lincoln Highway – *Anita King: The woman who conquered a continent*. Watch it here:

<https://www.youtube.com/watch?v=diGd5MvV0kE>

I found this photo on the New York Public Library website. It’s Amanda Preuss, who drove across the Lincoln Highway in 1916 in her 1915 Oldsmobile Model 43, 4 cylinders.



Here’s a clipping from the Pittsburgh Press, December 17, 1916 courtesy of Newspapers.com about Amanda’s trip. Download it for enlarged reading.

<https://www.newspapers.com/clip/104830755/>

May:

I found this photograph on The Henry Ford’s website. “Roads of the World’ was part of the Ford Motor Company’s exhibition at Chicago’s Century



From the Collections of Henry Ford. Gift of Ford Motor Company

of Progress Exposition in 1934. Fairgoers rode in brand new Ford V-8s over 21 reproductions of famous roadways. This section representing America's transcontinental Lincoln Highway contributed to the immersive 'Roads of the World' experience."

At the LHA Conference in Joliet, Illinois we saw an excellent video about the noted landscape architect Jens Jensen. I found this short article about his work on the Lincoln Highway in Illinois in the Road Maker magazine from November 1917 – *To Beautify Illinois Lincoln Highway*: "The Conservation Department of the Illinois Federation of Women's Club is soon to have a definitive plan for the planting and beautifying of the Lincoln Highway and its tributary roads in Illinois. The designer of this 'planting plan' is Jens Jensen, one of the foremost landscape architects in the country. Mr. Jensen recently completed the Lincoln Highway comprehensive plan for the General Federation of Women's Clubs. The 'planting plan' which will be completed in time for the planting season this fall, will be a definite one for every mile of the Lincoln Highway and tributary roads in the state. Certain changes will be made in the plants to be used in accordance with the topography and with the soil conditions through which the highway runs."

His original detailed large scale drawings for these plans are at his archive at the Bentley Library on the University of Michigan's North Campus. These were on display at the 2015 Lincoln Highway Association Conference held in Ann Arbor, Michigan - celebrating the historic headquarters of the LHA in Detroit. I should also mention that Jensen designed the Ideal Section in Dyer, Indiana and the Lincoln Highway concrete markers. I prepared a detailed checklist of Jen Jensen's Lincoln Highway related drawings at the Bentley Library, and uploaded it to the Lincoln Highway Facebook Group. You can find the pdf file here: <https://tinyurl.com/45dxd34y>

TribLive featured an article about the roadside giants erected along the Lincoln Highway Heritage Corridor in Pennsylvania. This included giant gas pumps and a 1920s Packard replica. Read it here: <http://tinyurl.com/2p8w3ncf>

Laramie Live featured an article about the giant Lincoln sculpture originally on the Lincoln Highway, and now at the I-80 Summit rest stop – *Why Does Wyoming Have a President Lincoln Memorial?* You can read the article and check out the photographs here: <https://laramielive.com/abraham-lincoln-monument-memorial/>

There is now a Google map "indicating locations of sculptural images of Abraham Lincoln in the United States and around the world. Sculpture locations are represented by an icon created specially for this project. Users may interact with the map by clicking on an individual icon to access photos and information about each represented sculpture." This was created by David B. Wieggers and Scott T. Schroeder. You can access it here:

<http://tinyurl.com/2p8staud>

The 25th annual Lincoln Highway Heritage Festival is planned for the weekend of August 19 - 21 in downtown Rochelle, Illinois. Read more about the activities at the Rochelle News-Leader here:

<http://tinyurl.com/ynkfdcr4>

Brian Butko posted on the Lincoln Highway Facebook Group on May 29: "90 years ago today, the Grand View Ship Hotel was officially dedicated along the LH in Pennsylvania. All that remains is part of the low stone wall on a downhill curve. This family photo shows owner Captain Herbert Paulson with daughters Erna and Mary and their 1955 Cadillac."



From the Ship Hotel: *Still A Grand View Along the Lincoln Highway* by Brian Butko

Recordnet.com featured - *Road trip: Lincoln Highway's historic route runs through San Joaquin County, California*; by Tim Vail with the assistance of LHA member Kevin Shawver. Read it here:

<http://tinyurl.com/3kwcv4rv>

Gettysburg Times featured - *Lest the Road of Remembrance be forgotten* by Michael McGough:

“In December of 1919, a York, Pennsylvania, newspaper advertisement, paid for by a ‘Patriotic Citizen,’ announced the sale of memorial trees in honor of young men who entered the service of their country during the Great War (World War I). The public announcement reads, “The trees are \$2.50 apiece, which pays for a tree from eight to ten feet tall, its planting, replanting if necessary, and expert care for one year. For trees for men who died in the service, one dollar extra will buy a small bronze marker.’ This project created the York County Road of Remembrance. That road, a 25-mile stretch of the Lincoln Highway from Wrightsville in eastern York County to a spot just east of Abbottstown in western York County, was planted with trees about 100 feet apart. Read more of this history here:

<https://tinyurl.com/43wtj6j3>

June:

The Indiana Lincoln Highway Association has a current project to mark modern Control Stations in Indiana along the 1913 route. This includes 6 foot banners telling the story of the Lincoln Highway in each vicinity. The News Sun reported on the unveiling of the one in Ligonier, Indiana, You can read the story here: <https://tinyurl.com/2p8uzd3x>

Promise Road: How the Lincoln Highway Changed America will travel to museums across Iowa this summer, starting at the Greene County Historical Society Museum in Jefferson, June 9–26, with a presentation the last day by Bob and Joyce Ausberger. Read more from LH Byway Coordinator Shellie Orngard here: <https://tinyurl.com/zhp79cxa>

Travel video blogger Jacob the Carpetbagger is travelling the whole Lincoln Highway and posting YouTube videos of his daily adventures. They start here: <https://www.youtube.com/watch?v=D4PQvE8teWc>

Jim Grey’s travel blog Down The Road featured - *The Michigan Road and the Lincoln Highway in St. Joseph County, Indiana*: “In 2008, I surveyed the Michigan Road from end to end, documenting the road and its built environment. Here is an installment of that trip report. While this article refers exclusively to the Michigan Road, another historic highway, the Lincoln Highway, was routed along this portion of the Michigan Road.” Read the rest and check out all the photos here: <https://tinyurl.com/r2vsehm2>

Judy Lovallo, the administrator of the Omaha History Club Facebook Group shared the history of the Peony Farm on Dodge Street (Lincoln Highway)

near 80th Street in Omaha, Nebraska. Read it here on Facebook: <https://tinyurl.com/2s3d4c6s>



A postcard from my collection

The York Daily Record’s York’s Past blog featured another great Lincoln Highway history story by Stephen H. Smith - *Uncovering Stories of Lincoln Highway marker sites*, in Pennsylvania.

“I volunteered to assist Tom Davidson in researching several of the Lincoln Highway sites where 27 troops of York County Boy Scouts placed 7 new signs and installed 26 concrete posts on September 1st, 1928. I’ll concentrate on the sites in Eastern York County. The goal is to create stories associated with each of those sites.” Read it here: <https://tinyurl.com/bde57eek>



Close-ups of Lincoln Highway concrete post in Hellam Township, just east of Ducktown Road. (3/22/2013 Photos, Stephen. H. Smith)

Fox 40 featured a short history of the Lincoln Highway in California - *The first federal monument to Lincoln is in California. You may have visited and never noticed.* It included a link to our Google map. Read it here: <https://tinyurl.com/yc4v2hxr>

The Reporter, Bucks County News featured - *Turn back the clock with a visit to Historic Fallsington.* “Concealed alongside a non-descript slip of Lincoln Highway near Fairless Hills exists a small yet very

enchanted world. Known as Historic Fallsington, Pennsylvania, this sleepy three-hundred-year-old hamlet is a village that time forgot, a picturesque gem reflecting its colonial Quaker heritage and a long-lost 18th-century charm. In the center of town on Meetinghouse Square sits Historic Fallsington's Visitor and Information Center, home to Historic Fallsington Inc., a non-profit organization that, since 1953, has dedicated itself to preserving the historic village." Read more of this history here: <https://tinyurl.com/4hc9fme4>

Only In Your State blog featured the McDonald's on Lincoln Highway in North Huntingdon, Pennsylvania - *There's No Other McDonald's In The World Like This One In Pennsylvania*. "Doubling as a fast food restaurant and the Big Mac Museum, this Pennsylvania McDonald's is well worth a pilgrimage, especially if you're a fan of the famous sandwich and fries. The Big Mac, after all, was invented by Western Pennsylvanian Jim Delligatti in nearby Uniontown. After hearing constant complaints from customers about how boring McDonald's burger was, Delligatti sprang into action."

Read the rest and check out the photos here: <https://tinyurl.com/ynmnnzav>

Another one of The York Daily Record's York's Past blog by Stephen H. Smith - *The Big Hand Tourist Court in Stony Brook, Pennsylvania*. "The Big Hand Tourist Camp was a seasonal tent camp for traveling

tourists. It was located along the south side of the Lincoln Highway in a field east of Stony Run. In 1925, Alfred Hubler established the business as Stony Brook Tourist Camp; and soon partnered with Paul & Stuart Strickler, who owned the Stony Brook Garage directly across the highway. The camp name changed to "Big Hand Tourist Camp" after Hubler left the business; about 1926. York Council of Boy Scouts, Troop 17, installed a concrete Lincoln Highway marker at the entrance road to the Big Hand Tourist Camp on September 1, 1928." Read the rest of the history here: <https://tinyurl.com/2p88nv6y>

LHA President Kay Shelton Kozak, and Brian Butko, were interviewed for a half-hour episode on the Lincoln Highway for "American Built." It premiered on Fox Business Network on June 28, 2022.

I'm not sure if it's available on any cable TV company's on-demand. You need to subscribe to watch it online at: <https://nation.foxnews.com/american-built/>

A 9 1/2 minute preview of the show is available here: <https://www.youtube.com/watch?v=czz29-aOhy0>

Fox 43 reports - *Historic Haines Shoe House to become an Airbnb*. The current owner, Jeff Schmuck, announced Friday on social media that the iconic roadside landmark in York County, Pennsylvania is changing ownership, and will be used for public rentals. Read more here: <https://tinyurl.com/55zsdw7y>

Collecting the Lincoln Highway

by Russell S. Rein

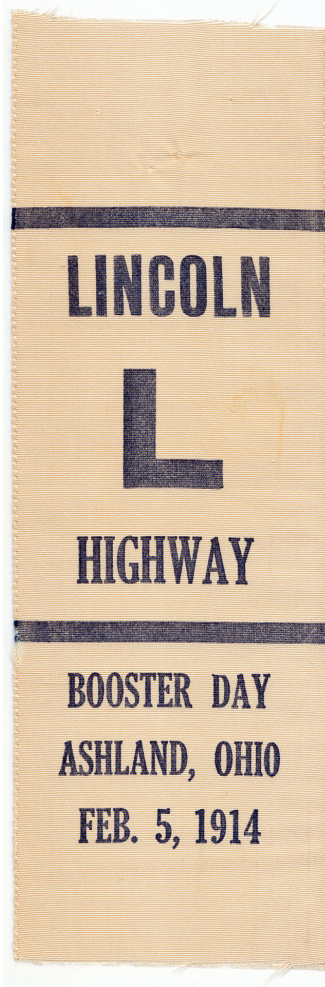
Chelsea Koontz posted her recent find in Facebook - a Staffordshire Crown Devon tea cup made for the S. S. Grandview Ship Hotel:



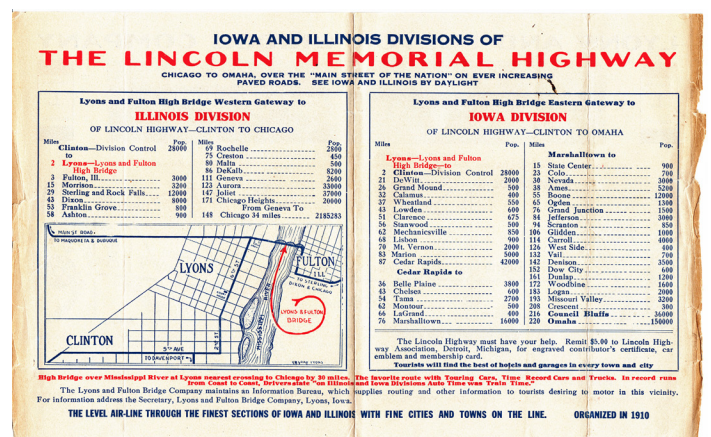
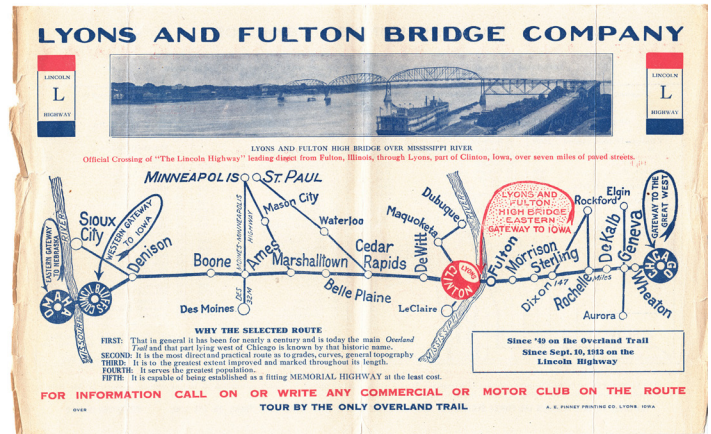
Here's some stuff I dug out from my collection to display at the Bookroom of the Lincoln Highway Association Conference in Joliet, Illinois. A license plate topper for Bedford, Pennsylvania:



Here's a cloth ribbon for the Lincoln Highway Booster day in Ashland, Ohio, February 5, 1914:



And here's a flyer for the Lyons (Iowa) Fulton (Illinois) Bridge:



Ribbon Cutting at the Tri State Marker

On Saturday July 9th at 10 am, there was a Ribbon Cutting at the Tri State Marker where Colorado, Nebraska, and Wyoming meet. Weld County, Kimball County, Laramie County and Dennis Kieler, land owner of the property where the Tri State Marker is located worked together to get a new parking area along the road by the property, a "V" gate where people can access the property, and signage at the property where the marker is located. The reason for creating the walking trail is to assist in maintaining the natural state of the high plains prairie and reduce the ruts created by vehicle traffic as well as keeping people from disturbing the private property. The Kimball Rotary Club sponsored the signage at the beginning of the trail. They were also instrumental in placing the protective fence around the marker



and covering the base of the marker to keep it from deteriorating.

The trail is 3/4 mile each direction, but a very easily walkable path. It is along the fence-line and meanders around a windmill part of the way to the marker. You can see the southern horizon lined with wind turbines as well as get an up close view of cattle grazing in the pasture. From the marker, you can look to the east to see the High Point of Nebraska. Although it is only about a mile from the Tri State Marker, it is not accessible through the pastures. You will need to drive south a couple miles, east three miles, and back north for a couple more miles. It is also located on private property, with buffalo often in the neighboring pastures, so please keep your distance from them and respect the property.

Jessica Rocha at Kimball Tourism



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



CHAPTER NEWS

New York

Jerry Peppers, State Director

Jerry Peppers, New York Director, participated in the Lincoln Highway Association Eastern Third Tour from Times Square to Joliet, IL and photographed those tour vehicles who elected to drive into New York City from the first night hotel in Secaucus, New Jersey. He also attended the LHA 2022 Annual Conference in Joliet, IL as well as the annual Directors and Members meetings.

Jerry also explored the Lincoln Highway segment in New York along 42nd Street for period buildings to highlight for Eastern Third Tour participants. He communicated with several travelers who were planning a trip along the LH who contacted him directly. He also submitted the text for an article for the Lincoln Highway Forum detailing the history of the events that led to posting an LH street sign at the Eastern Terminus in Times Square.

New Jersey

Ernest Shirmer, State Director

It was announced during the May 25, 2022 LHA Board meeting that the William G. Pomeroy Foundation had selected the California and New Jersey chapters of the LHA as pilot programs for researching and suggesting places along the LH for the installation of historic markers. Since then, the NJ chapter has been focused on reviewing the 63 miles of the LH in NJ for locations that combine historic events in NJ that occurred along the LH where there are no existing historic markers in place. An inventory of potential locations in NJ has been created and the entire length of the LH will be driven to evaluate each site and document possible locations for the marker. LHA members in the NJ area are encouraged to contact the NJ State Director if they would like to participate in this project.

Pennsylvania

Tom Davidson, State Director

Welcome to newly elected state director, Tom Davidson. He has been collecting, writing, and presenting on our Lincoln Highway history across Pennsylvania for years. He serves as volunteer York County local consul and administrator for the popular PA Chapter Facebook page @lhapachapter with over 2,100 followers. Members will receive more information soon on plans for the new year and a survey seeking feedback on priorities for the future.



New PA State Director, Tom Davidson, in Columbia, PA with 1930 Veterans Memorial Bridge in the background. Near original location of 1928 concrete marker with replica. Photo by Benton Webber.

Thanks to the LHA Eastern Third Tour for exploring our Lincoln Highway for four days in June. Special thanks to Benton Webber for organizing two Lincoln Highway 1928 concrete marker exhibits across Lancaster County for the motorists. His recent posts on the history of the original marker post locations across the county is now inspiration for further research in York County in the coming months.

The PA Chapter wants to recognize and thank our former State Director, Jeff Stonesifer, for his years of service. He was honored during the LHA national



Benton Webber with Lincoln Highway marker exhibit at Lancaster History in Lancaster, PA during Eastern Third Tour. Photo by Tom Davidson



Former PA State Director, Jeff Stonesifer, on Eastern Third Tour. Photo by Paul Gilger.

conference in Joliet, IL for his years of service. He led the marking with yard signs of the remaining 1928 concrete posts across the state to raise awareness of this historical resource. His passion remains for everything

Lincoln Highway and he plans to continue to serve as volunteer Adams County local consul. Thank you, Jeff for representing Pennsylvania with the LHA through meetings and participating in annual conferences.

Something is afoot at the Haines Shoe House. The current owner, Jeff Schmuck, reports that this historic property has been sold and we are waiting for details of future plans from the new owner. Tom Davidson has applied to the Pennsylvania Historical and Museum Commission to install a state historic marker to this nationally significant example of programmatic architecture. We are all hoping for the best future for this one-of-a-kind Lincoln Highway roadside attraction.



Haines Shoe House entrance door stained glass window near York, PA. Photo by Tom Davidson.

Ohio

Scott Little, State Director

The State of Ohio was well represented in Joliet, IL for the National Lincoln Highway Conference in June, with 16 attendees. Members enjoyed this unique location and including the pre-conference drives, were able to travel the Lincoln Highway, the Dixie Highway and Route 66. We thank the Illinois hosts for a wonderful conference which included interesting tours and speakers and of course, great fellowship.

Just prior to the national conference, Ohio was pleased



Bucyrus' famous Hopley Monument got a spruce-up by the local Earth, Wind & Flowers garden club. They also arranged tree trimming and are looking to share in a grant application for more improvements to the site. Photo by Mary Lee Minor

to have the Eastern Third Lincoln Highway Auto Tour stroll across the state, spending layovers in Canton and Lima. If you ever have the chance, please consider this tour! Canton's Jim Cassler has planned and led these tours for years and they are superb.

Ohio's Eastern Chapter met in April at the Avalon Family Restaurant in Hanoverton, and in May at the B & K Café in Perry Heights. July's meeting included the annual picnic at Huber's Farm in Minerva and in late August they'll meet at the Shale Tavern in Lisbon. Saturday, October 22, the Chapter will host the Ohio Lincoln Highway League State Meeting at the Massillon Museum. Feel free to contact Ed Cannane at yeoman21@juno.com for further chapter information.

The Mid Ohio Chapter has seen a wonderful beautification of Lincoln Highway markers in the Bucyrus area this summer. A big thanks to Jim Gerstenslager of Bucyrus for cleaning up around the



Sixteen Ohioans represented their state at the Joliet conference this year. Photo by Rose O'Halloran

Lincoln Highway pillar east of Ocoola and the Songer Marker east of Bucyrus. Additionally, many hands joined in to revitalize the Hopley Marker just east of downtown Bucyrus. Oberlander's Tree and Landscape donated their services to trim back tree branches, and thanks to a contribution from the Ohio Association of Garden Clubs Foundation, the Earth, Wind and Flowers Garden Club and the junior gardeners of Peas in a Pod and Nuts about Nature mulched and planted flowers, shrubs and grasses at the base of the monument.

The Chapter's May meeting was held at the Oak Park Tavern & Restaurant in Mansfield. In mid June, they hosted the Eastern Third Lincoln Highway Auto Tour for lunch at the Big Four Depot in Galion. For Mid-Ohio Chapter information, contact Mike McNaul at mmcnaull@hotmail.com

The Western Ohio Chapter met in Van Wert at the Mi Ranchito Restaurant in April and then moved down the street to the Van Wert County Historical Society for their monthly meeting. The night's discussion centered upon Travel and was a huge success. The Travel topic continued in Delphos at the Canal Commission in May after a brown bag carry-in and was just as lively. Discussions included Lincoln Highway wedding proposals, feeding hobos and various other road stories. In August, the group will meet in Bluffton and hear local historian Fred Steiner discuss the John Dillinger Bluffton bank robbery of August, 1933. Contact Marty Thomas for chapter information at elthomas@wcoil.com. All of Ohio looks forward to the Lincoln Highway Buy-Way yards sales the 2nd weekend of August.

Indiana

Joyce Chambers, State Director

It's so nice to be "...on the road again..."- traveling to Chapter Meetings, enjoying seeing old friends, making new friends at the 2022 LHA National Conference in Joliet, and able to complete some Chapter projects that have been laid aside due to Covid and wintry weather!

Thanks to many of you for your vote of confidence in having me continue as the LHA State Director for Indiana! Here's what has been happening with the Indiana Lincoln Highway Association:

- May 3-7, 2022- We had a display/informational table at the Studebaker Drivers Club (SDC) International Meet at the St. Joseph County 4H Fairgrounds in South Bend. I would like to thank INLHA members Bev Gillespie and Judy Wood



Joyce Chambers and Judy Wood at the SDC International Meet
Photo courtesy of Bev Gillespie



Indiana Chapter members attend the 2022 LHA Conference in Joliet
Photo courtesy of Judy Greeson



Modern "Control Station" designated at the
La Porte County Historical Society Museum
Photo courtesy of Bev Gillespie

for helping me with set up/take down and staffing our area!

- The INLHA Spring Membership meeting was held on Saturday, June 11, 2022 at the La Porte County Historical Society Museum in LaPorte. Bruce Johnson, Museum Director and INLHA Board Member, was our gracious host! We had our INLHA Membership meeting with 11 members present with the election of the INLHA Board: President - Jeff Blair, Vice-President - Sheryl Prentice, Treasurer - Deb Parcell, and Secretary - Joyce Chambers. Lou Donkle, a new INLHA member from Valparaiso was

elected to the INLHA Board--so Thank You and Welcome, Lou! We enjoyed a delicious lunch and a self-guided tour of the Museum!

- We were privileged to have the Mayor of La Porte and an Indiana State Representative join us for the designation of the La Porte County Historical Society Museum as the last of five modern "Control Station" sites located along the 1913 alignment of the Lincoln Highway in Indiana. See the full story in next issue of the Forum.
- We were pleased that ten INLHA members were able to attend the 2022 LHA National Conference in Joliet, June 20-24! Bev Gillespie and I enjoyed doing the Pre-Conference Auto Tour of portions of the Dixie Highway and Route 66 on June 18-19, and the entire Conference was very nice! (Photo 3)
- Jeff Blair gave a PowerPoint presentation on the Lincoln Highway to the residents of Holy Cross Village in South Bend on July 11.
- Since INLHA will be the host of the 2024 LHA National Conference in Elkhart, IN, the Planning Committee has been and will continue to meet planning for that Conference to be held June 24-28, 2024! We're hoping many of the LHA members and interested folks will be able to attend. Thanks to many of the folks at the Joliet Conference for sharing ideas/suggestions to help us make the 2024 Conference enjoyable.
- Please note the INLHA's change of address: 15493 State Road 23, Granger, IN 46530 Phone: (574) 210-6278 lincolnhighwayassoc.office@yahoo.com
- The annual LHA Buy-Way Yard Sale will be August 11-13, 2022!

Illinois

Kay Shelton Kozak, State Director

The Illinois Chapter focused on the planning and implementation of the LHA's 28th Annual Conference in Joliet, Illinois held just a few short weeks ago. Including one family who signed up on the spot in Blue Island for the Pre-conference tour of Carl Fisher's other road, the Dixie Highway, 79 people joined us for at least part of the activities. We are especially thankful for those of you who took the time to attend. We hope everyone had a great time.

With the Conference over, we will focus back on our usual interests of local car shows and especially the Lincoln Highway Heritage Festival scheduled for August 19-21. The Lincoln Highway Heritage Festival is an annual event held in Rochelle and will include a car show on Sunday, August 21st, see: lhhfest.com. Some of our Illinois Chapter members will attend the Geneva Concours d'Elegance held annually on a Sunday late into August, which features automobiles invited to participate. This year, the Concours will happen on August 28th, see: genevaconcours.net.

For next year, we would like to start planning day-trip car tours of the Lincoln Highway in Illinois. If you are interested and/or have other ideas for different activities, please e-mail: kayshelton@hotmail.com.

Iowa

Dean Parr, State Director

2022-4-07 Iowa Chapter News

The Iowa Chapter met at the LHA Museum in Grand Junction on April 9th. The summer meeting is planned to be at the Youngville Café on July 9th. The fall meeting is scheduled for October 8th. The location will be determined at the summer meeting which has not happened at this writing.

Earlier this year the Lincoln Highway Heritage Byway program was awarded an Iowa Department of Cultural Affairs Humanities grant to help create a traveling exhibit entitled

Promise Road:
How the Lincoln Highway Changed America. The first location for the exhibit was at Bell Tower Days in the Greene County Historical Museum in Jefferson, IA.



The exhibit has two handsets to listen to several short explanations about the highway. Each item is clearly explained and lasts two to four minutes to hold your attention. I listened to five or six topics while I was there.

Bob and Joyce Ausberger presented a program to the Greene County Historical Society Sunday June 26th. We were asked to tell about traveling on the Lincoln Highway. They first explained how and why the concept of the Highway began. They also reported on Carl Fisher, Henry Joy and Henry Osterman's success. They brought several Lincoln Highway items on display. Joyce had visuals showing one favorite picture from each of the 13 states. Bob reported on his vision for Greene County. He listed numerous items on the Lincoln that could be visited as well as interesting sights in the corridor.



Here's part of the crowd of 67 people for the program by Joyce and Bob Ausberger on "Traveling the Lincoln Highway."

Nebraska

Sarah Focke, State Director

We will be having our annual meeting on July 31 in conjunction with the Annual Lincoln Highway Festival & Car Show in Shelton, NE.

Nevada

Jim Bonar, State Director

Reported by Chapter President Cindy Ainsworth

The Nevada Chapter is getting back into the swing of things by having a July 23 lunch meeting at Louis Basque Corner, Reno. More information about the meeting will be included in the fall report. The major Chapter event was the opening on July 16 of the refreshed Lincoln Highway exhibit at the Sparks Heritage Museum. We have been working with museum Executive Director, Christine Johnson, by loaning and donating memorabilia, helping with the signage and offering financial assistance.



Lincoln Highway in Nevada exhibit at the Sparks Museum
Photo by Brian Suen



The exhibit features memorabilia including the LH board game
Photo by Tom Davis

exhibit. The Nevada Chapter would like to thank the Sparks Heritage Museum for their continued support in celebrating the Lincoln Highway in Nevada. Let us know if you have any Nevada LH items you would like to display and remember to stop by the museum when you are in the Sparks/Reno area.

California

Neil A. Rodrigues, State Director

The California Chapter meeting was held at Donner Ski Ranch old Highway 40 Bar and Grill, 25 attended the meeting. Paul Gilger gave a brief demo on how to use the location feature on the online map for your smartphone as well a 30-minute presentation of the Eastern Third Tour from New York, NY to Joilet, IL.

Trey gave a brief history of Lincoln Highway and the railroad in the area near Donner Ski Ranch. Trey and Monica were presented the Meritorious Achievement Award by Chapter President Joel Windmiller.

Miriam Hull brought some books and maps to present to the chapter archives. Author Stephen Provost joined the LHA California & Nevada Chapters.

Stephen offered to help the chapter in the publication of Gary Kinst's Lincoln Highway book, written and composed before his passing. Trey contacted the Kinst family about the book and was permitted to proceed.



Nevada Chapter members celebrate the exhibit opening.
From left to right Connie Davis, Jim Bonar, Tom Davis,
Brian Suen and Mark Vollmer

Nevada Director Jim Bonar dressed for the opening. His lecture featured a look at the LHA's accomplishments in helping establish the U.S. highway system.
Photo by Tom Davis



Member Brian Suen donated the traveling Nevada display which fits perfect in the exhibit. The opening featured refreshments, vintage cars and a talk by Nevada Director, Jim Bonar. The excellent lecture's topic explained how the Lincoln Highway Association was responsible for improving the highway system from 1913 to 1928. More than 40 people attended the lecture and enjoyed the new



Paul spoke at the Joliet conference about next year's California Conference. A conference committee is working hard on the details of next year's conference.

Friend of the Chapter Norm Salyer stopped by to inform the chapter that the location of the Donner Summit Historical Society is moving across the road from its current location.

After the meeting, the group took a tour of Tunnel 6 and the center shaft which was completed by Chinese laborers for the Central Pacific Railroad.

Group photos were taken at the entrance to the tunnel and at the 1914 Lincoln Highway Subway.



Director at Large #3

Ed Kozak

Quarterly Report Thanks so much to everyone who came to the Lincoln Highway Association Conference in Joliet, IL, in June. We had an awesome time putting it together for everyone, and renewing our acquaintances with so many people, and making new friends along the way as well. How about that special appearance by the Blues Brothers on opening night? They looked familiar! One of the highlights of the conference was the city bus trip in and around the Steel City. The Rialto Theatre was amazingly magnificent, Joliet Central High School's architecture was special, the downtown historical museum was excellent, and the tour of the old, famous Joliet Prison was truly terrific. The west bus trip the next day was very educational and informative, and I think the group photo at the Franklin Grove Interpretative Center looks superb. It was a lot of work, but certainly well worth it. This conference without a doubt really exemplified what the Association is all about.

Annual Report As most of you know, this director-at-large works hand-in-hand with the President on the many association projects throughout the year. (It's hard not to when you are married to her!) Whether it's checking out a Lincoln Highway section personally, or answering an email query, or cleaning a Lincoln Highway monument on a blustery day, or making a trip to Franklin Grove, or, this past year, prepping for the long-awaited 2022 Joliet Conference, or just being

an errand runner (the proverbial gopher), I teamed together with Kay to make our Association the best it could be. And now, with the prez retired from her full-time job, I can't wait to see what things are in store for the LHA the next twelve months.

If I can be of service to you, or just to lend a friendly ear, please reach out to me. Let's make the LHA an organization that is the envy of all others. Happy travels!

Treasurer Annual Report

John Jackson

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

- Served as National Treasurer.
- Served as National Secretary until December 31, 2020.
- Submitted compilation of Official Minutes to the University of Michigan, Lincoln Highway Special Collections Center, for the period of my Secretarial duties from June 22, 2015 until October 27, 2020.
- Continued to process applications for the Bernie Queneau Lincoln Highway Coast-to-Coast Recognition Award. There were fewer applications due to Covid-19 restrictions on travel.
- Participated in LHA Board of Directors teleconferences held in October, 2020, January and April, 2021. I Issued the Minutes for the October, 2020 meeting. No Annual Conference held this year.
- Worked with Jimmy Lin, Bob Beaudoin and Trey Pitsenberger to effectuate the installation of an automated payment process for dues and donations on our website.
- Created a new layer on our website Google Maps feature to identify RV Campground sites located near the Lincoln Highway, in association with Paul Gilger and Jimmy Lin.
- Administered the grant program for state signage expenditure requests.
- Effectuated reductions in our cost structures in response to reduced gross income realities.
- Attended remote meetings of the Indiana and California LHA State Chapters.
- Wrote articles that appeared in four issues of The Forum
- Participated as a member of the LHA Marketing Committee.
- Handled numerous inquiries off our lincolnhighwaycenter.com email account many of which involved foreign residents and prospective new members.

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**with last visitor accepted at 3 p.m.*

*Not valid with any other offers, discounts, or promotions.
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membership@lincolnhighwayassoc.org

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