



ROUTE 66 ASSOCIATION OF ILLINOIS

# THE 66 NEWS!

SPRING 1993



*Can You Name This Colorful 66 Spot? See page 2.*

**"ILLINOIS - WHERE THE ROAD BEGAN."**



## Name This 66 Spot

The early motels of 66 were certainly humble affairs compared to their modern counterparts. Central heat, closets, running water, innerspring mattresses and mirrors-they were all extras in the beginning. The humble abode on the cover represents the transition era between the single-unit cabins of the earliest days and the connected ones which followed. Do you know where it is? Do you know anything else about it? Send any information to Newsletter Editor, Route 66 Association of Illinois, 2743 Veterans Parkway, Room 166, Springfield, IL 62704. Also, see related story on p.16.

Our thanks to Carter LeBeau of Moline for the photograph. He took it while bicycling across Route 66 in 1992.

## Europeans to Tour Route 66

A group of more than 200 European enthusiasts of Route 66 are planning to tour Route 66 this September and October in vintage European automobiles. Among the classics you can expect to see are a 1928 Tatra, a 1928 BMW, a 1929 Fiat 514, a 1934 Ihle DKW, a 1952 Land Rover, a 1963 Triumph Spitfire and a 1966 Renault Caravelle. And those are just the cars that the Polish contingent will be driving! Entries are also expected from Holland, Germany, Belgium, Denmark, Germany, Great Britain, Italy, France, Austria and Estonia. The extravaganza is being orchestrated by the Dutch Route 66 Association.

Tour entrants will fly to America on September 19 and pick up their cars, which will be shipped over by boat, in Baltimore. After two days of car inspections and a day in Washington, they'll head west. They'll spend September 24 in Libertyville, Illinois, then take part in the International Steuben Parade the next morning in Chicago. On Sunday, September 26, they will leave Chicago on Old 66. They'll spend that evening in Lincoln and the next night in St. Louis. On October 18, they will fly back home from Los Angeles.

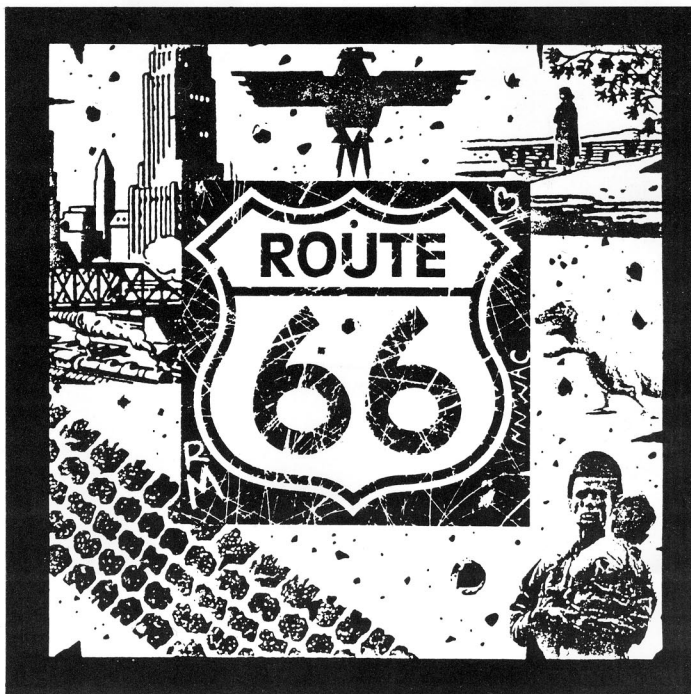
The folks in Poland are interested in meeting as many American 66 fans of Polish descent as they can. Since there are more Poles living in Chicago than any other city except Warsaw itself, we should be able to give the tour entrants quite a welcome. Any suggestions? Contact Illinois association president Tom Teague.

*The Route 66 Association of Illinois publishes this newsletter four times a year. Address inquiries to the Route 66 Association of Illinois, 2743 Veterans Parkway, Suite 166, Springfield IL, 62704*

## Wanted: Gangsters of Route 66

by Tom Teague

Few of the roadside businesses that flourished during Route 66's heyday were not visited at one time or another by members of the underworld kingdom. Bootlegging, gambling and prostitution thrived in that era. Chicago was one their capitals, downstate Illinois was a natural market and Route 66 was the way to get there. Few 66 businesses had direct financial ties to mobdom. But gangsters, like everyone else, had to stop for meals, gasoline or a place to stay the night. Consequently, their lore along the route in Illinois is rich. I'd like to see us tap into that lore and present some of it in this newsletter. I don't want to romanticize anything or make someone look better than they were, but gangsters were a part of the route's history and I think it would be interesting to take a look at them. So if you have any stories, please put them down on paper and send them to Tom Teague, Editor, Route 66 Association of Illinois, 2743 Veterans Parkway, Room 166, Springfield, IL 62704. Newsclips and other background material will also be appreciated. And if you have photos or other art, don't send try right away, but do try to send xeroxes. When we put everything together, it should be a great story. I hope it will be ready for this autumn's newsletter.



*Announcement for the Route 66 photo exhibit sponsored by and shown at the Gallup Area Arts Council and the Near Northwest Arts Council of Chicago in honor of the route's 66th anniversary last year.*



# Route 66 Association of Illinois

## 4th Annual Route 66 Motor Tour June 12 and 13, 1993

With Stops in:

**Chicago ☆ Pontiac ☆ McLean ☆ Lincoln  
Springfield ☆ Litchfield ☆ Chain of Rocks Bridge**

**Also featuring:**

The State Farm Motor Tour Arch  
A Visit to the Riviera Club near Gardner  
Hall of Fame Induction Ceremonies  
The Farmersville Centennial Celebration

The Wolf Pack Car Show in Litchfield  
An Ice Cream Social in Hamel  
A Litchfield-to-St. Louis bus tour  
Pre-Tour Party June 11 in Berwyn  
Post-Tour Dinner and Breakfast in Litchfield

**With Special Entertainment:**

**The Illinois National Guard Band in McLean**

**The golden sounds of *By Request*, the midwest's leading Lady DJ,  
in Berwyn, Chicago and Lincoln**

**Plus a Route 66 Passport, a Dash Plaque and Goodies Galore!**

.....  
**1993 MOTOR TOUR ENTRY FORM**

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ Zip \_\_\_\_\_ Phone \_\_\_\_\_

Year and Model of Car \_\_\_\_\_

Are you an Association member? \_\_\_\_\_

Where do you plan to start the tour? \_\_\_\_\_

**ENTRY FEE:** \$20 for Association members, \$25 for non-members.

Any number of people may ride in a car, although there is only one passport and dash plaque per entry. For more information, call an officer or board member.

*Get your kicks*

Send your form and entry fee to:  
**Motor Tour  
Route 66 Association of Illinois  
2743 Veterans Parkway, Room 166  
Springfield, IL 62704**

*On Route 66!*

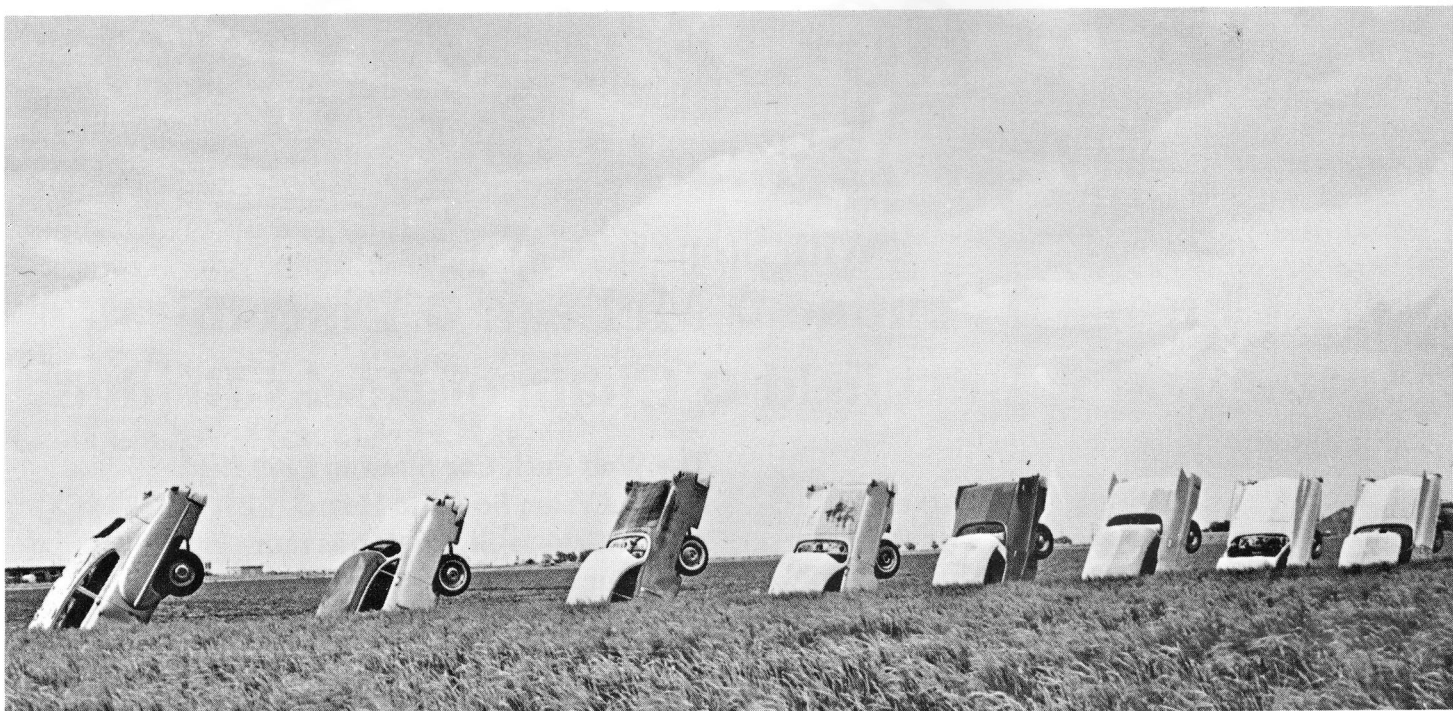


## Cadillac Ranch Recall

The 1957 Cadillac at the Cadillac Ranch in Amarillo has been recalled by General Motors because of recurring front brake problems in the model. Owner Stanley Marsh 3, however, is optimistic that the classic Caddie

will be repaired and back in its familiar mooring by next April--just in time for the spring graffiti painting season.

The Cadillac Ranch was built by Marsh in 1974. It was designed by the Ant Farm, an architectural commune from San Francisco. It consists of ten Cadillacs--one for each style of tail fin that the car had.



*Cadillac Ranch. Photo by Wayne McSpadden.*

## Teague to Be Heard

By dint of sheer effort if nothing else, Tom Teague has laid claim to the title of the nation's leading public speaker on Route 66. Since publishing his book, *Searching for 66*, in 1991, Teague has delivered talks about Route 66 in Cicero, Bloomington, Lincoln, Springfield, Edwardsville, Collinsville, Jacksonville, Petersburg, Tuscola and Mount Vernon, Illinois; St. Louis, Bridgeton, Sullivan, Maryland Heights, Osage Beach and Kansas City, Missouri; Council Bluffs, Iowa; Omaha, Nebraska; Miami, Oklahoma; Prescott, Arizona; and Rialto, Rancho Cucamonga, Upland, Claremont, Glendale, Pasadena, Los Angeles and Santa Monica, California. In all, he's given more than 50 speeches. His audiences have included historical societies, service clubs, senior citizen groups, car clubs, Chambers of Commerce, school classes and the general

public. His venues have included museums, libraries, churches, high schools, college auditoriums, restaurants, lodge halls and the Illinois State Fair. Dr. Cullom Davis, director of the Lincoln Legal Papers project, said "Teague's chatty but well-organized delivery captured the audience, whose particular interests he had accurately gauged" and the Springfield Area Arts Council recently awarded him a grant to produce some poster-sized photographs to use during his talks. Teague's next speech in Illinois is slated for 7 p.m., April 22, at the Douglas County Museum, 700 S. Main St. in Tuscola. The public is welcome.

Teague also hopes to come out with a book-on-tape version of *Searching for 66* sometime this spring. It will be two hours long and retail for about \$10. Look for more details on this project later.

**4th Annual Motor Tour June 12 - 13**



## Officers and Board Members

Officers and board members of the Route 66 Association are available at most reasonable times to answer your questions and hear your comments about Route 66. Please feel free to contact them if you need to.

### Officers

#### **President -Tom Teague**

1208 W. Edwards  
Springfield, IL 62704  
217-787-8839

#### **Vice-President -Jeff Meyer**

2802 Fremont St.  
Rolling Meadows, IL 60008  
708-392-0860

#### **Treasurer-Laura Meyer**

(as above)

#### **Secretary-Pat Knudsen**

1202 Eastholm  
Bloomington, IL 61701  
309-828-2925

### Board Members

#### **Frank Lozich, Cook**

7270 W. 174th Place  
Tinley Park, IL 60475  
708-429-9173

#### **Ed Schumann, DuPage**

Oak Brook, IL  
**Toni Wilda, Will**  
106 N. Nicholson #3  
Joliet, IL 60435

815-723-6666

#### **Ray Starks, Grundy**

1228 S. Canal St.  
Newark, IL 60541  
815-736-6259

#### **Tom Knudsen, Livingston**

1202 Eastholm  
Bloomington, IL 61701  
309-828-2925

#### **Matt Knudsen, McLean**

1202 Eastholm  
Bloomington, IL 61701  
309-828-2925

#### **Ernie Edwards, Logan**

P.O. Box 63  
Broadwell, IL 62623  
217-732-2337

#### **Ray Rowden, Sangamon**

1 Kingston Dr.  
Springfield, IL 62701  
217-522-4926

#### **Priscilla Matthews, Montgomery**

410 N. Monroe  
Litchfield, IL 62056  
217-324-5551

#### **Russell Soulsby, Macoupin**

600 W. 3rd St.  
Mount Olive, IL 62069  
217-999-3191

#### **Ray Mileur, Madison**

116 Rolling Oaks  
Collinsville, IL  
618-344-4883

#### **Mike Janik, St. Clair**

3530 State Route 159  
Freeburg, IL 62243  
618-277-5459

#### **Ryan Russell, At Large**

623 14th St.  
Peru, IL 61354  
815-233-4142

#### **John Stonecipher, At Large**

216 E. Prairie St.  
Odell, IL 60460  
815-998-2161

#### **Howie Thornley, At Large**

R.R. 2, Box 96  
Ashland, IL  
217-476-3593

#### **Lou Vandiver, At Large**

2504 Berkshire Ct.  
Champaign, IL 61824  
217-356-4949

#### **Mike Yates, At Large**

Route 1  
Washington, IL 61571  
309-745-3822

Executive Committee members are the officers, plus Mike Yates and Ray Schroeder. Tom Teague is the editor.

## New Members

Since our previous newsletter, the Route 66 Association of Illinois has welcomed 47 new members from twelve states and two other countries. We extend a hand in welcome and fellowship to: Mark Anderson, Minneapolis, MN; Paul & Nancy Barnett, Somonauk; James Bean, Dwight; Frank & Jill Benham, Phoenix, AZ; Wes Buckner, Centerville, OH; Chef Karl's Edelweiss Inn, Libertyville; Edward Dixon, Florissant, MO; James & Sharon Dulleck, Munster, IN; Stephen Farmer, Fancy Prairie; Jan Goldberg, Waukesha, WI; **Roland Gombeer, Herent, Belgium**; Joel Gray, Peoria; Mark Hakanson, Arcadia, CA; Louis Harmon, Mount Vernon; Bert Hastings, Hamel; Darlene Ingersall, Fairbury; Kathryn Jaffke, Hemet, CA; Doug Kaiser, Hudson, WI; Ronald Mack, Lansing; Suzanne McCarthy, Winston-Salem, NC; Lynette Moats, Sunnyvale, CA; Donna Moody, Jacksonville; Dan Mrozek, Arlington Heights; Joseph Myles, Schaumburg; Eddie O'Neill, St. Louis, MO; Irene O'Rourke, Sylvan Lake, MI; Len & Rusty Osowski, Darien; Out West, Grass Valley, CA; Mrs. Louis Pavledes, Mount Vernon, IL; Marjorie Quon, Redwood City, CA; Richard Reuss, Blue Island; Mel Schmidt, Downers Grove; Murray Schmidt, Paradise, CA; Dr. Thomas Sellett, Sterling; Otto Shaw, Arlington Heights, IL; Joe & Terry Szoke, Lincoln; **John Tingle, Yorkshire, England**; B.J. Walker, Warsaw, IN; JoEllen Warren, Montgomery; Linda & Boyd Wilkinson, Oswego.

A special greeting and thank you go to our new **Sustaining Members**: Amco Fence Company, Springfield; Burris & Son Trucking, Springfield; C & A Custom Kitchens, Springfield; Robert Judd, Divernon; Lindsey Electric, Springfield. All of these fine folks were recruited by the tireless Bill Shea of Springfield. "I don't mention the \$10 individual membership at all," Bill says. "I just ask them for \$100."

## Meeting & Schedule

Members of the Association and the general public are welcome to attend all board and motor tour committee meetings. Board meetings start at noon with a meal. The business portion of the meetings usually starts at 1 p.m. All motor tour meetings take place at Mount Hope Township Hall in McLean. They start at noon, but do not include a meal.

### Board Meetings

April 18, Baby Bull Restaurant, Pontiac

### Motor Tour Meetings

May 23

The fourth annual Motor Tour will take place on the second weekend in June, 1993.

Tom and Pat Knudsen, coordinators of our annual membership picnic, have announced that it will take place in Miller Park in Bloomington on the ~~third~~ Sunday in September. Look for more details in our summer issue. *second*



# The Poetry of Route 66

**EDITOR'S NOTE:** Route 66 has moved the hearts of poets of all ages. We present two examples here. Merle Woods was a newspaper editor and printer in El Reno, Oklahoma. He was there when the highway began and was eyewitness to much of its history. His poem, "The Interstate Highway," was written in the mid-1950s. He died three years ago at age 96. Amy Johnson, 17, wrote her poem in 1991 when her American History class at Dwight High School, taught by Dave Locke, studied Route 66.

## The Interstate Highway

by H. Merle Woods

Old 66 Highway is fast changing  
As it carries a monster load  
Of trucks and autos and buses  
On its Chicago-Los Angeles road.

Where once there were lone unpaved trails  
Winding aimlessly from town to town,  
Now proudly we hail the four-laners  
For which 66 can claim renown!

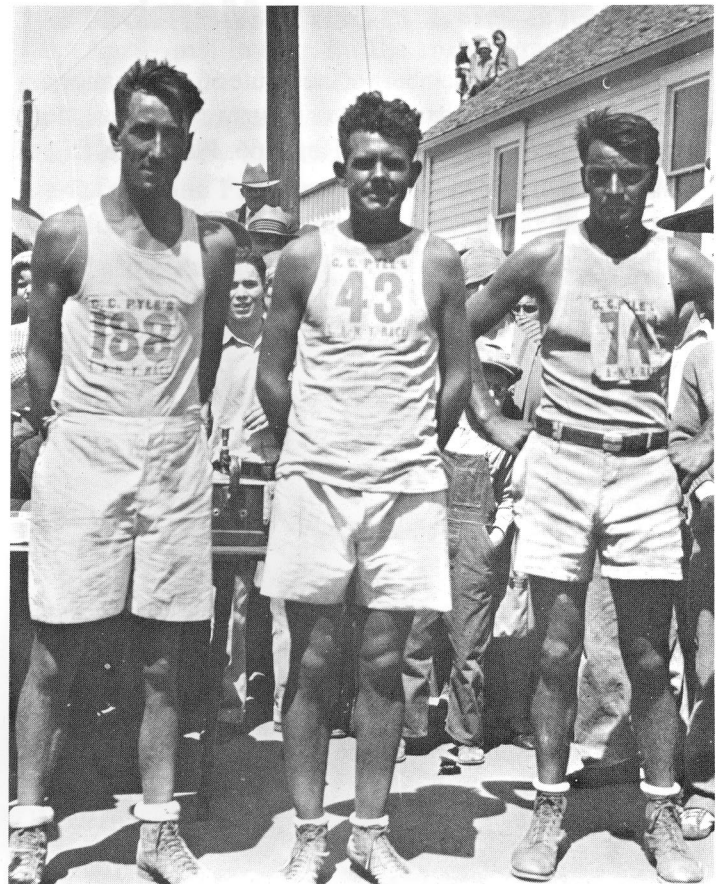
What a transformation has come in travel  
Since snorting motors shelved the horse  
The gas eating mechanical monsters  
Now provide the power source.

As a real pioneer road-builder  
From Arkansas "Coin" Harvey came;  
His Ozark Trail with "OT" markings  
Blazed the way for 66's great fame!

On trees, phone poles and fence posts  
The familiar signs appeared;  
Though the route was only a cowpath,  
As impassable as everyone feared.

The idea of marked trail was genius  
And states fell to with a will  
To grade and gravel the rough spots  
And build bridges over river and rill.

Then with the avalanche of automobiles  
Came the demand for hard-surfaced ways;  
Mud stretches were covered with concrete--  
Asphalt ribbons became the craze!



*Bunion Derby competitors John Cronick, Andy Payne (the leader and eventual winner), and Louis Pearrella in El Reno, Oklahoma, 1928. Photo by Merle Woods.*

Pioneer builders had their troubles  
As they pressured for shorter routes;  
They wheedled and threatened the cities,  
Played politics with those in cahoots.

Charley Tompkins and Friend Singletary--  
Two Oklahomans with fire in their eyes--  
Forced a reluctant New Mexican governor  
To okay the Santa Rosa Cutoff prize.

In each state was mountainous trouble  
In communities jealousies fought  
The leaders battled with rancour  
And routings were frequently bought!

But eventually the scrapping was over  
And the new 66 trail was spun.  
From Chicago across prairie and mountain  
To Los Angeles the paving was done!



The fame of the route spread widely  
And the traffic became quite dense;  
In story, radio and TV sequence  
It won glory and honor immense!

It ranks as a pathway of romance,  
With happiness and heartbreaks galore.  
It has witnessed a mighty invasion  
From the east to California's shore!

And now comes the Interstate project  
With its super-duper roads unrolled--  
What a far cry from the old mud stretches  
And their hazards and miseries untold!

Our hat is doffed to the oldtimers  
Who conceived and built in their day,  
But with joy we pay hearty tribute  
To the engineers of the modern freeway!

The average American is most restless,  
Wanting always to be on the go--  
He demands more and more dream highways  
And never must his pace be slow.

Our vehicles get faster and faster  
And our population continues to rise--  
So the cluttering up of our highways  
Is a problem confronting the wise.

The Interstate is a temporary provision  
To take care of the tremendous stream.  
Perhaps in the airplane we envision  
The solution to the transportation dream!

## Route 66

*by Amy Johnson*

We high school students of '91  
Have traveled interstates all of our lives.  
To the north--Route 80, to the South--74  
And, of course, at Dwight--I-55.

Early in this century, interstates weren't here,  
No four-lane roads to take you by car;  
The main highway from Chicago west  
Was U.S. 66 to travel afar.

This famous highway, used by cars and trucks,  
Began in Chicago at Lake Michigan's shore.  
It stretched to the west over the USA  
With a total length--2,000 miles or more.

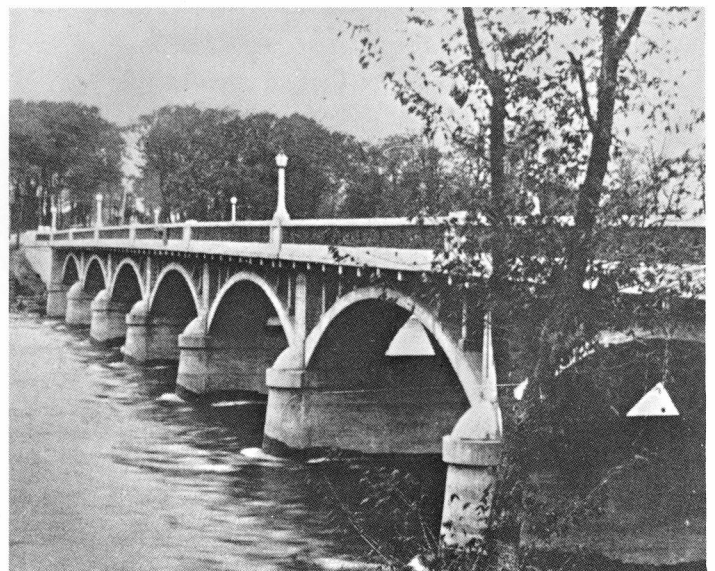
Through our town of Dwight, to the Mississippi,  
St. Louis, Missouri, and Oklahoma,  
Through Amarillo, Texas, Albuquerque, New Mexico  
And over the Rio Grande in Arizona.

It crossed the Colorado on the California line  
At Barstow it took a very sharp bend  
To the cities of Los Angeles and Hollywood  
Where Route 66 came to an end.

Traveling this very same route today  
From Chicago and Lake Michigan to the western shore,  
It would be over interstates all the way--  
Fifty-Five, Fifteen, Forty and Forty-Four.

Driving those interstates now or Route 66 in the past,  
You'd travel the very same countryside  
Through three time zones, deserts and plains,  
Over the Rocky Mountains and the Great Divide.

So, if leaving Dwight, you take the interstate west,  
Please try to remember what's been said:  
It was Route 66 that opened the way  
To the beauties and wonders lying ahead.

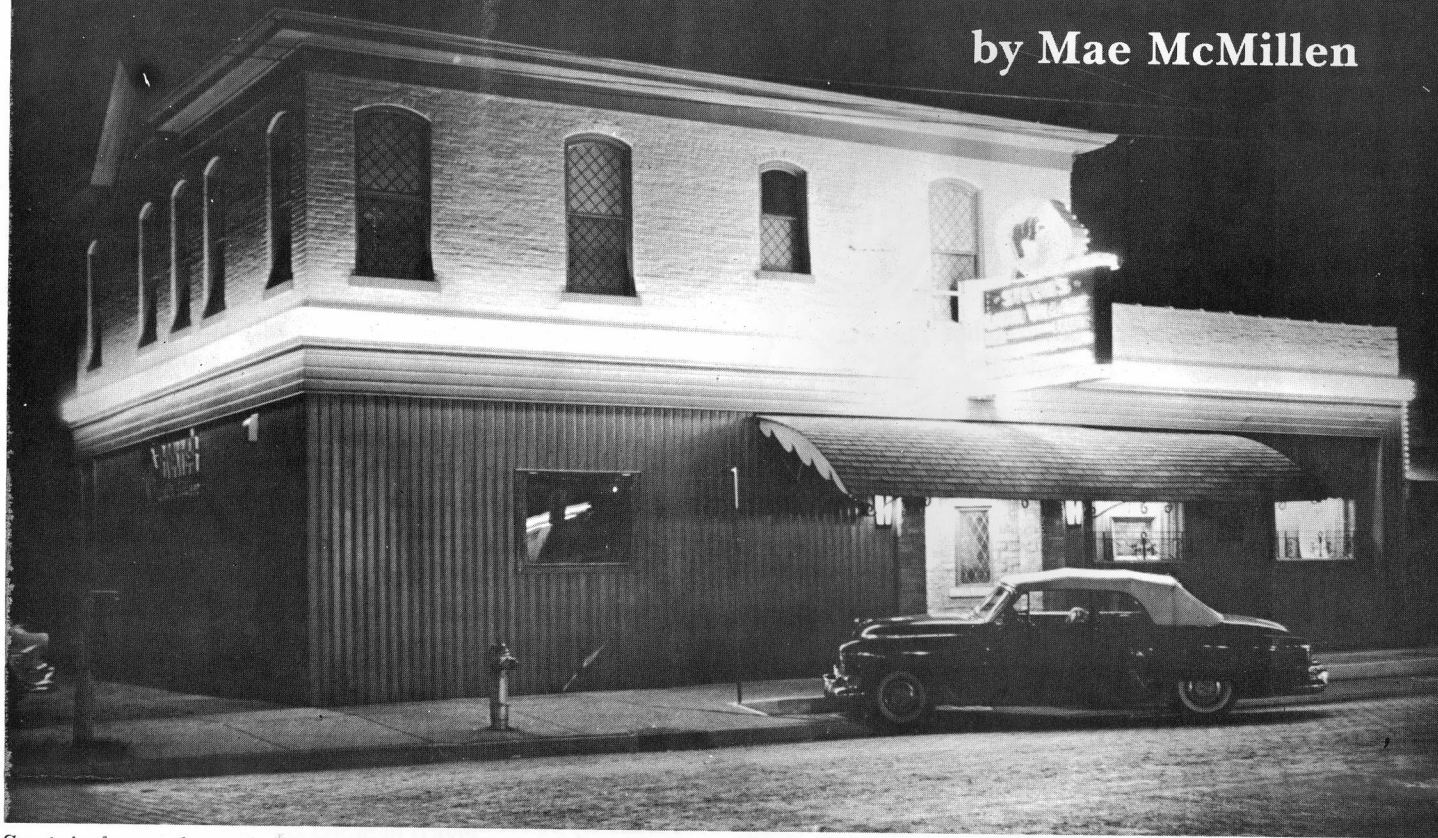


*Engel Bridge, Wilmington. Two lamps from this bridge are preserved at the Route 66 Hall of Fame at Dixie Truckers Home in McLean.*



# STEVIE'S LATIN VILLAGE

by Mae McMillen



*Stevie's during the early 1950s, when angle parking was still allowed on Route 66 in Springfield. Photo from Lincoln Library.*

**EDITOR'S NOTE:** *Don't talk to me too long about Route 66 or I'll probably ask you to write something down. Mae McMillen, a family friend from Jacksonville, found that out recently when she and her daughter stopped by for a visit and talk turned to one of Springfield's legendary 66 restaurants--Stevie's Latin Village. The restaurant, located at 620 N. 9th Street, is now called the China Gate. But Mae remembers the place when both it and Route 66 were in their heyday. Here, in Mae's own words, are some of those memories:*

I was a waitress at Stevie's Latin Village on City Route 66 for 11 years. I started there in the summer of 1956 and that fall they had a fire that burned the inside of the place. Steve Crifasi, the owner, had interruption insurance, so he kept six waitresses, a cook and a bartender on the payroll. We went to 8th and South Grand where Steve owned a place called Pagliacci's and we sold steaks and Italian food along with the pizza they were already selling there. When the original building was repaired, we moved back there.

Stevie's was a popular tourist stop and they had signs for it from Chicago to St. Louis. It was a place for a lot

of state senators and representatives. Attorney General Bill Clark, majority whip Clyde Choate, Secretaries of State Paul Powell and Orville Hodge, Bill Grindel, Alan Dixon and even Governors Bill Stratton and Otto Kerner were frequent diners there. And when the State



*Clara Bull, a waitress, and Mae McMillen, the cashier*

Fair was being held, we had lots of performers come by to eat. We served David and Ricky Nelson, Jimmy Dean, the Three Stooges and the guy who played Wyatt Earp on television.

We always had live entertainment in the lounge and the staff all had to be ready to do a song when our names were called. It was like amateur night there every night. The bartender, Joe Ganci, sang. The salad girl sang, the busboys sang, and so did Steve. His favorite was "Brother, Can You Spare a Dime?" Father Michael Driscoll, a friend of Steve's, also came one afternoon and played. We also had a professional group, Happy Green and Betty Jean from Chicago. They did a number called "You Old Country Fool" which everyone liked very much.

We had the prettiest waitresses anywhere in the country and I was one of them. There was also Ruth Leach, Mardell Canfield, Pat Swain, Clara Bull, Pee Wee Dougherty, Flora Boggs and Irma Jean. We had a contest one time during State Fair week to see who could sell the most extras-Chianti wine, garlic bread and onion rings-and the prize was a black onyx ring

*(continued on page 10)*



*Betty Jean and Happy Green, a duo from Chicago, frequently played at Stevie's.*



*Stevie made personal attention to his customers a trademark. Photo from Lincoln Library.*





*Stevie prided himself on unique decor. Photo from Lincoln Library.*

*(continued from page 9)*

with a cross of diamonds on it. I won the ring, but some girl stole it from me.

A lot of local businessmen ate lunch at Stevie's everyday. Steve had a long table set up by the landing and they all sat there. Steve sat at the end of the table, where he always had a phone plugged in for calls.

We had the best steaks and Italian food along Route 66! All the steaks were U.S. Prime and were aged for tenderness. We had Senor and Senorita fillets, fillet parmesan, fillet scallopini, chicken cacciatore, ravioli, spaghetti and toasted ravioli. And on every table there was a piece of roquefort cheese. We used to come to work all clean and smelling of cologne and our first task

was to get this 30-pound cake of cheese and cut it into table-size pieces and wrap it in tin foil. The cheese would get under your fingernails and if you didn't wash your hands with lemon juice, it was like you hadn't taken a bath at all.

Steve owned six places at one time in Springfield, Decatur, Peoria and Bloomington and they all had a lot of atmosphere. All the dishes, menus, ashtrays, etc. had his caricature on them. He also had his own recipe for salad dressing and sold it by the bottle. It was the best oil and vinegar dressing anywhere.

I left Stevie's in 1967 and moved to Jacksonville. Not too long after that, they closed up. I heard that Steve moved to Florida where he died a couple of years ago.

## A Route 66 Good Samaritan Story

*by Miriam Long, LaVerne, California*

One summer day in the late 1920s, my father, Ross Hanawalt, was driving east on Route 66 accompanied by my four-year-old brother, Dwight. As Dad approached what was then San Dimas Canyon Road, he looked northward to the foothills where he pastured a small herd of heifers, waiting to "freshen" them for his L-View Dairy in LaVerne. Some of the heifers were very near the fence at the foot of the hill. Fearing that some might be out of the pasture, he decided to walk the short distance to check. He left Dwight in the car, expecting to return in a few minutes.

Dusk was falling when Dad returned. The car was empty! Fearing that Dwight had decided to follow him across the rough terrain and gotten lost, he hurried to a telephone. Mom was pregnant then with their fourth child, so he did not wish to worry her. Instead, he telephoned his brother who lived nearby.

A posse of neighbors was assembling in the street when Dwight appeared at his home—three miles from the car! A man had been driving east on Route 66 when his headlights spotted a lone child walking. He stopped and found that the boy, Dwight, knew his way home. So he gave him a ride, but left before anyone could find out his name. But friends and neighbors knew he was a Good Samaritan. He had gone out of his way to help a child.

In later years, the Hanawalt children subdivided our father's ranch. We built homes and raised children and now grandchildren on the old dairy site. We all became educators. Dwight, the "I was never lost" boy, retired after 42 years as football coach and athletic director at the University of LaVerne, where a building has been named in his honor.

# A-Side Willie Sings "Old 66"

Geoffrey Willis, a former St. Louisan who now enjoys the golden sunshine of southern California and cruising on the Santa Ana Freeway, has written and re-



recorded a song about the Mother Road, "Old 66." A veteran keyboard player from the Gateway City's musical scene, he backed himself up and produced both a swing and a country pop version of the song on cassette. The result is a tuneful journey that any fan of Route 66 would enjoy.

"This highway stood apart from all the rest, became a victim of its own success," Willis croons at the song's

beginning. He follows with a picturesque litany of 66 sites such as Lincoln's and Dixie Truckers Homes and closes with the plea, "Don't let the legend fade away--people all along it say 'My heart belongs to Old 66.'"

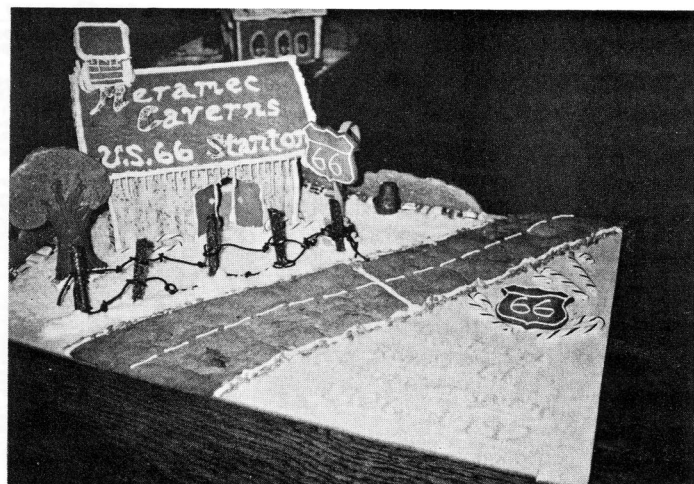
"Old 66" is available directly from Willis. The tape's colorful cover art is a rendition of the back of the 66 Park-In's screen near St. Louis. Just send \$4, plus a buck for postage to Geoff at 263-B S. Cypress, Orange, CA 92666.

JoAnne Willis, Geoff's wife, was the lead organizer last year of the Route 66 Shield Relay from Chicago to Santa Monica. The two are probably still working on their phone bills from that.

## Kicks on TV Again

NBC announced in January that Dan Cortese and James Wilder would be behind the wheel when that network's remake of the 1960s CBS-TV series went into production later in the month. Cortese is familiar to music fans as host of "MTV Sports," but in recent months has become much better known for his appearances as the garrulous young man in Burger King commercials. The new series marks his debut as a dramatic actor. Wilder was a regular on the series "Equal Justice" and "Bronx Zoo." Bert Leonard, creator of the original series, is the new one's executive producer and Harley Peyton is executive producer/writer. At press time, the expected starting date for the new series is early 1994.

In the revival series, Wilder will play the son of one of the original series' characters. He will go out to the garage some day and see his father's old Corvette, which hasn't been driven since Dad's wandering days ended. Just for kicks, he'll turn the key in the ignition. The old roadster will start right away and Wilder will take it for a spin. He'll pick up a hitchhiker, Cortese-probably in front of a Burger King--and the two will be off and roaming.



*The 66th anniversary of Route 66 was even commemorated in gingerbread. Photo and creation by the Janik Family of Freeburg.*

## News Bits

The Oklahoma Historical Society has submitted a Route 66 development plan as part of its fiscal year 1994 budget. The centerpiece attraction of the plan is a **Route 66 Museum** in Clinton, Oklahoma. To start the museum, Gladys Cutberth, widow of former U.S. 66 Association president Jack Cutberth, has donated her husband's extensive correspondence and other 66 memorabilia. The society hopes to make a formal announcement of its plans by April of this year.

A **Lincoln Highway Association** has been fomred to preserve and promote the road that billed itself as "A continuous connecting improved highway from the Atlantic to the Pacific. It will place partiucular emphasis on preventing "further deterioration, demolition, or alteration of the extant remains of the Lincoln Highway." They'll also have state chapters and a quarterly newsletter. Write to Lincoln Highway Association, R.R. 1, Jefferson, IA 50129 for more information. Individual membership is \$20.

Tom Teague has donated the **research materials** from his book, *Searching for 66*, to Lincoln Library in Springfield. The material includes interview transcripts, excerpts from the files of such 66 giants as Cy Avery, Andy Payne, Jack Cutberth and Jack Rittenhouse, Teague's travel notes, and a substantial amount of other background materials. Anyone who'd like to look at them is welcome to do so at the library's Sangamon Valley Collection.



OLD ROUTE 66 DISPATCH, early 1993

*Wish you were here, on Old Route 66*

SMALL IS BEAUTIFUL -- OLD IS BEAUTIFUL -- SLOW IS BEAUTIFUL -- SAFE IS BEAUTIFUL ... and the scenery is BEAUTIFUL, TOO!



## ANNOUNCEMENT: PARADISE FOUND!

**Greetings:** AS IF IT WERE MEANT TO HAPPEN, I HAVE FOUND MY PLACE ON OLD 66 -- ON THE DESERT'S EDGE, AT HACKBERRY, ARIZONA, ELEVATION 3,500 FEET. IT IS HERE, ROUGHLY, THAT 66 FINALLY DROPS DOWN OFF THE VAST COLORADO PLATEAU, ENTERING THE BASIN & RANGE PROVINCE. THIS LOCATION SITS ASTRIDE THE "EDGES" OF THESE TWO GREAT BIOREGIONS. HERE THE DOMINANT PLANT SPECIES PINONS, SAGEBRUSH & CLIFFROSE GIVE WAY TO THE DESERT'S JOSHUA TREES, ACACIAS, MESQUITES, CRUCIFIXION THORN, CREOSOTE BUSH & A PROFUSION OF DROUGHT-TOLERANT SHRUBS & CACTI.

A QUARTER-MILE OF THIS TRIANGLE-SHAPED, 22-ACRE PARCEL FRONTS OLD 66; TO THE SOUTH, ACROSS THE ROAD & THE SANTA FE'S DOUBLE TRACKS, IS THE TINY VILLAGE OF HACKBERRY, NAMED FOR A NEARBY MINE, WHICH IN TURN HAD BEEN NAMED (IN 1870'S) FOR A LARGE HACKBERRY TREE RISING ABOVE 5,000 FEET, FORM A BACKDROP TO THE TOWN. BEFORE RT. 66 WAS CERTIFIED IN 1926, VEHICULAR TRAFFIC PASSED RIGHT THROUGH HACKBERRY ON THE NATIONAL OLD TRAILS ROAD. SOMETIME AFTER 66 WAS BUILT ON THE NORTH SIDE OF THE TRACKS, A STORE & STATION WERE OPENED -- EITHER IN THE 1930'S OR 1940'S (NUMBER 4 IN ABOVE BIRD'S-EYE VIEW OF THE "HOMESTEAD"). TYPICAL OF EARLY ROADSIDE BUSINESSES, THE PROPERTY INCLUDES A HOUSE (NUMBER 1), OUT-BUILDINGS (NUMBERS 3, 5 & 6), & A BEAUTIFUL CACTUS GARDEN (25' X 60'), DIRECTLY IN FRONT OF THE HOUSE.

THIS PROPERTY IS BEING PURCHASED FROM BILL & LOIS ROAN, OF KINGMAN. THEY OWNED THE PROPERTY FOR FIVE YEARS, & MADE MANY IMPROVEMENTS -- BUT THEY NEVER RE-OPENED THE STORE & STATION.

THIS PURCHASE IS MADE POSSIBLE BY MY FOLKS, ED & GIN WALDMIRE, & OUR FAMILY FARM & CANDLE SHOP (CARDINAL HILL) IN ROCHESTER, ILLINOIS. THEIR ASSOCIATION WITH RT. 66 GOES WAY BACK, TO 1948 WHEN MY FATHER OPENED HIS RESTAURANT -- THE COZY DRIVE IN -- ON CITY 66 IN SPRINGFIELD, ILLINOIS. (AND MY MOM WAS BORN IN ST. LOUIS -- JUST OFF 66!).

MY PLANS FOR THIS PROPERTY -- WHICH I AM REFERRING TO AS THE

**"International, Bioregional Old Route 66 Visitor Center"**

ARE IN TWO STAGES:

### SHORT-RANGE PLANS:

- DRAW UP A "MASTER PLAN" (SUITABLE FOR PRESENTATIONS)
- COMPLETE RE-WIRING & NEW PLUMBING IN HOUSE (Bldg. 1)
- RE-PAINT STORE (Bldg. 4)
- GET PROPERTY INCORPORATED AS A NON-PROFIT FOUNDATION.
- BUILD LOW STONE WALL ACROSS FRONT OF PROPERTY TO FACILITATE & CONTROL TRAFFIC & PARKING.
- PREPARE & ERECT "66 VISITOR CENTER" SIGN.
- CONSTRUCT "OPEN-AIR" VISITOR REGISTER WITH BULLETIN BOARD & BROCHURE RACK.
- PREPARE FIRST GARDEN PLOT.

### LONG-RANGE PLANS:

- INSTALL FREE RADIATOR WATER & DRINKING WATER RECEPTACLES (ACCESSIBLE FROM ROAD)
- ASCERTAIN INITIAL TRAILHEAD, & BEGIN FIRST TRAIL (OF PLANNED NETWORK OF "INTEGRATED", D.G.\* INTERPRETIVE FOOT PATHS)
- OPEN STORE TO PUBLIC (STORE WILL HOUSE SUCH THINGS AS A 66 MUSEUM WITH EXHIBITS, ARTIFACTS, NATURAL HISTORY DISPLAYS, LIBRARY, "SOCIAL CENTER", & BOOK- & MERCHANDISE STORE)
- INITIATE COMPREHENSIVE PERMACULTURAL DESIGN...
- Etc.!!

\* DECOMPOSED GRANITE

Featured  
Bioregions:

COLORADO PLATEAU

BASIN & RANGE PROVINCE

### BIOREGIONS:

LIFE REGIONS. GEOGRAPHICAL AREAS WHOSE ROUGH BOUNDARIES ARE SET BY NATURE (NOT HUMANKIND), DISTINGUISHABLE FROM OTHER AREAS BY CHARACTERISTICS OF FLORA, FAUNA, WATER, CLIMATE, ROCKS, SOILS, LANDFORMS & THE HUMAN SETTLEMENTS & CULTURES SHAPED BY THESE CHARACTERISTICS.

BIOREGIONALISM IS AN AWARENESS THAT BIOREGIONS ARE WHOLE SYSTEMS OPERATING BY INHERENT PRINCIPLES. HUMANS, AS ONE SPECIES AMONG MANY MUST WORK IN COOPERATION WITH THE WHOLE IF THERE IS TO BE A SUSTAINABLE FUTURE. THE ECOLOGICAL LAWS & PRINCIPLES FORM THE BASIS FOR THE DESIGN OF ALL LONG-TERM HUMAN SYSTEMS: ECONOMIC, TECHNOLOGICAL, AGRICULTURAL & POLITICAL. (David Mervin)

THIS VINTAGE '66 CHEVY SCHOOL BUS ("Cool Bus") WAS PURCHASED ON RT. 66, FROM BOB TANTON IN GRANTS, NEW MEXICO, IN 1987. AFTER COMPLETION OF CONVERSION, IN ILLINOIS, THE "BUS-HOME" WILL BE DRIVEN TO ITS NEW HOME IN HACKBERRY.



1966 CHEVROLET  
60-PASSENGER SUPERIOR COACH - W/PUST

...and the list goes on and on! THE SHORT-RANGE PLANS WILL BE CARRIED OUT DURING THE NEXT FEW YRS. (EARLY 90'S), AS TIME ALLOWS, DURING MY BIG MOVE FROM ILLINOIS TO ARIZONA. I HAVE LOTS TO MOVE! I WILL GRADUALLY

ESTABLISH MY SHIPPING BASE (FOR MY ARTWORK) AT THE HACKBERRY SITE, & PLAN ON MAKING SEVERAL TRIPS BACK & FORTH -- VIA AMTRAK OR MY TRUSTY VAN (1972 VW Type II, no rust) -- BEFORE SETTLING PERMANENTLY ON THE HACKBERRY SITE.

I HEREBY INVITE ALL FELLOW-66'S & BIO-REGIONALISTS TO DROP BY FOR A VISIT, AND WITH YOUR PRESENCE, CONTRIBUTE TO THIS VISION! For the Earth, R. Waldmire

For Bioregional info. contact: BOB WALDMIRE, CARDINAL HILL, R.R. 2, Box 110, ROCHESTER, ILLINOIS 62563 Phone 217-498-95

100% Recycled Paper!

## ROUTE 66 ASSOCIATION MERCHANDISE

**CLOTHES**—All Association clothes feature black, white and red shield by Bob Waldmire.

Available in S, M, L, XL, (add \$1 for XXL)

Association nylon jacket, polyester-lined .....	\$20.00 + \$1.50 p/h
Association T-Shirt (Roll up design, gray L & XL only) .....	\$10.00 + \$1.00 p/h
Association Sweatshirt .....	\$12.00 + \$1.50 p/h
Association Cap(black or white, mesh or regular) .....	\$ 6.00 + \$1.50 p/h
Association Embroidered Patch .....	\$ 5.00 + \$1.00 p/h
LAST CHANCE '92 Motor Tour T shirts, XL only .....	\$10.00+\$1.50 p/h

## COLLECTIBLES

Illinois 66 Metal refrigerator magnets .....	\$ 4.00 + \$.50 p/h
Set of 24 Bob Waldmire Postcards-scenes of 66 .....	\$6.00 + \$.50 p/h
Hall of Fame Postcards (set of 12) .....	\$3.00 + \$1.00 p/h
Ceramic Collector's Plate (numbered) .....	\$9.00 + \$2.00 p/h
BACK AGAIN! Route 66 Salt & Pepper Shakers .....	\$5.00 + \$2.00 p/h
66th Anniversary Hat pin(also in Illinois 66 version) .....	\$3.00 + \$1.00 p/h
Metal license plate frame .....	\$6.00 + \$1.00 p/h
Route 66 earrings (specify post or dangled) .....	\$5.00 + \$1.00 p/h
Rubber Key chain—featuring Waldmire Illinois map .....	\$2.00 + \$.50 p/h
Rubber magnet (same as key chain) .....	\$2.00 + \$.50 p/h
Pewter Route 66 belt buckle .....	\$10.00 + \$1.50 p/h
Bumper Sticker .....	\$2.00 + \$.50 p/h
Reproduction sign—shield shape, full size, 16-gauge steel) .....	\$45.00 + \$5.00 p/h
66th Anniversary color poster by Waldmire .....	\$5.00 + \$1.50 p/h
Ceramic Mug .....	\$5.00 + \$1.50 p/h

## MAPS AND BOOKS

Rand McNally 66th Anniversary Map .....	\$3.95 + \$1.00 p/h
Bob Waldmire map-10 pages, plus legend .....	\$5.00 + \$.50 p/h
<i>Searching for 66</i> by Tom Teague .....	\$10.00 + \$1.50 p/h
<i>Route 66-The Mother Road</i> by Michael Wallis .....	\$25.00 + \$2.00 p/h
(also in paperback for \$17.95 + \$2.00 p/h)	
<i>Route 66 Roadside Companion</i> by Tom Snyder .....	\$ 9.95 + \$1.50 p/h
<i>A Guidebook to Highway 66</i> by Jack Rittenhouse (reprint of original 1946 edition) .....	\$ 6.95 + \$1.50p/h
<i>The Verse by the Side of the Road</i> by Frank Rowsome .....	\$ 6.95 + \$1.50 p/h
(the story of Burma Shave signs and jingles)	
<i>Route 66: The Road and Its People</i> by Quinta Scott and Susan Kelly .....	\$17.95 + \$2.00 p/h
Large format paperback	
Route 66 Fun Book (for kids of all ages) .....	\$4.00 + \$1.00 p/h

**Illinois residents please add 7 percent sales tax!**

**Send orders to:**

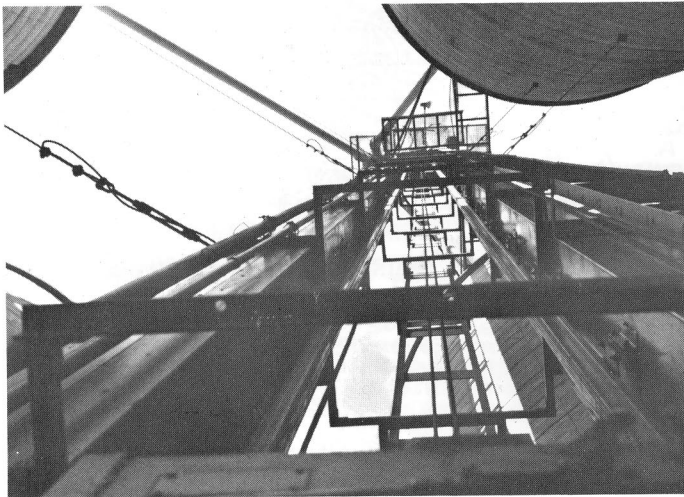
**Merchandise**

**Route 66 Association of Illinois  
2743 Veterans Parkway, Suite 166  
Springfield, IL 62704**

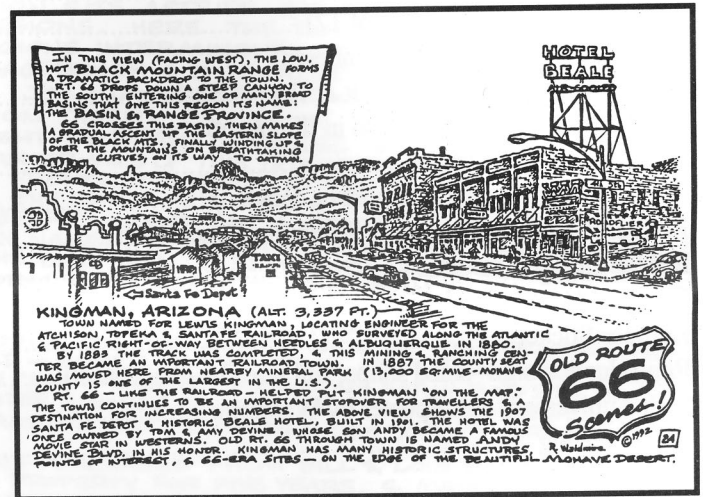




Behind the Old Log Cabin Restaurant, Pontiac. Photo by Jason Schmidt.



Elevator at Elkhart. Photo by Jason Schmidt.



Ed Waldmire served up Cozy Dog hospitality in Springfield during the 1992 Motor Tour.



Dan Harlow, president of the California Historic Route 66 Association, stood ready by his pace car at the start of the 1992 Shield Relay last October in Grant Park, Chicago. Photo by Paul Melchert, Tinley Park.

## Other Route 66 Associations

Looking for information about Route 66 in other states?  
Contact these people for help:

### Route 66 Association of Missouri

P.O. Box 8117  
St. Louis, MO 63156  
Jim Powell: 314-5500 or 314-367-2418

### Kansas Historic Route 66 Association

P.O. Box 169  
Riverton, KS 66770  
Scott Nelson, 316-848-3330

### Oklahoma Route 66 Association

6434 NW 39th Expressway, Suite D  
Bethany, OK 73008  
Danny Scott, 800-299-8766

### Old Route 66 Association of Texas

P.O. Box 66  
McLean, TX 79057  
Delbert Trew, 806-779-3164

### New Mexico Route 66 Association

1415 Central NE  
Albuquerque, NM 87106  
Dave Nidel, 505-843-7185

### Historic Route 66 Association of Arizona

P.O. Box 66  
Kingman, AZ 86402  
Lynda Moore, 602-753-5001

### California Historic Route 66 Association

2127A Foothill Blvd., Suite 66  
LaVerne, CA 91750  
Vivian Davies, 714-593-4046

### Route 66 Territory Visitors Bureau

8916-C Foothill Blvd.  
Rancho Cucamonga, CA 91730  
Bob Lundy, 714-593-4850

### Dutch Route 66 Association

Postbus 2013  
1620 EA Hoorn  
The Netherlands  
Hans Stuijbergen, Tel. 02290-18318

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## ROUTE 66 ASSOCIATION OF ILLINOIS MEMBERSHIP APPLICATION

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ ZIP CODE \_\_\_\_\_

PHONE \_\_\_\_\_

INTERESTS IN 66 \_\_\_\_\_

HOW I CAN HELP \_\_\_\_\_

**ANNUAL DUES:** Individual-\$10, Family-\$15, Business-\$25, Sustaining-\$100 or more.

**TO:** Membership, Route 66 Association, 2743 Veterans Pkwy., Springfield, IL 62704



# 66 Spot Named

It took two issues and a fellow from Brooklyn, but we finally named the 66 spot featured in the Autumn '92 newsletter. "I would venture a guess that it's the A. Lincoln," wrote Robert Boyd of the motel on Springfield's south side. "One of my personal favor-

ites! Cozy Dogs for breakfast, anyone?"

Thanks to Terri Ryburn-LaMonte for furnishing the original postcard that we used. I promise to get it back to you someday. This postcard came with Robert's message on the other side.



**Route 66 Association of Illinois  
2743 Veterans Parkway, Suite 166  
Springfield, Illinois 62704**

**BULK RATE  
U.S. POSTAGE  
PAID  
PERMIT NO. 17  
McLEAN, IL  
61754**



**ROUTE 66 ASSOCIATION OF ILLINOIS**

# **THE 66 NEWS**

SUMMER 1993



**HALL OF FAME WELCOMES NEW MEMBERS**

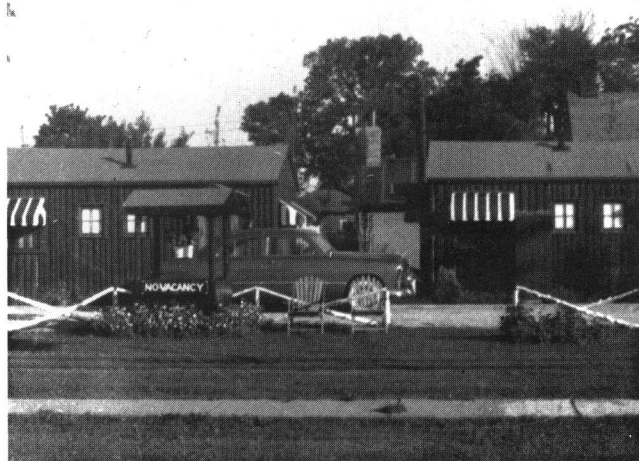
**"ILLINOIS - WHERE THE ROAD BEGAN."**



## Name This 66 Spot

Linda and Kevin Brinkmeyer of Granite City and the Rev. Robert Harmon of Mount Vernon correctly identified last issue's "66 Spot" as the Town and Country Motel on Route 66 (aka Chain of Rocks Road) between Edwardsville and Mitchell. The cabin we showed is one of a matching pair. They face each other, with a small house/office in between. The Brinkmeyers and Father Harmon tried to contact the motel's owners, but with no luck--so we're still open to more information about them.

This issue's spot is a real stumper. It's so hard, in fact, that we're offering a free pig hip sandwich to anyone who can correctly identify it and tell a story about it.



*Name this 66 spot and win a free Pig Hip*

## Wanted: Gangsters of Route 66

by Tom Teague

Few of the roadside businesses that flourished during Route 66's heyday were not visited at one time or another by members of the underworld kingdom. Bootlegging, gambling and prostitution thrived in that era. Chicago was one their capitals, downstate Illinois was a natural market and Route 66 was the way to get there. Few 66 businesses had direct financial ties to mobdom. But gangsters, like everyone else, had to stop for meals, gasoline or a place to stay the night. Consequently, their lore along the route in Illinois is rich. I'd like to see us tap into that lore and present some of it in this newsletter. I don't want to romanticize anything or make someone look better than they were, but gangsters were a part of the route's history and I think it would be interesting to take a look at them. So if you have any stories, please put them down on paper and send them to Tom Teague, Editor, Route 66 Association of Illinois, 2743 Veterans Parkway, Room 166, Springfield, IL 62704. Newsclips and other background material will also be appreciated. And if you have photos or other art, don't send try right away, but do try to send xeroxes. When we put everything together, it should be a great story. I hope it will be ready for this autumn's newsletter.

*The Route 66 Association of Illinois publishes this newsletter four times a year. Address inquiries to the Route 66 Association of Illinois, 2743 Veterans Parkway, Suite 166, Springfield IL, 62704*

## Newsletter a Group Effort

A dozen individuals or families contributed articles or other information for this issue: Janet Barker, Brad Jay Bogart, Linda & Kevin Brinkmeyer, the Girot Family, the Very Rev. Robert Harmon, LaWanda Henry, the Knudsen Family, Dave Locke, SandraMeece, Jeff Meyer, Bob Waldmire and Tom Teague, who also serves as editor. As he has for the past half dozen issues,

Mike Getz of Springfield designed and produced the layout. This issue, Mike also donated his services in producing the computerized photo of Bill Shea on the cover. He first borrowed a black and white photo from Bill and had it scanned (converted into digital signals that could be stored on a computer disc). Then, using the Corell Draw program on his computer, he colorized the photo. We hope you like the results.

The final member of the newsletter team is Lincoln Printers. Bob Borowiak, president of Lincoln Printers, is an Association member and chairman of the Lincoln stop on our motor tour. Last issue, to encourage us to use color on the cover, he offered us a 50 percent discount.

We thank Bob, Mike and all other contributors for making our newsletter so pleasant to read. Let's keep The 66 News a community effort by continuing to send in stories, photos and reminiscences. Just write to Newsletter Editor, Route 66 Association of Illinois, 2743 Veterans Parkway, Room 166, Springfield, IL 62704.

## Officers and Board Members

Officers and board members of the Route 66 Association are available at most reasonable times to answer your questions and hear your comments about Route 66. Please feel free to contact them if you need to.

### Officers

#### **President - Tom Teague**

1208 W. Edwards  
Springfield, IL 62704  
217-787-8839

#### **Vice-President - Jeff Meyer**

2802 Fremont St.  
Rolling Meadows, IL 60008  
708-392-0860

#### **Treasurer - Laura Meyer**

(as above)

#### **Secretary - Pat Knudsen**

1202 Eastholm  
Bloomington, IL 61701  
309-828-2925

### Board Members

#### **Frank Lozich, Cook**

7270 W. 174th Place  
Tinley Park, IL 60475  
708-429-9173

#### **Ed Schumann, DuPage**

Oak Brook, IL  
**Toni Wilda, Will**  
106 N. Nicholson #3  
Joliet, IL 60435  
815-723-6666

#### **Ray Starks, Grundy**

1228 S. Canal St.  
Newark, IL 60541  
815-736-6259

#### **Tom Knudsen, Livingston**

1202 Eastholm  
Bloomington, IL 61701  
309-828-2925

#### **Matt Knudsen, McLean**

1202 Eastholm  
Bloomington, IL 61701  
309-828-2925

#### **Ernie Edwards, Logan**

P.O. Box 63  
Broadwell, IL 62623  
217-732-2337

#### **Ray Rowden, Sangamon**

1 Kingston Dr.  
Springfield, IL 62701  
217-522-4926

#### **Priscilla Matthews, Montgomery**

410 N. Monroe  
Litchfield, IL 62056  
217-324-5551

#### **Russell Soulsby, Macoupin**

600 W. 3rd St.  
Mount Olive, IL 62069  
217-999-3191

#### **Ray Mileur, Madison**

116 Rolling Oaks  
Collinsville, IL  
618-344-4883

#### **Mike Janik, St. Clair**

3530 State Route 159  
Freeburg, IL 62243  
618-277-5459

#### **Ryan Russell, At Large**

623 14th St.  
Peru, IL 61354  
815-233-4142

#### **John Stonecipher, At Large**

216 E. Prairie St.  
Odell, IL 60460  
815-998-2161

#### **Howie Thornley, At Large**

R.R. 2, Box 96  
Ashland, IL  
217-476-3593

#### **Lou Vandiver, At Large**

2504 Berkshire Ct.  
Champaign, IL 61824  
217-356-4949

#### **Mike Yates, At Large**

Route 1  
Washington, IL 61571  
309-745-3822

## New Members

Since our previous newsletter, the Route 66 Association of Illinois has signed up 47 new members from eleven states and two other countries. We extend a hand in welcome and fellowship to:

John Anderson, Toronto, Canada; Keith Biehl, North Royalton, OH; Eddie Binford, Detroit, MI; Harry Blakeman, Springfield; Paul Harold Buneta Jr., Collinsville; Barbara Burke, Elizabeth, NJ; Charles Danek, Dixon; Ralph & Carmen DeGroot, Wheaton; Christy DiFiore, Westchester; James Farrell, Des Plaines; John Faulhaber, Berwyn; Carl Frodin, Crestwood; Lee & Connie Garber, Fort Wayne, IN; Paul Goodman, San Diego; Larry Hill, Dixon; The Hollis Family, Granite City; Tom & Sharon Jaguszewski, Chicago; Alan & Dee Jones, Livermore, CA; Judy Kaselow, Arlington Heights; Chuck Kopchar, Chicago Ridge; Robert Kucharz, LaSalle; Sam & Valeri Krauss, Inverness; Barbara Langley; Algonquin; Bud & Evelyn Lanter, Litchfield; Lincoln Library, Springfield; Ernie & Nancy Lindsay, Manhattan; Robert Loucks, Elkhart, IN; Roger Melton, Bloomfield Village, MI; Donald & Maxine Olsen, Lansing; William Perkis, Gaylord, MI; James & Sheryl Pollack, Lombard; Jeff Powell, Melrose Park; Bill & Theresa Przybylski, Midlothian; Mark Ramsey, Wilmington; George & Marcy Rimini, Girard; Jeff Sanders, Des Plaines; Peter Scott, Corvallis, OR; John Sholeen, Newfield, NY; Jackie Smalley, Libertyville; **Andrew Smith, Bath England**; Michael & Bonnie Sprague, Mundelein; Charles Thompson, Las Vegas, NV; Erik Tjarksen, Waukegan; Chris Trainor, Easton, MD; Charles Volk, Port Byron; Steve West, Downers Grove; Charles Young Jr., Southampton, PA.

## Meeting Schedule

All Association members are welcome to attend and participate in any of our board meetings.

Here are the next two opportunities:

**July 18, Dell Rhea's Chicken Basket, Willowbrook**

**October 17, Al's Main Event, Lincoln**

Both meetings will start at noon with a meal. At the July meeting, we will evaluate the results of our 1993 motor tour. At the October meeting, we will elect new officers and board members. Please try to make it to both meetings. And don't forget our third annual picnic, which is featured elsewhere in this issue.

Executive Committee members are the officers, plus Mike Yates and Ray Schroeder. Tom Teague is the editor.



# Hall of Fame Welcomes New Members

Three new members were scheduled for induction into the Route 66 Hall of Fame at ceremonies June 12 in McLean. They are Bill Shea of Springfield, Effie Marx of Dwight and Chester Henry of Leroy. In addition, Erv Kolarik was slated for special recognition as the founder and original owner of the Chicken Basket, a Willowbrook restaurant which gained Hall of Fame status last year. Here are their stories.

## Bill Shea Springfield

Nominated by Tom Teague

When Route 66 was bypassed by the interstates, many people just let it slip into history. But not Bill Shea. He adapted. A



Route 66  
Hall of Fame of Illinois



**Bill Shea**  
**Gas Station Owner and**  
**Proprietor, Shea's Finest Truck Covers**  
**Springfield, Illinois**  
**Since 1946**

**Inducted June 12, 1993**  
**Route 66 Association of Illinois**

businessman alongside 66 since 1947, he is a testament not only to the road's rich history, but also to its continuing vitality.

Bill is a little older than Route 66 itself. He was a soldier during World War II and was among the troops who landed on Omaha

Beach on D-Day. After the war, he returned to his native Springfield. Many veterans were migrating along 66 to new lives in California, but Bill stayed home instead and started a Texaco



*Bill Shea and assistant in 1947 Texaco publicity photo*

station on Peoria Road (City 66) near the State Fairgrounds. Cars and drivers seemed to need more attention then and Bill made sure that they got it. His friendly manner and speedy service earned him a Texaco Man of the Month award in the late 40's and a spot in the company's national advertising.

Not long afterward, Bill got a chance to buy his own station, a Marathon, just a block north on 66. Times have changed a lot, but he's still there today. At first, he ran a traditional service station. But how many businesses along 66 confined themselves to just one line of trade? In the days before ice cream and dairy trucks had their own generators, Bill let them park behind the station every night and charge up their cooling units on specially installed meters. In the late 50's, he sold boats for awhile. In 1965, he started selling camper tops. When I-55 bypassed Springfield in 1977, gas sales dwindled, but the camper tops were selling so well that Bill could afford to switch off his pumps forever.

Last year, business was going so well that Bill had to buy the lot next door for additional storage space. But even today he has another line of trade. Whenever he cuts window out for tops, Bill uses the scrap fiberglass to make clocks. Many have Route 66 or other transportation themes.

When highway officials started taking down Route 66 signs, Bill rescued one from nearby and hung it on the wall of his station. He continued to advertise his location as Route 66 on the sides of his trucks. Every top he sells now has a sticker with a 66 shield on it. Mapmakers and governments may have dismissed 66, but Bill still knows where he is. Not long ago, the city had to rebuild the storm sewer near his place. Street crews dug through the current pavement down to the original bricks of Route 66 and

then beyond that. Bill asked if he could have some of the bricks and ended up carting off several hundred. Today he gives them away as souvenirs.

The look of Bill's lot has changed over the years. But it still has the distinct charm that a business can have only when its owner has spent thousands and thousands of hours there thinking about the state of things. A miniature camper top on a pole draws first sight. Then there are the rows of full-size tops stacked three and four high. Behind them stands the old Marathon building. It's now an office, workshop and neighborhood conversation center. To the south of the building, Bill has planted and painted a set of three truck trailers, sans wheels. They're used, of course, for storage.

Bill is also an active member of our association. He has donated several items to the Hall of Fame and has signed up more than two dozen sustaining members.

## Effie Marx Dwight

Nominated by Sandra Marx Meece

My mom, aside from being a great and loving mother and grandmother, has the distinction of being the longest working



**Route 66  
Hall of Fame of Illinois**

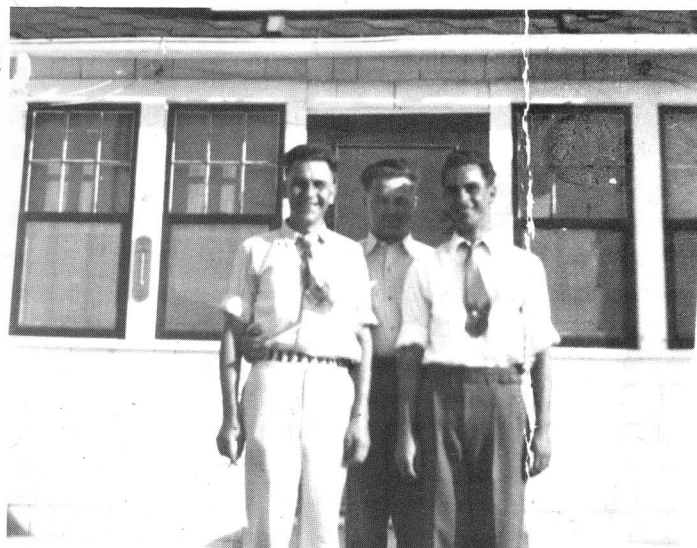


**Effie Marx  
Waitress**

**Odell, Braidwood, Hinsdale, Dwight  
Since 1931**

**Inducted June 12, 1993  
Route 66 Association of Illinois**

waitress on Route 66. She started her career in 1931 at a bus stop and eatery in Odell called the Colonial Inn. Sixty-two years later,



*Paul Marx, Effie's husband, is the middle gentleman*

she's still waiting tables three and four days a week at Phil's Harvest Table in Dwight. She says she especially likes to work weekends "so the young girls can have time off with their families."

After two years at the Colonial Inn, Mom moved to Virgil's Cafe in Braidwood. Virgil's employed several other Dwight women, so it was a popular stopping spot for travelers from Dwight. It was there that Mom met my father, who was Virgil's brother-in-law and who also worked at the cafe. They married in 1937.

In the late 1930s, Uncle Virgil moved the cafe to Hinsdale. Mom and Dad went with the business and stayed there eight years.



*Virgil and Burnell Adams, Virgil's Cafe, Braidwood, 1935*

When my brother Gary and I were born shortly after World War II, my folks moved back to Dwight. Mom took an eight-year break from waitressing to be with her family. After that, she

*(continued on next page)*



(continued from previous page)

resumed her career at Beyer's Restaurant in Dwight. She worked there for 20 years. When the I-55 bypass took all the travelers away, Beyer's closed. Since Mom was nearly 62 then, we thought she would hang up her apron for good. No! Not quite yet! She signed on at Phil's Harvest Table and has now been there 14 years!

"I just think the people are great," she says. "I've seen so many young people go from little ones to adults with children of their own and I'm still waiting on them."

About ten years ago, Gary and I tried to encourage Mom to take life easier-maybe even retire. She said she probably would when she turned 70. Well, she's 76 now and still going strong! My daughter is getting married in September and I already told Mom to be sure to get the day off. Gary and I have quit hounding her to retire. She just loves people and loves staying active. It's hard to say how much longer she'll be handing out those menus. Right now it's 54 years and counting...

## Chester Henry Pontiac

Nominated by LaWanda Henry



### Route 66 Hall of Fame of Illinois



**Lt. Chester Henry**  
**District 6**  
**Illinois State Police**  
**1957-1984**

**Inducted June 12, 1993**  
**Route 66 Association of Illinois**

The Illinois State Police was formed in 1922 to serve the people of Illinois on the "new hard roads." In 1942, District Six headquarters were established on Route 66 near Pontiac. In 1957, fresh out of the police training academy, 26-year-old Chester Henry reported to work there for the first time. From then on until his retirement in 1984, Route 66 was a daily part of his life.

"I was out there on Sundays, I was out there on holidays and I was out there on the graveyard shift," he said. Frequenting their



*Chester Henry, 1957*

cafes, gas station and truck stops, he soon became a familiar sight to the citizens of all the little towns from Dwight to McLean. In the early days of radar, he and his partner also became familiar sights to motorists along the route—they set a record one year for the number of tickets written. This made motorists wary when they traveled through District Six, but it also kept the number off accidents well below average.

"Route 66 affected me by the lives of the people that I touched and the accidents that happened and the injuries I've seen," Chester said. "Sometimes the snow would come down and Route 66 would be packed with ruts like an old country road. Accidents would happen, sometimes even fatal ones. I would go home and sometimes not sleep too good for a night or two remembering what I'd seen. The next morning, the sun would come out and the snow would start melting off and you'd wonder why it ever happened."

"I've been there when trucks have turned over and closed the road and we'd have to run traffic both ways on the other side. That's dangerous practice, but we'd put up cones and direct traffic around them. Sometimes those loaded semis weren't too easy to move if they were upside down or had both lanes blocked. We had to caution everybody and stop traffic until we could get the road clear."

In 1967, Chester was promoted to corporal. In 1972, he became a sergeant. And in 1979, he was promoted to lieutenant and became administrative officer for District Six. He held that post until his retirement in 1984, not too many years after Route 66 itself "retired." During much of his career, his commanding

officer was Captain Francis Mowery, who was inducted into the Hall of Fame in 1990.

"A great portion of my life was spent out there amongst the people—out on 66—helping them and handling different things. We were right out there with them and we were out there all the time. I was glad to be there during those times and I wouldn't trade it for anything. Route 66 was a grand old road."

## Ervin Kolarik Chicken Basket Restaurant

Nominated by Janet Barker



Route 66  
Hall of Fame of Illinois



Erv Kolarik  
Founder & First Operator  
Chicken Basket Restaurant  
1926

Willowbrook, Illinois

Inducted June 12, 1993  
Route 66 Association of Illinois

Dell Rhea's Chicken Basket and the family that operates it were inducted into the Hall of Fame last year. This year, we are honoring the restaurant's founder and original operator, Mr. Erv Kolarik.

Erv and his family in 1927 moved to the Triangle Goat Farm in Willowbrook on what was then State Route 4. When the road was paved as part of the new Route 66, Erv set up a hot dog stand with one Texaco gas pump and picnic tables in the orchard and called it "Triangle Rest." In 1933, with the repeal of Prohibition, he

renamed it "The Round-Up."

In 1939, Erv let four sisters start cooking and serving a special family recipe for fried chicken. The chicken was a success, but the sisters all married within the year and Erv found he had a full-fledged restaurant to run. With the help of his friend Mike Jenniches and \$35 in materials, the first Chicken Basket sign went up. Later, they added neon.

The war years brought supply difficulties and price controls. Chicken sold for 75 cents a basket. Then came V-J Day and the end of the war. All Cook County restaurants were closed for the celebration, so the Chicken Basket was mobbed with customers.

In 1947, Erv's lease ran out, so he bought the acre of land to the south of the original restaurant and built a new one. It opened on August 30, 1947 in grand style with klieg lights and a coast-to-coast song dedication by Nancy Evans, vocalist for Wayne King's orchestra. Accompanying her on the organ was a last minute substitute, Janet Barker. Janet would go on to play at the Chicken Basket for nearly a dozen years.

Erv sold the Chicken Basket in 1959. It has been owned and operated by the Rhea family since 1962. Erv has since owned restaurants in Batavia, Illinois, and Aspen, Colorado, but the Triangle Rest and Chicken Basket on Old 66 remains his favorite.

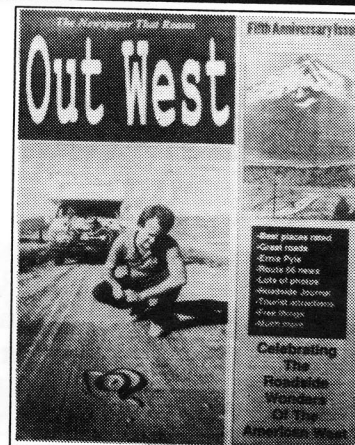
"Like a continuous road trip"

— San Francisco Chronicle

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# Riviera a Classic Roadhouse

*Editor's Note: This article is based on the Hall of Fame nomination of Jim and Rose Girot that was submitted by their four children. Unfortunately, the nomination arrived too late to be considered this year. However, it will be at the top of the list of nominations to be considered next year.*

One of the enduring characteristics of Route 66 is that it inspired people to dream--and then gave them the opportunity along its pavement to work and realize those dreams. The Riviera Restaurant is a classic example of how that happened. Almost daily when he was a young man, Jim Girot would drive by this wooded site on the Mazon River northeast of Gardner and dream of

dances and youths enjoyed the swimming hole nearby and its convenient changing houses. The menu featured Italian food, steaks, chicken and seafood (which was shipped in from St. Louis). During the Depression, the Girots served free fish to customers every Friday. The price for a quarter chicken with fries, salad and Italian bread was 25 cents.

During the World War II years when the ammunition plant in Joliet was operating, plant workers would stop by the Riviera on the way home from work for refreshments and food and to cash their checks. Other notable visitors included Illinois Governor William Stratton, cowboy star Tom Mix and dancer Gene Kelly.

The interior of the Riviera's bar still has the stalactites on the



*The Riviera, Gardner*

building a restaurant where he and his family could work and serve the public. In 1927, just as Route 66 was being paved, he was able to buy the land. After partially clearing the land and building a driveway, he bought the payroll building of an abandoned coal mine in South Wilmington and moved it to the site. Then he bought a building in Gardner that had been used as a Free Methodist Church and a grade school, moved it to his site, and joined it with the payroll building. The result was the Riviera. A gas station was added in 1933. Although there have been a few alterations since, the main building looks essentially the same today as it did then.

Jim hired local people to help him "build" the Riviera, which was especially helpful to the area economy during the Depression years. In 1928, he moved with his wife Rose and three children (Irene, Violet, Larry and Lillian) to the site. They stayed there and ran the business until it was sold to its present owners, Bob and Peggy Kraft, in 1973.

For many years, the Riviera was the only restaurant between Pontiac and Joliet. This brought in many travellers, especially during the 1933 World's Fair in Chicago. Orchestras played for

ceiling that a local painter originally installed. Jim's intention was to give the appearance of entering a cave.

The Fourth of July was always cause for celebration at the Riviera. Jim provided the fireworks and paper hot-air balloons were released into the countryside. A horse show was held across the creek from the restaurant and families would bring picnic lunches to eat.

One summer, a traveling circus stopped at the Riviera to get water for its animals. Jim and Rose were so obliging that the circus owner asked to set up the big tent so that local people could enjoy a performance of the show. Word was quickly passed around and a large crowd was soon on hand to enjoy the unscheduled show.

Despite many floods and two fires, the Riviera is still standing today on old Route 66 (now Illinois 53). Though they haven't been involved with the restaurant for many years, all the Girot children still live within two miles of this classic roadhouse. And on June 12 of this year, the Riviera carried on the tradition by hosting a mini-stop for the Route 66 Association's fourth annual motor tour.

## Business Members

Look for the business member sticker in the windows of the following Route 66 supporters. They believe in us!

Abraham Lincoln Tourism Bureau, Lincoln; American Travel Masters, Litchfield; Ariston Cafe, Litchfield; City of Atlanta, Illinois; Ballhagen Aircraft, Lebanon, MO; Bank of Dwight; Becker Marathon, Dwight; Best Western Gardens Motel & Restaurant, Litchfield; Calhoun County Ford; Cardinal Hill Crafts, Rochester; Carefree Motel, Dwight; Champion Garage, Springfield; Chuck's 76 Gas Station, Hamel; Classic Route 66 Cruisers, Springfield; Cozy Dog Drive In, Springfield; Dell Rhea's Chicken Basket, Willowbrook; Dixie Truckers Home, McLean; Downtown Lincoln Association; Double Nickel Drive in, Bloomington; Dwight Area Chamber of Commerce; Dwight Historical Society; Eisler Brothers General Store, Riverton KS; Giovanni Tours, Agoura Hills, CA; Hall-Moore Stuff Antiques, Lebanon, MO; Historical Society of Cicero; Holiday Inn/Hampton Inn, Countryside; Litchfield Chamber of Commerce; McLean County Historical Society; Meteor City Gift Shop, Winslow, AZ; Michael Anthony's Restaurant, Berwyn; Midwest Street Rods, Bolingbrook; Odell Historical Society; City of Pontiac; Ran McNally Corporation; Riviera Restaurant, Gardner; Route 66 Antiques, Lincoln; Route 66 Cafe, Countryside; Route 66 Roadhouse & Cantina; Boca Raton, FL; RUB Chevrolet-Buick-

Oldsmobile, Dwight; Shady Lane Farm, Williamsville; Shea's Finest Truck Covers, Springfield; State Farm Insurance; Super Sign Service, Bloomington; Van Gundy Agency, Normal; Vic's Pizza, Springfield; Voss TV, Berwyn; War Baby Wants & More Antiques; Williamsville Community Foundation; Wilmington Antique Mall, Wilmington.

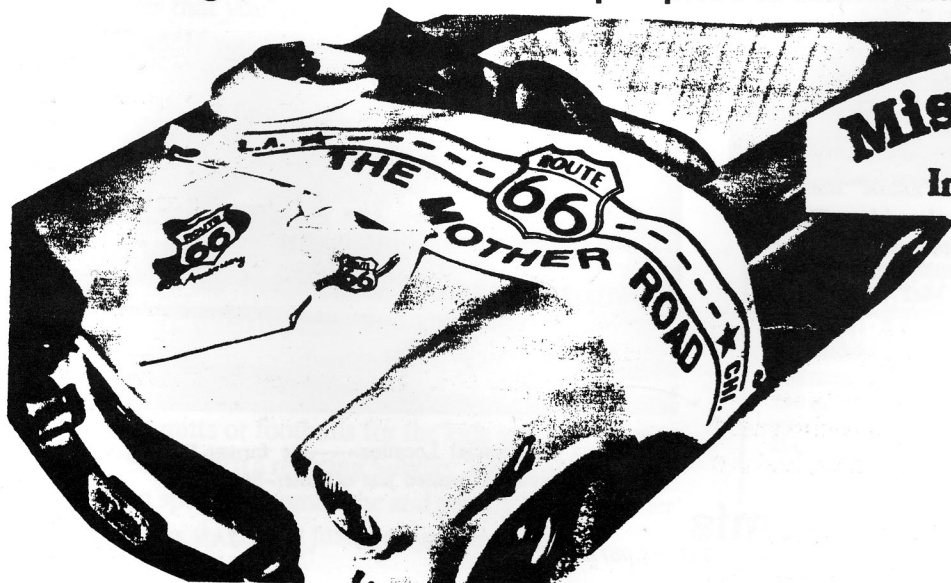
## Cooking on 66

The McLean Civic Organization has compiled and published a cookbook of Route 66 cuisine called *Family Favorites—From Our Home to Yours*. The 282-page, spiralbound book has more than 500 recipes with well-written instructions. My favorite section by far is the 55-page section on casseroles and main dishes, but there are also directions for such taste treats as taco tartlets, hot fudge pudding cake and pheasant-cheese soup. A miscellaneous section just before the index adds recipes for "Preserving Children" and "Marriage Stew." The book is available for \$8.50 plus \$1.50 for postage and handling from the McLean Civic Organization, Box 173, McLean, IL 61754.

The McLean Civic Organization was formed in 1988 to improve community life in that 66 town. It sponsors an annual Easter egg hunt, a 4th of July celebration and a summer baseball program for youth. Proceeds from the sale of the cookbook will go to support the organization's programs.

## ROUTE 66 MEMORABILIA

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# Motorcycle Association Rolling

by Tom Teague

Brad Jay Bogart, an Illinois native who now lives in Michigan, wrote recently to let us know how his effort to start a U.S. 66 Motorcycle Association is going. George and Marcy Rimini of Girard have signed on to organize the Illinois chapter. The Riminis, who ride a matching pair of Honda Gold Wings, are recruiting fellow motorcycle enthusiasts to ride with them on this year's motor tour June 12-13.

The U.S. 66 Motorcycle Association is an independent and informal group. Brad and the Riminis say the rules for belonging to it are simple: applicants must be members of a regular state 66 association and they must own a motorcycle or plan to buy one in six months. Members of state motorcycle associations will then automatically be members of the U.S. 66 Motorcycle Association. Their "colors" will be a handsome black and white embroidered shield worn on the back of their jackets or vests.

Brad and his family were in Illinois recently to pick up a car that his older son, a sailor, had shipped over from Guam. They stopped in Rochester long enough to spend an afternoon and evening at the Waldmires. Though it was snowing at the time, George and Marcy Rimini gladly drove the forty miles from Girard to sample Bob Waldmire's vegetarian cooking and talk 66. I welcome the interest of motorcycle enthusiasts in Route 66.

As they ride with us, we'll find they're really not much different from the rest of us. They just don't like doors, windows and that second set of wheels on their vehicles.

On their way home, the Bogart family had some car trouble that he later wrote us about.

"We were near Pontiac when my son's car developed a loud, growling noise under the hood," he said. "We left it by the side of the road and drove in the other car into town. At the junction of Route 66 and Illinois 116, we spotted a Firestone dealership. We pulled in, already cringing because we had out-of-state license plates (we'd been taken advantage of in the past).

"The people seemed friendly enough. They listened to our complaint, then ushered us out of the work area into the waiting room. They even gave us some hot coffee. We knew we were being set up!

"Twenty minutes later, much to our delight, we saw my son's car being towed into the dealership by the mechanic. He came in and announced to us that the problem had only been an idler arm on the air conditioner. He'd simply disconnected the belt so we could be on our way. The charge, including tow, was \$15.

"I asked to see the owner, Harold Schroeder. I thanked him for his honest establishment. He said he wouldn't have it any other way. It was the way his dad was when he started the dealership fifty years ago, and it was the way he'd kept it going.

Thank you, Brad and Firestone, for yet more proof of something we've been saying for four years now: Route 66 isn't dead. It isn't merely a thing of the past. It's also a spirit, a very much alive spirit. And you can celebrate it everyday.



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JAN BULTHAUS

## Back Issues Are Back!

Back issues of The 66 News are on sale for only \$1 apiece, which includes postage and handling. Send your order to Merchandise, Route 66 Association of Illinois, 2743 Veterans Parkway, Room 166, Springfield, IL 62704. The following issues are available: July 1990, September 1990, December 1990, March 1991, May 1991, October 1991, January 1992, Summer 1992, Winter 1992, Spring 1993.

## Third Annual Picnic September 12!

by the Knudsen Family

We want each and every one of you to mark your calendars for Sunday, September 12, 1993 for our third annual Association Picnic. We wanted to have it at Funks Grove, but it was booked for the year, so we will have it at the pavilion in Miller Park in Bloomington. We'll try for the open air, but if it rains, we'll retreat to the pavilion's east porch. The picnic is free for all current Association members. Bring a covered dish or salad if you want, plus your own plates and tableware.

We hope we can have a good turn out. You can come as early as 9 a.m. and we'll have coffee ready for you. Please let us know what we can do to make the day more interesting for you and to get better attendance. We were disappointed that only seventy people turned out last year. With nearly 700 members, we can do better than that! Come on--let's get to know each other when we don't have to get in our cars and hurry on to the next stop (not that that isn't fun!). Let's have some fun. Bring pictures that you've taken on the tour and share your stories with us. If you have equipment, you can even show videos.

Miller Park has a fine zoo and last year the Association picked up the tab for people who wanted to visit it. The park also has paddle boats, miniature golf, tennis courts, horse-shoe pits, and volleyball nets. We could even have a euchre tournament. If you have any other suggestions, call or write Tom Knudsen, Picnic Chairman, 1202 Eastholm, Bloomington, IL 61701, phone 309-828-2925.

Please call or write us in advance if you plan on attending so we can get enough picnic tables and food. Come early and bring baseball mitts or footballs for the kids and lawn chairs for yourselves. Make it a relaxing Sunday, not a hurry up day. Please plan on spending some time and getting to know other members who might live in just the next town from you.

## Searching for 66?

You'll find it this summer and fall at the following Mother Road events:

**June 5-6, Oklahoma Motor Tour** (contact Oklahoma 66 Association for details)

**July 9-11, Cruising 66**, a multi-level celebration, Willowbrook  
**September 11-24**, Third Annual Giovanni Bus Tour of Route 66. Contact Giovanni Tours, 5308 Derry Ave., Suite N, Agoura Hills, CA 91301, phone (818) 889-3156 for more information

**September 12**, Illinois Route 66 Picnic, Miller Park Bloomington  
**September 12**, Non-competitive Walk-or-Run-a-Thon, Ogden Avenue

**September 25**, Antique & Custom Car Show, Berwyn

## 66 Still Alive in the Classroom

Dave Locke, a history teacher in Dwight, has long included a mini-course on Route 66 in his classes. Last October, he and his students gave an entertaining presentation at the Association's board meeting. Recently, he wrote to President Tom Teague with an update:

"It's hard to believe that it's been six months since we spoke to the Association at your meeting at Phil's Harvest Table. The students are still talking about it. As a result of talking at your meeting, several students and myself have been featured in local and regional publications. I've also been asked to be the guest speaker for several organizations' meetings.

"Each year, I use the entire back bulletin board of my classroom to display my students' Route 66 projects. Recently, per the suggestion of my friend LaWanda Henry, I've decided to use a portion of the bulletin board as a "Hall of Fame" for my class. I'm going to put pictures of my students and articles about them on the board. I've already received several contributions as a result of your newsletter article. Thanks for the recognition you've given us. The kids really get their 'kicks' from it.

### NEW PRODUCTS FOR 1993

"HISTORIC" sign is 12"x18" on .040 aluminum. White background with black. \$19.95 plus \$5 shipping (USA).

"ROUTE" sign is blanked in shield shape, embossed in 16 gauge steel. Approximately 16"x16". \$34.95 plus \$6 shipping (USA).

All orders must be pre-paid - money order or US bank checks. NO CHARGE CARDS.

Clip ad and send with payment and you can have both signs for \$55.00 with free shipping (USA). **TRAILS END SIGNS - 3540 W. Sahara-Suite 66, Las Vegas, NV 89102**





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## 66 LOSES A GOOD FRIEND :

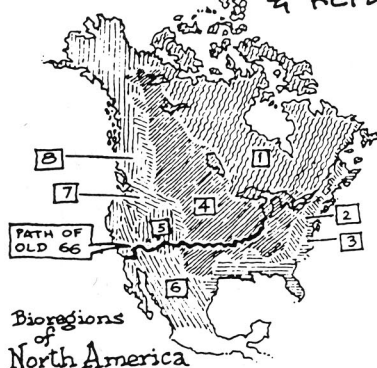
### DENNIS AST (1932-1993)

DENNIS AST DIED FEBRUARY 10, 1993 OF COMPLICATIONS FROM CANCER. DENNIS, FROM WICHITA, KANSAS, WAS A WELL-KNOWN "FIXTURE" ALONG EASTERN STRETCHES OF THE ROAD, TRAVELLING IN HIS VINTAGE 70'S STATION WAGON, MEETING FOLKS ALONG THE WAY & PEDDLING HIS VARIETY OF 66 MEMORABILIA. DENNIS HAD HIS BASE IN A HISTORIC BRICK BUILDING IN DOWNTOWN WAYNESVILLE, MISSOURI — RIGHT ON OLD CITY 66. HE NAMED HIS BUSINESS "HIWAY NEW & USED" & HIS STORE WAS A VERITABLE TREASURE-TROVE OF 66-RELATED ITEMS, MINGLED WITH ANTIQUES & ARTIFACTS OF THE ROAD, A HUGE SELECTION OF OLD LP RECORDS, & UNUSUAL "5 & DIME" ODDS & ENDS — KIND OF A "66 SALVATION ARMY STORE." THE STOREFRONT WAS FESTOONED WITH HANGING PLANTS & OLD SIGNS, & WINDOWS WERE FILLED WITH NEWSPAPER CLIPPINGS, PICTURES, CARDS & 66 FLIERS. INSIDE, HE SHARED HIS GROWING 66 PHOTO ALBUMS & SCRAPBOOKS.

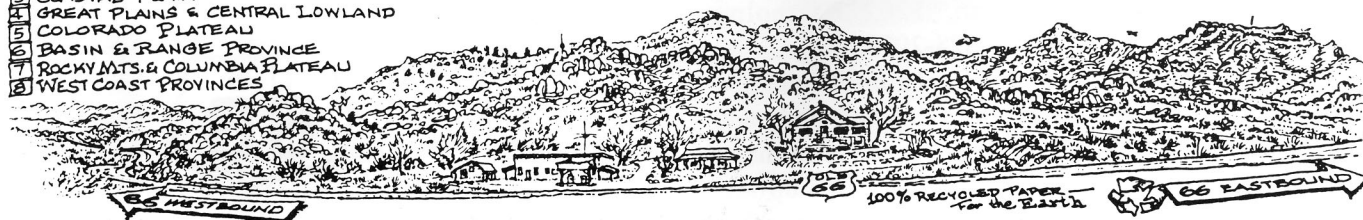
DENNIS HAD BEGUN PLANS TO MOVE DOWN THE ROAD A-WAYS, TO TINY, HISTORIC PHILLIPSBURG, MISSOURI, RIGHT ON THE EDGE OF OLD 66. HE WAS RENOVATING AN OLD STORE BUILDING ON THE RAILROAD, WITH PLANS TO OPEN A 66 MUSEUM-VISITOR CENTER-STORE. THAT WILL NOT HAPPEN NOW, BUT FOR THOSE WHO KNEW DENNIS, HIS CHEERFUL PRESENCE WILL BE MISSED ALL ALONG 66.

DENNIS WILL BE EULOGIZED IN A PROPOSED "GALLERY OF 66'RS", IN THE PROPOSED "INTERNATIONAL BIOREGIONAL OLD RT. 66 VISITOR CENTER", BEING ESTABLISHED IN THE HISTORIC HACKBERRY GENERAL STORE, AT HACKBERRY, ARIZONA, BY BOB WALDMIRE. ANY RECOLLECTIONS, REMINISCENCES, PHOTOS & REFLECTIONS ABOUT DENNIS ARE INVITED —

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 Rochester, Illinois 62563



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(also in paperback for \$17.95 + \$2.00 p/h)	
<i>Route 66 Roadside Companion</i> by Tom Snyder .....	\$ 9.95 + \$1.50 p/h
<i>A Guidebook to Highway 66</i> by Jack Rittenhouse (reprint of original 1946 edition) .....	\$ 6.95 + \$1.50p/h
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<i>Route 66: The Highway and Its People</i> by Quinta Scott and Susan Kelly .....	\$17.95 + \$2.00 p/h
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## Why Have a Family Membership?

by Tom Teague

One of the things about our association that I'm proudest of is that a quarter of our members have joined as families. If they join in one person's name, it costs them \$10. For it, they get a subscription to our newsletter, a \$5 discount on the motor tour, one vote on each matter at the annual meeting, and the satisfaction of knowing that their money is being used to support the Hall of Fame and our other promotional activities. They get the same with a family membership, but that costs \$5 more. So why join as a family, you might ask? I've thought and thought and thought about this since the very beginning of our association. And I can't escape this conclusion: our current membership policy discriminates against people who want to declare themselves as families. At our annual meeting in October, I will present a resolution which will make the fees for individual and family membership the same. If a family wants more than one vote, they can join as individuals. But if they want to join as a family, we should not make them pay more money for the declaration.

# Other Route 66 Associations

Looking for information about Route 66 in other states?  
Contact these people for help:

## Route 66 Association of Missouri

P.O. Box 8117

St. Louis, MO 63156

Jim Powell: 314-5500 or 314-367-2418

## Kansas Historic Route 66 Association

P.O. Box 169

Riverton, KS 66770

Scott Nelson, 316-848-3330

## Oklahoma Route 66 Association

P.O. Box 66

Davenport, OK 74026

Ron Burden, President

## Old Route 66 Association of Texas

P.O. Box 66

McLean, TX 79057

Delbert Trew, 806-779-3164

## New Mexico Route 66 Association

1415 Central NE

Albuquerque, NM 87106

Dave Nidel, 505-843-7185

## Historic Route 66 Association of Arizona

P.O. Box 66

Kingman, AZ 86402

Lynda Moore, 602-753-5001

## California Historic Route 66 Association

2127A Foothill Blvd., Suite 66

LaVerne, CA 91750

Geoff Willis, 714-639-2911

## Route 66 Territory Visitors Bureau

8916-C Foothill Blvd.

Rancho Cucamonga, CA 91730

Bob Lundy, 714-593-4850

## Dutch Route 66 Association

Postbus 2013

1620 EA Hoorn

The Netherlands

Hans Stuijffbergen, Tel. 02290-18318

## Route U.S. 66 Motorcycle Association

8160 W. Flower Creek Rd.

Montague, MI 49437

Brad Jay Bogart, Coordinator

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## ROUTE 66 ASSOCIATION OF ILLINOIS MEMBERSHIP APPLICATION

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**ANNUAL DUES:** Individual-\$10, Family-\$15, Business-\$25, Sustaining-\$100 or more.

**TO:** Membership, Route 66 Association, 2743 Veterans Pkwy., Springfield, IL 62704





*This is among the many accidents that Trooper Henry investigated. Can you tell what kind of car this used to be?*

**Route 66 Association of Illinois  
2743 Veterans Parkway, Suite 166  
Springfield, Illinois 62704**

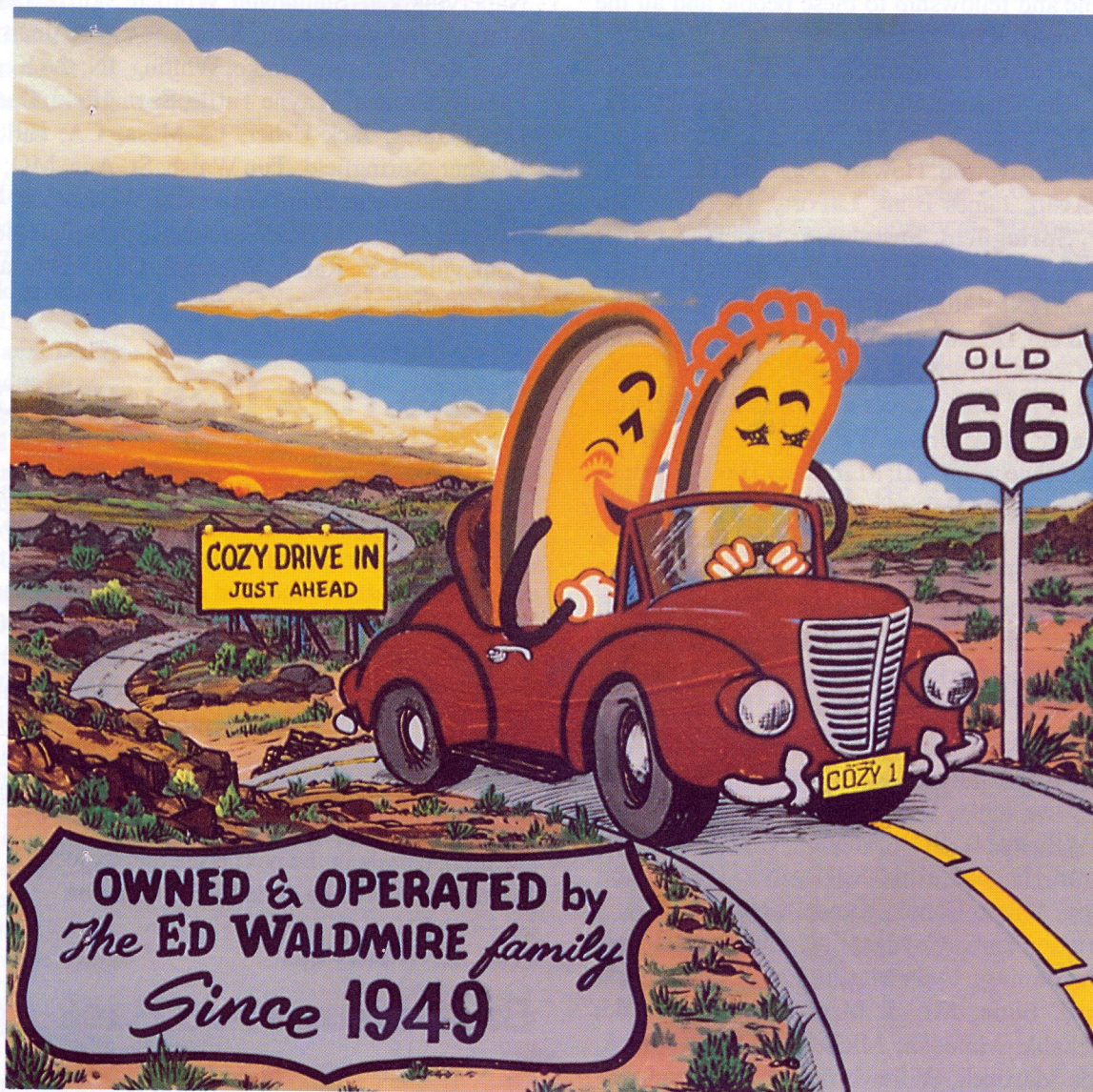
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ROUTE 66 ASSOCIATION OF ILLINOIS

# THE 66 NEWS

FALL 1993



"ILLINOIS - WHERE THE ROAD BEGAN."



## New Members

More than one hundred people from 14 states and two other countries have joined our Association since the last issue of this newsletter. They include two new business members, seven sustaining members and 22 family members. Of the sustaining members, four were recruited by Hall of Famer Bill Shea, who's now giving each new sustaining member one of his handmade Route 66 clocks. We extend a hand in welcome and fellowship to these people and all the rest of our new members:

Les & Sheila Allen, Bloomington; Ernest & Donna Anderson, Westmont; Ron Arteman, Bloomington; Betty Bachorek, Elgin; Bob Bagby, Grandville, MI; Marla Lynn Bagdon, Crete; Ron Batson, Riverton; Howard Benthine, Galesburg; Mark Baugh, Alsip; James Blint, LaPorte, IN; **Branham Paint & Body, Springfield, Sustaining**; Robert & Esther Burton, Chatham; Dawn Cahill, Hinsdale; **Century Distributing Co., Elkhart, IN**; Katharine Chilcote, North Muskegon, MI; Peter Churukian, Decatur; Dennis Chyborak, Manitoba, Canada; **City of Bolingbrook, Sustaining**; George Cleaves, Kennett Square, PA; Dan Corcoran, Hinsdale; Christine Courtney, Chicago; Steve Crum, Webster Groves, MO;

James Datsko, Manchester, MI; **Mary Kay Davis, Springfield, Sustaining**; Andy Delgado, Joliet; Ray Dickerson, Chesterton, IN; The DuBois Family, Tinley Park; Larry Duffy, Channahon; Philip Edwards, Normal; Robert & Donna Ezerski, Mundelein; Ed Fritzler, Galesburg; Jeff Geisler, LaGrange Highlands; David Hagino, Honolulu, Hawaii; Lee Haugh, Richton Park; Richard & Cindy Hausfeld, Madison, WI; Ronald & Theresia Herrmann, Rolling Meadows; John Hickey, Chicago Ridge; Holiday Inn South, Springfield; Richard Hoskins, Chicago; Gene & Pat Howard, Bloomington; Laura Jantz, Downers Grove; Jack Jenkins, Bloomington; William & Ruth Kaniuk, Chicago; Elaine Kohler, Arlington Heights; **Hideaki Kasuya, Hyogo, Japan**; Don Knapp, Milan; Ronald Kunde, Chicago;

Jeff & Kristy Lamb, Cayuga, IN; **Charles Larsen, Woodstock, Sustaining**; Lynn Marina Latzel, Villa Park; Edward Leonard, Elgin; Mr. & Mrs. I.W. MacDonald, Joliet; Joan Mahalik, Minooka; Michelle & Ernie Marek, Des Plaines; Joe Martinek, Willowbrook; Peter Mead, Palatine; Thomas McCann, Aurora; Buster McDaniel, Troy, MO; Ron McDaniel, Morris; Daniel Moran, Pontiac; Barbara Nicholson, Warrenville; Joseph Nugent, Champaign; Robert & Betty Ohm, Glen Ellyn; Tim Palm, Chicago; Shirley Parr, Marietta, GA; Thomas Perkins, Gardner; **Ken Phillips, Girard, Sustaining**; Mike Piccalo, Pontiac; Tim Puleo, Darien; John Ray, Bethalto; Thomas Reynolds, Chi-

cago; Vern & Rhoda Riffey, Chatham; RJB Restorations Limited, Mundelein; Craig Rodich, Chicago; Pamela Rojewski, Chicago;

Dale Santerelli, Morris; Allen & Shirley Schall, Mount Pulaski; Tom Scheubert, Des Plaines; Walt Schlemmer, Edwardsville; Gene & Lynette Schroeder, North Riverside; **Richard Seifert, Quincy, Sustaining**; Robert Sigmon, Hampstead, MD; Leigh Sills, Chicago; Andrew Smith, Tucson; **Randy Smith, Peoria, Sustaining**; Michael Sousa, Elmhurst; Donald Spedoni Jr., Lemont; Gretchen Staats, Naperville; Carl Steinmann, Worden; Skip & Sandy Stratton, Morton; Delores Strong, Shreveport, LA; Jean Templeton, Mineola, TX; Steve Timko, Whiting, IN; the Ken Townsend Family, Urbana; Wayne Tuttle, Springfield; Daniel Trypak, Des Plaines; Jack Usher, La Mesa, CA; Bill & Barbara Wagner, Springfield; Tim Walsh, St. Ann, MO; Jay Waverling, Springfield; John Wazorick, Woodstock; Ray Webb, Pawnee; Jerry & Lynda Wedeking, Springfield; Jean Weaver, Louisville, KY; Randy Wierzgal, Oak Lawn, and Louis & Liz Zidarich, Downers Grove.

## State Has Designs on 66

The Illinois Department of Transportation has announced plans to turn up to four stretches of Illinois 66 into recreational and historical corridors. It will start with the Dwight-to-Pontiac stretch of the road next year and perhaps eventually include corridors in each of the other three IDOT districts through which 66 passed. Federal highway enhancement funds will finance the improvements. A consultant has not yet been selected to plan the improvements, but we hope they will include such things as historical markers, bike and walking paths, landscaping, rest stops, some resurfacing, preservation of historical buildings and maybe even SIGNS! Watch for more details in the next issue and expect the Dwight-to-Pontiac stretch to be done by next autumn.

## Back Issues Are Back Again!

Back issues of The 66 News are on sale for only \$1 apiece postpaid. They'd make great gifts for non-members or new members, but when they're gone, they're gone. So order soon. Here are the available issues: July 1990, September 1990, December 1990, March 1991, May 1991, October 1991, January 1992, Summer 1992, Winter 1992, Spring 1993 (color cover), Summer 1993 (color cover), Fall 1993 (color cover). Send order to: Merchandise, Route 66 Association of Illinois, 2743 Veterans Parkway, Room 166, Springfield, IL 62704.

## Officers and Board Members

Officers and board members of the Route 66 Association are available at most reasonable times to answer your questions and hear your comments about Route 66. Please feel free to contact them if you need to.

### Officers

**President -Tom Teague**  
1208 W. Edwards  
Springfield, IL 62704  
217-787-8839  
**Vice-President -Jeff Meyer**  
2802 Fremont St.  
Rolling Meadows, IL 60008  
708-392-0860

**Treasurer-Jeff Meyer**  
(acting)  
**Secretary-Pat Knudsen**  
1202 Eastholm  
Bloomington, IL 61701  
309-828-2925

### Board Members

**Frank Lozich, Cook**  
7270 W. 174th Place  
Tinley Park, IL 60475  
708-429-9173  
**Ed Schumann, DuPage**  
3005 Coolidge Dr.  
Oak Brook, IL 60521  
708-246-8241  
**Toni Wilda, Will**  
1 N. Prairie St. Apt. 25  
Joliet, IL 60435  
815-723-6666  
**Ray Starks, Grundy**  
714 E. Illinois Ave  
Morris, IL 60450  
815-736-6259  
**Tom Knudsen, Livingston**  
1202 Eastholm  
Bloomington, IL 61701  
309-828-2925  
**Matt Knudsen, McLean**  
1202 Eastholm  
Bloomington, IL 61701  
309-828-2925  
**Ernie Edwards, Logan**  
P.O. Box 63  
Broadwell, IL 62623  
217-732-2337  
**Ray Rowden, Sangamon**  
1 Kingston Dr.  
Springfield, IL 62701  
217-522-4926  
**Priscilla Matthews, Montgomery**  
410 N. Monroe  
Litchfield, IL 62056  
217-324-5551

**Russell Soulsby, Macoupin**  
600 W. 3rd St.  
Mount Olive, IL 62069  
217-999-3191  
**Ray Mileur, Madison**  
116 Rolling Oaks  
Collinsville, IL  
618-344-4883  
**Mike Janik, St. Clair**  
3530 State Route 159  
Freeburg, IL 62243  
618-277-5459  
**Ryan Russell, At Large**  
640 W. Briar Pl., Apt. 63  
Chicago, IL 60657  
312-525-0407  
**John Stonecipher, At Large**  
216 E. Prairie St.  
Odell, IL 60460  
815-998-2161  
**Howie Thornley, At Large**  
R.R. 2, Box 96  
Ashland, IL  
217-476-3593  
**Lou Vandiver, At Large**  
2504 Berkshire Ct.  
Champaign, IL 61824  
217-356-4949  
**Mike Yates, At Large**  
184 Fairview  
Washington, IL 61571  
309-745-3822

## Elections Set for October 17

Tom Teague, our first and only president, announced at the Association's third annual picnic that he will not seek a third term as president. Tom hopes to remain active with the Association, but also wants to spend more time on his speaking career and other 66 pursuits. His replacement will be elected at our board meeting on October 17. Tom Knudsen of Bloomington and Jeff Meier of Rolling Meadows are the announced candidates. Tom is a board member, the motor tour chairman and the merchandise chairman. Jeff is serving his second term as vice president and is also the acting treasurer.

The secretary's term also expires this year. Pat Knudsen, the incumbent is the only announced candidate. Three at-large board positions are up for election, as are the Cook, Will, Grundy, Logan, Sangamon, Macoupin, Madison and St. Clair County board positions are up for election. Laura Meyer has missed three consecutive board meetings which, per our bylaws, makes the treasurer's position officially vacant. Accordingly, we will also elect a person to serve the second year of her term. As of September 18, there were no announced candidates.

Come to the October meeting to hear the candidates, discuss them and then vote. It could be our most important meeting yet.

## Meetings & Schedule

All members are welcome to attend the board meetings and motor tour planning committee meetings of the association. Board meetings start at noon with a meal. The business sessions begin at 1 p.m. Motor tour meetings start at noon at Mount Hope Township Hall in McLean. The locations of board meetings rotate. Always check your current newsletter for the actual meeting place because it might change. Here's the schedule through next May:

### Board Meetings

**October 17, Day's Inn, Lincoln**  
**January 16, Cozy Dog, Springfield**  
**April 17, Dwight**

### Motor Tour Meetings

**November 14, March 16 and May 22**

Executive Committee members are the officers, plus Mike Yates and Ray Schroeder. Tom Teague is the editor.



# Ed Waldmire Passes On

by Tom Teague

Last November, Ed Waldmire was a guest on "Whad'ya Know?" when the popular NatiAonal Public Radio variety show was broadcast live from Springfield. Host Michael Feldman is a skilled interviewer and a garrulous fellow himself, but he could only sit idly by with a bemused look on his face as Ed quickly took the show prisoner and broadcast his unique blend of wit and philosophy to the nation. It was vintage Waldmire, but I had to wonder how well Ed would have done if he'd still had his health. Hell, he might have still been talking. But he'd already been fighting cancer for two years by that time and he was slowly but steadily weakening. In July of this year, shortly after Ed held forth at a surprise party for his 77th birthday, the disease entered its final stages. For the last few weeks, Ed could hardly talk at all. It must have been the most frustrating time of his life. Finally, on August 5, he died. When he did, the world got a little quieter and Route 66 got a little smaller.

Edwin Sutton Waldmire Jr. was born in Petersburg, Illinois, in 1916. While still in high school, he bought a cow and set up his own dairy farm, selling cream and cottage cheese to make money for college. Although the Depression forced his family to sell their farm and

move to Springfield, Ed had saved enough money to enroll at Springfield College. Later, he transferred to Knox College in Galesburg where he studied business administration and ran a sandwich shop called The Goal Post. After graduating from Knox, he earned two degrees in agricultural science from the University of Illinois.

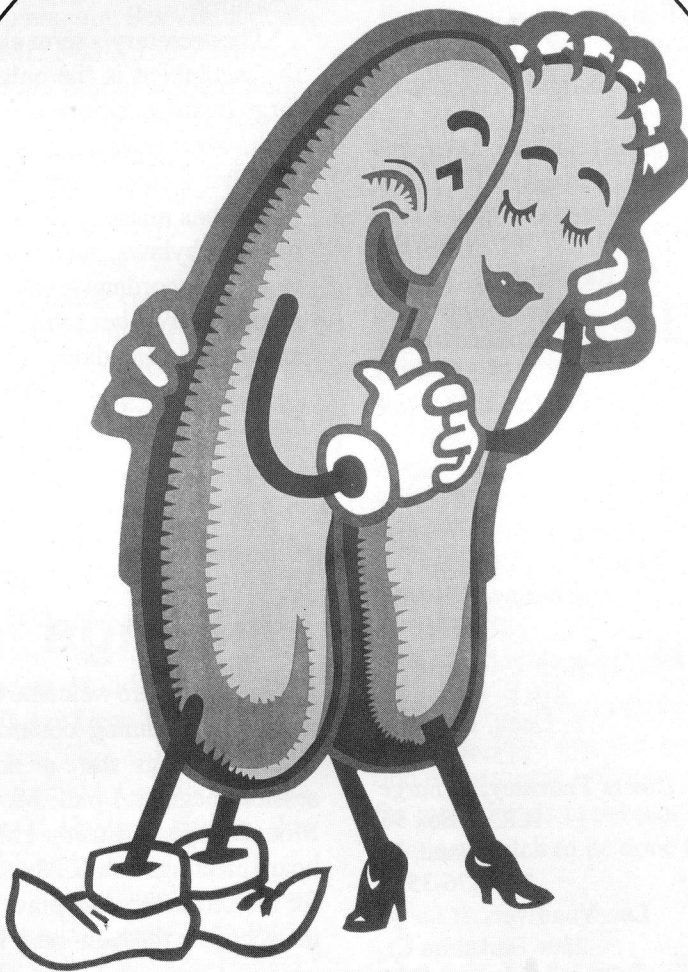
In 1940, Ed married Mary Virginia Turnbull, whom he'd met during his Galesburg days. She was working in Strand's Bakery, which supplied the bread and rolls for Ed's shop.

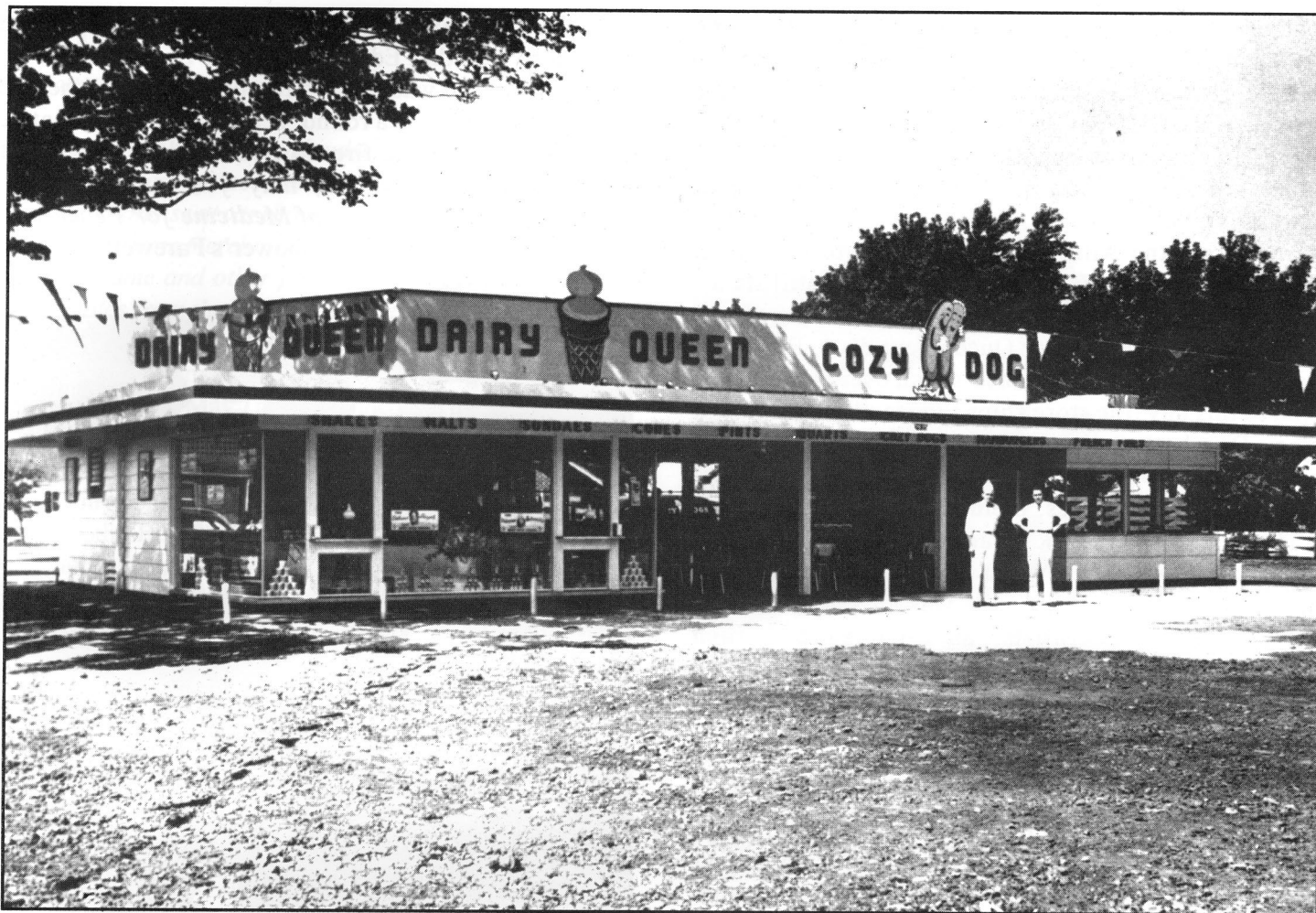
At first, Ginny thought he was "just another hobo looking for a handout," but she ended up marrying him. Together they had five sons: Bill, Bob, Buz, Jeff and Tom.

Ed was drafted in 1945 and spent several months on Route 66 at Amarillo Air Force Base mustering out cadets. The work was safe but boring and Ed's thoughts turned to ways of making some extra cash.

On a weekend trip to Muskogee, Oklahoma, he found something which he thought had great potential.

"We stopped in a little cafe where they were cooking hotdogs inside of waffles," he said. "They were delicious, but they were making them in a waffle iron and it must have taken 12 or 15 minutes to cook one. I thought there must be some way I could speed up this process and really turn them out. That's when I came up with the idea of putting the hot





*The Cozy Dog in its early days. Ed is the hatless figure on the right. Note that the dining area was originally open air. In cold weather, you had to enter the Cozy Dog from a door on the right side of the building.*

dogs on sticks and deep frying them. I wrote to Bill Strand at the bakery back in Galesburg, told him what I wanted to do, and asked him to mix me up some batter. He did and we started making them on Friday nights in the canteen. They sold like hotcakes."

Ed paused a moment. "Come to think of it," he continued, "why didn't we just sell hotcakes?"

The name and logo that Ed and Ginny developed for their new food are a masterpiece of self-promotion. "Originally I suggested we call them 'Crusty Curs.'" Ed said. "Ginny wondered who would eat something called a Crusty Cur. She suggested 'Snuggle Puppies.' I wondered who could eat a Snuggle Puppy. We finally settled on 'Cozy Dog.' Then we came up with the idea of the Cozy Dog couple. We had a picture of the gentleman dog bringing flowers to the lady dog. She lived in a dog house, of course. Our slogan was 'One Cozy Dog Calls for Another,' which had the not-so-subtle suggestion that you should buy at least two."

To cook the first Cozy Dogs, Ed held the non-dog end of the stick with a cocktail fork or a pair of pliers. This proved much faster than a waffle iron, but it was too labor intensive for Ed. An inveterate tinkerer, he

eventually perfected and patented a clamping device that holds three dogs at a time and has a groove on the



*The Cozy Dog as it appears today. The Dairy Queen is not currently open.*

end that allows it to be hooked on the side of the fryer.

At the St. Louis World's Fair in 1904, ice cream, ice tea and the hot dog were introduced into the American

*(continued on next page)*



cuisine. At the 1946 Illinois State Fair along Route 66 in Springfield, Ed Waldmire formally introduced the road's first original fast food, Cozy Dogs, to the world. He sold from double decker stands and they were such a success that Ed soon started looking for a place where he could sell them year-round. After renting at two locations, he bought an acre of land across from the Allis Chalmers on South 6th Street (Route 66). The Cozy Dog Drive In, which still stands there today, opened in 1950. It shared a covered seating area with a Dairy Queen next door. For a few years, Ed had Cozy Dog franchises all over the midwest. And to this day, the store ships thousands of pounds of Cozy Dog batter mix a month to outlets all over the country.

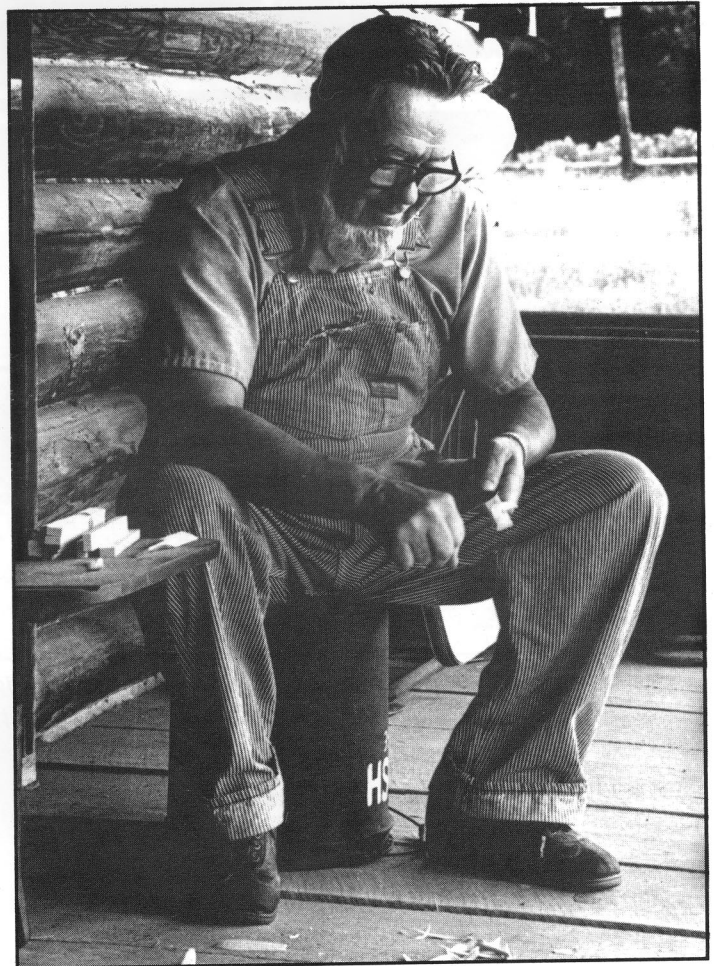
Ed had many heroes, including Thomas Jefferson, Thomas Paine and Mark Twain. He kept up a personal correspondence with Dwight Eisenhower both before and after Ike's presidency. He was an active member of the World Federalists, an organization which advocated for world peace through world law. But he seldom hesitated to take a stand at the local level, either. In the Cozy Dog's early days, for example, segregated seating was the general rule in Springfield restaurants. But Ed practiced open seating at the Cozy Dog. When the owner of the Dairy Queen put up a sign in the eating area that said "We reserve the right to seat our customers," Ed tore it down. When another sign went up, he tore it down, too. After enough signs were torn down, the Dairy Queen finally saw Ed's way of thinking. Then Ed started going to other Springfield establishments with black friends and testing his new policy there.

During the Vietnam era, Ed openly opposed the war. He even went so far as to close the Cozy Dog down for two days to hold a "peace write-in," offering free coffee and homemade donuts to anyone who would write letters to Congress opposing U.S. involvement in Southeast Asia. This didn't make Ed too popular to supporters of the war. But it was his ideas, and not the desire for personal popularity, that moved Ed Waldmire. He persevered.

Fifteen years ago, even though he had another buyer all lined up, Ed sold the Cozy Dog to his son Buz, who has run it since with his wife, Sue. Ed and Ginny then renovated a century-old corn crib on land they owned in rural Rochester and opened a candle and crafts shop. While Ginny made candles, Ed busied himself in the garage making bluebird houses and wooden puzzles. They built a house onto the side of the crib and Ed experimented with ways of heating it. He bought a stove which could burn paper cleanly and fueled it by getting his name on dozens of junk mail

lists. But the passive solar panels he'd also installed worked so well that Ed seldom had to fire up the stove.

Ed Waldmire was always too busy to die. When he finally let cancer win a round, it's not surprising that he left a few irons in the fire. But one of them, a book of his favorite short works, may yet come to pass. Tentatively titled *A Book of Medicine for Peace and Survival*, it will include Eisenhower's Farewell Address,



Ed Waldmire

Jefferson's Bible, Thomas Paine's "Common Sense" and a running commentary from Ed. Bill Furry, a writer for the Illinois Times newspaper in Springfield, will work with the Waldmire family to edit the book. We hope they're successful—we could all stand to hear from Ed once again.



# Cruising 66

by Tom and Pat Knudsen

**EDITOR'S NOTE:** *The Knudsens are among that large and hardy band of Association members who sell Association merchandise at car shows and other celebrations along 66. Profits from merchandise sales are used to support the Hall of Fame and other preservation activities. Here are some notes from the Knudsens' recent travels.*

The third annual **Cruising into Spring** car show and cruise took place May 7 and 8 in Lincoln at the Logan County Fairgrounds. It was sponsored by the Knights of Columbus. Besides the car show and cruise, there was live music, food and plenty of interesting things to buy. A lot of people visited our booth. Besides selling merchandise, we handed out brochures, membership applications and Motor Tour flyers. Tom Knudsen worked both days with help from LaWanda Henry on Friday.

We send a special thanks to the **Hang Loose** Committee and the Rustic Auto Club of Pontiac for letting us set up there at the last minute. It was held in Pontiac on Fathers Day weekend, June 18 and 19. They had a big dance at the Elks Lodge on the 18th and a car show on the 19th. The car show is one where non-participants judge the cars. Rain came just as the cars appeared Saturday morning, but it cleared off and they had more than 100 entires--many from Iowa and Indiana. The Hang Loose show has grown from a small event with only four volunteers to an event that draws 5,000 people and has 300 working volunteers. Durrell and Marilyn Pritchard helped us out both days. A special thanks also goes to our son Matt and his girlfriend, Stephanie, who helped us work at the table.

The weather was not cooperative July 24 and 25 at Lexington's **Taste of Country Fair**, but there was a lot of good food and Route 66 Reunion antique car parade. The Knudsen family worked the first day and Jeff and Laura Meyer worked the second day. Many Association members stopped by to visit or help out: Frank and Roxanne Lozich, Toni and Dave Wilda and sons, Ray and Dorothy Schroeder, Durrell and Marilyn Pritchard, John and Lenore Weiss, and Marcy and George Rimini.

The 45th annual **Thresherman's Reunion** parade took place September 5 in Pontiac. Two girls carried an Association sign, the Riminis rode their Holda Gold Wings, L.C. and Alberta Smith Drove their 1963 Corvair truck, the Pritchards and granddaughter escorted Hall of Famer Chester Henry and his wife in their 1928 Whippet, and Jason Hockenberry marched with a local group.

We'd also like to thank every person and every city that helped make our **1993 Motor Tour** such a success. But that would take up the entire newsletter and then we'd probably still leave someone out. Special thanks should go, anyway, to

State Farm Insurance for sponsoring the arch and our passports and to Dixie Truckers Home for sponsoring the Hall of Fame. And the concert by the 144th Army Band in McLean was a true pleasure. Thank you, everyone.



*Chester Henry and his daughter LaWanda at Hall of Fame ceremonies*

## Hall of Famer Sends Thanks

Dear President Teague,

I would like to take this opportunity to express my heartfelt thanks to the officers and board members of the Route 66 Association for inducting me into the Hall of Fame.

I consider it a high honor to be in the Hall of Fame of an association made up of the best people in the world: those who love Route 66 and all things it meant to so many people.

I believe that Saturday was one of the best days of my life and I enjoyed it so much. When I put on that uniform [which daughter LaWanda bought as a surprise], I was ready to get in my squad car and go to work. It was as if I had never left.

I already have a commitment to ride in the Thresherman's Reunion parade in Pontiac in September.

Once again, thanks to everyone.

Sincerely,

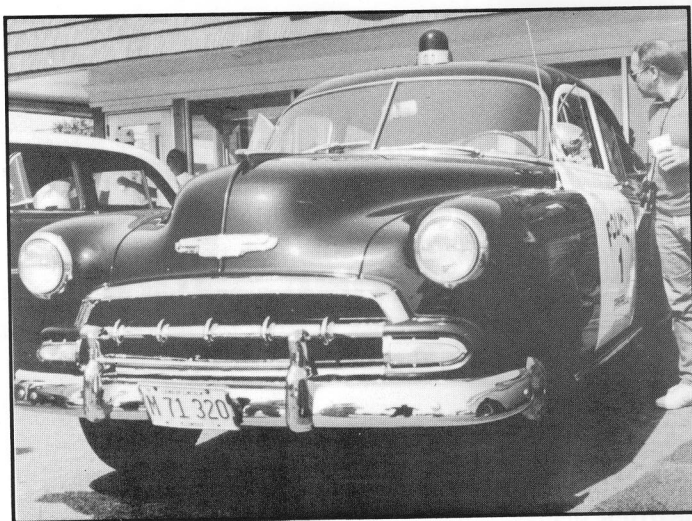
Chester D. Henry

Leroy, Illinois



# Motor Tour Rolls On

The Association's fourth annual motor tour June 11-13 was yet another jewel in the crown of this rapidly growing tradition. Festivities began with a buffet dinner and entertainment by DJ Pam Starks at Ravello's Restaurant in Berwyn. Next morning, some 200 cars and ten motorcycles passed through the State Farm Motor Tour Arch in Chicago's Grant Park to officially begin the tour. Our first stop was near Gardner at the Riviera, a classic Route 66 roadhouse. Lunch and more entertainment were the order of the day at the town square in Pontiac. In the afternoon, we inducted Bill Shea, Effie Marx, Chester Henry and Irv Kolarik into the Hall of Fame in McLean. Early arrivals there enjoyed a concert by the Illinois National Guard band and a rodeo-style contest called cattle penning. We finished the evening with dinner and a dance on the courthouse square in Lincoln.



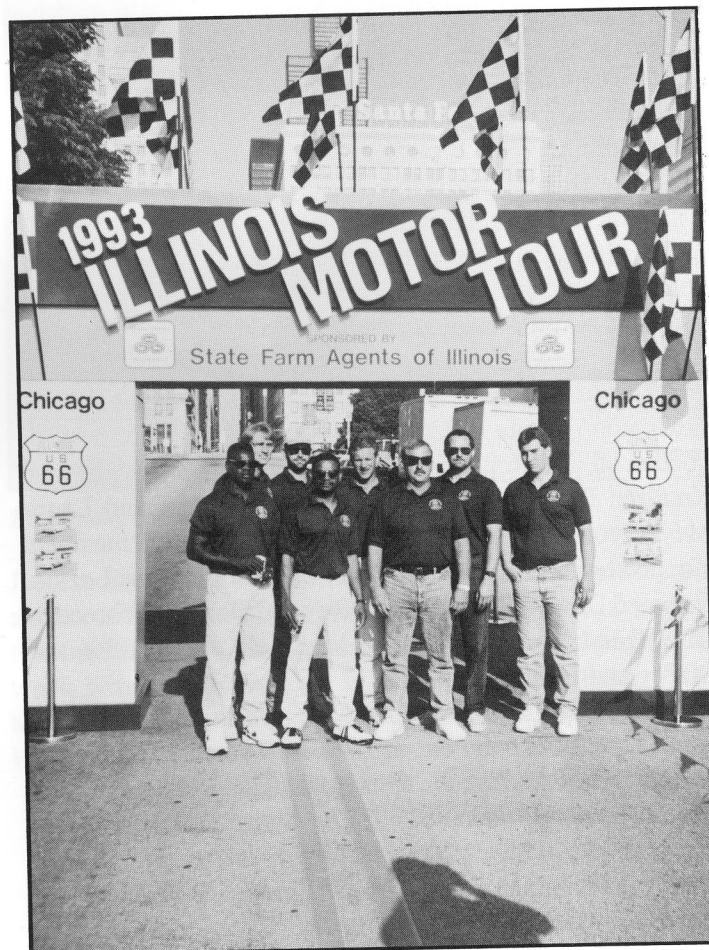
*A 51' Chevy patrol car escorted the Motor Tour into Springfield*



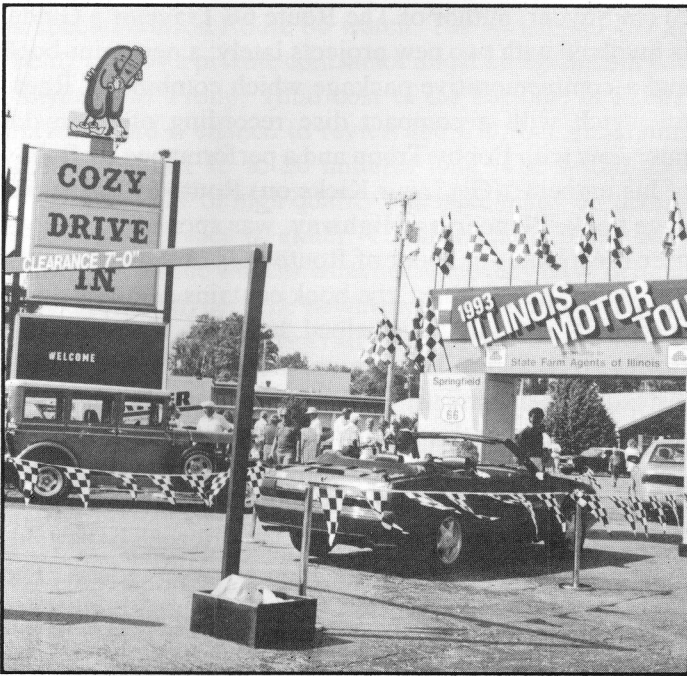
*Seaman Ed Held flashes the peace sign*

Our first stop Sunday was the Cozy Dog Drive In in Springfield where Hall of Famer Ed Waldmire hosted us one last time. A mini-stop in Farmersville let us be a part of that city's centennial celebration. Then once again in Litchfield, we enjoyed lunch and the Wolf Pack car show before boarding buses for a trip to the Chain of Rocks Bridge near St. Louis. On the way back, we stopped in Hamel for an ice cream social. For those motor tourists who didn't have to be at work Monday morning, there was a buffet dinner and entertainment at the community center in Litchfield, followed by a complimentary breakfast the next morning courtesy of the Litchfield Chamber of Commerce.

With each stop on each motor tour, the camaraderie and community of Route 66 grow. There's nothing fancy or high tech about where we go or what we do, but maybe that's why so many people like it. Next year's motor tour, our fifth, is already scheduled for June 10-12. Look for details in upcoming issues.



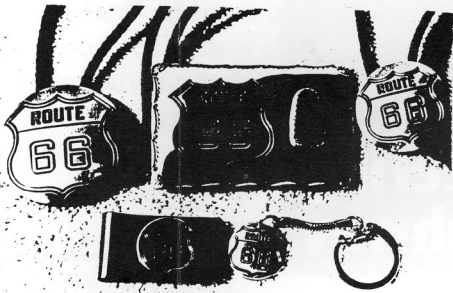
*The State Farm Arch Crew in Chicago*



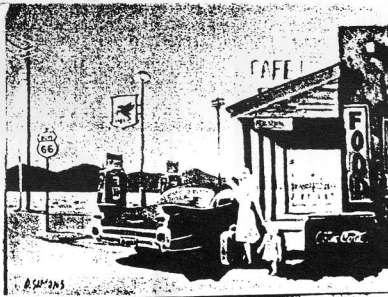
Cruising into the Cozy Dog



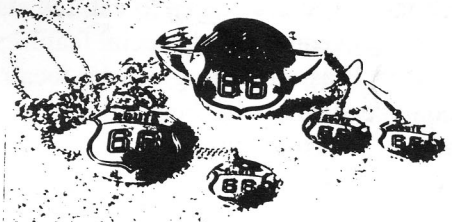
Motoring through the Arch in Litchfield



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# Arts Alive on 66

by Tom Teague

Like the muses of Greek legend, Route 66 continues to inspire the writer, the singer, the artist, the photographer, the editor and, yes, even the television producer in us. I thought that artistic interest in the Mother Road would have peaked with last year's 66th anniversary of the Mother Road, but not so. In the past two months alone, our association has received word of a slick 66 magazine, a Route 66 fan club and newsletter, a new book, a compact disc featuring Bobby Troup, a traveling photo exhibit and a four-part revival of the Route 66 TV series. Here's a rundown on them all:

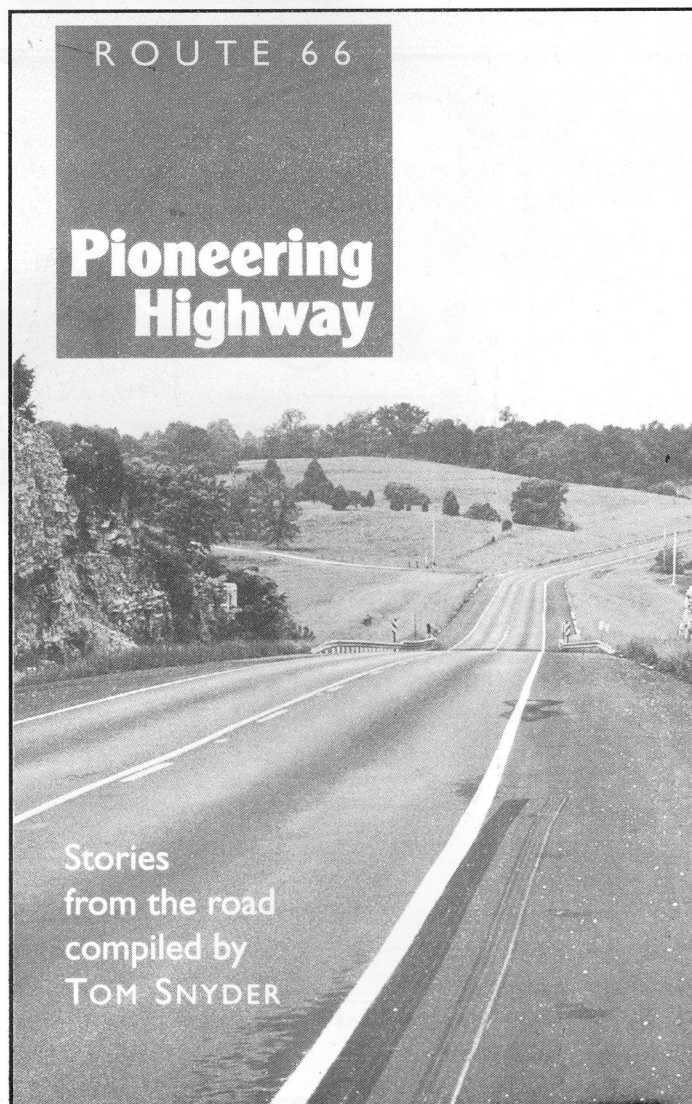
**Route 66 Magazine** bills itself as the "first slick, four-color publication devoted to the Main Street of America." The publishers are Howard and Marilyn Armstrong, proprietors of Two Guns, Arizona, and the Main Event in Quartzsite, Arizona. Fellow Arizonan Paul Taylor, publisher of the history magazine "Frontier Chronicles," is associate publisher and managing editor. Sandi Taylor is editor. The first issue isn't due out until December, so I haven't had a chance to review it. But staff promise to provide readers with "a fresh editorial package of unique destinations, great places to eat and stay, entertainment, exciting adventures and special features about Old Route 66, as well as interesting nearby locations." A promised unique department of the magazine will be the "Official Route 66 Passport Program," described as a "promotion kit that offers merchants an inexpensive sales tool that will attract potential customers to their often overlooked Route 66 businesses."

Paul Taylor promises a large press run and national distribution for the new publication, so you should be able to pick it up at your neighborhood newsstand. Individual copies of the quarterly publication will be \$3.95 apiece. Subscriptions will be \$12 a year. For more information or to subscribe, write to Route 66 Magazine, P.O. Box 2569, Bullhead City, AZ 86430-2569, phone 702-298-5703.

**The National Route 66 Fan Club and newsletter** are the brainchild of Jim Datsko of Manchester, Michigan. Jim is a lawyer and one of those diehard Route 66 fans for whom the highway has become a way of life. Check him out and wish him luck. His newsletter's first issue isn't out yet either, so I haven't had a chance to review it. However, it does promise one unique feature: lots of stories about the old "Route 66" TV series. Subscriptions are a benefit of membership in the fan club. To join, send \$15 annual dues to National Route 66 Fan Club, P.O. Box 66, Manchester, MI 48158.

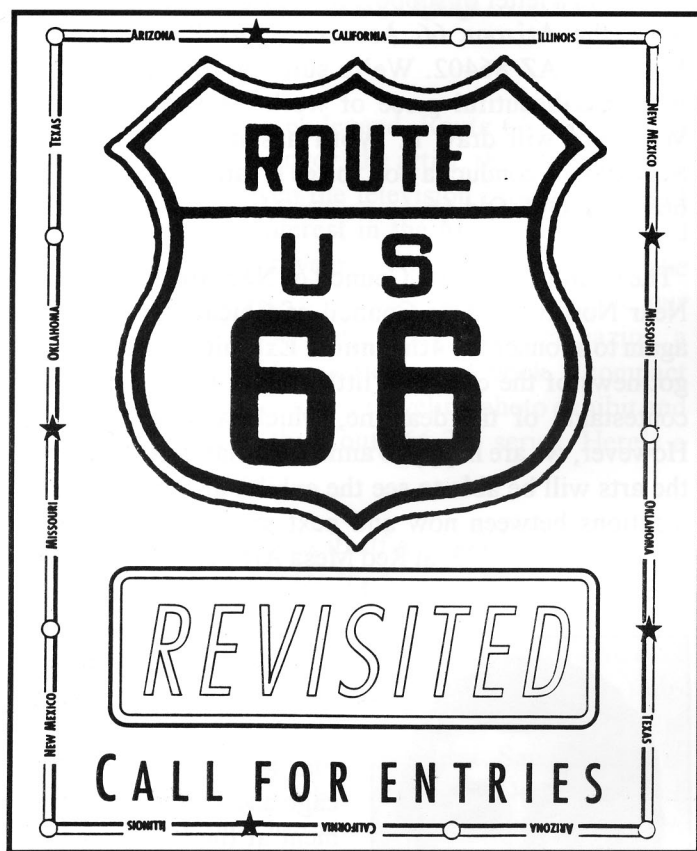
Tom Snyder, author of *The Route 66 Traveler's Guide*, is involved with two new projects lately: a new mini-book and a commemorative package which combines a Route 66 watch with a compact disc recording of a Snyder interview with Bobby Troup and a performance by Bobby of his anthem "(Get Your Kicks on) Route 66." The 61-page book, **Pioneering Highway**, was sponsored by Pioneer Electronics in honor of Route 66's 66th anniversary last year. Though short, the book contains some fine new anecdotes. It would have helped, however, if some of the stories were told in the original storyteller's own words instead of being recast in Snyder's voice. Fortunately, Snyder has a smooth style and the book is a quick read. To order, send \$4.75 to Route 66 Pioneering Highway, c/o Pioneer Electronics, Public Relations Department, 2265 E. 220th St., Long Beach, CA 90810. For each book sold, Pioneer will donate \$1 to the state 66 associations. The book had a small press run, so order quickly in case Pioneer decides not to reprint it.

The **Bobby Troup CD** may also be hard to come by, but for a different reason: it's a bonus gift for people who buy









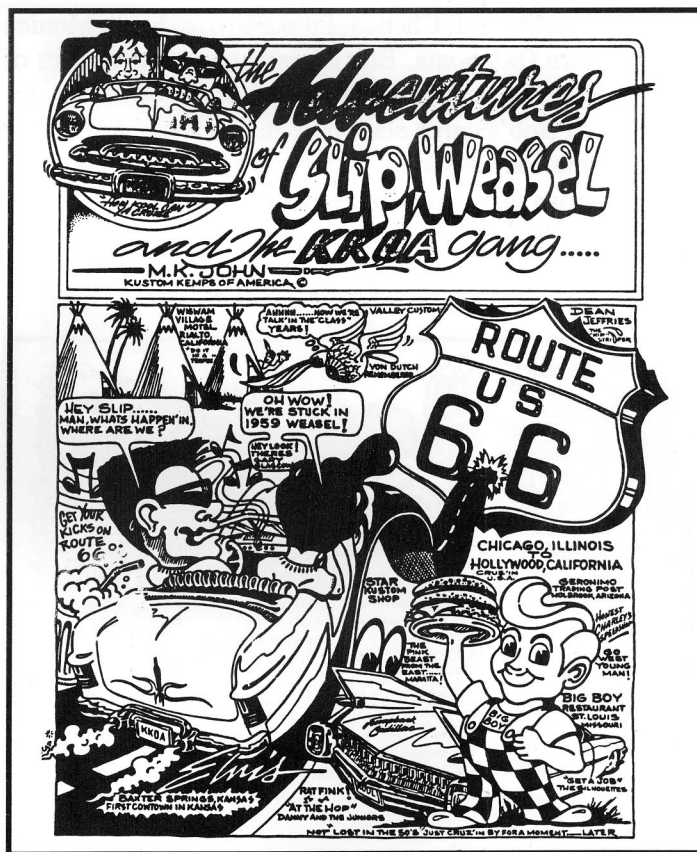
interested on going to any of them, just contact me or the sponsoring organization.

The original “Route 66” TV series ran four years. Its 1993 revival on NBC apparently lasted four weeks. The original series’ contribution to the myth of 66 is incalculable; the revival only disappointed. And that’s sad. I had high hopes for this new project. Not surprisingly, it played to a youthful audience. This may have disappointed older Route 66 fans because we have much better stories to tell, but that was okay with me. It’s about time that we brought a new generation of Americans to the road. I also thought the revival was philosophically true to the original. In a desert scene from the second episode, for example, actors James Wilder is driving the vintage Corvette while Dan Cortese is examining a map. Suddenly, Cortese throws the map into the wind and tells Wilder to “just drive on.” Don’t merely follow the maps of convention--chart your own destiny!

It's hard to say why the revival attempt apparently failed. Good scripts, good acting and good production are only part of what helps a TV series succeed. Timing and promotion are also keys. In Springfield, for example, the local NBC affiliate did a nice 66-related promo on its evening newscast the night before the series premiered. Then it preempted the next two episodes for a John Goodman charity appeal and I had to have a brother-in-law with a dish tape it from a station in Denver. NBC itself

delayed one episode for a week when it aired a sports award show in its place. And because of disappointing ratings on the first two shows, it for a while considered not even showing the second two.

But where I think the new series really failed was in the writing. A few wooden scenes in the first episode could be excused because of the need to establish characters. After all, this series could have run for ten years. But the weak scenes started wearing thin sometime during the second episode and they were positively painful by the final show. And the acting, alas, rose to the occasion. But, hey, let's be honest: the original series wasn't distinguished by great acting or writing, either, and it had tremendous charisma. This one didn't. There's talk that it may resurface on the Fox Network, which has had success with several other youth-oriented series. Then again, it may have had its chance. Which is too bad--the great ideas get one shot, but Amy Fisher goes on forever. A successful revival could only have meant good things for Route 66. Thank you, everyone, for trying.



*"The Adventures of Slip, Weasel and the KKO Gang" is a monthly feature in Trendsetter, a custom car magazine published by Kustom Kamps of America. Its artist and creator is M.K. John. Each month, he takes his characters on a one-page cartoon adventure in a customized auto. In April 1993, they visited the king of custom roads, Route 66. For more information on Trendsetter, contact Kustom Kamps of America, 2448 Glacier Dr., Wichita, KS 67215.*

# Route 66 Association Merchandise

## Shop early for the Holidays!

**CLOTHES** All Association clothes feature black, white and red shield by Bob Waldmire.

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Association nylon jacket, polyester-lined .....	\$20.00 + \$1.50 p/h
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NEW! Association fanny pack (in black) .....	\$ 5.00 + \$1.00 p/h
Association replica license plate "Route 66" T-Shirt--black or wht .....	\$10.00 + \$1.50 p/h
Association Sweatshirt .....	\$12.00 + \$1.50 p/h
Association T-Shirt (Roll-up design, gray) L&XL only) .....	\$13.00 + \$1.50 p/h
Association Cap (black or white) .....	\$ 6.00 + \$1.50 p/h
Association Embroidered patch .....	\$ 5.00 + \$ .50 p/h
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Illinois 66 refrigerator magnet, shield or Waldmire map .....	\$ 3.00 + \$ .50 p/h
Set of 30 Bob Waldmire Postcards--scenes of 66 .....	\$ 7.00 + \$1.00 p/h
Hall of Fame Postcards (set of 15) .....	\$ 3.00 + \$1.00 p/h
Fuzzy Dice with Illinois U.s. 66 shield .....	\$ 5.00 + \$1.50 p/h
Route 66 ceramic salt & pepper shakers .....	\$ 5.00 + \$2.00 p/h
Hat pins--Large, Small or Anniversary .....	\$ 3.00 + \$1.00 p/h
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Route 66 earrings (specify post or dangled) .....	\$ 5.00 + \$1.00 p/h
Rubber Key chain--featuring Waldmire Illinois map .....	\$ 2.00 + \$ .50 p/h
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Ceramic mug--choice of black or white .....	\$ 5.00 + \$1.50 p/h
Pewter Route 66 belt buckle .....	\$10.00 + \$1.50 p/h
Prism bumper sticker--choice of Chevy or Corvette .....	\$ 2.00 + \$ .50 p/h
NEW! "Greetings from the Mother Road!"--30-card detachable .....	\$ 8.95 + \$1.50 p/h
postcard/book by Michael & Suzanne Wallis	

### MAPS AND BOOKS

Bob Waldmire map--10 pages, plus legend .....	\$ 5.00 + \$ .50 p/h
Searching for 66 by Tom Teague .....	\$10.00 + \$1.50 p/h
Route 66--The Mother Road by Michael Wallis, paperback .....	\$17.95 + \$2.00 p/h
Route 66 Roadside Companion by Tom Snyder .....	\$ 9.95 + \$1.50 p/h
A Guidebook to Highway 66 by Jack Rittenhouse (reprint of '46) .....	\$ 6.95 + \$1.50 p/h
Route 66: The Highway and Its People by Quinta Scott and .....	\$17.95 + \$2.00 p/h
Susan Kelly. Large format paperback	
Route 66 Fun Book (for kids of all ages) .....	\$ 4.00 + \$1.00 p/h

Send orders to:

#### Merchandise

Route 66 Association of Illinois  
2743 Veterans Parkway, Suite 166  
Springfield, IL 62704

Illinois residents please add 7 percent sales tax!



## NPS Public Hearings on 66

The National Park Service has announced it will hold two public hearings on Route 66 in Illinois on Friday, October 1. The first will take place from 1 p.m. to 3 p.m. at the Lincoln Home Visitor Center, 426 S. 7th St. in Springfield. The second will take place from 7 p.m. to 9 p.m. at Lyons Township Hall, 6404 Joliet Road in Countryside. The purpose of the hearings is to solicit public comment on whether Route 66 should be declared a national scenic or historic highway. There is little or no money in the federal budget for such a program right now, but if supporters of 66 speak out at these hearings, we might get some momentum going. Try to be there!

## Will Rogers Jr. Dies

Will Rogers Jr., a longtime supporter of Route 66 and son of the beloved humorist, died July 9, 1993. His body was found in his car a few miles from his home in Tubac, Arizona. The county sheriff said the apparent cause of death was a self-inflicted gunshot to the head. He was buried by his wife, Collier, who died in 1976.

Will Jr. was born in New York City in 1911 while his father was a Ziegfeld Follies star. He was 24 when Will died in an Alaskan plane crash with Wiley Post. A Democrat, he was elected to Congress in 1942 from California. But he resigned in 1942 to become a tank commander in the Army. After the war, the decorated veteran ran unsuccessfully for the Senate, then managed the Southern California campaign for Harry Truman. Later, he went on to publish a newspaper and also host the CBS morning show. During the '50s, he starred in two movies about his father. He was an active backer of Route 66, serving several terms as honorary president of the U.S. Route 66 Association in the '40s and '50s and appearing as grand marshall of the first Arizona 66 Fun Run in 1988. In recent years, he had suffered several strokes and heart problems and had undergone hip implant surgery.

### FOR SALE!

1966 Buick Electra 225  
Two-door hardtop. Color: Bahama Sand  
41,000 miles. Excellent condition  
\$7,000

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## San Bernardino Celebrates 66

San Bernardino, capital of California's orange grove country, is rapidly building another Route 66 tradition with its annual Route 66 Rendezvous. This year's rendezvous, the fourth, took place September 17-19. It featured a golf tournament, a street dance, a car show, a poker run and a giant street cruise with more than 1,500 custom hot rods. Look for it again next year on the third weekend in September. We'll try to get info to you a little earlier next time.

### National Route 66 Fan Club

Fans of the Highway or the TV Series or  
Those Golden Years of the USA!  
Receive newsletter, take part in special events  
Send \$15 annual dues to join or send SASE  
for free information to:  
National Route 66 Fan Club, Dept. 66IL  
P.O. Box 66  
Manchester, MI 48158

# Other Route 66 Associations

Looking for information about Route 66 in other states?  
Contact these people for help:

**Route 66 Association of Missouri**  
P.O. Box 8117  
St. Louis, MO 63156  
Jim Powell: 314-5500 or 314-367-2418

**Kansas Historic Route 66 Association**  
P.O. Box 169  
Riverton, KS 66770  
Scott Nelson, 316-848-3330

**Oklahoma Route 66 Association**  
P.O. Box 66  
Davenport, OK 74026  
Ron Burden, President

**Old Route 66 Association of Texas**  
P.O. Box 66  
McLean, TX 79057  
Delbert Trew, 806-779-3164

**New Mexico Route 66 Association**  
1415 Central NE  
Albuquerque, NM 87106  
Elmo Baca, 505-843-7185

**Historic Route 66 Association of Arizona**  
P.O. Box 66  
Kingman, AZ 86402  
Lynda Moore, 602-753-5001

**California Historic Route 66 Association**  
2127A Foothill Blvd., Suite 66  
LaVerne, CA 91750  
Geoffery Willis, 714-639-2911

**Route 66 Territory Visitors Bureau**  
8916-C Foothill Blvd.  
Rancho Cucamonga, CA 91730  
Bob Lundy, 714-593-4850

**Dutch Route 66 Association**  
Postbus 2013  
1620 EA Hoorn  
The Netherlands  
Hans Stuijbergen, Tel. 02290-18318

**Route U.S. 66 Motorcycle Association**  
George Rimini, Illinois Coordinator  
R.R.2, Box 16  
Girard, IL 62640  
217-965-4748

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## ROUTE 66 ASSOCIATION OF ILLINOIS MEMBERSHIP APPLICATION

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ ZIP CODE \_\_\_\_\_

PHONE \_\_\_\_\_

INTERESTS IN 66 \_\_\_\_\_

HOW I CAN HELP \_\_\_\_\_

**ANNUAL DUES:** Individual-\$10, Family-\$15, Business-\$25, Sustaining-\$100 or more.

**TO:** Membership, Route 66 Association, 2743 Veterans Pkwy., Springfield, IL 62704

**Attention Motorcycle Fans!** If you would like information about a Route 66 Motorcycle Association, please check this box: ☐



## Name This 66 Spot

In spite of our offer of a free Pig Hip Sandwich to the winner, no one stepped forward to name this 66 spot from last issue. This really disappointed the Pig Hip's former proprietor, Ernie Edwards, who was really looking forward to getting back into the groove. So we're giving hungry 66 fans and Ernie another chance. Name this 66 spot-or at least tell us a story about it!

Surprisingly, several people did manage to identify that horribly mangled car on the back of our last issue. Adele Hodges was the first. It was a 1957 Ford Fairlane. Congratulations, Adele and all you other folks. I personally believe that the '57 Fairlane was one of the classiest and most distinctively styled cars of its era. That's why, even though it was virtually unrecognizable in the picture, people still recognized it.



**Route 66 Association of Illinois  
2743 Veterans Parkway, Suite 166  
Springfield, Illinois 62704**

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**ROUTE 66 ASSOCIATION OF ILLINOIS**

# **THE 66 NEWS!**

**\$2.**

**WINTER 1993**



**Hammering Hubert Henry p.8**  
**Spottin' Snortin' Norton p.4**

**"ILLINOIS - WHERE THE ROAD BEGAN."**



## New Members

Since our last issue, 76 new members have joined the Association. They come from 12 states and one other country (Japan). Among them are 20 family members, five sustaining members and four business members. We extend a hand in welcome and fellowship to them all:

Auto Lifters of America, Newton, KS, Sustaining; Lex Bart, Rockford; Michael Behan, Manteno; Robert & Judy Blackwell, Riverton; Peter Botta, Lancaster, PA; Larry & Gretchen Boyd, Joliet; Jeffrey Boylan, Jeffersonville, IN; Charles Bumgardner, Coal City; The Cacciatore Family, Chicago; Bil Carter, Anderson, IN; Raymond Caslow, Pompano Beach, FL; Jan Darrow, Normal, IL; John & Lori Dede, Morris; Larry DeKay, Louisville, KY; Donald Dinwiddie, Wilsonville; Bernie & Edie Dugger, Jerseyville; Bill Dunkelberg, St. Louis; John & JoAnne Dykhuizen, Tinley Park; Bill Eisenbarth, Libertyville; Michael & Nancy Elmore, Gillespie; First National Bank of Dwight, Sustaining; Ralph French, Springfield; Rolf Frodin, Sauk Village; Funks Grove Pure Maple Sirup, Shirley; Ed Garrity, Merrillville; Jerry & Linda Gibson, New Lenox; David Glaum, Bridgeview; Arthur & Peggy Gregg, Bloomington; Kirk Hammitt, Spring Valley; John & Sharon Hankins, Wilsonville; David & Arlene Harbaugh, Gillespie; Andy & Louise Hari, Montgomery; Ralph & Nancy Helms, Springfield; Hubert Henry,

St. Louis; Heritage House Restaurant, Springfield; Dan Hess, Streamwood; Mike Hoylu, Hammond, IN; Lawrence & Carolyn Hutten, Joliet; Joe's On 66 Restaurant, Berwyn; Dean Juneau, Aurora; Peter Kerl, Kintnersville, PA; Tsutomu Kimata, Nara, Japan; Susan Kirby, McLean; Donald Koller, Chicago; Rich & Donna Krumme, Lee's Summit, MO; Brian Kutner, Millville, NJ; Alison Laurio, Missouri Valley, IA; Lincoln Library, Springfield; The Stephen R. Look Family, Monticello; John & Barbara Lorenz, Metamora; Marx Energy Systems, Inc., Springfield; Gerald McDonald, Lyons; Lucille McEnroe, Orland Park; Frank Miller, Fullerton, CA; Christopher Molner, St. Louis; Eric Oller, Taylorville; Jack O'Mara, Irvine, CA; Kathleen O'Mara, Capitola, CA; Denise Reball, West Islip, NY; Dick & Peggy Riner, New Lenox; Donna Ross, Franklin Park; Route 66 Car Care Center, Bloomington; Ken & Mary Sanderson, Manchester, MO; Paul Schaub, Peoria; Ed Schuman, Tinley Park; Staunton Chamber of Commerce; Bill & Laurie Steele, Columbus, OH; Connie Swenson, Rockford; Clyde Syester Sr., Phoenixville, PA; Gerald Taylor, Tuscola; Lyle Thompson, Springboro, OH; Naoya Wada, Kobe, Japan; Al Warren, Greenville; Elizabeth Weir, Hudson; Brad Wilkinson, Dwight; Carl & Lois Workman, Louisville.

## Hall of Famer Sends Thanks

Dear President:

I feel I would be negligent if I didn't take a moment to thank everyone involved with my selection and induction into the Route 66 Hall of Fame.

These past few months have been perhaps the proudest moments of my entire life. Two of my grandsons became state champions in their various high school sports, my two granddaughters were married and I was honored by your association as a Hall of Famer. I really appreciate the honor. Thanks you very much.

**Effie Marx**

Dwight, Illinois

## In Memoriam

No loss is more tragic than the death of a child. On October 17, Dave Wilda, son of Association members Toni and Dave Wilda of Joliet, was fatally struck by an automobile while walking home from a friend's. Toni and Dave, who were returning from the Association's annual meeting in Lincoln, drove by the accident scene but did not know their son was the victim until they got home. Nothing can be said or done to replace a son, but we hope the Wildas gained some comfort from the outpouring of support and concern which came from Association members.

**The 66 News** is published quarterly by the Route 66 Association of Illinois. It is intended as a service to Association members and other people and organizations interested in the preservation, promotion and enjoyment of Route 66. Contributions are accepted, but we do not pay. However, any article that you submit remains your property and cannot be used or reprinted by the

Association or anyone without your permission. Advertising rates are \$90 for a whole page, \$50 for a half page, \$30 for a quarter page and \$10 for a business card ad. Submit first-class, camera-ready copy only. We won't use Xeroxes. Address inquiries and contributions to Newsletter Editor, Route 66 Association of Illinois, 2743 Veterans Parkway, Room 166, Springfield, IL 62704.

## Officers and Board Members

Tom Knudsen was elected president and Marilyn Pritchard was elected secretary at our October annual meeting. Four new board members--Todd Franek, Debbie Mileur, Paul Gleason and George Rimini. These people as well as the other officers and board members of the Route 66 Association are available at most reasonable times to answer your questions and hear your comments about Route 66. Please feel free to contact them if you need to. The date to the right of each officer's or member's name is the expiration date of their term.

### President

**Tom Knudsen, 10-95**  
1202 Eastholme  
Bloomington, IL 61701  
309-828-2925

### Vice-President

**Jeff Meyer, 10-94**  
2802 Fremont St.  
Rolling Meadows, IL 60008  
708-392-0860

### Treasurer

**Laura Meyer, 10-94**  
Same address as Jeff

### Secretary

**Marilyn Pritchard, 10-95**  
601 W. Reynolds  
Pontiac, IL 61764  
815-844-6937  
**Newsletter Editor**  
**Tom Teague**  
1208 W. Edwards  
Springfield, IL 62704  
217-787-8839

### Board Members

**Frank Lozich, Cook, 10-95**  
7270 W. 174th Place  
Tinley Park, IL 60475  
708-429-9173

**Ed Schumann, DuPage, 10-94**  
3005 Coolidge Dr.  
Oak Brook, IL 60521  
708-246-8241

**Toni Wilda, Will, 10-95**  
1 N. Prairie St., Apt. 2S  
Joliet, IL 60435  
815-723-6666

**Ray Starks, Grundy, 10-95**  
714 E. Illinois Ave.  
Morris, IL 60450  
815-736-6259

**Ray Schroeder, Livingston, 10-95**  
2323 S. 2nd St.  
Dwight, IL 60420  
815-584-1019

**Matt Knudsen, McLean, 10-94**  
1202 Eastholme  
Bloomington, IL 61701  
309-828-2925

**Ernie Edwards, Logan, 10-95**  
P.O. Box 63  
Broadwell, IL 62623  
217-732-2337

**Paul Gleason, Sangamon, 10-94**  
Box 291  
Lincoln, IL 62656  
217-522-4926

**Priscilla Matthews, Montgomery, 10-94**  
410 N. Monroe  
Litchfield, IL 62056  
217-324-5551

**George Rimini, Macoupin, 10-94**  
R.R. 2, Box 16  
Girard, IL 62640  
217-965-4748

**Debbie Mileur, Madison, 10-94**  
410 N. Monroe  
Litchfield, IL 62056  
217-324-5551

**Mike Janik, St. Clair, 10-95**  
3530 State Route 159  
Freeburg, IL 62243  
618-277-5459

**Todd Franek, At Large, 10-94**  
886 Cavalcade Circle  
Naperville, IL 60540  
708-961-3464

**Ryan Russell, At Large, 10-94**  
640 W. Briar Pl., Apt 63  
Chicago, IL 60657  
312-525-0407

**John Stonecipher, At Large, 10-94**  
216 E. Prairie St.  
Odell, IL 60460  
815-998-2161

**Lou Vandiver, At Large, 10-95**  
2504 Berkshire Ct.  
Champaign, IL 61824  
217-356-4949

**Mike Yates, At Large, 10-95**  
184 Fairview  
Washington, IL 61571  
309-745-3822

Executive Committee members are the officers, plus Mike Yates and Ray Schroeder.

## Meeting Schedule

We are now calling board meetings "general meetings" to emphasize that they are open and that all members are welcome and encouraged to attend. Such meetings always start at noon with a meal. The business sessions begin at 1 p.m. Motor tour planning meetings start at noon at Mount Hope Township Hall in McLean, but do not include a meal.

Our next general meeting is Sunday, January 16 at the Heritage House Restaurant, 3857 S. 6th St. in Springfield. The buffet meal-including drink, dessert, tax and tip-is \$9.33. Call George or Marcy Rimini at 217-965-4748 by January 12 to make your reservations. If weather conditions force that meeting to be called off, the alternate date is February 6 at a Springfield site to be announced.

To get to the Heritage House, take the 6th Street exit off of I-55 and you'll see the restaurant from there.

The locations of board meetings rotate. Always check your current newsletter for the actual meeting place because it might change. If you're still unclear, call your board member. Here's the schedule through next May:

### General/Board Meeting:

April 17, Dwight, site TBA

### Motor Tour Meetings:

March 16 and May 22.

## Hall of Fame Nominations Sought

Each year the Association tries to honor those people and businesses whose blend of hardy individualism and grassroots community spirit gave Route 66 its unique flavor by inducting them into the Route 66 Hall of Fame of Illinois. 1994's new members will be inducted on June 11 in conjunction with our fifth annual motor tour. If you'd like to see someone honored in that way, you may nominate them between now and February 28. All we ask is for 250 or more words about the nominee's history along the highway--with as much specificity as possible. Photos, newsclips and other memorabilia are also welcome. Send whatever you have to Tom Teague, Route 66 Hall of Fame, 1208 W. Edwards. Nominations will be judged by a panel of Association officers, historians and Hall of Fame members. In addition to new nominees, the panel will consider people who were nominated in past years but not selected.



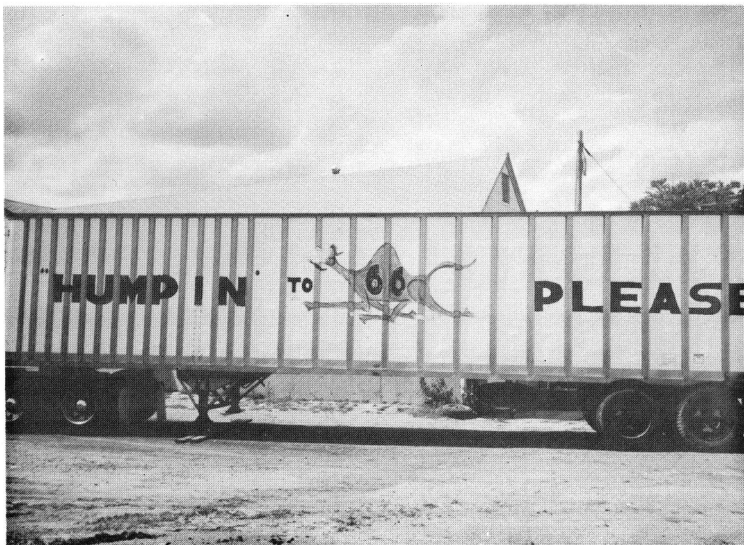
# Spotting Snortin' Norton

by Father Robert Harmon

**Editor's Note:** We in Illinois love our Cozy Dog couple, but the most famous and easily recognized logo along Route 66 has to be Snortin' Norton, cartoon mascot of Campbell 66 Express of Springfield, Missouri. The galloping, slobbering camel graced all of Campbell's trucks, as well as the company's Christmas cards (see cover) for nearly 60 years. A victim of deregulation and its founder's failing health, the company went bankrupt in 1986. Most of the company's rolling stock was sold at auction and repainted by its new owners. Occasionally, though, sightings of Norton are still reported. Here's one such report from the Reverend Robert Harmon, an Episcopal priest and Association member from Mount Vernon.

I travel often to St. Louis, Springfield and Bloomington (frequently using Old 66) and I usually carry a camera. After reading about Snortin' Norton in a book, I began looking for him as I drove. I spotted him in Mount Vernon last November. He was some distance away, but it was Norton! Of course, I was on foot and cameraless. Would anyone believe I had actually seen him? I told my friends and family to watch for him; I wanted times and places of any sightings.

In June of '93, my high school daughter finally found



Snortin' Norton as spotted in Mount Vernon

him. She said he was parked at a lot only four blocks north of my own house. I took my daughter and my camera, but by the time we got there he was gone. When I called home a couple of weeks later, my wife told me she had seen him, too, and had gotten a picture.

When I got home after that trip, there he was, big as life, in the parking lot of the Kendrick Paper Stock Company: faded and worn, but Snortin' Norton for sure.

John Kendrick owns a company that recycles paper products. His trucks are often purchased second-hand, and recently he had obtained two trailers originally owned by Campbell.

The trailers are Danes, manufactured in February and April of 1979. Norton is on all four sides of each trailer, his enormous tongue hanging out, slobbering as only camels can. The "66" on his side is very prominent; the breath from his nostrils is faded but still distinct.

Mr. Kendrick's company has accounts in eight states, so Norton is travelling in many of the same areas that he knew decades ago. To me, he is now a familiar neighbor; I see him often. Sometimes I am sitting on my back porch, with a view of Route 37, and Norton goes galloping by. I wave and nod in respect to this venerable veteran of Old 66, still snortin' and humpin' to please.



**ROUTE 66  
MOTEL**

I-55 - EXIT 140  
ATLANTA, IL 61723

Phone: (217) 648-2322

**Plan to Join our Fifth  
Anniversary Motor  
Tour, June 10 - 12 1994.  
Look for details  
next issue**

# A Springfield Memory of Route 66

by Bob Bartel

*Editor's Note: Bob Bartel drives a Checker and manages a monthly poetry reading at Jimmy's Sub Shop on Old 66 in Springfield. Back in the early '60s, he lived on 9th Street (Route 66) in Springfield near its busy intersection with Cook Street. He made the "mistake" one day of getting into a conversation with me about Route 66. This reminiscence is one of the results.*

Looking from the second story front window at 705 S. 9th was a great way to pass the rainy days. I was 11 years old and it was a very different Springfield then. What was most different was the intensity of traffic on Route 66—the trucks, buses and cars. The ground rumbled from their weight. I remember the sirens and police cars blocking off traffic when an 18-wheeler got stuck trying to go under the Cook Street viaduct. It was fun watching them pry the truck away from the

viaduct, but the people in their back up cars sure looked upset.

Both my parents worked in businesses at the intersection. My father worked at Bob's Corner, a garage and service station, and my mother worked at the Corner Grill. So I met a lot of truckers. They were always going somewhere. Always.

My weekend playground was Henry Nelch, a cement yard a block south of us on 66. They had mountains of gravel and sand to play in. Jim's Bait Shop, also nearby, was a neat place to hang out, too. All in all, it was really a great corner to grow up on. Just a few months ago, I moved back to Springfield. I have a house on 66. I'm back to the old route and its traffic and somehow I feel I'm back home. Thirty-some years later and I'm still watching the wheel go by. The road still has a charm to it. Some things never change.

Cook St. Underpass



## Commemorative License Plates on Sale

Through a special arrangement with the Illinois Secretary State, the Association will issue commemorative license plates in observance of our fifth annual motor tour. The plates will be dedicated to the memory of Ed Waldmire and Dave Wilda, Association members who passed away recently. Owners of automobiles which are validly registered in Illinois may apply to buy the plates. They come in pairs and may be displayed in place of regular plates from April 13 through June 13.

A set of plates will cost \$25 for Association members and \$30 for non-members, plus \$5 for postage and handling if you need the plates mailed to you. Send a check for the appropriate amount to Toni Wilda, 1 N. Prairie Ave., #2 so., Joliet, IL 60435, 815-723-6666. Only 200 sets of plates can be issued, so order soon. Plates Number 1, 2, 3 and 4 have been reserved for Association officers and platPlate Number 66 will be given to the Waldmire and Wilda families. Other than that, it's first come, first served.



# On the Road with the Europeans

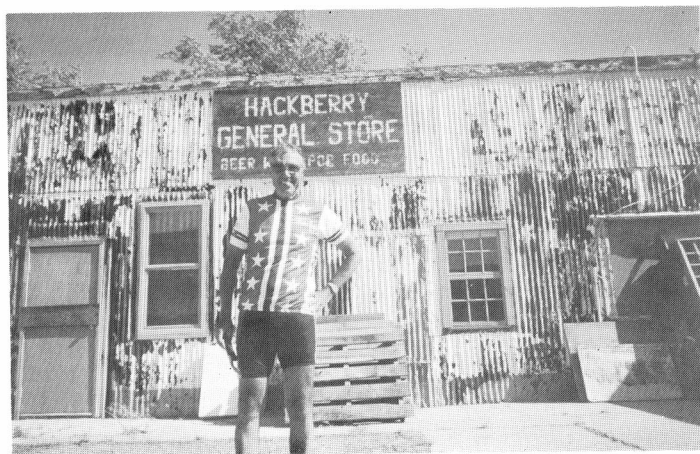
by Carter LeBeau

*Editor's Note-Carter LeBeau, an Association member from Moline, made 66 history himself last year when he bicycled from Santa Monica to Chicago along Route 66. This past October he was part of another historic trek along 66 when he and a friend, Jim Keyoth, accompanied the European tour. Featuring 134 antique autos and more than 200 Route 66 fans from Europe, the tour was sponsored by the Club of Ancient Automobiles and Rallies. Wil de Hek of Amsterdam was tour host. Following are some excerpts and photos from an article Carter wrote for the newsletter of his bicycle club.*



*The European tour's service trucks in Arcadia, Oklahoma*

It was an unbelievable sight to see Frenchmen in Citroens, Germans in Mercedes, Belgians in Borgwards and Englishmen in MG's and Austin Mini's. There were Grahams and many other models that were not



*Carter at Bob Waldmire's store in Hackberry, Arizona*

only beautiful, but unusual. The support vehicles were military units that had been brought over from Holland.



*At the tour's start in Grant Park, Chicago*

Jim and I had our bikes strapped on the back of Jim's '68 Corvette. The Europeans called us "Crazy Yanks" because of this. But when Jim was able to fix some minor problems in the Europeans' own Corvettes, they were appreciative.

We'll never forget Cuba, Missouri, where gas was 84 cents a gallon and the motel was \$17. The Europeans couldn't contain their joy over the low gas prices.

When the Europeans visited Indian country, we drove ahead to Santa Monica. On the way home, we started meeting them again near Hackberry. Also in Hack-



*Dutch fan of Route 66 at tour's start in Chicago*

berry, we were Bob Waldmire's first customers. Bob had just moved there from Illinois and bought an old trading post. Bob is famous for his postcards and by that time, he could not have found a person more in need of his products than this writer.

Heading east, we waved to our Europeans as they drove by. In Tucumcari, we left 66 and drove a good part of the rest of the way home on another classic road, Route 54.

## Reviews on 66

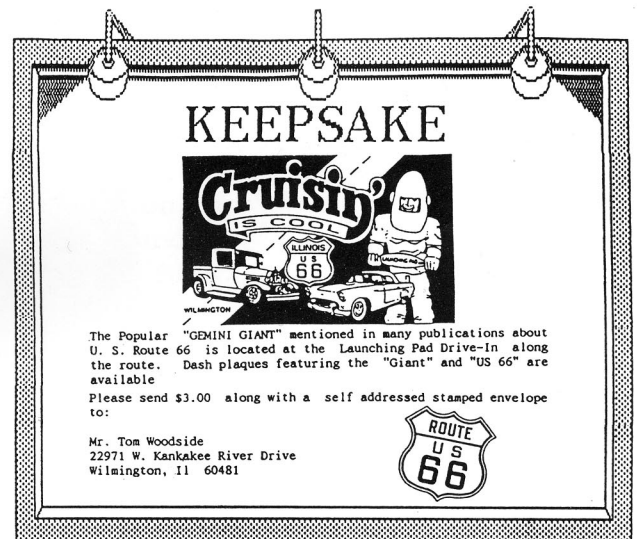
by Tom Teague

I haven't worn a watch since Spiro Agnew resigned, so I looked toward the Rich Company's Commemorative 66 Watch package with mixed feelings. The watch, which is advertised elsewhere in this issue, is cleverly designed and handsomely packaged. At \$195, it is at the high end of the price range for 66 memorabilia, but perhaps it will show what markets are there. Timekeeping and pricing aside, what really intrigued me about the Rich project was the inclusion of a CD recording of a conversation with Bobby Troup in the package. Twelve minutes long, the nicely edited features the history of "(Get Your Kicks on) Route 66" in Bobby's own words. Bobby has told the song's story hundreds of times before, but he tells it here once more with his usual grace and charm. You may question the value of any watch, but this CD itself is a wonderful contribution to the recorded lore of Route 66.

Jim Datsko of the National Route 66 Fan Club has come out with the first issue of the "Spirit of 66" newsletter. In it, he promises to promote the traditional American values of hard work and community which were in such great abundance along Route 66. Articles and commentary on the original "Route 66" TV series will also be covered. Jim's feature article in his first issue was about the 1993 Illinois Route 66 Motor Tour. Although the story may seem familiar to readers of this newsletter, I was happy to see it so well treated in this national publication. As time goes by and Jim gains contributors and more design experience, this newsletter could make a fine contribution to Route 66 lore. Let's wish it luck and success. For more information, write to Jim Datsko, National Route 66 Fan Club, P.O. Box 66, Manchester, MI 48158.

## Hall of Fame to Go 3-D

The Route 66 Hall of Fame is an around-the-clock monument to the people and businesses who gave Route 66 its unique blend of hardy individualism and grassroots community spirit. It was built through the donations and loans of many individuals, plus the generous support of Dixie Truckers Home, where it is located. We hope you have enjoyed at least one visit to it. As an Association, we should be proud of it. But if you've taken a good look at it lately, you'd have to admit it's, well, a little flat. There are a lot of beautiful photographs and plaques, but there isn't that much three-dimensional memorabilia of the road. Do you have an old gas pump, an evaporative air conditioner like the ones that used to hang on car windows, an old truck horn or anything else that evokes the heyday of 66? Please consider donating or loaning it to the Hall of Fame. Then call Tom Teague at 217-787-8839 or President Tom Knudsen at 309-828-2925.



Jim Keyoth and another visitor on the first day of business at Bob Waldmire's store in Hackberry

## Ziggy





# HAMMERING HUBERT HENRY

*by Tom Teague*

If highways are the lifelines of present day America, then trucks must be its blood cells. Food, fuel, shelter, the means of culture—they all come rolling to us on eighteen-wheelers. No aspect of modern life is without at least a faint whiff of diesel. Yet until well into the Twentieth Century, trucks were more a novelty than a force. Early models were essentially car chasses with converted rear ends. They had wood planks for seats, curtains for side windows, and holes drilled in the exhaust pipe for heat. The rubber in one modern truck tire would have made a whole set then. Drivers often slept in hammocks slung under their trailers. And ten miles an hour was a good average speed. To prove the viability of these new vehicles, the Knox Truck Company in 1912 contracted with a man and his pregnant wife to drive across the country in one of its models. By the time the couple reached California months later, their baby had long since been born, their truck had caused fourteen bridges to collapse and they were virtually exhausted. Their arrival went unnoticed.

Early trucks were assembled from parts bought from a variety of places, including many foreign countries. World War I later forced truck builders into self-reliance. That self-reliance, plus the

experience gained in building so many trucks for the war effort, brought improved design and manufacturing technique. By the 1920s, the giants of the industry—White, Mack, Reo, Kenworth and International—were well established. Cabs had roll up windows, seats with springs, bunks to sleep in and hot water heating. But trucking's true renaissance came in the next decade



with the invention of the diesel engine. Coupled with the new national highway system, it came just in time to pull the rest of the country out of the Great Depression.

Hubert Henry was at the wheel of many of those early trucks. He climbed into his first cab in 1936 at age 15. Fifty-seven years and five million miles later, he's still climbing in for a periodic run between St. Louis and Virginia. We got together last October at Hubert's home near St. Louis. His son Rich, an Association member from Staunton, had set up the meeting. The two of us sat down at Hubert's dining room table at 12:30 and didn't even stand up again for nearly three and a half hours. When I finally wore out, Hubert said he was good for another 200 miles. I could only nod in affirmation. The man speaks as straight as he drives.

"We lived in Michigan during the Depression," Hubert said early in our conversation. "My dad tried farming for awhile, but that didn't work out. So he bought a truck. It was a big old Federal with a Hercules engine from Waukesha, Wisconsin. It was six cylinder, twin ignition, gas, with sparkplugs on each side of the cylinder head. If one started missing out, you had the other. We couldn't afford a car then. If we wanted to go on a picnic on Sunday, we'd unhitch the trailer and use the cab."

In the summer of 1936, Hubert's father got a regular run from Detroit to Muskegon for International Service. He started waking Hubert up at four in the morning and asking if he wanted to ride along.

"I did," Hubert said, giving each word firm and equal emphasis. "I loved it! I watched him all the time-

-the way he'd shift and double clutch. Once in awhile at a cafe or diner, the truck would be in somebody's way. Dad was quite a talker, so I'd just go get in the seat and pull it around.

"Dad kept telling me I had to go back to school in the fall. Then at harvest time we hired on with Great Lakes Trucking for a month hauling tomatoes from Curtis, Ohio, to Campbell's on 35th Street in Chicago. After that, we started driving from Chicago to Cleveland. Dad stopped bugging me about going to school and said one day, 'We got to get you a chauffeur's license.' I said, 'Why?' We could go months without seeing a state trooper. He said if they ever stopped us in Ohio, they would burn us if everybody in the cab didn't have a license.

"You had to be 21, but I said 'Okay.' We stopped at a place in Indiana where we knew they didn't check too close. I wore sunglasses and a cap with a shiny bill and a big medal badge. The lady wrote down everything I told her and gave me the license. I said, 'How much?' She said, 'Fifty cents.' I gave it to her and my dad said, 'Well, now you're a chauffeur.'"

The father-son duo drove as independents. "Wild-cattin' is what we called it in those days," Hubert said. "'Trip leasing' came in when things got a little tighter. We got 25 percent of the shipping revenue from a load and the books—there weren't any! We'd go to a filling station near Cleveland and put our name on this board. It went on a kind of seniority basis. A company would call up and say they needed a truck so long and so big to go to Chicago. When we got to Chicago, we'd go to another filling station and get our name on the



*LEFT: Hubert and Rich in late 1940s.*

*TOP: Early truck belonging to Hubert's father, Joe Henry.*



board back to Cleveland. Or we'd get a dollar's worth of nickles and start calling companies we knew. If we had time, I'd sleep on the seat of the truck."

Southwest out of Chicago, the nation's new super-highway, Route 66, had already seen two major migrations—the Okies to the west and the World's Fair crowds to Chicago. And trucks were like an army on it, chugging in steady lines through the hearts of cities and towns along the way. The road's promise of steady work soon drew in Hubert Henry for what would be a lifelong association.

"There were a lot of companies—like Nighthawk, Mound City, Plaza—that served just Chicago and St. Louis," Hubert said, "and we started driving for them. When we got to Chicago, we almost always got a load out the same day. But in St. Louis we usually had to lay over a day. That's how the family came to move to St. Louis. We rented a house on West Florissant for \$15 a month. Dad bought a second truck and hired it out. He put in a gas pump and some gravel so the trucks could park. Soon we were working out of our home."

Since the dawn of the automobile age, pestering parents for a car has been part of the teenage rite of passage. Hubert took the tradition a step further. He started bugging his father for a truck. After a few

months of hard work, he succeeded.

"There was this truck stop owner in St. Louis who was always looking out for me," Hubert said, "always calling me 'The Kid.' One day he said to my dad, 'There's a good truck parked at Riss and Brothers that you could buy real cheap for your kid.' It was a '37 International. The transmission had gone out on it. Its owner had died in a motorcycle accident and his widow wanted to sell it as is. So my dad and I went down to look. I was in love with it just to think I was going to get it. My dad paid \$365 for the and the trailer together. I was about the happiest kid around."

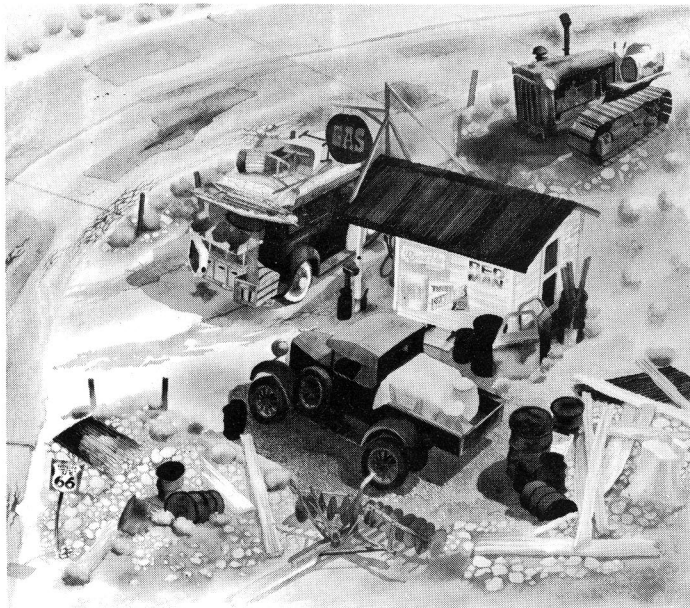
After towing the truck home, Hubert's father spent a month getting it ready for the road. He found a transmission in a junkyard for \$30 and installed it. He reinforced the trailer's wooden sides and raised them for more capacity. Later he added doors and a tailgate. Then he painted the cab dull red and coated it with clear varnish.

"It just sparkled," Hubert said.

While work on his own truck was underway, Hubert started driving his father's '36 Ford alone between St. Louis and Chicago. One of his early loads was a shipment of manhole covers to Chicago.

"I split 24,000 pounds with this fellow called Pappy

## The Main Street of America



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*Finally, we made it to the last gas for 150 miles and an ice cold lemonade. Boy, it's hot enough to make a rattlesnake sweat! What an adventure we've had going west on 66, a two-lane world of Burma Shave signs, motor courts, roadside diners, reptile shows, turquoise jewelry and this gas stop out in the middle of nowhere . . . somewhere east of Barstow.*

Introducing the first in a planned collection of six signed limited edition prints celebrating life along Route 66 in the 30's & 40's, recreated for your lasting pleasure by California watercolor artist Larry K. Owen. You'll find that Owen's unique style captures the period in whimsical vignettes filled with an attention to the details of the times and a deep affection he shares with you for all those fond memories.

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Burns," Hubert said. "He was shell shocked from the First World War. We got out of St. Louis and the fog got real thick. Pappy slowed down or pulled over. But I kept going and going. I wanted to be there first. I've always wanted to be first. I was gung ho for trucks.

"So I got there first and unloaded. I went back to the truck station, got on the board, got a load and Pappy still wasn't there!"

The Illinois prairie gave the new driver roads that were generally flat and straight. Hubert soloed to Chicago several more times while his father was working on the International. But it took a trip through Devil's Elbow, that murderous curve in the Missouri Ozarks, to make the rookie a man.

"I picked up a load of steel sheets for Pyle Brothers in Chicago," Hubert said. "I backed up to a dock and they just started throwing the sheets in. They were like a deck of cards, spilled all over. But that way they wouldn't shift. When I got to St. Louis, Pyle Brothers didn't want to unload. They wanted to trip lease us down to Carthage, Missouri. My dad hadn't let me drive anywhere besides Chicago, but they offered a pretty good amount of money. Dad was still worried, so he hired this guy from the truck stop to go with me. He was a drifter, but he had a chauffeur's license.

"When we got out of St. Louis, this guy said, 'I'm going to get up in the bunk and rest. If you need me, holler.' I didn't know anything about 66 in Missouri. My headlights were dim and I couldn't see very far ahead of me. What I should have done was drop down gears, but they didn't have signs posted on downgrades then like they do now. I got going pretty fast. They always said never take it out of gear at that speed or you'll never get it back in. So I prayed. All at once I saw a bridge in the distance. It was curving as you went into it. So I took it way to the left. There was no other traffic. I let her walk across the bridge bringing her back. I know I scraped the dust off that trailer. And I could smell the front brakes burning. This drifter must have been swinging back and forth in the bunk, but he didn't wake up.

"Going back empty, I was able to slow down on hills, so I could wheel pretty good."

Before long, Hubert's father hired another driver and started staying home to work on the trucks and the books. Hubert just kept on wheeling. In the first full year after his father left the road, he brought in more revenue than the other two drivers combined.

"I could have had all kinds of girls on the road," Hubert said. "But trucking was more to me than girls. One night I was at a truck stop in Boody, south of Decatur, getting a tire fixed when this waitress asked me to walk her home. She lived with her mother. I said, 'Okay.' On the way, she said, 'We can walk out

here a little ways if you want.' Then she changed her mind and had me walk her home. I got back to the truck, they had it just about ready, and there she is! 'I forgot to get my mother's Pepsi,' she said. 'Will you walk me home again?' I said, 'I ain't got time!'"

It was in a rare moment when he did have time that Hubert met his future wife, Betty Weir. "A guy who drove for my dad had left his wife," he said. "It wasn't her fault. He played. He had his overcoat at his mother-in-law's and asked me to drive him over there one night to get it. I waited in the car. While I was sitting there, this '36 Chevy came flying around the corner. This gal gets out and goes in. I thought, 'Wow! What's that?' Pretty soon the guy comes out and says his sister-in-law, Celeste, and that girl, Betty, said they'd go with us to have a Coke. All the time we were out, he was telling Celeste that he had married the wrong sister. Meanwhile, I got to know Betty pretty well. When I got back in town a couple of days later, I called her up. We went out and played the juke box and danced. From then on, I'd see her whenever I was home from a trip. I was probably crazy then, just going without sleep for days. We met in '41. I married her in '42."

The union would last until Betty's death in 1991. She rode with Hubert a lot until she became pregnant with their first son, Bill. But she couldn't temper his approach to driving.

"I never stopped to eat," he said. "One day Betty was so hungry she was crying. But we were so poor in Michigan during the Depression, I couldn't take it. I wanted to make money. It just drove me all the time."

Hubert drove for his father on into World War II. He got a deferment until 1944 by driving shells to defense warehouses in Elwood and other towns along 66. When he finally was drafted, he got infantry training, but never went overseas. After the war, a government program for veterans helped him buy his first truck on his own.

"It was a big GMC, 477 cubic inch," Hubert said. "It had horses. Then I bought a trailer with heavier axles and bigger tires. I could load 50,000 pounds out of the steel mills. That's when I really started hammering up and down 66." Running between St. Louis and Chicago, he gained a reputation for being fast, fearless and always ready to help. If a friend ahead of him started to drowse off and weave, Hubert would run up behind and bump him into wakefulness. If it was snowing, he'd go to the head of a convoy and bust the way through drifts for the rest. He even helped his brothers Joe and John buy trucks. In return, fellow drivers made sure Hubert knew when state police

*(Continued on page 14)*



# Searching for 66 Reprised

by Tom Teague

Last summer on a trip to Arizona and New Mexico, my wife and I spent time with three of the folks who I met in 1986 while researching my book, *Searching for 66*. For the curious, here's what's been happening in the lives of Eric Eikenberry, Joy Nevin and Sam English.

We ran into Eric completely by accident in a Williams antique store. He was director of the Williams Chamber of Commerce in 1984 when that Arizona town



*"Them Indian Guys Standin' and Listenin'" by Sam English*

celebrated being the last to have its stretch of Route 66 bypassed by the interstate. Although a neophyte to 66 then, Eric became the chief organizer of the party. Today, like most other people who've ever come to the road, he still considers himself a part of its community. He left the Williams Chamber of Commerce in 1987 to sell real estate and log homes. Today he is director of extension services for Yavapai Community College in Prescott, Arizona. On weekends, he's a member of a troop of rowdy cowhands that entertain folks who take the steam train from Williams to Grand Canyon.

The following evening, we visited with Joy Nevin in Holbrook, Arizona. Joy was director of the Holbrook Senior Center when I first met her. In the same year that I-40 bypassed the town, she led a successful fundraising drive to build a \$130,000 addition to the center. She retired from that job about five years ago and celebrated by spending the next four months scraping paint off the walls at the town museum. Today, she gives local weather reports five mornings a week for a Tucson radio station. She has a lovely

house decorated with Navajo rugs and other western memorabilia, but prefers to sleep on her porch be-



*Joy Nevin during her early days in Arizona*

cause the ventilation's better. This summer she raised a bumper crop of tomatoes. "My secret was mixing birth control pills in with their water," the septuagenarian said. "You should have seen the doctor's face when I asked for a prescription!"

Sam English is a Native American artist who's run his own gallery in Albuquerque's Old Town for almost a decade now. Forsaking what he calls "The Brave on a Pony with a Spear" style of Native American art, Sam fills his canvases with bright colors and stylized, often humor-filled Indian figures. Besides originals, the gallery now features an extensive line of posters—many of which Sam did for government programs or conferences on Indian health issues. Two years ago, he welcomed his son, Sam Jr., into the family business. Both can be found at the gallery nearly every day now, trying to paint in between conversations with customers and visits from friends. The day that I called, Sam Jr. was working on a flamboyant and colorful portrait of an Indian dancer. The man's headgear hadn't been painted yet, but I thought I saw a familiar outline penciled in.

"Isn't that a Washington Redskins cap?" I asked the artist.

"Yes," he answered.

"Why is he wearing that?"

After a thoughtful pause, Sam Jr. replied, "I guess it's because he likes football."

## Route 66 Association Merchandise

**CLOTHES**-All Association clothes feature black, white and red shield by Bob Waldmire. Available in S, M, L, XL, XXL unless noted. **Add \$2 for XXL.**

Association nylon Jacket, polyester-lined	\$22.00 + \$1.50 p/h
Association Sweatshirt	\$15.00 + \$1.50 p/h
Association T-Shirt-choice of black or white shield	\$10.00 + \$1.00 p/h
Association Tank tops-choice of black, white, or road gray	\$10.00 + \$1.50 p/h
Association Fanny pack (black)	\$ 5.00 + \$1.00 p/h
Association Cap (black or white)	\$ 6.00 + \$1.50 p/h
Association Embroidered patch	\$ 5.00 + \$ .50 p/h
Route 66 boxer shorts. 100 % cotton. Wear inside or out	\$10.00 + \$1.50 p/h
Two-sided neon T-Shirt-choice of Corvette, Mustang or Chevy	\$12.00 + \$1.50 p/h
Two-sided neon Wurlitzer Jukebox T-Shirt-black or white	\$12.00 + \$1.50 p/h
Glow-in-the-dark T-Shirt with Route 66 shield	\$12.00 + \$1.50 p/h

### COLLECTIBLES

Illinois 66 metal refrigerator magnet	\$ 4.00 + \$ .50 p/h
Set of 30 Bob Waldmire Postcards-scenes of 66	\$ 7.00 + \$1.00 p/h
Hall of Fame Postcards (set of 15)	\$ 3.00 + \$1.00 p/h
Fuzzy Dice with Illinois U.s. 66 shield	\$ 5.00 + \$1.50 p/h
Route 66 ceramic salt & pepper shakers	\$ 5.00 + \$2.00 p/h
Hat pins-Large or Small	\$ 3.00 + \$1.00 p/h
Illinois Route 66 metal license plate frame	\$ 6.00 + \$1.00 p/h
Route 66 earrings (specify post or dangled)	\$ 5.00 + \$1.00 p/h
Rubber Key chain-featuring Waldmire Illinois map	\$ 2.00 + \$ .50 p/h
Refrigerator magnet (same as key chain)	\$ 2.00 + \$ .50 p/h
Reproduction sign-shield shape, full size, 16-gauge steel)	\$40.00 + \$5.00 p/h
Two-in-One beverage holder	\$ 3.00 + \$1.00 p/h
Ceramic mug-choice of black or white	\$ 5.00 + \$1.50 p/h
Pewter Route 66 belt buckle	\$10.00 + \$1.50 p/h
Prism bumper sticker-choice of Chevy or Corvette	\$ 2.00 + \$ .50 p/h
Route U.S. 66 shot glass	\$ 3.00 + \$1.50 p/h
Greetings from the Mother Road!-30-card detachable postcard/book by Michael & Suzanne Wallis	\$ 8.95 + \$1.50 p/h
Land of Lincoln "Route 66" license plate key chain	\$ 2.00 + \$ .50 p/h

### MAPS AND BOOKS

Bob Waldmire map--10 pages, plus legend	\$ 5.00 + \$ .50 p/h
Searching for 66 by Tom Teague	\$10.00 + \$1.50 p/h
Route 66--The Mother Road by Michael Wallis (also in paperback for \$17.95 + \$2 p/h)	\$25.00 + \$2.00 p/h
Route 66 Roadside Companion by Tom Snyder	\$ 9.95 + \$1.50 p/h
A Guidebook to Highway 66 by Jack Rittenhouse (reprint of original 1946 edition)	\$ 6.95 + \$1.50 p/h
Route 66: The Highway and Its People by Quinta Scott and Susan Kelly. Large format paperback	\$17.95 + \$2.00 p/h
Route 66 Fun Book (for kids of all ages)	\$ 4.00 + \$1.00 p/h

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were posted at the graineries to check weights and plates and he somehow managed to avoid them. All he asked of the people that ran with him was that they be ready to roll as hard as he did.

"One night up by Weldon Junction on 48, this bus had pulled up and stalled by a railroad track," Hubert said. "I knew the driver from his days with J.B. Botto Trucking. He'd tried to get me to drive a bus when I got out of the service, but I'd said I didn't want to be responsible for all those lives back there. I pulled over by him and said, 'What's the matter, Harry?' His throttle had fallen off and all he could do was sit there and idle. I said, 'I don't know if you want to do this, but I got this big bumper and you got a bumper all across the back of that bus. You can let your engine idle to keep up the air brakes and I can push you—if you trust me back here. 'Oh hell yes!' he said.

"Always when I was pushing someone, I would ride so I could see around him. If I saw a car coming, I would back away real quick and turn my headlights on. I ran Harry up to the truck stop at Farmer City like that. He went inside, got a coat hanger and fixed his throttle. He said, 'I'm okay now, but damn! You were pushing me faster than this bus will run!'"

The occasional trucker who tried to run against Hubert instead of with him usually got a quick lesson.

"My brother John and I were coming down out of Chicago once, south of the 66 Terminal by Staunton," Hubert said. "John kept trying and trying to pass this guy, but he wouldn't let him. As soon as John got this much ahead of him, John's wind would be helping the other guy, he'd come right back up and John would have to drop back and fall in. I had just put a bigger engine in, but nobody knew that. The next time John fell back, I put the hammer down and passed him. Then I passed the other guy. When I got back in lane, I just tapped-tapped my stoplights. Boy, did that man back up! John came in and we were on our way. Later at a truck stop, the guy told somebody else, 'Boy, don't fool with those Henry brothers or they'll wreck you!'"

From the post-war years until 1974, the Henry brothers always tried to drive for the same company. And if they were taking loads to the same destination, they'd form a Henry family convoy. If a problem ever



*Hubert is the fellow with the cap in this early picture. Brother Joe is in front.*

came up, help was only a hand signal or blast of the air horn away.

"One night out of St. Louis, the roads were slick with ice," Hubert said. "They didn't sand roads in those days, only as you got to a stop sign. We got through Edwardsville and John stopped. 'I can't steer it,' he said. 'When I turn it won't give. Finally it will take, but it's worrying me.' We're both loaded with about 40,000 pounds. John's truck was a twin screw. They don't turn as easy if you put them in a power lock. I said, 'I can steer good. You got a lot of guts?' He said, 'Sure. Why?' I said, 'Let's just chain your truck to the back of mine.' So we did. We were chugging down the highway 45-50 miles an hour. Up around Gibson City [150 miles to the northeast], we ran into a buddy of John's, Bernie Kruzik. He was driving with a friend. We must have been running 20-25 miles an hour faster than they were and we just went right on by. A few weeks later, we ran into the other guy at a truck stop in Chicago. 'You crazy fools!' he said. 'It's bad enough you were traveling that fast on ice, but you were chained together!'"

Hubert shrugged. "The Henry brothers were pretty gutsy," he admitted. "It was one of those things. You could gamble then. We were like the old settlers. They didn't know if they were going to get hit by outlaws—they took the gamble. That's what trucking was like

*(Continued on page 15)*

in those days. Boy, there were a lot of scared guys out there. But the Henry brothers were never scared. We trusted each other."

Along Route 66 and America's other great trails, people who succeeded didn't consider the possibilities of failure. There wasn't time. They just considered the possibilities--and what they had to do to achieve them. It was that kind of attitude which took Hubert through the close calls that are inevitable in a trucker's life.

"I was tripping for Midwest Transfer one winter," he said, "hauling roofing to Wisconsin. One day while they were loading my trailer, I crawled into my bunk for a nap. By the time I was ready to go, it was snowing like you can't believe. When I got up the first hill, I put my chains on. Then I started pile diving. I knew my truck would roll if I could just get it out there. So I come up over the top of this hill and what's down there? On the left side of the road, a car's over the line and two guys are putting chains on it! On the right side there was a guard rail. 'What the heck am I going to do? I wondered. It was too late to stop. And if I bumped the bridge, I'd go into a spin and wipe everybody out. So I thought to myself--quick--'I think there's room to get through there.' So I honked the horn. The guys cleared out. Going through, I could hear my tires rubbing the guard rail. On the other side, the women in the car were going 'Eeeeeee!' I whuffed the car's fender a little, but I could tell nobody was hurt. I went up over the next hill flying."

After a couple of postwar years as wildcatters, the Henry brothers went to work for Be-Mac Transporta-

tion, one of many thriving truck firms on the Broadway spur of 66 in St. Louis. Hubert served as union steward for the drivers who were owner-operators. The trio was laid off in 1960. For a year and a half, they hauled steel for non-union companies. Then they were able to hook on with M.C. Slater in late '61. When that job ended in 1970, Hubert and his brothers started trip leasing for Artim Transportation. His sons Bill and Rich became drivers along with him. Bill owns his own trucking company, Henry Transportation, today. Hubert and Rich both officially retired from trucking in the early '80s, though, when a recession and deregulation struck at the same time. Soon the medium-sized union companies the Henrys had worked for all their lives were squeezed between unionized national giants and non-union independents. Most didn't survive.

"I wasn't 65 yet," Hubert said. "The only reason I retired was there was no freight!"

Rich went on to run his own insurance agency in Staunton. His sister Laura became a lawyer in Naperville and his sister Michele became vice president of a large corporation in St. Louis. But Hubert just couldn't stay away from the road. Soon he started trip leasing for whoever needed him. For awhile he even had a second truck. The past several years, he's worked around the warehouse and terminal for his son Bill, who now has 50 tractors and 150 trailers.

"Bill was still getting started back in the '80s," Hubert said. "I helped him out if an empty trailer needed to go to Chattanooga or if a truck needed to go

*(Continued on page 16)*

## ROUTE 66 ASSOCIATION OF ILLINOIS MEMBERSHIP APPLICATION

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ ZIP CODE \_\_\_\_\_

PHONE \_\_\_\_\_

INTERESTS IN 66 \_\_\_\_\_

HOW I CAN HELP \_\_\_\_\_

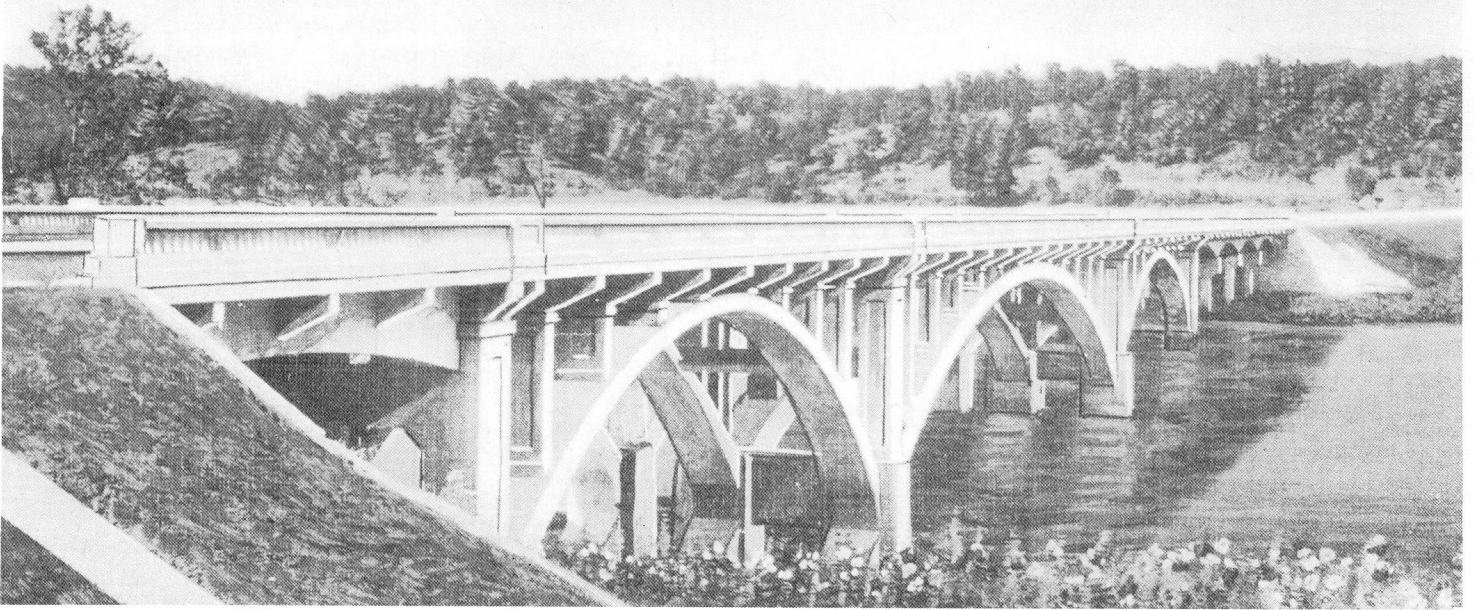
**ANNUAL DUES:** Individual-\$10, Family-\$15, Business-\$25, Sustaining-\$100 or more.

**TO:** Membership, Route 66 Association, 2743 Veterans Pkwy., Springfield, IL 62704

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*Big Piney River Bridge and U. S. Highway 66 near Hooker and Devil's Elbow  
between Rolla and Lebanon in the Beautiful Missouri Ozarks*



*The Devil's Elbow bridge*

*(Continued from page 15)*

somewhere for repair. What the heck was a dad for? Then one day this customer in Virginia was mad at Bill. I said, 'Why don't you let me make the run for a bit, pacify him?' 'They're happier than hell now!'

And Hubert is still able to drive when his son needs him, which means that he's also happier than hell. "Trucking was never a job," he said. "It was a picnic. Everything was fun about it. Still is. And I don't know of hardly anyone that can outdrive me. Ken Brillo, maybe, but he's a lot younger. I hardly ever take a break. The truck stops are so full. I just wheel into a

rest area, check my tires, maybe run in and get a coke and away I go."

As for the future, Hubert reported for his company physical not long ago. The doctor checked him over, then shook his head. "What's the matter?" the veteran driver asked. The doctor replied, "I've had 40-year-old men in here who weren't as healthy as you!" The news pleased Hubert. It fit in with his plan—which is to keep the hammer down for as long as he can hold it there. Count on him to do just that.

**Route 66 Association of Illinois  
2743 Veterans Parkway, Suite 166  
Springfield, Illinois 62704**

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