



ROUTE 66 ASSOCIATION OF ILLINOIS

THE 66 NEWS!

SPRING 1994

\$2.00



The Gray's Station Way, pg. 6

DRINK
**Orange-
Crush**
CARBONATED BEVERAGE

"ILLINOIS - WHERE THE ROAD BEGAN."

New Members

Since our last newsletter, the Association has welcomed 67 members from 14 states and two other countries. These include 13 family members and two sustaining members. We extend a hand in fellowship and welcome to the following folks: Ted & Kathy Adams, Hillsboro; Robert Arron, Arlington Heights; Walter & Gloria Bausch, Elmhurst; Sheldon Bernstein, Schaumburg; Don & Lynn Blazina, Elgin; Robert Brandt, Carlock; Robert Bresnen, Elgin; Marilee Brown, Cortland Manor, NY; Dennis & Diane Buckel, Wayne; City of Mount Olive; William Clark, Cumberland, RI; Greg Cook, Gettysburg, PA; Rob Dickson, Vintnor, NJ; Lee & Barbara Willingham, Rock Island; Belinda Ferree, Seagrove, NC; Roger & Dorie Finnegan, Staunton; John Fletcher, Raymond; David & Liz Foose, Mokena; Frank Temple, Medford, NY; Dee Frasch, Indianapolis, IN; **French Route 66 Association, Asnieres, France**; Michael Hale Gray, Durham, NC; Norman Griffith, Burr Ridge, IL; Terry & Sandra Hampson, Somonauk; Ordan &

Debbie Hayes, Portage, IN; Judy Herder, Frankfort; Dale Hess, Aurora; Jennifer Hitch, Westmont; Daniel Hunt, Urbana; Illinois State Historical Society; Carl Johnson, Springfield; Glenn Johnson, Morris; Charles & Rosemary Kirgis, Crete; Richard Klecka, Muskegon, MI; Raymond Kickme Laythe, St. Louis, MO; Dan Liabenow, Manton, MI; Frank Link, Berwyn; Rob Littman, Milwaukee, WI; John McEachern, Yorkville; Tom McFarlane, Morning View, KY; Robert McKee, New York, NY; Rob Meyer, Alton; William Norris, Palmyra; James Orth, N. Riverside, IL; Paul & Tammy Panczuk, Calumet City; Ron Peddicord, Chatham; William Potts Jr., Elgin; John Reinhart, LaGrange Park; Allan & Mary Ann Rimini, Farmersville; Edna Rimini, Girard; James Rondi, Staunton; Route 66 Motel, Atlanta; Richard Ruyle, Dow; Chris Schilling, Dawson; Ken Schneider, Arvada, CO; **Denise Shea, Springfield, Sustaining**; Ronald Shelk, Naperville; **Springfield Overhead Doors, Springfield, Sustaining**; Robert Steinhaus, Chicago; Dick & Kay Thompson, Pontiac; Bernhard Tjarksen, Lake Bluff; Keith Tover, Millerwoods; Joseph Tully, Chicago; **C. Van Der Velne, the Netherlands**; Village of Farmersville; Melissa Wierzgac, Burbank.

Officers and Board Members

The 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 under or to the right of each officer's or member's name is the expiration date of their term.

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

Route 66 Reading List

Looking for some good reading to help while away summer evenings at the cabin? Try reading 66! This is a reasonably complete list. If you have other 66 reading suggestions, send them to us and we'll publish them, too.

Non-Fiction Books on 66

Mook, Town. *Route 66: The Road of American Legend*. Tokyo: Mitsuo Matsuzono. 1993. Paperback, 2000 yen.

Noe, Sally. *Greetings from Gallup: Six Decades of Route 66*. Gallup, New Mexico: Gallup Downtown Development Group, 1991. Paperback, \$9.95.

Scott, Qinta and Kelly, Susan. *Route 66: The Road and Its People*. Oklahoma City: University of Oklahoma Press, 1989. Paperback, \$17.95.

Wallis, Michael. *Route 66: The Mother Road*. New York: St. Martin's Press, 1990. \$29.95.

Teague, Tom. *Searching for 66*. Springfield, Illinois: Samizdat House, 1991. Paperback, \$10.

Guidebooks to Route 66

Mahnke, Dan. *Bicycle Guide for Route 66*. Panorama City, California: Dan Mahnke, 1992. Paperback, \$9.95.

Noe, Sally. *66 Sights on Route 66*. Gallup, New Mexico: Gallup Downtown Development Group, 1992. Paperback, \$9.95.

Snyder, Tom. *Route 66 Traveler's Guide*. New York: St. Martin's Press, 1990. Paperback, \$8.95.

Rittenhouse, Jack. *A Guide Book to Highway 66*. Los Angeles, Jack Rittenhouse, 1946. Reprint, University of New Mexico Press, 1989. Paperback, \$7.95.

Ross, Jim. *Oklahoma Route 66: The Cruiser's Companion*. Bethany, Oklahoma: Ghost Town Press, 1992. Paperback, \$7.95.

The Okies

Smith, Jay. *The Last Okie Child*. Boca Raton, Florida: Tall Cotton Press, 1992. Paperback, \$8.95.

Steinbeck, John. *The Grapes of Wrath*. New York: Viking Press, 1939.

Stanley, Jerry. *Children of the Dust Bowl*. New York: Crown Publishers, 1992. Paperback, \$6.95.

NOW YOU CAN WEAR 2000 MILES OF HISTORY ON YOUR WRIST—THE *ROUTE 66* WATCH

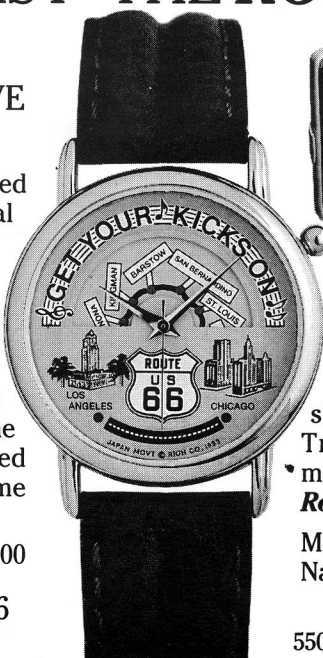
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Down the Road!

by Jeff & Laura Meyer, Roadologists

First off, a big THANKS to all of you who've sent cards, letters, flowers & Get Well wishes to Jeff and his ex-appendix! we're BOTH recovering very nicely! Now, on to business:

In Illinois, some of the events related to Route 66 are the following: BERWYN FAMILY DAYS (June 10-11)/CRUISING 66 in Willowbrook (July 10-13)/ and TASTE OF COUNTRY FAIR in Lexington (always the last weekend in July).

In other IL news, I.D.O.T. is continuing its pilot project studying 66 from Dwight to Pontiac. Hopefully, if this project is successful, 66 will finally receive Historic Highway signage!

Glaida Funk has informed us that Funk's Grove Maple Sirip has been named as a Natural Historic Landmark, & she's in the process of filling out the necessary paperwork for the National Register of Historic Places.

In Missouri, plans are being made to save the Coral Court Motel (AGAIN)! A Committee was formed, headed by Jim Powell, President of the Missouri Association. They're looking for ways to restore the beauty of this classic no-tell motel. There's a \$10 donation c/o the MO Association. And the 66 Park-In Theatre-also known as the "theatre with nine lives"-has avoided that nasty old wrecking ball because a shopping center deal fell thru! PHEW!! This year's Missouri Motor Tour is set for September 24-25.

Things are busy in Kansas. Many tourists are going to the "best stocked store on 66"--Eisler Bros. in Riverton, KS. At their Annual meeting in July, the Kansas Association will feature Marian Clark, author of the newest (& tastiest) book on the Road, the "ROUTE 66 COOKBOOK".

There's a lot going on in Oklahoma. The Dept. of Tourism is having a booth set up with a RT. 66 theme in Frankfort, Germany at an International event. The OK Preservation Dept. has received a grant to add a 66 wing on to the Western Trails Museum in Clinton. The Dept. is also talking about having 18 Historic Info spots along the Route. In Catoosa, there's been talk of restoring the famed "Blue Whale", & the town of Claremore is attempting to repair the old Will Rogers Motel.

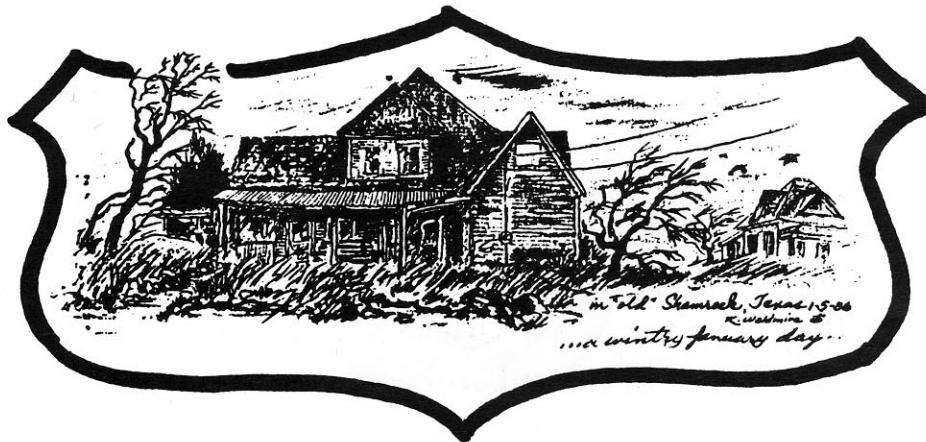
Texas has been rolling along, too! The State Convention will be in McLean on May 7th at the Devil's Rope Museum. Texas Hall of Famers will be inducted that day. The Museum is adding new displays & filling up the souvenir racks! There were over 14,000 visitors in the last 3 years & should be a lot more this year when the Japanese hit the Road! McLean's old Cactus Motel neon sign will be relit by the Spring! And the Route 66 Round-up is set for June 10-11. Shamrock's Route 66 Rodeo Days are planned for June 17-18.

In New Mexico, the state has authorized the spending of \$5,000 for Route 66 signs. In Tucumcari, Lillian Redman's Blue Swallow Motel has been put on the National Register of Historic Places!

In Arizona, Winslow has gotten a grant from the state to fix up the old Santa Fe/Fred Harvey House--known as the La Posada--& turn it into a Museum. Janice Griffith & Diane Patterson are working hard on this. Another major project is in the works at the Hackberry General Store, now owned by ex-Rochester, IL native: Bob Waldmire. Bob is attempting to turn it into the OLD RT. 66 Visitor Center & Preservation Foundation. The 7th Annual Route 66 Fun Run Weekend is set for the last weekend in April, & YES! we'll be there!

Nothing much shaking in California--well they DID have a 6.6 Earthquake (that figures)! Hope 66 didn't crumble!

In conclusion, we want to express our condolences to the demise of the Mother Road Journal Magazine. But: Congrats to Bob Moore on his upcoming marriage to Mauricia!

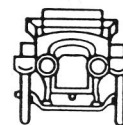


The 66 News is published quarterly by the Route 66 Association of Illinois. It is intended as a service to Association members and other people and organizations interested in the preservation, promotion and enjoyment of Route 66. Contributions are accepted, but we do not pay. However, any article that 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.



Get Your Motors Running!



The Route 66 Association of Illinois presents its

5th Annual Route 66 Motor Tour



June 10-12, 1994

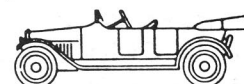


Join us in a new direction this year as we head north to Chicago!

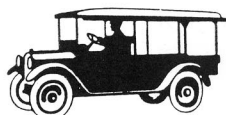
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Year and Model of Car _____

Are you an Association member? _____

Where do you plan to start the tour? _____

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

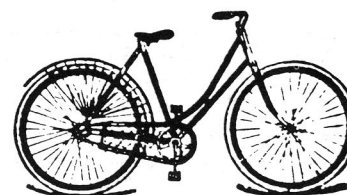
Any number of people may ride in a car, although there is only one passport and dash plaque per entry. For more information, call an officer or board member.



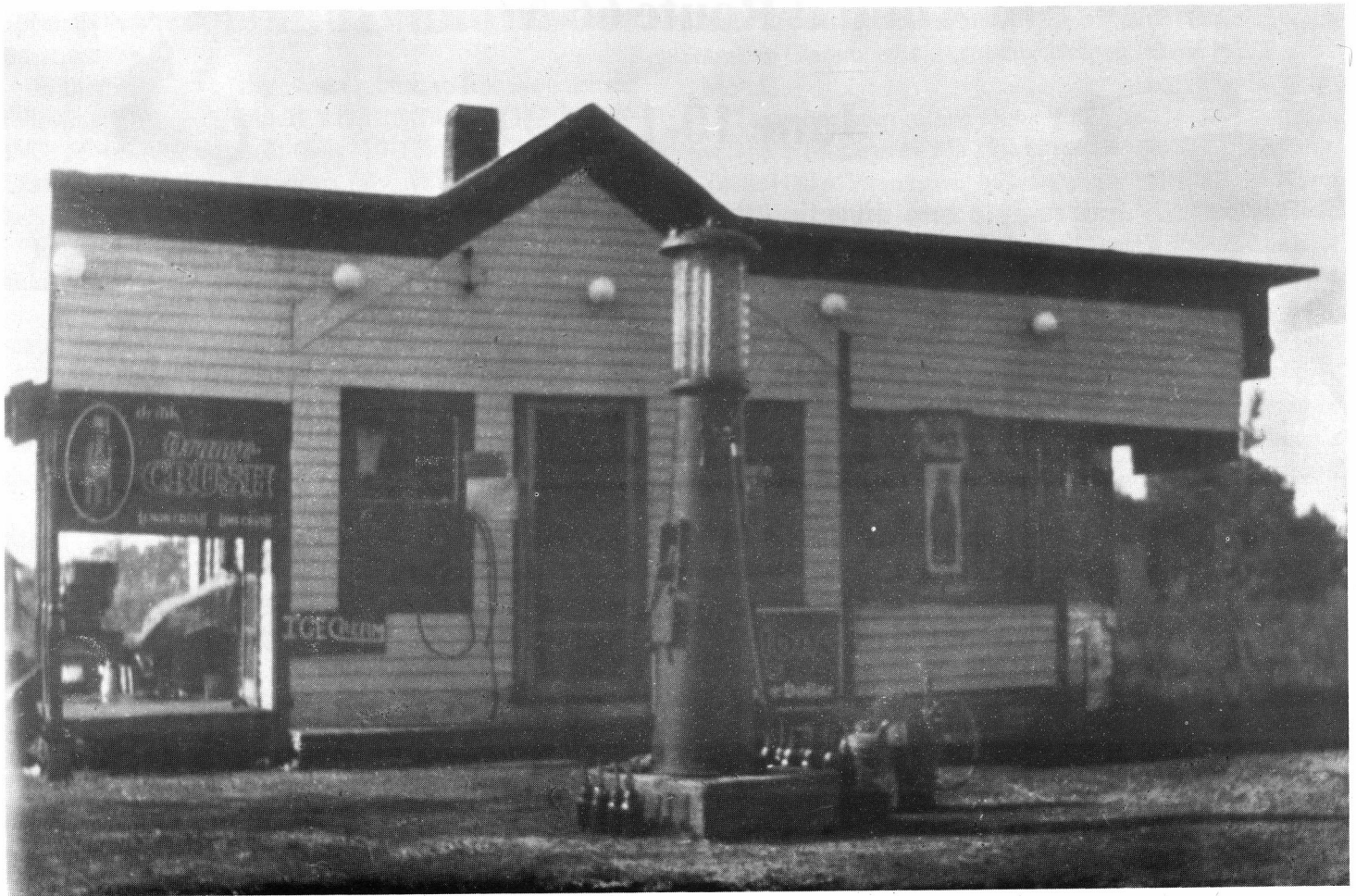
Send your form and entry fee to:

Motor Tour

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



The Gray's Station Way



Gray's Station when first built. There was one room for living quarters.

**by Peggy Gray Chase, Alice Gray Creech,
Ruth Gray and Mary Leona Provance**

Editor's Note: This story is adapted from the nomination of Forrest and Bernice Gray to the Route 66 Hall of Fame of Illinois. It was submitted by their daughters Peggy, Alice, Ruth and Mary.

To our parents, Forrest and Bernice Gray, Route 66 meant Life and Death. Our family was nourished by the travelers--business people and local residents who used Route 66 in its first 43 years of life--but we also suffered the loss of loved ones killed in accidents on this famous highway.

Dad was born in Braceville and served in the army during World War I. He never tired of saying that, after being discharged, he "went to Texas to pick cotton, but picked Bernice Brown instead." Mother was a teacher in the cotton

farming area. She and Dad were married in Ralls, Texas, on July 3, 1920. It was the beginning of a personal and business relationship that would continue for 54 years.

On returning to Braceville, Dad worked as a coal miner. But he and Mother also opened an ice cream parlor. This whetted their taste for running a business and in 1923 the young couple bought property on State Route 4 and opened a gas station. They lived with their two-year-old daughter Peggy in a single room at the side of the building.

A son, Russell, was born in 1925 and State Route 4 became Route 66 the following year. Business increased greatly at Gray's Station and a four bedroom house was added onto the main building. This freed up space for a restaurant. They also built tourist cabins and became a Greyhound Bus stop.

Daughter Alice was born in 1929. The growing family and business kept the young couple very busy. With mines in the area closing, Forrest looked for and found additional income

by driving his bus for the local school district. Starting out on Route 66 every morning, he drove students from the rural Gardner area to Gardner-Sout Wilmington High School.

In 1931, tragedy struck when Russell, only six years old, was hit by a car as he tried to cross Route 66 in front of the station. He died several hours later. It brought to us the reality of death on Route 66, which thousands have experienced because of bad weather or careless or drunken driving. We children cannot imagine how difficult it must have been for our parents to stay on at the station, living and working there everyday. But stay they did, experiencing the ups and downs of the economy, the war years and the re-routing of 66.

One of Dad's proudest moments came when he was appointed an Illinois State Police Officer--the first ever from Grundy County! His close association with Route 66 continued as he patrolled the road, gave many warnings and helped stranded motorists and others in trouble. He was also involved in a few chases after fleeing criminals. Later he continued his interest in police work as a Grundy County deputy sheriff for many years.

Our mother was the accountant and business manager. She bought supplies, compiled reports and ran the restaurant. Daughters Ruth and Mary Leona, born in 1932 and 1935 respectively, increased Mother's sewing time. She made all our dresses and often our winter coats. This was usually done after 10 p.m. when the station closed.

Route 66 had to be repaired from time to time. Because there were no hotels in the area, we would sleep on the enclosed porch while our rooms were rented to road workers. Other people in town also provided rooms, but the men ate all three meals a day everyday in our living room! Mother cooked the meals. Peggy and Alice did most of the dishes--there were no automaticdishwashers in those days!

During the years of World War II, Dad worked for DuPont at the Joliet Arsenal. Business changed again with gasoline rationing and mandatory closing at 7 p.m. But somehow the station survived.

With Dad working at another job much of the time and Mother in charge of the business and the household, we were fortunate to have our grandfather, George Gray. He came to work everyday at 6 a.m. and stayed until 7 or 8 in the evening. He was the station attendant, our babysitter, and a welcome dish dryer in a pinch. He did this until 1950 when he retired at age 87. Two years later he passed away.

Gray's Station was really a family business. On holiday weekends, Dad's sisters and brother and their spouses pitched in during business rushes. In addition, we girls were expected to pump gas and make hamburgers at an early age.

Mother and Dad began holding auctions on Friday nights in our large cement block garage. They attracted people from far and wide. The merchandise was salvage and surplus



The Gray Family in 1931. Front-Alice, Russell, Marion.

Back-Forrest, Bernice, W.S. and Mae Arthur, Grandfather George Gray, Bernice and Forrest Gray

Around 1928, a four-bedroom house was moved and attached to the station.



Below: The canopy was added in the early 1930s. Garage was built earlier. Notice that there is one electric pump and one hand pump.



items. From this developed a furniture business. Mother and Dad took orders from customers, then climbed in their pick-up truck and headed north on Route 66 for Chicago. There they would find the best bargains for their customers.

When we were growing up on Route 66, we saw African-Americans stand in the driveway ordering meals, hesitant to enter a white-owned business. Mother and Dad would say, "We can't serve you out there-you will have to come inside." As a result, these people became regular customers as they traveled on 66.

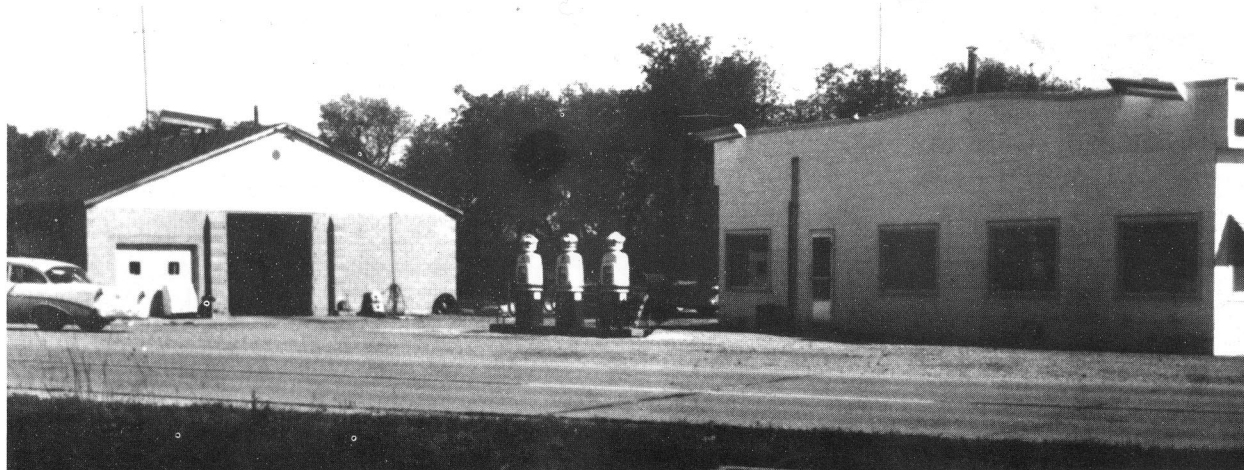
The railroad was just several feet beyond Route 66 and we often saw men, down on their luck and homeless, come in to ask for food. They were never turned down.

We never knew when there would be strangers in our living room--people who had car trouble, people who had been injured in a car accident or who had become ill. Dad and Mother always thought they could take care of everybody.

Mother was a woman far ahead of her time-raising a family with one hand and running a business with the other. It wasn't easy. As most men during this time period, Dad was



State Troopers Forrest Gray and Gilbert Knater examine damage to a car driven by the Easton brothers during their 1938 robbery spree in Indiana and Illinois. Forrest and his partner Bill Glenney were involved in the chase. Shots were exchanged and Forrest's squad car was disabled. This photo was taken at Butcher Brothers Garage on Route 66 in Wilmington.



In 1952, the station had three electric pumps. The station and house were torn down in 1993 and a wheel alignment center was built in their place. The garage remains.

not interested in "woman's work." But we believe the success of their marriage and business was based on the great respect they had for each other.

Route 66 was life to Mother and Dad-their whole life. Even after a severe coronary in 1962, Dad insisted on continuing the business. After all, he was only 66 years old! He held out until 1968 when he and Mother retired.

Dad said retiring was the hardest time he ever had in his life. He was a person who loved and appreciated the art of

conversation and enjoyed contact with all types of people. Dad's lifelong connection to Route 66 offered him the opportunity to experience the people, the excitement, the stories associated with those who traveled on this famous highway. And Mother was his devoted and equal partner in both marriage and business. He died in 1974 at age 78 and she died in 1983 at age 83. In their 43 years on the highway, we believe they exemplified the spirit and history of Route 66.

National Park Service Poses Questions

Editor's Note: This story is condensed from a paper by Susan Calafate Boyle, "Preserving the Resources Associated with Route 66," which was written in October 1993. Ms. Boyle is employed by the National Park Service in Denver. She has worked on the Park Service's study of Route 66 for the past two years. This work has entailed extensive travel along 66 and dozens of public hearings and other meetings. We welcome her perspective on the important issues of preservation. We also welcome readers' responses and comments.

Preservation is essential! If we do not preserve the highway itself and its associated resources, there will not be much reason to drive Route 66. The charm of the old road, the dilapidated buildings, the narrow bridges and the search for famous landmarks fascinate travelers. As long as the allure of 66 remains, visitors will want to drive it corridor. And as long as this interest continues, communities along the route will benefit economically.

Preserving Route 66 poses unique difficulties, for we are trying to preserve a resource that is alive and constantly evolving. We cannot impede this change. Yet if we allow it to continue without restriction, the charm and appeal of the road will soon be lost. The goal should be to attract enough visitors to allow the route's communities to do reasonably well economically. Yet how can we limit such visitation and economic success?

One of the most appealing activities of 66 is driving the old alignments. But when these alignments become heavily used, they deteriorate. Upkeep and maintenance often result in alignments losing the qualities that made them attractive in the first place. State departments of transportation, for example, cannot ignore safety. In Arizona recently between Oatman and Kingman, the highway department poured cement over the rock walls that lined the road. This was an attempt to strengthen the road, but it also destroyed much of its charm.

The preservation of other resources poses its own set of problems. Visitor facilities such as diners motels and gas stations and other structures such as the Blue Whale are in various states of repair. A few deserve and might profit from standard preservation treatments. We can't preserve all and we might not want to preserve many. And owners of such properties still have to pay taxes and might want different uses for their land. Criteria would have to be developed based on the location, age, condition, form and/or function of the resources.

Preserving the myriad landscapes of Route 66 is also essential. But their diversity poses a major challenge to preservationists. Can we protect all of them? It is unlikely. I suggest the following strategy for preserving those that we can. First, we need to identify what can and should be realistically preserved. Criteria need to be developed in which the various landscapes and their character-defining features are classified and mapped. A decision will then have to be made regarding activities in these areas, such as new construction or the demolition of significant landmarks. Any such plan would be controversial, for it would be based on subjective criteria and its success would require the cooperation of many communities and individuals.

Traditional preservation strategies, such as National Register nominations, are not appropriate for the majority of resources associated with Route 66. Preservationists need to develop flexible approaches to maintain the road's non-traditional resources. Such efforts will not prevent encroachment and deterioration, but they might prevent the highway from losing its distinct appeal.

State Readies Its Response

The Association's April 17 board meeting will feature a presentation by the Illinois Department of Transportation and Barton-Aschman Associates on the state's Route 66 enhancement program. Using federal funds, IDOT contracted with Barton-Aschman last October to survey the roads resources in Illinois, map all existing alignments of it in the state and propose a plan to make its attractions more user-friendly and accessible to the public. The Dwight-to-Pontiac stretch is their first target. At our April meeting, IDOT and Barton-Aschman will tell us how far they've come in their first six months. They want there to be a partnership between the state and our association. But they're not sure what form this partnership should take. Come to the meeting and give them some ideas. It takes place Sunday, April 17 at Feddersen's Pizza Garage on S. Old 66 St. in Dwight. Lunch will be served starting at noon at the meeting itself will begin at 1 p.m.

The next motor tour meeting will take place at noon, Sunday, May 22, at the Mount Hope Township Hall in McLean.



Tape the Tour!

As we all know, the historic remnants of Route 66 and its roadside structures are vanishing everyday. Many exist now only as a torn photograph, a few descriptive words in a small article or book, or just a fond memory in the mind of a past traveler. As an association, we need to collect these pieces of history and share them among ourselves and others.

For this reason, the Association has decided to capture this year's motor tour on videotape. Everyone in the Illinois association can help out. We need people with video cameras or camcorders, photographers and people to conduct interviews.

Let's make this a worthwhile project that generations can enjoy. If you can provide any of the above or want to help in any other way, contact Todd Franek, 886 Cavalcade Dr., Naperville, IL 60540, or phone 708-961-3464.

Teague Talks

Tom Teague, author of *Searching for 66*, will give free public talks about Route 66 on May 11 in Tucumcari, New Mexico, May 12 in Amarillo, Texas and May 15 in Springfield, Missouri. All talks will be in the evening, but other details are not set yet. For time and place of the Tucumcari talk, call Dorothy Kvols, Tucumcari Chamber of Commerce, 505-461-1694 around the first of May. For details on the Amarillo talk, call George Rook, Route 66 Antiques, 806-354-9716. For Springfield details, call Shana Boyle, Springfield History Museum, 417-864-1976.

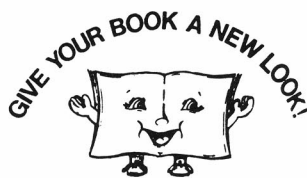


Route 66: Mother Road or The Mother Road?



In perhaps the most memorable line of *The Grapes of Wrath*, John Steinbeck called Route 66 "the mother road." But is that what the Okies called it? Jerry Stanley, author of *Children of the Dust Bowl*, suggests that the Okies simply called 66 "Mother Road." Perhaps it's a fine line, but it's intriguing to think about. "The Mother Road" suggests respect, status and magnitude. It's like saying "the mother of inven-

tion" or "the mother of all wars." Calling it "Mother Road" suggests respect, too, but it also shows affection and a relationship with the road. It's like saying "Mother Jones" or "Uncle Bob." Does anyone out there know what label the Okies actually did use? Linguists, historians or people who just plain remember should contact me in care of the newsletter, 2743 Veterans Parkway, Room 166, Springfield, IL 62704.



MARILYN PRITCHARD

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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
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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
NEW! Route 66 Cookbook by Marion Clark (folklore & recipes)	\$24.95 + \$2.00 p/k
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!

Accept no imitations! All these product purchases benefit the Association!

Mother Road Journal Takes Last Turn

With their fall issue last year, Bob Moore and his colleagues at The Mother Road Journal called it quits and suspended publication of their pioneering newspaper. Two other national publications about Route 66 remain--the newsletter of the National Route 66 Fan Club and a recent slick entry, Route 66 Magazine. Moore's journal, however, was the first to try to cover the entire route. It began in 1991 in Denver and for more than two years chronicled the lore and history of Route 66. I did not have the pleasure of reading it many times,

but I appreciated the work and time that I knew went into it. Unlike the many state newsletters, though, The Mother Road Journal was privately financed. And when those private finances could no longer support its publication, it stopped.

In a classy move on both men's parts, Moore and Chuck Woodbury announced that all of the MRJ's subscriptions would be picked up and honored by Woodbury's newspaper Out West. Not only that, but Moore will contribute an expanded column about Route 66.

Collecting 66

by Tom Teague

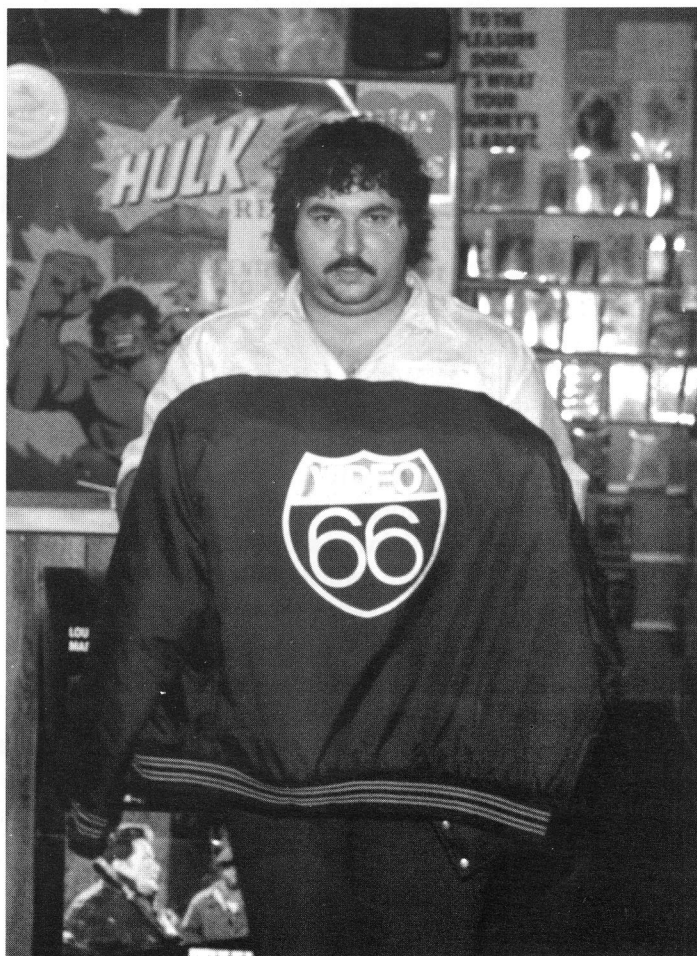
Jenkin Lloyd Jones, former editor and publisher of the Tulsa Tribune, was once asked what the value of studying Route 66 was. Part of his response, fondly phrased, was "Historians of the 26th Century should know that American kitsch and bad taste may have reached its height in Route 66's old alligator farms and 'Indian' trading posts." Maybe so, but wasn't that part of the road's ultimate charm? Who among us was never taken in by a rubber tomahawk or a plastic papoose? And who among our readers and members does not continue to collect souvenirs as they travel along the road? No matter how tawdry their origins, if we still have those souvenirs 20 years from now, we will treasure them.

With all this collecting going on, there must be a mountain of stuff out there that says "Route 66" on it. So I propose a survey: HOW MANY DIFFERENT KINDS OF SOUVENIRS AND ADVERTISING ITEMS FEATURE ROUTE 66? We'll have two categories--items from the early days and items from current days. And to truly qualify as kitsch, they should be mass-produced items, not one-of-a-kind gems.

As the survey's first entry, I submit the entire merchandise page from this newsletter. We have sweatshirts, T-shirts, jackets, fanny packs, boxer shorts, patches, refrigerator magnets, postcards, replica signs, decals, fuzzy dice, mugs, cups, shotglasses, earrings, hat pins, key chains, beverage holders, belt buckles, bumper stickers, salt and pepper shakers, license plate frames, caps, visors and tank tops. I've also seen playing cards, jigsaw puzzles, posters, chocolate suckers, Root 66 Root Beer cans, pillows, glasses, measuring spoons, drinking cups, watches, clocks, pens, Route 66 wine, glass boots, coloring books, a Route 66 quilt and even a board game printed on a scarf.

But surely there's more. What souvenir or advertising item--old or new--have you seen with the name Route 66 on

it? Send your list to me at the newsletter, 2743 Veterans Parkway, Room 166, Springfield, IL 62704. Try not to duplicate anything that's already been mentioned. We'll print the results as they come in. If you have a really interesting or novel item, try to send us a picture.



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, 314-539-5500, 314-367-2418

Kansas Historic Route 66 Association

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

Oklahoma Route 66 Association

901 Manvel
Chandler, OK 74834
Ron Burden, 405-258-0008

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, 505-246-0211

Historic Route 66 Association of Arizona

P.O. Box 66
Kingman, AZ 86402
Shirley Bellmore, 602-753-5001

California Historic Route 66 Association

263 S. Cypress
Orange, CA 93266
Geoffrey & Joanne Willis, 714-639-2911

Route 66 Territory Visitors Bureau

8916 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 66 Association of Belgium

Georges Moreau Street 172
1070 Brussels
Belgium
Patrick Grauwels, 32-2-6402635

Route U.S. 66 Motorcycle Association

R.R. 2, Box 16
Girard, IL 62640
George Rimini, 217-965-4748

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: ☐



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!

SUMMER 1994

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"ILLINOIS - WHERE THE ROAD BEGAN."

New Members

Fifty-two new members joined our association in April and May of this year. They come from ten states and one other country and include 11 family members, five business members and five sustaining members. Together, they bring our total membership now to 850. We extend a hand in welcome and fellowship to:

Samuel Ayers, Northfield, OH; Paul, Nancy & Paula Barnett, Somonauk; Roger Berta, Seneca; Harry & Edna Blakeman, Springfield; Richard & Irene Curtis, Des Plaines; Don & Verna Cutler, Springfield; William & Carol Detert, Westchester; Diaz Sign Art, Pontiac; **William Dresser, Appleton, WI**, Sustaining; Mark & Becky Duncan, Mount Vernon; Glass Plus Inc. (Mike Elliot), Pontiac; Darrell & Rita Godbee, Kempton; Karl Grace, Foxboro, MA; Ruth Gray, Braceville; Bob Hampson, St. Charles; Dick & Carol Hoffman, Galesburg; William Huston, Braceville; David Hutton, Macon, MO;

Theodore Kawula, Granite City; W.G. Kissack, Chicago Heights; Ed Kraske, Crest Hill; James Lencioni, Highland Park; Harold Levy, Chicago; Main Street Publishing (Lawrence Walker), Oak Park; Cindy Matthias, Pekin; Rickey Miller, Hamel; Stephen Morgan, Kokoma, IN; **Frank Mortensen, VFN Fiberglass, Sustaining**; Thomas Murphy, Rolling Meadows; Okeli Odell Oasis, Odell; David & Hildegard Osterberger; John Paget, Olympia, WA; Kenneth Patchen, Trevor, WI; Jim Pearl, Springfield; Karl Redel, Glenview; Vic Rini, Chicago; Keith Ritchel, Aurora; **Route 66 Auto Body, Hamel, Sustaining**; Route 66 Magazine (Paul Taylor), Bullhead City, AZ; Night Light Neon Co. (Wes Rushing), Springfield; Jim Segawa, Menominee, WI; Muriel Smith, Champaign; Star Times Publishing Co.; Mike Starr, Hadley, MI; Ron Stone, Aurora; Ronald Surrock, Streator; **John Tingle, West Yorkshire, England**; Marilyn & Robert Voight, North Bend, OR; **John & Lenore Weiss, Frankfort, Sustaining** (John & Lenore are longtime members, but converted their membership to the sustaining level); David Williams, Springfield; **Leonard Wirges, Rantoul, Sustaining**.

Officers and Board Members

The 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 under or to the right of each officer's or member's name is the expiration date of their term.

President	Vice-President	Treasurer	Secretary	Newsletter Editor
Tom Knudsen 10-95 1202 Eastholme Bloomington, IL 61701 309-828-2925	Jeff Meyer 10-94 2802 Fremont St. Rolling Meadows, IL 60008 708-392-0860	Laura Meyer 10-94 Same address as Jeff	Marilyn Pritchard 10-95 601 W. Reynolds Pontiac, IL 61764 815-844-6937	Tom Teague 1208 W. Edwards Springfield, IL 62704 217-787-8839
Board Members				
Frank Lozich , <i>Cook, 10-95</i> 7270 W. 174th Place Tinley Park, IL 60475 708-429-9173	Ray Schroeder , <i>Livingston, 10-95</i> 217 Andrew St. Dwight, IL 60420 815-584-1019	Priscilla Matthews , <i>Montgomery, 10-94</i> 410 N. Monroe Litchfield, IL 62056 217-324-5551	Todd Franek , <i>At Large, 10-94</i> 886 Cavalcade Circle Naperville, IL 60540 708-961-3464	Mike Yates , <i>At Large, 10-95</i> 84 Fairview Washington, IL 61571 309-745-3822
Ed Schumann , <i>DuPage, 10-94</i> 3005 Coolidge Dr. Oak Brook, IL 60521 708-246-8241	Matt Knudsen , <i>McLean, 10-94</i> 1202 Eastholme Bloomington, IL 61701 309-828-2925	George Rimini , <i>Macoupin, 10-94</i> R.R. 2, Box 16 Girard, IL 62640 217-965-4748	Ryan Russell , <i>At Large, 10-94</i> 640 W. Briar Pl., Apt 63 Chicago, IL 60657 312-525-0407	
Toni Wilda , <i>Will, 10-95</i> 1 N. Prairie St., Apt. 2S Joliet, IL 60435 815-723-6666	Ernie Edwards , <i>Logan, 10-95</i> P.O. Box 63 Broadwell, IL 62623 217-732-2337	Debbie Mileur , <i>Madison, 10-94</i> 410 N. Monroe Litchfield, IL 62056 217-324-5551	John Stonecipher , <i>At Large, 10-94</i> 216 E. Prairie St. Odell, IL 60460 815-998-2161	
Ray Starks , <i>Grundy, 10-95</i> 714 E. Illinois Ave. Morris, IL 60450 815-736-6259	Paul Gleason , <i>Sangamon, 10-94</i> Box 291 Lincoln, IL 62656 217-735-1361	Mike Janik , <i>St. Clair, 10-95</i> 3530 State Route 159 Freeburg, IL 62243 618-277-5459	Lou Vandiver , <i>At Large, 10-95</i> 2504 Berkshire Ct. Champaign, IL 61824 217-356-4949	

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

Hall of Fame Welcomes Three New Members

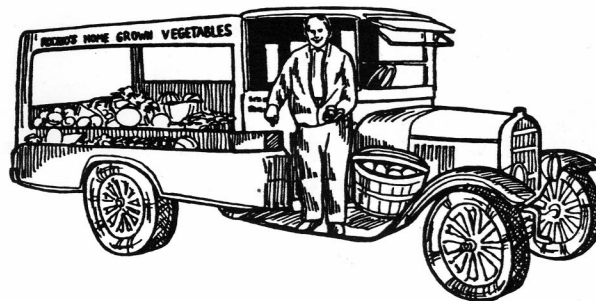
The Route 66 Hall of Fame celebrates and commemorates those people whose blend of hardy individualism and grassroots community spirit came to symbolize Route 66. When our association was founded, establishing a Hall of Fame was one of our three main goals (along with a motor tour and our newsletter and brochure). With little more than an idea and the desire to achieve it, a committee of association members approached the Beeler family, owners and operators of Dixie Truckers Home in McLean. This was enough for the Beelers not only to offer the Hall of Fame a home at the Dixie, but also to build the display cases to hold it.

Induction of new members into the Hall of Fame has always been a highlight of our annual motor tour. It is a chance not only to honor these people, but also to spend some time with them. After induction, many Hall of Famers have gone on to become active as well as honorary members of our association. Ernie Edwards and Russell Soulsby have been board members. Dell Rhea's Chicken Basket has hosted many 66 events. Bill Shea has sold at least 40 sustaining memberships in the association. And the Dixie has not only maintained, but expanded the Hall of Fame itself. In the process, the community that was 66 and the community that is now 66 have joined. For that, those of us on the latter half of the equation should be the ones who feel honored.

On this year's motor tour, we will once again induct new members into the Route 66 Hall of Fame of Illinois. This year's "class" are the Carmen Rodino Family and Rodino Square of Pontiac, the Riviera Restaurant between Gardner and Braidwood, and Hubert Henry of St. Louis. Ceremonies will take place at our Saturday evening



**Route 66
Hall of Fame of Illinois**



**Rodino Square
Operated by the Carmen Rodino Family
Pontiac, Illinois
1927-1972**

**Inducted June 11, 1994
Route 66 Association of Illinois**

banquet, June 11, at the Lincoln Community Center. As these new members join our community, we hope that we, too, can become part of theirs.

Carmen Rodino, his family and his indestructible Model T grocer's truck were a fixture on the Pontiac, Odell and Dwight scene through the entire history of Route 66 in Illinois. Carmen came to America in 1907 "from the toe of Italy's boot," as he liked to say. The teenager arrived in Dwight just a month ahead of Maria Zappa, who would soon become his wife.

Carmen worked for ten years in the Chicago & Alton roundhouse in Dwight. But when Maria became ill during the flue epidemic of 1919, the family moved to Pontiac to be close to the hospital. On a 27-acre plot near town, Carmen began to grow vegetables. In 1920 when he couldn't sell them all by truck anymore, he built a store in Pontiac to sell them and other groceries. His oldest daughter, Marian became manager of the business. The enterprise prospered and in 1927 the family put up an even larger building for it at the corner of Reynolds Street and U.S. 66.



Carmen Rodino and his original Model T grocer's truck



Marian Rodino, manager and anchor of Rodino Square for 55 years



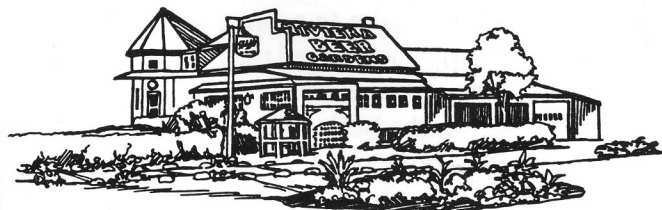
From its start in the early 1920s, Rodino Square was a favorite saturday night gathering place



What better way was there to cool off on a hot summer day than to take a dip in the Riviera's swimming hole?



Route 66 Hall of Fame of Illinois



The Riviera Roadhouse and Restaurant Near Gardner, Illinois Since 1927

**Inducted June 11, 1994
Route 66 Association of Illinois**

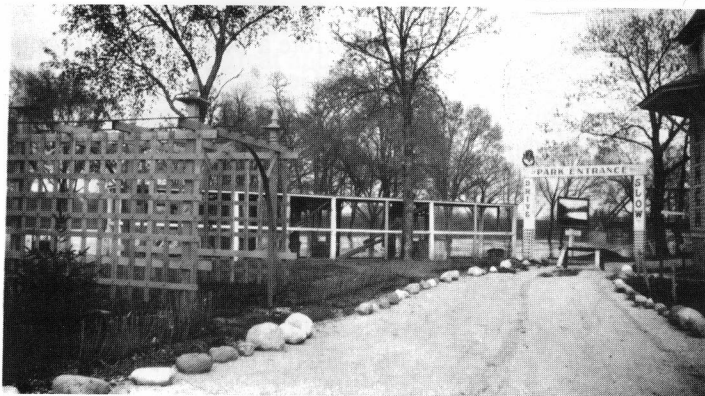


Eat, camp, fish--you could do it all at the Riviera

Rodino Square, as the new building was known, was not only a grocery store--it was a gas station, a cafe, a hotel, an auto repair shop and a Saturday night gathering place. From gangsters to governors, everyone who trav-

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The Riviera also featured a park and a small zoo



Clara Bruns, family friend and longtime Riviera employee

eled this part of Route 66 knew Rodino Square.

Carmen continued to deliver groceries in his truck with the “ooga-ooga” horn until his death in 1968 at age 79. Marian continued to manage the business until the late '70s. Rodino Square was torn down about 15 years ago. A Total gas station now stands where it once did. Marian now lives at the Evenglow Lodge in Pontiac and is looking forward to the Hall of Fame induction ceremonies.

The Riviera stands at the wooded junction of Old 66 and the Mazon River, just northeast of Gardner. It is the first true roadhouse inducted into the Hall of Fame. Building it was the longtime dream of Jim Girot. In 1927, just as Route 66 was being paved through the area, he was able to buy the land. Instead of building from scratch, he bought the payroll office from a coal mine in South Wilmington and a former church in Gardner, moved them to the site and put them together. The result was and still is the Riviera. Jim, his wife Rose and their children Irene, Violet, Larry and Lillian moved there in 1928. Members of the family would live there and operate the restaurant until it was sold to Bob and Peggy Kraft in 1973.

Bob and Peggy are transplants from Chicago. They'd owned two taverns up north and took over the Riviera as a “retirement” job. Twenty-one years later, they would listen to an offer, but they are still serving up the Riviera's long-time menu of steaks, chops and spaghetti.

The Krafts haven't changed much else at the Riviera,



Route 66 Hall of Fame of Illinois



Hubert Henry A Truck Driver on Route 66 and Other American Highways Since 1936

**Inducted June 11, 1994
Route 66 Association of Illinois**

either. In the tradition of German rathskellers, the main restaurant is in the basement. The dumbwaiter between the restaurant and the kitchen upstairs is still a World War I artillery shell. The payroll office's safe is used as a cooler. Outside, an old wooden street car named Desire holds tools and other supplies and it's still possible to enjoy a picnic lunch overlooking the Mazon River.

Hubert Henry started driving trucks along Route 66 and other American highways since 1937. Five million miles later, he's still climbing into the cab once or twice a week. His address is St. Louis, but his home is behind the wheel.

Hubert's career and adventures along Route 66 were featured in the Winter 1993 edition of our newsletter. He plans to drive in this year's motor tour, probably in a truck. The roadside merchants of Route 66 produced many great storytellers--Ed Waldmire, Ernie Edwards, Russell Soulsby among them. Hubert Henry's career, by its nature, was more solitary than theirs. Yet he takes a back seat to no one in telling a tale. If you have the time and opportunity during the tour, give Hubert a chance to tell you one.

Red Dust Blowing

David Williams Records

Route 66's First Concept Album

by Tom Teague

*Neon cowboys on the motel signs
Red dust blowing from the closed down mines*

I once asked a Japanese reporter who had just interviewed me why Route 66 was so popular in foreign countries. The



David Williams, Route 66 troubadour

answer he gave could well explain the road's popularity in America, too. He said there were four reasons: the book *Grapes of Wrath*, the song "(Get Your Kicks on) Route 66," the Route 66 TV series and, most of all, the freedom that Route 66 represented. It was an open road to adventure, a highway where the only passport needed was a person's desire to be there.

The Japanese journalist's final reason, of course, is the most important. Without the road, we could not celebrate what followed. But the reporter's other three reasons have recently begun to intrigue me more and more. They all have

to do with art! John Steinbeck wrote a book. Bobby Troup wrote a song. Martin Milner and George Maharis starred in a TV series. Other roads traveled further. Other roads touched both oceans. Other roads may eventually rank higher in history. But Route 66 captured our hearts. Most everybody who ever traveled the road became a fan. It's also touched millions of people who never traveled it, but read about it, heard a song, or watched a TV show. Other roads may be more significant in their way, but in modern times none has had more impact on our culture than 66. And for that, we owe the artists that 66 inspired.

*Grown up talk from a big back seat
Half bald tires humming each Main Street*

David Williams was born in Joplin, Missouri. When he was three, his family moved to Chicago where his father started a trucking business. But every summer, they'd drive home again on Route 66. The years of travel with his family made Williams want even more when he was on his own. After graduating from Northern Illinois University with a degree in anthropology, he became an itinerant musician and teacher. In 1990, he moved with his wife, Kelly, and his son, Daniel, to Springfield when Kelly got a job with the state. Today he teaches at Knox College in Galesburg and will soon get his PhD in creative writing from the University of Illinois-Chicago. He's written and recorded two albums of original songs for children, including "Oh, the Animals," which won an American Library Association award in 1990. He's also written several children's books.

But memories of 66 never lay far below the surface. Two years ago, Williams decided to give them expression in an album of music about the road. The album, simply titled "Route 66," was issued in CD and cassette form earlier this year.

*The land grew flat, the dark rang deep
Headlights nodding, yet I couldn't sleep*

Bobby Troup's "(Get Your Kicks on) Route 66" is a pop American classic. Nelson Riddle's "Route 66" theme for the TV series is graceful and evocative. Woody Guthrie even wrote a pair of songs about Route 66. While this can't exactly be called a school of songwriting, it's a good start. And with the 66 revival has come a crop of several new songs about the old road. Two of them--Geoffrey Willis' jazzy "My Heart Belongs to Old 66" and Kevin Welch's rocking "Route 66" are clearly the best of the early lot. Both are well written and well produced. The others are good efforts, but lack the distinctive melodies of these two.

Whatever its quality, none of the new 66 music has achieved much commercial success. David Williams' work,

though, may be the first to counter this trend. The music on his "Route 66" is great and the production is excellent. But if Williams succeeds, it will be primarily because he's offered not just a single song, but an entire collection. A single song lasts about four minutes. But Williams' album has fifteen songs and runs 64 minutes. The result is a broad range of perspectives and styles, the kind of musical panorama that the road has long deserved.

*Can grown men see the things that children know?
There's a Spook Light rising down by Neosho*

Williams' disc begins and ends with the title song, "Route 66." Williams' rich baritone voice and dobro guitar lead the way, with help on harmonies by local singer Rena Day. On the album-ending version of the song, he assembles a six-piece band. Though Williams has been primarily a solo artist, his ensemble work on this and other songs in the album belie that. These folks should perform live before an audience sometime!

Williams sings about love, life on the road, and Lake Shore Drive. But his most affecting work comes in his image-packed portraits of small town life. Friends sneak under a tent at the carnival to watch the bare breasted woman dancing out on the stage. After lights out at the burger bar and grill, teenaged boys lean against the hoods of their cars and smoke. And down near where Route 66 nicks southeast Kansas, adventurous folks go out after dark in search of the Spook Light. In a dreamy, minor key account, Williams leaves open the question of whether this floating ball of light is natural or supernatural. But both he and his son Daniel testify that they have seen it. I know I'm going to check it out the next time I'm down that way.

Williams' "Route 66" album is available through the Association or directly through him at 1728 S. Park, Springfield, IL 62704. The CD version is \$15 and the cassette tape version is \$10. Add \$1.50 for postage and handling. I think all fans of Route 66 and good music will enjoy it. Just one word of caution: expect a lot of energy. It's folk. It's rock. It's country. It's blues. There's even a dash of cajun. Like the highway itself, it involves you.



ROUTE 66 MOTEL

I-55 - EXIT 140
ATLANTA, IL 61723

Phone: (217) 648-2322

Meeting and Picnic Schedule

This summer's general and board meeting will take place on Sunday, July 17 at Michael Anthony's Restaurant, 6434 Ogden Avenue (Old 66) in Berwyn starting at noon. The meal will be all the pizza and soft drinks you want for one and a half hours for only \$8.50. We'll talk about the motor tour and our plans for the rest of the summer. Call Jeff or Laura Meyer at 708-392-0860 so we can have an idea how many people are coming.

This year's Route 66 Association picnic will take place September 11 at the pavillion at Funks Grove Church. Just go to the Funks Grove station (north of the maple sirup operation) and look for the signs. We're looking forward to having this year's event at such a historic site. To make the logistics easier, we're making the picnic a total potluck. Bring a meat dish, a side dish or dessert, plus your own tableware. We'll start eating around 1 p.m. There will be some seating, but you'd be safe to bring your own chairs, too. Most of all, bring yourselves. The picnic is the only meeting we have every year where we don't spend most of our time planning something else. We just get together and enjoy each other's company. People who arrive early can actually attend a service at the church, which was built in 1865.

Last Turn for Ken Sipe

Ken Sipe, longtime owner of the landmark Steve's Cafe in Chenoa, died in an auto accident in Bloomington on April 22. Ken hosted a motor tour mini-stop at Steve's in 1991 and in 1992 helped the city of Chenoa host our lunch stop. He was a member of the Association and an active supporter of Route 66 in general. We'll miss his company. At press time, no details about the accident or the fate of Steve's Cafe were known.

Coming Events on Route 66!

Looking for the right way to travel this year? Take in one or more of these 66 events:

Route 66 Motor Tour, St. Louis to Chicago, June 10-12

Taste of Chicago, first half of July

Cruising 66, Willowbrook/Burr Ridge, July 8-10

Berwyn Summerfair, last weekend in July, 708-778-3244

Bolingbrook Jubilee, Last half of August, 708-759-0513

Intertribal Indian Ceremonial, Gallup, NM, August 9-14

Route 66 Rendezvous, San Bernardino, September 15-18.

Dick Jones, Pioneer Mechanic



Dick Jones' first wrecker. The boys on the running board are Dick's sons Gene and Jim.

Editor's Note--This article is based on Jim Jones' nomination of Dick Jones to the Route 66 Hall of Fame.

I would like to introduce you to one of the pioneer auto mechanics of Route 66. He was J. Richard "Dick" Jones, my father.

Dad was born in Pontiac, Illinois, in 1904. He grew up in a family deeply involved in the early growth of the motor car, both steam and gasoline powered. In fact, his father B.M. Jones and two partners manufactured the Pontiac automobile in Pontiac, Illinois, from 1907 to 1910.

Dad's natural talents as a mechanic showed up early. At age eight or ten, he made his own key to his father's car and took it for a drive around town. He had the pleasure of that drive, but suffered the displeasure of his father when he returned home.

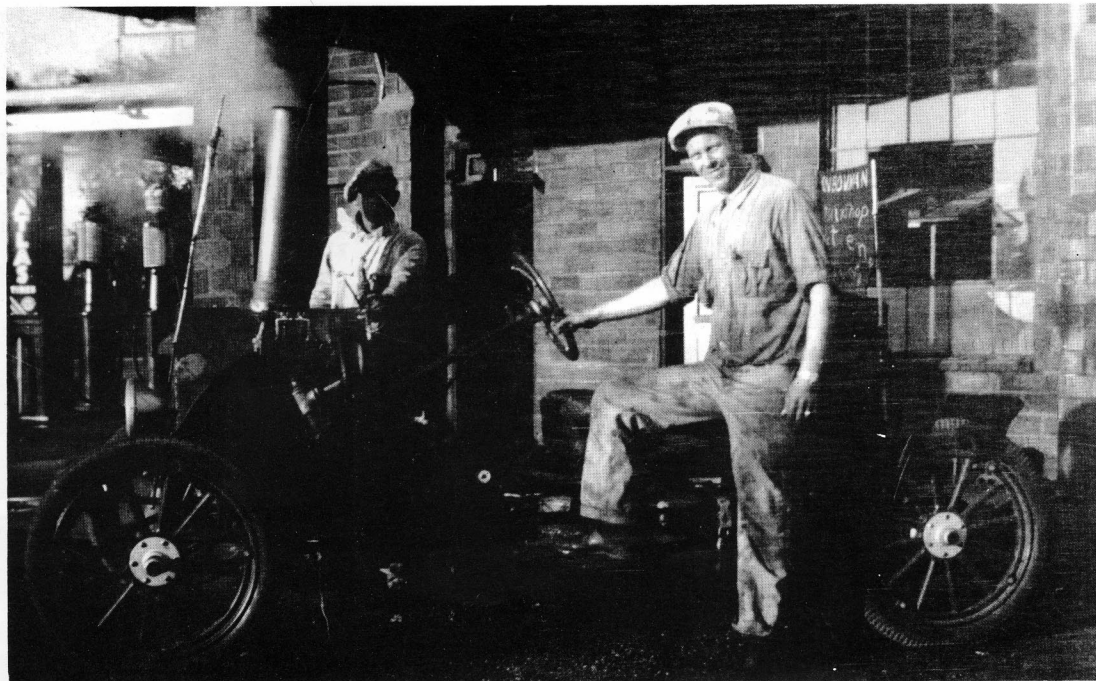
Dad worked at the Erickson and Long Ford Garage in Pontiac in the late twenties. He then took a job as night shift manager at Cork Weatherholt's Ideal Garage on Route 66 in Pontiac from 1930 to 1938. After that, he worked at the DeBolt Nash & Packard Garage. In 1940 he

finally opened his own business, the Dick Jones Garage, in Odell. He would work there until he retired in 1974.

Among the equipment Dad inherited when he bought the business was a tow truck made from a 1920's Cadillac two-door sedan. It was complete with a hand-cranked winch. Dad used the truck for two years while acquiring parts and building a wrecker more suited to his needs. This new wrecker was built on a 1937 International two-ton truck with a three-ton rear axle. It had a five-ton Tulsa winch strung with 5/8-inch cable. This truck performed well throughout the war years. In 1947, Dad replaced the chassis with a new Ford two-ton truck. But he kept the wrecker bed, boom and winch that had served him so well. He used this wrecker for the rest of his career. It was last seen in Kankakee a few years ago--still running and working its trade.

Dad operated the garage as an independent for a year. He then became a sub-dealer for the Oldsmobile dealership in Pontiac. This arrangement lasted a little over a year and ended when the dealer in Pontiac was reluctant to pay

At Wetherholt's Ideal Garage in Pontiac in the late 1930s, Dick stands by a stripped down steam car that he'd tuned up for a parade



commissions on cars that Dad sold. After some more time as an independent, Dad took over the Ford dealership in Odell when Herb Henn retired.

There were no new cars to sell in 1943, but Dad did maintain a substantial parts inventory and built quite a reputation as an expert mechanic.

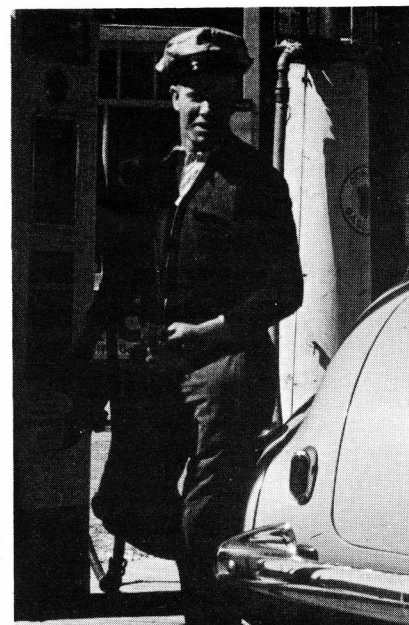
When World War II ended, new cars slowly became available again. Dealers were required to sell every fourth new car to a veteran. They kept waiting lists of all persons who placed a deposit for a new car and placed a veteran ahead of non-veterans in every fourth slot. Dad sold his first new 1946 Ford to a young vet from Odell. The man

was a carpenter, putting shingles on a home in town when the car transport came down Route 66 into Odell. He spotted the load from up on the roof, climbed down the ladder and was waiting at the garage by the time the truck rolled in.

My brother Gene and I worked at the garage when we were young, pumping gas, selling soda pop and cleaning parts. We eventually went on to our own careers, but Dad kept on at the Dick Jones Garage on Route 66 until his retirement in 1974. In February 1975, less than six months after selling the business, he passed away.



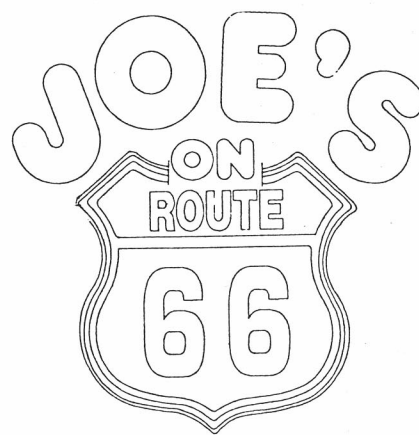
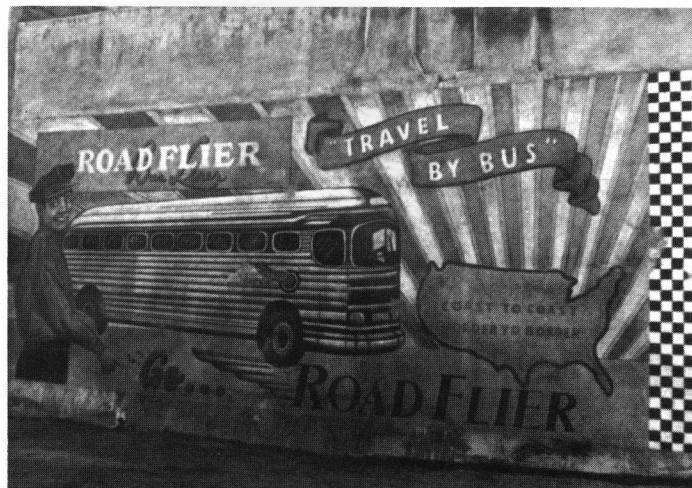
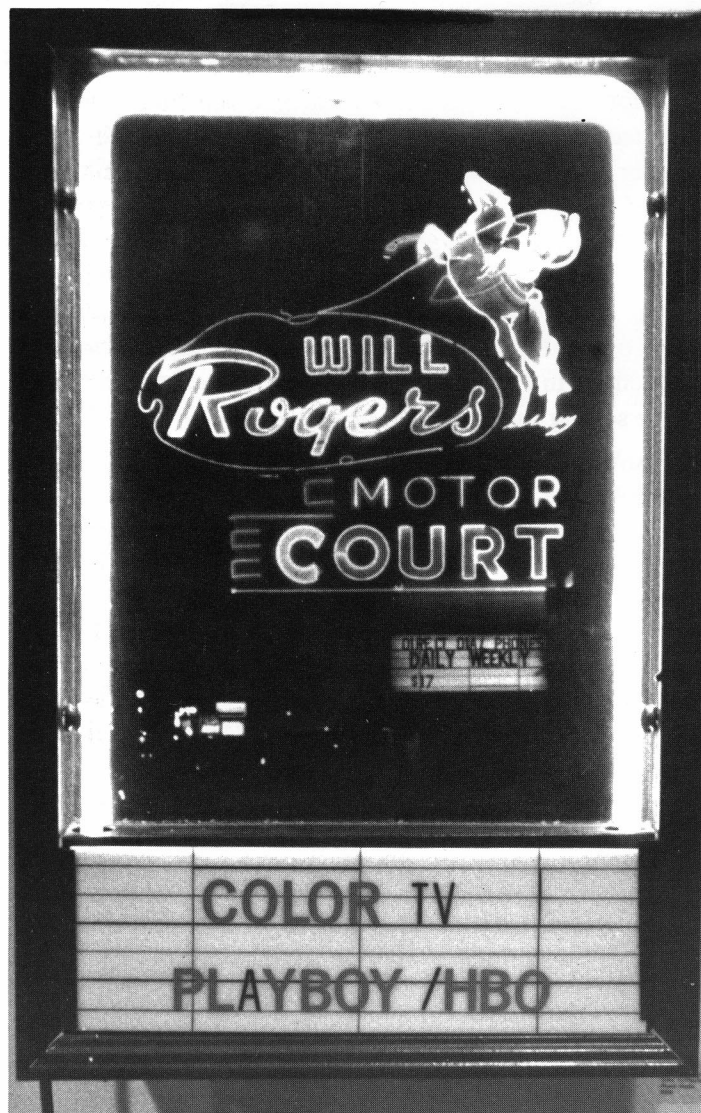
The wrecker that Dick built in 1942



Dick Jones pumping gas at the station in 1941

Route 66 Revisited

An inner city artists' group and an arts council serving the Navajo Reservation have joined to create Route 66 Revisited, a traveling art show dedicated to the people and spirit of Route 66. Each year's exhibit is new and the result of a juried competition. Elmo Baca, past president of the Route 66 Association of New Mexico, pioneered the idea four years ago when he was director of Gallup's downtown development group. The Red Mesa Art Center in Gallup became its first sponsor. Two years later, it was joined by the Near Northwest Arts Council of Chicago. This year's exhibit was shown in Gallup, at the Kimo Theater in Albuquerque and at the Flat Iron Gallery in Chicago. It will also be on display at the Illinois State Museum in Springfield from May 28 through the end of June.



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Berwyn, Illinois
(Corner of Ridgeland and Ogden)

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Hitching 66

by Stu Kainste

Editor's Note--Stu Kainste lives in Springfield, where he's involved in natural preservation activities. He wrote this reminiscence of 66 at the request of his longtime friend, Bob Waldmire.

Ultimately all hitchhikers who thumbed 66 were tourists. We lived and breathed the highway's contours and curves, slept its embankments, drank its acid coffee, bleached in its relentless sun, soaked in its ill-timed rains, but mostly stayed partly awake through its long stretches that led to somewhere. It was 1972. I was 21. I had already hitchhiked some of Europe and probably every road in New York State, visiting friends who were sometimes glad to see me. The Catskill/Adirondack trails were my first introduction to nature. Hitching was my prime escape route out of the projects in Brooklyn. I didn't drive and I wasn't sure exactly what a motel was. So when I went west, starting at the George Washington Bridge, I was skilled to the ways of the road. In three days I reached my first stopping place--Springfield, Illinois.

On the way, I met a nice fellow in a convertible who took me through Ohio and Indiana. He was going to Yellowstone. If a vacation had been my goal, I would have accompanied him. But the only thing I was sure of was that I didn't want to return to Brooklyn and not being a bear, well, Yellowstone wasn't it. Instead I spent a week in Springfield with a friend, then headed west on Route 66 toward the Grand Canyon.

It was a perfect destination. I was stopped repeatedly in Tulsa in Oklahoma City by the law. When they asked me "Where'er you going?", the Grand Canyon always got me off. In both town I waled all night under and besides the four-lane until I was rescued the next morning by kindly citizens.

I remember riding with a hard-nosed guy carrying a truckload of watermelons. He stopped off at a watering hole, came back smashed and still drove through the night. He had me along to help put the tarp on if it rained. It did and we got soaked. He shared some cigarettes with me and put me off at a pine forest under the twin peaks near Flagstaff. I woke up with the deer and hitched to the canyon. It was indeed a perfect destination.

At the canyon I met a guy from Pittsburgh who was, like me, getting ready to hike to the Colorado River. He had a bag of fried chicken and some cigarettes. Fortunately for him I had enough camping gear to keep a small regiment alive, so he survived. Fortunately for

me, he was driving a VW, going my way, and got me through the worst of Utah's dry country.

I left 66 for a sojourn through Utah, Idaho, Oregon and the Sierra Nevadas. On the road I met a wide range of fellow freeloaders--short, tall, black, white, hairy, bald, alone, coupled, etc. You could tell the road tested ones by their nonchalance--if they gave a damn, they weren't telling. When I hit Route 66 again in Needles, I had become one of them. There was no more "Hi, my name is Stu and I'm from Brooklyn" stuff. It was a nod and a grunt and a sunburnt glance up the road.

I almost hopped a train in Needles. I'd spent two days roasting in the desert sun. But a ride came along just before the train left. And adventure not done, but no regrets.

On the way back east, I'll never forget the mesa outside New Mexico. I spent two days there living on milkshakes, waiting for a ride. It was the only break on the horizon. I'll also never forget the hitchhiker we picked up while I was riding in a VW van. He had a brown paper bag full of cigarettes. We all had some and when we reached the big sky country outside of Amarillo, we saw the largest rainbow possible.

My last ride was with an ex-P.O.W. who was going home after being away for four years. He hadn't seen his girlfriend yet. The only other things I remember were his questions: "Is Creedence Clearwater still together?" "What's with all this long hair?" and "Will I see you at the State Fair? We turned north on Illinois Route 4, still a fine road, and he dropped me off in Jacksonville, thirty miles from Springfield. I got a ride the rest of the way from two youngsters who were on their way to the fair.

I thought I would winter in Springfield and travel the summers away. Twenty years later, I do my traveling in a station wagon, my home is still Springfield and I only see Route 66 in small doses that mostly link subdivisions or suburban communities.

Route 66 was doomed the way our countryside is doomed, the same way our forests are doomed, the same way our lifestyle is doomed. The earth can't hold the people, just like the old two lane couldn't handle the volume. While I was travelling a stretch of Old 66 near Funks Grove recently, the adjacent interstate was full of traffic. The old road couldn't hold it. This old planet can't hold it. No problem--we're only tourists.

Cover:

The painting is by Bob Waldmire of Rochester IL, and Hackberry AZ.

Come Drive with Us

Southern hospitality will be the keynote to this year's motor tour as Collinsville opens its doors wide June 10 for what should be our best pre-tour party yet. Registration and dinner will take place at the Silvermoon, a classic country dance hall near Old 66. Following that, the Silvermoon is offering free dance lessons. Then you can put your learning to work during an open dance from 9 p.m. on. For those who'd like to cool their heels a bit before kicking them up again, we recommend the Leon Show at Art Veluf's Comedy Etc. Club at the Quality Inn. If Leon looks familiar, it's because he's actually Ray Mileur, a former Association board member and brother of current board member Debbie Mileur.



Leon, aka Ray Mileur

Debbie, Priscilla Matthews and Mike and Kathy Janik have worked hard and creatively to make the pre-tour party a memorable one. We hope as many tour members as possible can get to Collinsville in time to take part in this growing tradition.

Further on up the road, Motor Tour Chairman Frank Lozich assures us that many other people are busy preparing for our

arrival. After starting the tour in Collinsville on Saturday, June 11, we'll stop for coffee in Hamel. Optional tours of the Church of the Neon Cross (actually St. Paul's Lutheran) will be available. But don't miss lunch and a genuine street fair in Staunton. In the afternoon, we'll have a mini-stop at Russell Soulsby's station in Mount Olive and then we'll be special guest at the Irish Days celebration in Farmersville. In the evening we'll enjoy the Hall of Fame banquet in Lincoln. By the time the day's over, you'll have seen the southern portion of Illinois 66 like you've never seen it before.

Then Sunday will dawn bright and beautiful and we'll be off again. This is, after all, a 300-mile party. Morning stops at the Hall of Fame in McLean and the original Steak 'n Shake in Normal will be followed by lunch on the historic town square in Pontiac. In the afternoon, we'll visit Wilmington's Antique Row. To top the tour off, Dell Rhea's Chicken Basket, a Hall of Fame restaurant in Willowbrook will host an open air dinner.

It's never too late to join the tour. It's too late to register by mail, but you can sign up at any motor tour stop. Just look for State Farm's Motor Tour Arch. There will always be enough room for more.

Join the Pre-Tour Party at

THE SILVERMOON
Country Western Dance Hall ★ Cafe ★ Western Store
17 Gateway Dr., Collinsville

Tour Registration: 6 p.m. to 9 p.m., June 10

Reasonably-Priced Meals at Silvermoon Cafe

Free Dance Lessons 7 p.m. to 8:30 p.m.

Open Dance 9 p.m. to 2 a.m.

Door Prizes and Route 66 Specials

You must be 21 to enter the dance hall, but can still enjoy a meal and 66 fellowship in our banquet room

Get your 66 Laughs at Art Veluf's Comedy Etc.

Presenting

**The Leon Show
starring Route 66's own
Ray Mileur**

**Quality Inn
Highway 157 at I-55-70
Collinsville**

**Showtime: 8:30, June 10
For reservations, call 618-344-LAFF**

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 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

COLLECTIBLES

Illinois 66 metal refrigerator magnet	\$ 4.00 + \$.50 p/h
Set of 34 Bob Waldmire Postcards--scenes of 66	\$ 8.50 + \$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
Greetings from the Mother Road! postcard book by Michael 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
<i>Searching for 66</i> by Tom Teague	\$10.00 + \$1.50 p/h
<i>Route 66--The Mother Road</i> by Michael Wallis, paperback	\$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 + \$1.50 p/h
<i>Route 66: The Highway and Its People</i> by Quinta Scott and Susan Kelly. Large format paperback	\$17.95 + \$2.00 p/h
<i>Route 66 Cookbook</i> by Marion Clark (folklore & recipes)	\$24.95 + \$2.00 p/h
<i>Route 66 Fun Book</i> (for kids of all ages)	\$ 4.00 + \$1.00 p/h

NEW FOR SUMMER!

Illinois fold-out map of Route 66 by Jim Ross and Jerry McClanahan, first in a series of eight	\$ 3.95 + \$1.50 p/h
Large Letter State Postcards by Bob Waldmire, set of 8	\$ 2.00 + \$1.00 p/h
"Route 66" music album by David Williams	\$15.00 + \$1.50 p/h for CD
\$10.00 + \$1.50 p/h for cassette	

Send orders to:

Merchandise

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Illinois residents please add 7 percent sales tax!

Accept no imitations! All these product purchases benefit the Association!



Speaking in Plates

Vanity license plates are a common form of speech in Illinois. We use them to tell people about our cars, our likes, our dislikes and ourselves. We tell jokes with them. We make political statements. It's not surprising, then, when we're speaking in plates that the subject of Route 66 comes up. One of Hall of Famer Ed Waldmire's license plates was **Cozy 66**. Steve and Glaida Funk drive a car whose plates say **Maple 66**. Tom Teague's license plates say **Kix on 66**. Jeff and Laura Meyer's plates say **Mr. 66** and **Mrs. 66**, respectively. And Springfield residents often see a small foreign car sporting plates that say **Hip on 66**.

Association member Paul Melchert of Tinley Park keeps a sharp eye out for such declarations. While dropping off his daughter Barbara for a music lesson recently, he thought he saw one in the parking lot. Between the lights on a late model Oldsmobile a plate said **Flute 66**.

"I was overjoyed to think there was another Route 66 fan using a play on words," Paul said. "It turned out that the plate belongs to my daughter's instructor, Kathryn Reinhard. She plays the flute, but the number refers to the year she was born and not Route 66. So it looks like the joke was on me. However, I still have clothes I purchased before '66."

Have better luck than Paul. Spot a 66-related license plate and write to the newsletter about it. Our address is 2743 Veterans Parkway, Room 166, Springfield, IL 62704. Pictures are welcome.

Motel 6 on 66

The Motel 6 lodging chain has jumped on the Route 66 lodging with a brochure that it calls "The Complete Traveler's Companion to America's Main Street." The nicely-illustrated piece was written in the name of Tom Bodett, the humorist who serves as national spokesman for Motel 6. It includes a brief history of U.S. 66 and a list of every Motel 6 along the route (There are 25). For more information, people are advised to contact The Route 66 Trading Post in Bethany, Oklahoma. You can find the brochures at any Motel 6 on the route.



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, 314-539-5500, 314-367-2418

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

Oklahoma Route 66 Association
901 Manvel
Chandler, OK 74834
Ron Burden, 405-258-0008

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, 505-246-0211

Historic Route 66 Association of Arizona
P.O. Box 66
Kingman, AZ 86402
Shirley Bellmore, 602-753-5001

California Historic Route 66 Association
263 S. Cypress
Orange, CA 93266
Geoffrey & Joanne Willis, 714-639-2911

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

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

Route 66 Association of Belgium
Georges Moreau Street 172
1070 Brussels
Belgium
Patrick Grauwels, 32-2-6402635

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

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: ☐

Markers, Not Signs?

by John & Lenore Weiss

There has been much discussion about the placing of signs along Route 66. One of the concerns is that they would be stolen. This is a sad fact, but probably true. But there is a need to clearly mark the proper and alternate alignments of 66. This would surely help all enthusiasts of the road.

Here is an idea that Lenore borrowed from the Lincoln Highway Association: They are painting road markers on utility poles. This is how travelers in the teens and 20's used to find their way around. After awhile, the painted markers were replaced by metal or wood signs attached to the poles.

How about if we do some stencil painting of the Route 66 shield on poles? Of course, permission of the utility companies would have to be secured. This is not necessarily a permanent solution. It is only temporary until something better comes along. We suggest the shields say "Historic Route 66."

Let's stop waiting for bureaucratic help. Let's do something ourselves. What do you think? Contact your board member, any Association officer, or John & Lenore at 815-469-2519.



Sign Lifted

by John & Lenore Weiss

This original classic sign near Elwood for the Joliet Holiday Inn was supposed to be a picture opportunity on this year's motor tour. It won't be now. It was stolen in April. Yes, it was neatly removed and is probably for sale somewhere now. Little by little, piece by piece, we are losing parts of Route 66 and its history. In this case, greed is the culprit. Keep your eyes open for this sign--someone has it!



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THE 66 NEWS!

FALL 1994

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SUSAN E. KIRBY

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AVON CAMELOT 0-380-77406-2 \$3.50 U.S. \$4.50 CAN.

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HISTORIC
ROUTE
66

New Book Series pg.6

"ILLINOIS - WHERE THE ROAD BEGAN."

Officers and Board Members

The 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 under or to the right of each officer's or member's name is the expiration date of their term.

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217-356-4949
Mike Yates,
At Large, 10-95
84 Fairview
Washington, IL 61571
309-745-3822

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

Let's Have a 66 Kind of Day!

by John & Lenore Weiss

The thought or allure of 66 is the illusion of stepping back in time. Yes, just for a moment we can remember or imagine what it was like before the days of high tech computers and a hectic life style.

Nowadays a family event is going out and renting a video to play in the VCR in your airconditioned home. You won't be disturbed because your answering machine will take care of the telephone.

Here is what we propose: On September 11, we are going to take a step back in time. Would you like to join us? This is the date of the Route 66 Association of Illinois' annual picnic. It is a simple event at a historic, simple location--the grounds of Funks Grove Church just a mile down the road from the rail depot in Funks Grove. Now we add people, ingenuity, imagination and a desire to enjoy this day with friends from far and near.

Do you remember what a good old-fashioned picnic is like? It's a family event based on sharing and caring. It's about egg tossing, badminton, bocci ball, water balloons, baseball and horseshoes. And it's about food--lots and lots of it. Bring a meat dish, a side dish and whatever else you'd like.

Well, that's how Lenore and I and a bunch of our Association friends see a Route 66 picnic. Our plan is for each of us to bring a game

to share (ball, badminton, horse shoes, etc.). Although everybody is asked to bring a meat dish and a side dish, we will also bring an abundance of food, enough to share. We will bring extra chairs and folding tables and we will bring an attitude--we will have fun! We will also challenge anyone to any game. (But we must warn you, we will have with us our secret weapon, the famous BILL.)

Now if you all do the same as us--WOW--will we have fun!

Here's a great surprise (thanks to the efforts of Lenore). Mr. Pig Hip himself, Ernie Edwards, will be there to flip our hot dogs on the grill. I'm sure if you bring some hot dogs yourself, he will take care of them, too. We hope he wears one of his famous chef's hats and his special apron. Tens of thousands of 66ers have been served at the Pig Hip Restaurant by this Hall of Famer. Bring your camera: this is a great photo opportunity. (Don't forget to get Ernie's unique autograph, too.)

Well, there it is. What we call opportunities. A chance for an oldfashioned picnic. We are planning on having a good time. Please join us. Let's make memories. For a day, let's step back in time. Let's have a 66 kind of day!

New Members

Since the last issue, our association has welcomed 109 new or returning members. They come from 13 states and four other countries and include 20 family members, 12 business members and ten sustaining or lifetime members! We extend a right hand in fellowship to:

A&W Drive-In (Art & Sandy McNeil, Edwardsville; **Shaoht Armin, Hamburg, Germany**; Samuel Ayers, Northfield, OH; Alex & Marilyn Bakalet, Franklin Park; Mike Basler, Lisle; Roger Berta, Seneca; Thomas Blake, Chicago; Donald Boehme, Oak Park; **Suzanne Borner, Zurich, Switzerland**; **Robert Bretschneider, Waterloo, Ontario**; Doug & Josephine Brockhaus, Carlinville; Jack & Barbara Brown, Edwardsville; the Steve Carlock Family, Wilmington; Central Illinois Tourism Council, Springfield; **Roger Clark, Bolingbrook, Sustaining**; Lauren Coffman, Rockford; Don Crawford, Palos Park; Richard Curtis, Des Plaines; Don & Verna Cutler, Springfield; Shirley Dal Pozzo, Staunton; William & Carol Detert, Westchester; Diaz Sign Art Pontiac; Hollis Dick, Bethany; **William Dresser, Appleton, WI, Sustaining**; Mark & Becky Duncan, Mt. Vernon; Gerry Feid, Norridge; Andrea Fleming, Joliet; Dave Formato, Hinsdale; **Desmond Fortner, Normal, Sustaining**; Lincoln Frash, South Bend, IN; John Frey, Richland, MI; John Griegerich, Bloomington; Glass Plus Inc. (Mike Elliot); Darrel & Rita Godbee, Kempton; Karl Grace, Braceville; Jim & Rosemary Gorski, Lisle; O.R. Hagen, Machesney Park; Kenneth Hall, East Moline; Bob Hampson, St. Charles; Donald Hancock, Mackinaw; Christine Harris, Skokie; Jeanette Henke, Staunton; George & Barb Hinthorn, Bloomington; Dick & Carol Hoffman, Galesburg; Glen Houston, Joliet; William Huston, Braceville; David Hutton, Macon, MO; Perry Johnson, Peoria; Theodore Kawula, Granite City; Mark Kaxpar, Batavia; W.G. Kissack, Chicago Heights; Phyllis Koehler, Mount Pulaski; Ed Kraske, Crest Hill; **Tom Krucker, Zurich, Switzerland, Sustaining**; Robert Kuffel, Park Ridge; Don Kurtz, Ogden Dunes, IL; the Launching Pad, Wilmington; Charles Lawson, Clinton; James Lencioni, Highland Park; Clarence & Sally Leonard, New Lenox; Lincoln Auto Supply (Dave & Diane Campbell), Lincoln; Rich-

ard Linge, Scottsdale, AZ; Michael Little & Deanna Trees, Champaign; Main Street Publishing (Lawrence Walker Joyce), Oak Park; Elaine Mariolle, Champaign; Cindy Matthias, Pekin; Richard & Janet Melioch, LaGrange; Hal & Jan Meyer, Joliet; Ronald & Barbara Micholowski, Oak Forest; Rickey Miller, Hamel; Letha Monferdini, Bourbonnais; Stephen Morgan, Kokomo, IN; **Frank Mortensen/VFN Fiberglass, Sustaining**; Thomas Murphy, Rolling Meadows; Gougeon Nelson, Collinsville; Okeli Odell Oasis, Bonfield; David Osterberger, Morton Grove; John Paget, Olympia, WA; **Jeffrey Parker, Aurora, Sustaining**; Merle Parry, Chenoa; Kenneth Patchen, Trevor, WI; Jim Pearl, Springfield; **Edward Piotrowski, Sustaining**; Robert Postma, Jenison, MI; Ramon & Marjory Raguse, Morris; Herb Rautenberg, Highland; R.E.D. Collectibles (Ralph & Elaine Dunbar), Normal; Karl Redel, Glenview; Vic Rine, Chicago; Wayne & Mary Lou Roost, Gardner; **Route 66 Auto Body, Sustaining**; Route 66 Magazine (Paul Taylor), Bullhead City, AZ; Route 66 Museum & Info Center (the Rooks), Amarillo, TX; Night Light Neon Co. (Wes Rushing), Springfield; Bill Russ, Brookfield; Jim Segawa, Menomonis; Muriel Smith, Champaign; Mike Starr, Hadley, MI; Star-Times Publishing Co., Staunton; Ron Stone, Aurora; Ronald Surrock, Streator; Steve & Annette Timko, Whiting, IN; **U.S. Route 66 Club, Osaka, Japan**; Marilyn & Robert Voight, North Bend, OR; Paul Whitman, Minot, ND; Wilmington Area Historical Society, Wilmington; **Leonard Wirtges, Rantoul, Sustaining**; **Louis & Elizabeth & Elizabeth Zidarich, Downers Grove, Sustaining**.

Calendar of 66 Events

Enjoy the atmosphere of Route 66 at any of these upcoming events along the road. For more information, call the phone numbers listed:

- | | |
|------------------------|---|
| Sept. 1-3 | Central States Threshermen's Reunion, Pontiac, 815-844-6397 |
| Sept. 8-10 | Atlanta Fall Festival, 217-584-2145 |
| Sept. 16-18 | Harvest Days, Dwight, 815-584-4019 |
| Sept. 17-18 | Railsplitting Days, Lincoln, 217-732-7146 |
| Sept. 24-25 | Ewing Festival, Bloomington, 309-438-8321 |
| Sept. 28-Oct. 2 | Grundy County Corn Festival, Morris, 815-942-0350 |
| Oct. 1-2 | Autumn on the Boulevard, Williamsville, 217-566-2548 |
| Oct. 8-9 | Fine Craft Fair, Springfield, 217-523-2631 |
| Nov. 5 | Collector's Day, Springfield, 217-782-5993 |
| Nov. 23-27 | Festival of Trees, Springfield, 217-788-3293 |
| Nov. 26 | Big 4 HO Club Trainfest, Litchfield, 217-324-3872 |
| Dec. 2-3 | Christmas on the Boulevard, Williamsville, 217-566-2548 |
| Dec. 18 | Luminaria Display, Pontiac, 815-844-5131 |
| Dec. 31 | First Night Springfield, 217-753-3519 |
| Dec. 31 | First Night Pontiac, 217-844-6692 |

In Memoriam

Mary Stonecipher of Odell, wife of Route 66 Hall of Famer John Stonecipher, died June 1 after a four-year illness. Mary was a homemaker, a playground instructor and a co-founder of the Odell Historical Society. She was an avid bowler and in the mid 1930s she played third base for the famed Pontiac Peaches women's softball team. She and John had been married for nearly 53 years. Our sympathies go to John and other family members on their loss.

John himself had coronary bypass surgery himself in July and spent two weeks at St. John's Hospital in Springfield. But by month's end, he was back home again--and glad of it.

Still Searching for 66

by Tom Teague

This past May, my wife Beth and I drove out west to give a few talks and sell some books. Along the way we visited several Route 66 friends featured in my book. We also called on officials of two national preservation organizations to make sure that the Route 66 bee was still buzzing in their bonnets. Here's what came of it all:

Our first stop was Kansas City, Missouri, where I was guest speaker at the annual spring tea and homemade fashion show of the Jackson County Federation of Women's Clubs. The prospect of following a fashion spectacle was daunting. I had memories of a gig two years ago at the Illinois State Fair where I followed a singing clown who invited audience members to honk his horn. But the afternoon actually turned out quite well. Kansas City is more than 150 miles off the route, but there's still a lot of interest there in 66.

After Kansas City, we rolled over Kansas to Denver. I spent the better part of three days there playing serious cribbage with an old Army buddy. But in between matches I managed to get downtown and meet with Betty Anne Beierle of the National Trust for Historic Preservation. The Trust is a not-for-profit group which offers technical, moral and sometimes even financial support to local preservation efforts. The Trust has not been too deeply involved in Route 66, although they are working with a local group in Claremore, Oklahoma, to save the Will Rogers Hotel by converting it to shops and senior apartments. They have a program of small grants (up to \$2,500) that our association might look into. They can also help us get used computer equipment for free. Any takers? I'd be glad to give you a phone number.

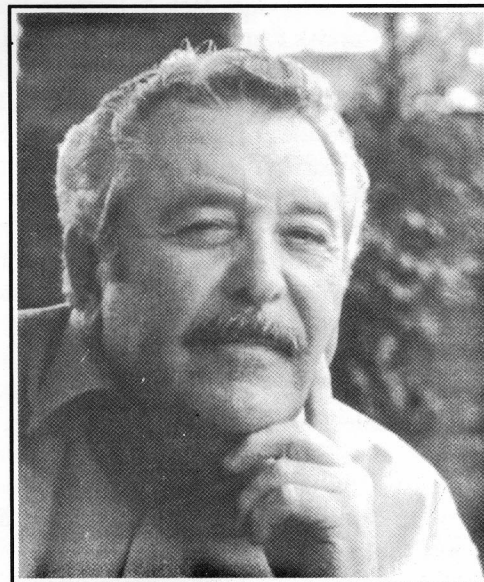
The news was not as encouraging in Santa Fe. I met there with David Gaines, the National Park Service official in charge of the federal government's Route 66 study. The highway is well worth preserving, David agreed, but he was glum about the prospect of any federal funding in the near future. In fact, he suggested that strong grassroots support such as Route 66 now enjoys can actually inhibit federal involvement. If a project such as ours is working without federal aid, the feds tend to look for equally worthy projects which actually need their help. It's a way of stretching resources as far as they'll go, David explained. It may be another generation before much federal help comes our way. And we can't wait that long. We're not just preserving bricks and mortar here--we're preserving a culture. And we have to work at it everyday.

In Albuquerque I spent a morning with Native American artist Sam English at his gallery in Old Town. Sam continues to spend a lot of his time designing and painting posters for Indian health-related causes. He's also active in anti-alcoholism programs for Indian youth. It's still a year or more off yet, but when I come out with the second edition of my book, Sam is going to

work with Bob Waldmire on redesigning the cover.

In Santa Rosa, New Mexico, former Club Cafe owner Ron Chavez has bounced back from bankruptcy and a serious automobile accident. He and his son have started Old Santa Fe Foods, a line of packaged southwestern seasonings. A genuine cottage industry, the award-winning new business occupies what used to be Ron's living room. But it's off to a good start and already father and son are looking for a warehouse to serve as a new home for the business. For a list of Old Santa Fe products, write to P.O. Box 329, Santa Rosa, NM 88435.

When I met Ron in 1986, he said the Club Cafe would survive as long as McDonald's or another burger franchise stayed out of town. He was right--the Club closed in 1992, about a year after a McDonald's was built down the street. But even Ron didn't suspect how ironic his business demise would be. In the spring of 1992, a group of graduate students from the University of Georgia wrote Ron and asked if they could include the Club Cafe in a special research project they were doing on roadside dining. Ron agreed and when the students came to



Chef Chavez

Santa Rosa, he gave them a grand tour of the Club. Afterwards, we invited them to stay for a bite to eat. "No thanks," the students replied. "We stopped at McDonald's on our way down."

Down the road in Tucumcari, Dorothy Kvols of the Quay County Chamber of Commerce, hostess supreme, arranged for me to give a talk. Dorothy and her husband used to run a Western Auto store on 66 in Tucumcari. After his death, Dorothy turned to Chamber of Commerce work. A tireless supporter of all things Tucumcari, she became one of the earliest supporters of the revival of 66. About ten years ago, she won a Woman of the Year award from the state of New Mexico. At the rate she's going, she's a shoo-in for at least one more before she's done.

Bill Howe was editor of The Shamrock Texan when I met him. He's the fellow who told me back in 1986 that the men of Shamrock take chlorophyll pills to turn their beards green for St. Patrick's Day. Although he's retired as editor of the paper, Bill still works there on practically a daily basis.

In Hydro, Oklahoma, Route 66 stalwart Lucille Hamons, one of the most-photographed and most-interviewed people along the

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

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entire road, told me that she's planning to retire next year. So get on out there and see her while there's still a chance. We may be able to preserve some of the pavement and roadside architecture of Route 66 for future generations, but people like Lucille happen only once.

On the other side of Oklahoma near Vinita, Don Gray, owner of Little Cabin Creek Pecan Orchard, also told me that he's planning to retire. An early supporter of the Route 66 revival, Don has a stretch of the very first alignment of Oklahoma 66 on the south side of his property. Visitors to the orchard are welcome to take a stroll down this piece of history. The one-lane, unpaved road has long been out of use. Visitors are also encouraged to pick up a bag of Don's new product, pecan chips, which make a wonder-



Don Gray by a stretch of early, unpaved 66 on the back of his property near Vinita, Oklahoma

ful substitute for hickory chips when barbecuing.

In Oklahoma, I noticed that a couple of Meramec Caverns barn signs had been freshly repainted. So when I stopped at the cave itself in Missouri, I asked manager Lester Torrelli, great grandson of the original owner, about them. He said the barns had been severely damaged in tornadoes earlier in this decade. When it came time to repair them, the Oklahoma 66 Association and Meramec Caverns had split the cost of repainting the signs.

Hmmm. Does that give

anyone in Illinois an idea? Earlier in this article, I mentioned that the National Trust for Historic Preservation makes small grants for projects such as this. Do we have any grant writers out there whose pens are getting restless? If so, they should contact President Tom Knudsen or myself. We'll put them to work.



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Historical Old Rt. 66



Main Street for a New Age

by Tom Teague

Is Route 66 just an object of nostalgic value to this and past generations? Are historical societies and tourist bureaus the only folks who will have a longterm interest in it? Or does the road have a continuing message and value for today's youth as well as generations to come? Susan Kirby's answer to the last question is "Yes," "Yes," Yes" and "Yes." The McLean native and daughter of Route 66 Hall of Famers Steve and Glaida Funk recently completed work on "Main Street," a four-part series of children's fiction books about Route 66. The first book in the series, *Lemonade Days*, will be published by Avon Books this September. The other three—*Home for Christmas*, *Soldier Road* and *Desert Rose*--will follow at one month intervals.

"Main Street" is written for children from ages 8 through 13, but can be enjoyed by any fan of Route 66. Each book is about a different decade and a different state along the route. *Lemonade Days*, for example, is set in Shirley, Illinois, in 1926. *Home for Christmas* follows some of the same characters to Oklahoma in 1932. *Soldier Road* is set in Missouri in 1944. The series ends, at least for the time being, with *Goodbye, Desert Rose*, which is set in Oatman, Arizona, in 1952. Eventually, Kirby hopes her publisher will agree to add four more books to the series--each set in another state along the route and in another of the road's decades.

There is a Route 66 shield and the "Main Street" logo on the cover of each book. But mercifully, Kirby chose not to portray the road in the hallowed light in which it is generally viewed today. Nor did she try to make it the main character in any book. Instead, readers of the series will see the road primarily through the characters' eyes and sensibilities. At first these (fictional) folks don't know what the new road will bring. Then it becomes part of their everyday lives. Then it picks them up and moves them from one end of the country to the other--and back again. The effect is gradual, but cumulative. By series end, readers will not have been told what a historic road Route 66 was, but they will certainly had a chance

to see it.

Lemonade Days begins just as the hard road that would become Route 66 was being paved through Shirley. The author's mother-in-law, Margaret Kirby, served as the model for the book's lead character, 10-year-old Maggie Campbell. Maggie lives with her widowed mother, who cooks and keeps house for the town Jeremiah Bishop, the town's wealthiest man. Some folks

worry that the new road will divide the town in two and that it will bring unsavory criminal types into their quiet little town. But Maggie sees it as an economic opportunity. She and her cousin Clara set up a lemonade stand under a large shade tree in Maggie's front yard and sell pitcher after to thirsty road crews. Later she and her friend Ivan Stankevic, whose family fled to Shirley from Soviet Russia, uncover a moonshining plot. Along the way, there's a failed poetry contest, a botched haircut and a misadventure involving Feenamint chewing gum.

Home for Christmas picks up the action six years later in Clement, Oklahoma--right in the middle of the Dust Bowl and the Depression. Maggie's mother, Sophie, has married Dave Tilton, a member of the road crew from *Lemonade Days* and they now run a gas station. Maggie has graduated from high school and sells homemade bread at the railroad station. She has a boy friend, Rob Kelsey. But the book's main character is another 10-year-old girl, Suker Taylor. Suker's father, the moonshiner from book one, died when his still

exploded and Tiltons took her in. Now she worries that her brother Razz, who's been living with a preacher back in Illinois, won't come see her for Christmas. In the meantime, the Tiltons take in Jere Bishop, orphaned son of Sophie's former employer. Razz arrives in time for some Christmas dramatics and Suker is interrupted during the Christmas pageant when she tells Joseph and Mary that there is no room at the inn.

Okies and other folks down on their luck traveled Route 66 during the time period of *Home for Christmas*. But in the third



book, *Soldier Road*, set in 1944, troops and military equipment are the highway's most prominent travelers. Maggie and Rob are married and have three children--Becca, Nick and little Charlie. They live in Sweet Clover, Missouri. When the book opens, Rob has just taken part in the D-Day invasion while Maggie and Grandma Kelsey are keeping the household together by working at the phone company. Jere Bishop and Razz Tucker are also in the service. Suker is married and living in Oatman, Arizona. Her husband, Russell Fanta, was also in the Army, but got a medical discharge. Nick Kelsey, about age 9, is the lead character. He is modeled after the author's husband, John Kirby. Troops bivouac on the family's pasture and Nick befriends a man who is not what he says he is.

A melancholy thread runs through *Goodbye, Desert Rose*, which is set in Oatman in 1952. The original Route 66 wound up a steep series of mountain switchbacks to Oatman. It was probably the most treacherous all-weather road in the country. But by 1952, a four-lane version of Route 66 has been paved around the mountains instead of over them. On the morning of the day the new road opens, there are seven gas stations in Oatman. By nightfall, six go out of business. Ten-year-old Kathleen Fanta is the lead character. Her parents, Suker and Russell, run a cafe, but soon have to sell it. Back in Illinois, Jere Bishop inherits Dry Grove, a heavily wooded piece of land near Shirley. He asks Razz Tucker, his English war bride, Mary, and the Fantas to help him start making maple sirup there. Kathleen doesn't want to go. She's afraid the trees in Illinois will block out the sky and she doesn't want to leave her pet burro, Biscuit, behind.

Although only 26 years pass between *Lemonade Days* and *Goodbye, Desert Rose*, Kirby did a good job of showing how things can change even in that short span. In the first book, Maggie and her family have a wood stove. In the second, they have a coal stove. In the third, they have a furnace, plus electricity on the first floor. In the Depression years of *Home for Christmas*, the family's main diet is soup--bean soup, pea soup, onion soup and potato soup--and the soil is too dry and dusty to support a garden. But a dozen years later during *Soldier Road*, the lead family enjoys bacon, eggs and chicken and their garden is flourishing. By the fourth, the family actually has indoor plumbing and a car. I particularly liked how Kirby handled the changes in Route 66 itself. Not only did she tell of changes in the highway's path, but she also told how those changes affected individual people and businesses. Each book has an uplifting ending, but it may still be the first time in children's literature that the subject of the economic and cultural displacement caused by highway building has been treated. The interstates are foretold.

"Main Street" reaffirms traditional family values, but is open about family structure. In *Lemonade Days*, Maggie lives with her widowed mother. Sophie has remarried by the time of *Home for Christmas*, but the family takes in two foster children, Suker and Jere. In *Soldier Road*, Maggie and Rob Kelsey are married and have three children, but Rob is over in Europe fighting the war. Like her mother, Maggie has to take a job outside the home. To help out with child care and expenses, Grandma Kelsey moves in. Only in *Goodbye, Desert Rose* is there an intact nuclear family--mother, father and child living in the same household. And even then there's a delicate reference to psychological

trauma that the father may have suffered as a result of his own war experiences. Perhaps Kirby is trying to reassure her young readers, so many of them victims of today's fractured family landscape, that a good family can take most any shape--and that good people can come from any family environment.

When Kirby first came up with the "Main Street" idea, she pitched it to several children's publishers. Most of them, based in New York, showed little interest in the old hard road. Then the TV show "48 Hours" aired an episode about Route 66 last summer and two publishers called Kirby the next day. The result is her first series, but it is far from her first publication. Her first book, *Ike and Porker*, published in 1982, told about nineteenth century livestock drives to Chicago along what would become 66. Her most recent book before "Main Street" was *Picture Perfect*, a romance set along 66 which came out this past spring. Her next effort, expected soon, will be a novel for teens about Alzheimer's disease. In between, Kirby says she's lost track of how many other books she's had published. But her mother says the total is now 35.

"I started writing as a hobby," Kirby says. "I didn't know I had a talent for it. No one ever said, 'You're a great talent.' I just enjoyed it. My real goal is still the satisfaction."

Considering that Kirby sandwiches her writing between family responsibilities and parttime jobs, earning so much satisfaction has become a job in itself. To compensate, she recently took up a new pastime--painting. But like most folks along Route 66, her real hobby is work. Expect her to enjoy it for some time to come.

Editor's Note: To get your copies of "Main Street," contact your local bookstore. If they don't have them, they can order them. Or stop by Funks Grove. Each book is \$3.95.

BOOK SIGNING

**Susan Kirby will sign copies
of
Lemonade Days
and
Home for Christmas
on Saturday, October 8
from 11am to 1pm at
Barnes & Noble
8871 Ladue Rd.
Ladue, MO**

Motor Tour Keeps on Rolling



Lenore Weiss, John Weiss, Motor Tour chairman Frank Lozich and Roxanne Lozich at the banquet



Marilyn Pritchard and Hall of Famer Marian Rodino at the Hall of Fame banquet

The Association's fifth annual motor tour rolled out of Fairmount Race Track in Collinsville June 11 with a near-record number of entries—more than 200. Sliding into Hamel at around 10 'o'clock, we were treated to a mid-morning snack and some entertaining displays of old cars and photographs. Smalltown hospitality topped the menu at our lunch stop in Staunton, but the barbecue and the fried chicken were topnotch, too. A mini-stop in Mount Olive let us all say "Hello" to Hall of Famer Russell Soulsby. We got to Farmersville just in time to take part in that town's Irish Days festival. The Hall of Fame banquet in Lincoln topped off the evening. New members to the Hall include Hubert Henry from St. Louis, Rodino Square in Pontiac and the Riviera near Gardner.

At the Lincoln banquet, we also honored Association member Chuck Wright of Lexington for his contributions to our success. Chuck was among the dozen people who attended our very first meeting at the New Log Cabin in Pontiac in March 1989. He hosted our second meeting. He sponsored our first public event, the Route 66 Reunion at Lexington's Taste of Country Fair in July 1989. When we later approached Dixie Truckers Home about establishing the Route 66 Hall of Fame, Chuck was a member of the delegation. And the State Farm Arch, the focal and gathering point for each of our motor tours,

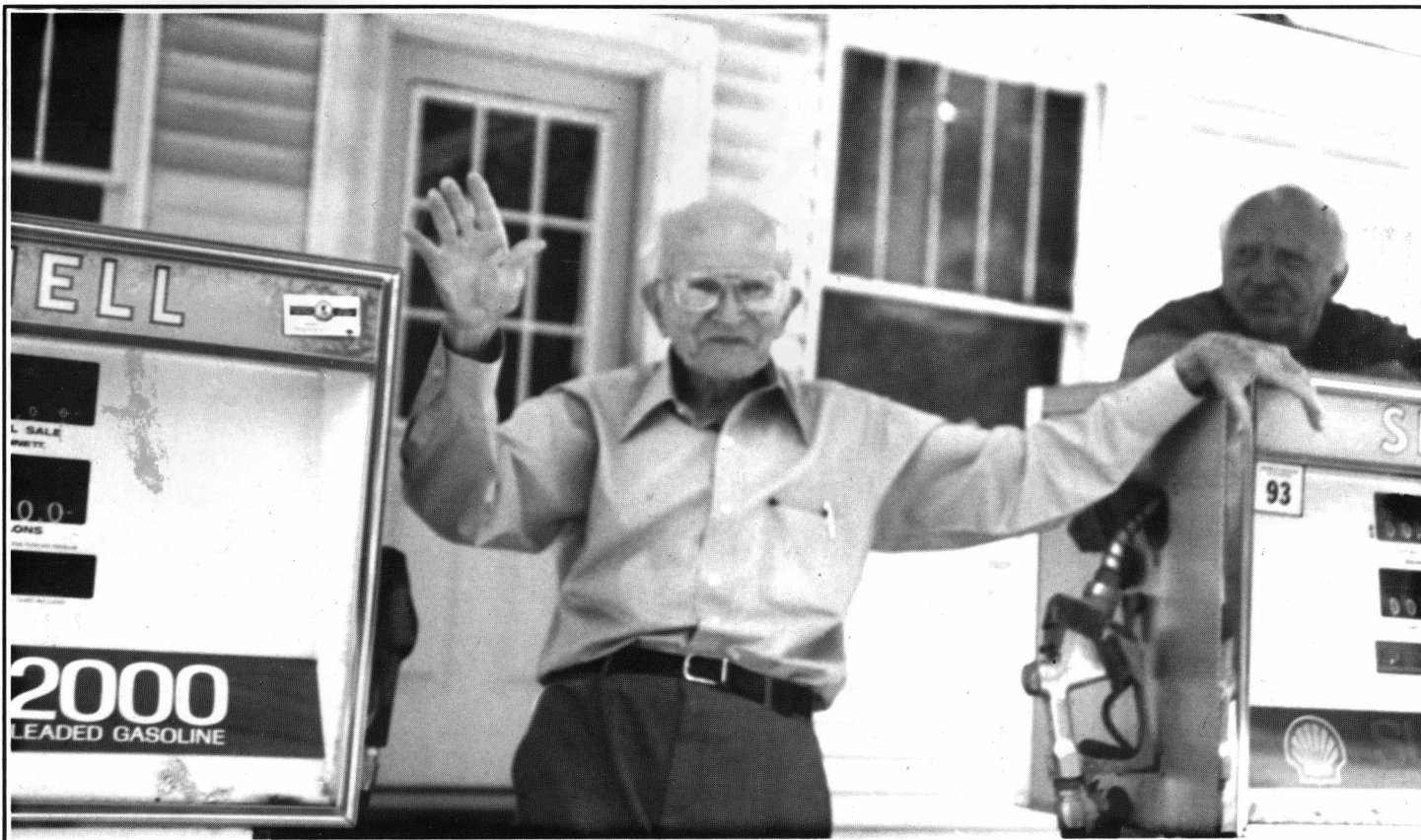


Starting the tour at Fairmount Park in Collinsville

was Chuck Wright's brainchild.

The tour stopped at Dixie Truckers Home the next morning so we could all see the new exhibits in the Hall of Fame. After that, we enjoyed mid-morning coffee at the original Steak 'n Shake restaurant in Bloomington-Normal. The city of Pontiac, our lunch stop, provided the same topnotch hospitality that Staunton had the day before. Bob and Peggy Kraft at the Riviera invited us all in for free lemonade and cookies and we also enjoyed a visit to antique row in Wilmington before the tour ended with dinner and music at Dell Rhea's Chicken Basket in Willowbrook.

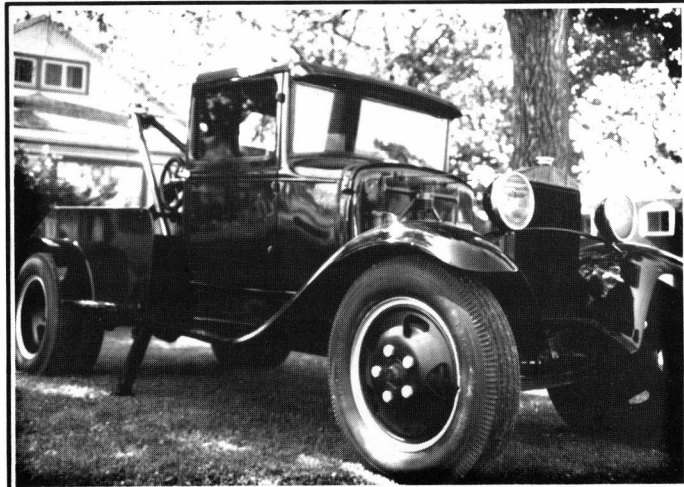
Too many people worked on this year's tour for us to be able to thank them all. However, a special 66 "Thank You" must go to motor tour chairman Frank Lozich and to President Tom Knudsen. Frank was a quiet presence along the entire tour this year. That's because he was struck by laryngitis the day before the tour began. He was still there for us all the way, though, making sure everything ran all right. Only Frank knows how much work his job was. But we can all see the results. Likewise with Tom. He was a strong and quiet presence at every stop. He spent scores of hours preparing. So the next time you see Frank or Tom, give them a hearty handshake and your own personal word of thanks.



Russell Soulsby greeted visitors at his service station in Mount Olive



Hall of Famers Glaida Funk and Ginny Waldmire at the Hall of Fame banquet



An early tow truck in Hamel

Passport Stickers Available

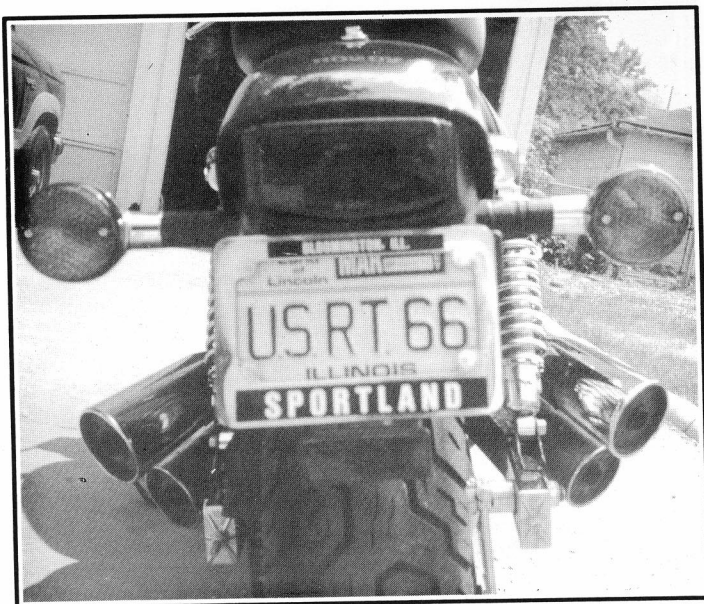
If you didn't get all your passport stickers during the 1994 Motor Tour and still want them, please send a stamped, self-addressed envelope to Lou Vandiver, 2504 Berkshire Court, Champaign, IL 61821. Be sure to state which stickers you need. **Only Xerox copies are available for Wilmington since that town used a rubber stamp.**

Speaking in Plates

by Association Members

Last issue's article on license plates with the number 66 on them drew an enthusiastic response from our readers. George and Marcy Rimini of Girard reported that the plates on their Honda Gold Wings are **US 66** and **RT 66**. Earl Oller of Taylorville, another bike rider, combines those two labels on his own motorcycle plate: **US RT 66**. Dave Jostes of Rochester sported **YES RT 66** plates on his Oldsmobile convertible during this year's motor tour. John and Lenore Weiss of Frankfort sport **MOXIE 66**, **6T SIX R** and **66 LUVR** plates on their fleet of Mustang convertibles. Shellee Graham, the noted 66 photographer from St. Louis, reports that Jim Powell, president of the Missouri Route 66 Association, has **HWY 66** plates on her Thunderbird. This past February, she saw **DRIV 66** plates on a 66 Mustang. Her own plates say **I-DRV 66**. And Randy Smith of East Peoria not only sent us pictures of his own two plates, **IL US 66** and **RT 66**, but he also sent a list of "66" plates that he's collected mostly from his travels in Woodford, Tazewell and Peoria Counties. They are: **OOPS 66**, **K SODA 66**, **LISA I 66**, **EDZ 66**, **DEANO 66**, **BKS 66**, **MINDI 66**, **SHELY 66**, **PURR D 66**, **HNC 66** and **CHER 66**. Great work, everyone! Keep those lists coming in!

Besides reporting about license plates, Randy took opportunity in his letter to do some philosophizing about Route 66. Randy is a sustaining member of our association and, although only 36, already claims to be middle-aged. He's walked a good deal of the road between Chicago and Meramec Caverns and has compiled a book of pictures of oddities and other interesting things he's spotted along the way. He considers himself an explorer of the road or, in his words, "sort of a young Bob Waldmire."



Eric Oller's plate

Day Trips Along the Mother Road

Several Chicago-area organizations are sponsoring day-long bus tours along Route 66 during the early fall. Each will include a guided tour of the Rialto Theater in Joliet, coffee at the Launching Pad in Wilmington, a family-style lunch at the Rivera near Gardner, and homemade pie at the Old Log Cabin Restaurant in Pontiac. Tom Teague will be the host and guide. Registration on each tour is open to the public. Cost is about \$40 a person, all-inclusive. For more information, contact one of the sponsoring organizations below:

September 24

Burr Ridge Park District
10S474 Madison
Burr Ridge, IL 60521
708-920-1969

October 5

Viking Travels
140 N. LaGrange
LaGrange, IL 60525
1-800-233-3963

October 8

Downers Grove Park District
935 Maple Ave.
Downers Grove, IL 60515
708-963-1300

October 22

Downers Grove Historical Society
Downers Grove, IL 60515
708-963-1309



Randy Smith's plate

The Main Street of America



We crossed the Mississippi this morning on the Chain of Rocks Bridge and here we are motoring west in the Show-Me State. We'll try to make it to Meramec Caverns by nightfall, to see where Jesse James and his gang hid out. But not before stopping to cool off at the 66 Cafe with a Grapette and the best lemon meringue pie this side of the Ozarks.

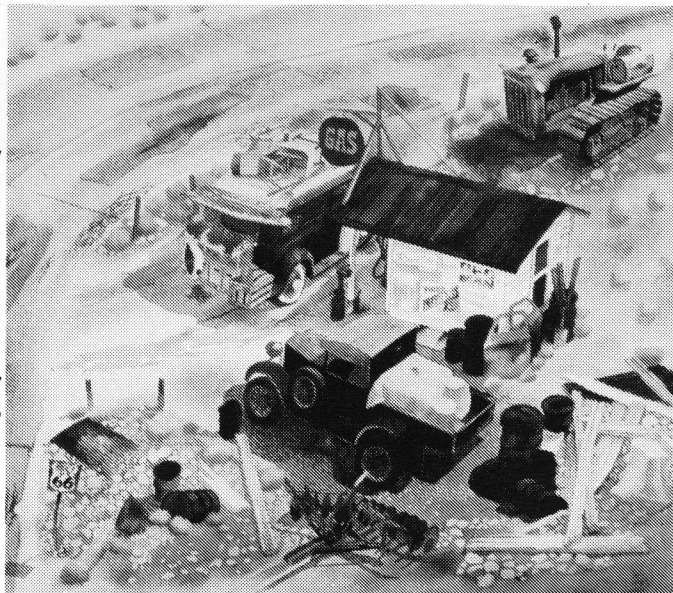


"West of St. Louis"

Limited edition of 1,500 offset lithograph prints signed and numbered by the artist. Printed on 100 lb Quintessence dull book paper. Full-color image: 22 $\frac{3}{8}$ " x 18 $\frac{1}{4}$ " \$55 US includes UPS insured shipping.

"East of Barstow"

Limited edition of 1,500 offset lithograph prints signed and numbered by the artist. Printed on 100 lb Quintessence dull book paper. Full-color image: 22 $\frac{1}{4}$ " x 20" \$55 US includes UPS insured shipping.



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.

Owen Prints, 13838 Hwy. 94, Jamul, CA 91935, USA

Enclose American Express or postal money order for \$55 each print. Allow 4-6 weeks for delivery.

☐ "West of St. Louis"

☐ "East of Barstow"

name

street & apt # (no p.o. boxes)

city, region & country

daytime telephone for UPS delivery

IL

State Signs on for 66

At a June 21 meeting with Association board members in Springfield, officials of the Illinois Department of Transportation (IDOT) announced their agency's plans to boost the revival and preservation of Route 66. If all goes right with IDOT's budget for fiscal 1995, they expect to post nearly 500 signs between Chicago and St. Louis to mark the road, as well as turn-off signs on I-55 to direct people to 66. A Route 66 interpretive display at a new rest stop near Hamel is also in the works. Longrange IDOT hopes include a gas station museum and a full scale interpretive center, perhaps at the Funks Grove rest stop.

Everyone at the meeting table June 21 knew that the biggest problem with posting signs is theft. In past years, Missouri, Kansas, Oklahoma and California have put up beautiful signs complete with Route 66 shields on them. And each year since then, they've had to replace 40 to 100 percent of them. Signs at some locations in Oklahoma were stolen so often that the state finally stopped replacing them. Since one or two missing signs in critical spots can ruin a day's journey, the Association urged IDOT to make commitment to maintaining complete signage along the route. This led to a discussion about how to discourage theft. Some people thought plain, white-on-green street-style signs with no shield on them would be the least attractive to thieves. Others thought the signs needed to be more attractive than that to draw in legitimate travelers. What do you think the best way to discourage sign theft would be? Send your ideas to Newsletter Editor, Route 66 Association of Illinois, 2743 Veterans Pkwy, Room 166, Springfield, IL 62704.

Whatever kind of sign is used, we must keep one thing in mind: We can't let the thieves get us down. We can't let the actions of the criminal few—or their anticipated actions—keep us from helping everyone else enjoy Route 66. That would be an admission that their values and deeds are stronger than ours. Not better, just stronger.

To help the signs and other improvements come about, call your state representative and senator and let them know what you think of the program. Then write your U.S. congressman and senators and ask when Route 66 will at last be declared a national historic highway.

Collecting 66

In our Spring issue, we asked collectors of 66 memorabilia to help us compile a list of all the souvenirs, promotional items and other cultural relics that have used Route 66 as their theme. Mike Starr, P.O. Box 203, Hadley, MI sent us a US 66 Highway Patrol jacket patch. It is shield-shaped, embroidered and about three inches square. Mike had the patch made himself and is willing to swap copies of it with other 66 collectors.

The Highway Patrol patch is handsome, but the entry sent in by Mark and Becky Duncan of Mount Vernon, Indiana, is just plain awesome. It's a Campbell 66 Express ashtray, featuring Snortin' Norton himself! Mark says he and Becky found it at fleamarket near Owensboro, Kentucky. They paid \$2 for it and wonder if other members can tell them anything about it. Perhaps it's listed in one of the many catalogues dedicated to antique glassware, figurines, etc.

For Mayors Only

With help from Nancy Dragin

Reminisce Magazine has announced a contest to place new Burma Shave-style signs in every state in the country. In the beginning each state will get one set of signs. Towns interested in winning this honor for their state should write to "Bring Back Burma Shave," *Reminisce*, 5927 Memory Lane, Greendale, WI 53129. Tell them of your town's interest, suggest where the signs would be located, and explain why your town should be the first one to get these new signs. You are even encouraged to write your own rhyme.

Reminisce is a fairly new magazine with a circulation of about 2,000,000. Its main goal is "to elevate the regard, concern and service for folks over 50." Its editors say the new signs will be the same size and color of the originals. But for copyright and promotional reasons, the last sign in each set will say "Reminisce" instead of "Burma-Shave." The magazine hopes the signs will become tourist attractions. If all goes well, it will even put up more signs in the coming years.

Taste of Country

by Matt Knudsen

It was a beautiful weekend. It started with a street dance Friday night, followed by entertainment all day Saturday, an art show and a teen dance that evening. More than 1,000 volunteers staffed the various booths. Memory Lane, a stretch of Old 66 north of town, was open both days and there were historical tram tours of Lexington. The Route 66 Reunion on Sunday featured the Kiltie Bagpipe Band and 30 years of Mustangs.

The Taste of Country Fair is where our association started. We missed seeing members and other people who attended earlier reunions, but we give a special thanks to these members who helped run the merchandise booth: Ray & Dorothy Schroeder, LaWanda Henry, Terri Ryburn-Lamont, Barb & George Hinthorn, Tom & Pat Knudsen, Tracy Graves, and Marilyn & Durrelle Pritchard.



The Campbell 66 Express ashtray

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 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
1994 Motor Tour T-Shirt in L, XL, XXL	<i>Only</i> \$10.00 + \$1.50 p/h
Glow in the Dark Shield T-Shirts	\$12.00 + \$1.50 p/h
Neon 2-sided T (specify Chevy, 'Vette, Mustang or T-Bird)	\$12.00 + \$1.50 p/h
Too Kool collar	\$ 8.00 + \$1.50 p/h

COLLECTIBLES

New! Oversized '95 Route 66 Car Culture calendar, Lucinda Lewis. Beautiful color photos!	\$14.95 + \$2.00 p/h
New! 8" x 8" Illinois US 66, shield-shaped rubber car magnet	\$11.00 + \$1.50 p/h
Large Letter State Postcards by Bob Waldmire, set of 8	\$20.00 + \$1.50 p/h
Illinois 66 metal refrigerator magnet	\$ 2.00 + \$1.00 p/h
Set of 34 Bob Waldmire Postcards--scenes of 66	\$ 4.00 + \$.50 p/h
Hall of Fame Postcards (set of 15)	\$ 8.50 + \$1.00 p/h
Route 66 ceramic salt & pepper shakers	\$ 3.00 + \$1.00 p/h
Hat pins--Large or Small	\$ 5.00 + \$2.00 p/h
Illinois Route 66 metal license plate frame	\$ 3.00 + \$1.00 p/h
Route 66 earrings (specify post or dangled)	\$ 6.00 + \$1.00 p/h
Reproduction sign--shield shape, full size, 16-gauge steel)	\$ 5.00 + \$1.00 p/h
Ceramic mug--choice of black or white	\$40.00 + \$5.00 p/h
Pewter Route 66 belt buckle	\$ 5.00 + \$1.50 p/h
Prism bumper sticker--choice of Chevy or Corvette	\$10.00 + \$1.50 p/h
Greetings from the Mother Road! postcard book by Michael Wallis	\$ 2.00 + \$.50 p/h
Land of Lincoln "Route 66" license plate key chain	\$ 8.95 + \$1.50 p/h
"Route 66" music album by David Williams	\$ 2.00 + \$.50 p/h
	\$15.00 + \$1.50 p/h for CD \$10.00 + \$1.50 p/h for cassette

MAPS AND BOOKS

New! Guide Book to the Mother Road, Bob Moore & Patrick Grauwels. Great photos!	\$17.95 + \$2.00 p/h
Illinois fold-out map of Route 66 by Jim Ross and Jerry McClanahan	\$ 3.95 + \$1.50 p/h
New! Full set of eight state maps by Ross & McClanahan	\$30.00 + \$3.00 p/h
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 Susan Kelly. Large format paperback	\$17.95 + \$2.00 p/h
Route 66 Cookbook by Marion Clark (folklore & recipes)	\$24.95 + \$2.00 p/k
Route 66 Fun Book (for kids of all ages)	\$ 4.00 + \$1.00 p/h

Clearance Sale! Price Cuts! Stock Up for the Holidays!

Rubber Key chain--featuring Waldmire Illinois map	\$ 1.00 + No Postage!
Refrigerator Magnet--featuring Waldmire Illinois map	\$ 1.00 + No Postage!
Fuzzy Dice with Illinois U.S. 66 shield	\$ 4.00 + \$1.00 p/h
Two-in-One beverage holder	\$ 2.00 + \$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!

Down the Road

By Jeff & Laura Meyer, Roadologists

Once again, it's time to see what's going on down the Mother Road with L & J...

Our fifth annual motor tour was fantastic! A big turnout, and a lot of fun for all. Motor tour chairman (and resident rock & roller) Frank Lozich did a hell of a job along with the committee. Thanks go out to everyone of our road crew members who worked their tails off and sold their big hearts out!! You guys all deserve a tall cool one. Laura says: "Sorry I couldn't cheer you on, but the doc said 'No way!' I hope I was there in spirit."

Thanks, too, for the great stops along the way to the Beeler family, the Dixie, the Knudsen family and, last but not least, the State Farm Team!

We had a very successful weekend July 8-10 at Willowbrook & Burr Ridge's "Cruising 66." There was a lot of food, entertainment, a carnival, a petting zoo, arts and crafts and, of course, the car show. Thanks to the Chamber of Commerce folks and to the Chicken Basket man, Pat Rhea (Get well quick, ya hear?)

The Association also set up at the Taste of Country Fair in Lexington. Matt Knudsen has written an article about that appears elsewhere in this issue.

Please say a prayer for Ola Soulsby, sister of Hall of Famer Russell Soulsby in Mount Olive. Ola is in a convalescent home.

In Missouri, the move is on to save the Coral Court again. A fundraiser was held May 1 at the Crestwood Mall. Missouri 66 president Jim Powell was there, as well as Michael Wallis, author of "Route 66: The MOther Road."

Alas, contrary to what was reported in our spring newsletter about St. Louis' 66 Park-In Theater having nine lives, the theater has lost its battle with the wrecking ball--to make way for another grocery store and strip mall. (We won't get on our soapbox about that)!

Another classic 66 stop may be the next casualty: the Mule Trading Post in Rolla. An auction of inventory was held, but as of now, there are no takers for the business itself.

On the happier side, the Missouri Motor Tour/Poker Run is going to be on September 17.

Kansas will be having a half-marathon run (13 miles) through three states, starting in Oklahoma, through Kansas' three towns (you know the names, right?--Galena, Riverton and Baxter Springs) and ending in Missouri.

In Oklahoma on April 8, Michael Wallis received the Lynn Riggs award, which goes to an Oklahoman who has contributed to the arts in that state. He is the first author to win the honor. Congratulations!

In Claremore, the Will Rogers Hotel is going to be restored, including the mineral baths. IN Catoosa, the famous blue whale may get a new coat of paint. The town is thinking of buying the recreational complex where the whale lives.

Texas held its annual Route 66 convention May 8 in McLean. Eight people were inducted into their Hall of Fame. George Rook of Amarillo is the new president. Gordon Shepler is the V.P.. He and his wife, Jane, have done a terrific job restoring the Cactus Inn Motel.

Also in Texas, Vega has erected a sign stating that you're at

the halfway point on Route 66.

In New Mexico, a Route 66 giant festival was set for Albuquerque on Labor Day weekend. If all went well, the sponsor, Giant Truck Stop, said it could be an annual event.

In Arizona, some 660 cars participated in that state's seventh annual fun run this past spring.

In California, a meeting was held to determine if the legendary Mayfair Theater will survive or be torn down due to earthquake damage. Stay tuned for more!

That's a rap for now! Happy Fall, you all!

Elections & Meetings

The Association's annual meeting will take place on Sunday, October 16 at the Country Buffet, College Hills Mall in Normal. As with all our board meetings, lunch will be served at noon and the meeting itself will start at 1 p.m. The posts of vice-president and treasurer are up for election, as well as three at-large board positions and the county representatives for DuPage, Will, McLean, Sangamon, Montgomery, Macoupin, Madison and St. Clair Counties. All Associations members are encouraged to attend this meeting and cast their votes for our future leadership. Remember, this is a grassroots organization. If we don't run ourselves, no one else will. Candidates for each post may be nominated up to the last minute. However, we have a nominating committee at work and they're expected to announce their results at the annual Association picnic September 11. There will also be a special mailing after the meeting to announce the candidates.

After the election, it's been our custom to plan our schedule of events and activities for the coming year. One motion up for consideration will be whether to alternate the direction of our annual motor tour between north-to-south one year and south-to-north the next year. A simple, regular schedule like this would allow towns along the route to plan their own 66 activities more efficiently.

The first motor tour planning meeting is set for noon on Sunday, November 13 at Mount Hope Township Hall in McLean. As usual at such meetings, there will be no meal served. We'll just get right down to business.

The January board meeting will take place in Litchfield at a site to be determined. Check our winter newsletter for the location or call your board member.



Bill Shea, a D-Day veteran, and his wife Helen sent greetings from Omaha Beach on June 6, 1994

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, 314-539-5500, 314-367-2418

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

Oklahoma Route 66 Association
901 Manvel
Chandler, OK 74834
Ron Burden, 405-258-0008

Old Route 66 Association of Texas
P.O. Box 66
McLean, TX 79057
George Rook, 806-354-9716
(See their Route 66 museum in Mclean and museum at
Route 66 Antiques in Amarillo)

New Mexico Route 66 Association
1415 Central NE
Albuquerque, NM 87106
Dave Nidel, 505-843-7185, 505-246-0211

Historic Route 66 Association of Arizona
P.O. Box 66
Kingman, AZ 86402
Shirley Bellmore, 602-753-5001

California Historic Route 66 Association
263 S. Cypress
Orange, CA 93266
Geoffrey & Joanne Willis, 714-639-2911

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

Dutch Route 66 Association
Postbus 2013
1620 EA Hoor
The Netherlands
Hans Stuijfborgen, Tel. 02290-18318

Route 66 Association of Belgium
Georges Moreau Street 172
1070 Brussels
Belgium
Patrick Grauwels, 32-2-6402635

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

----- 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.

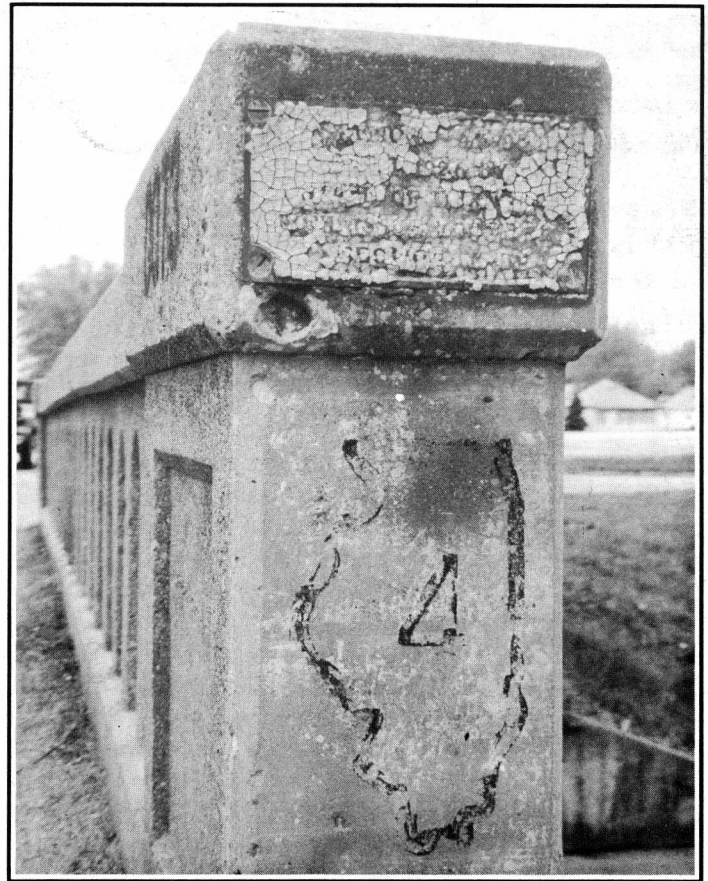
TO: Membership, Route 66 Association, 2743 Veterans Pkwy., Springfield, IL 62704

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

Name This 66 Spot!

Before signs came into use, highways were often marked by stenciling markers like this one onto bridges that they crossed. This one was painted along Illinois 4 shortly before the road was redesignated U.S. 66. Can you tell us where it was? Better yet, can you tell us some stories about the area? Send your response to Newsletter Editor, Route 66 Association of Illinois, 2743 Veterans Parkway, Box 166, Springfield, IL 62704.

This issue's "Name This 66 Spot" photo was submitted by John and Lenore Weiss of Frankfort. No one earned a free Pig Hip sandwich by correctly identifying the spot which we ran for two issues last year. It was the Pioneer Rest Motel, which stands next to the Pig Hip Restaurant in Broadwell. Perhaps that's because the motel was shown in its original state--as a series of unconnected log cabins. The cabins have long since been connected and a modern siding applied.



**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!

WINTER 1994

\$2.00



"ILLINOIS - WHERE THE ROAD BEGAN."

Officers and Board Members

The 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 under or to the right of each officer's or member's name is the expiration date of their term.

President	Vice-President	Treasurer	Secretary	Newsletter Editor
Tom Knudsen 10-95 1202 Eastholme Bloomington, IL 61701 309-828-2925	Frank Lozich 10-96 7270 W. 174th Place Tinley Park, IL 60475 708-429-9173	Marci Rimini 10-96 R.R.2, Box 16 Girard, IL 62640 217-965-4748	Marilyn Pritchard 10-95 601 W. Reynolds Pontiac, IL 61764 815-844-6937	Tom Teague 1208 W. Edwards Springfield, IL 62704 217-787-8839
Board Members	Ray Schroeder, Livingston, 10-95 217 Andrew St. Dwight, IL 60420 815-584-1019	Priscilla Mathews, Montgomery, 10-95 410 N. Monroe Litchfield, IL 62056 217-324-5551	Todd Franek, At Large, 10-95 1652 Killdeer Dr. Naperville, IL 60565 708-961-3464	Mike Yates, At Large, 10-95 84 Fairview Washington, IL 61571 309-745-3822
Jeff Meyer, Cook, 10-95 2802 Fremont St. Rolling Meadows, IL 60008 708-392-0860	Matt Knudsen, McLean, 10-96 1202 Eastholme Bloomington, IL 61701 309-828-2925	George Rimini, Macoupin, 10-96 R.R. 2, Box 16 Girard, IL 62640 217-965-4748	Barbara Lorenz, At Large, 10-96 R.R. 2, 1392 Hickory Hills Metamora, IL 61548 309-822-8197	Executive Committee members are the officers, plus Mike Yates and Ray Schroeder.
Ed Schumann, DuPage, 10-96 5701 Linden Ave. LaGrange, IL 60525	Ernie Edwards, Logan, 10-95 P.O. Box 63 Broadwell, IL 62623 217-732-2337	Deborah Mileur, Madison, 10-96 410 N. Monroe Litchfield, IL 62056 217-324-5551	Lou Vandiver, At Large, 10-95 2504 Berkshire Ct. Champaign, IL 61824 217-356-4949	
Duke Cartwright, Will, 10-95 407 Pasadena Ave. Crest Hill, IL 60435 815-726-3574	Ryan Russell, Sangamon, 10-96 640 W. Briar Pl., Apt 63 Chicago, IL 60657 312-525-0407	Rich Henry, St. Clair, 10-96 Old Route 66 & Madison Staunton, IL 62088 217-635-5655	Lenore Weiss, At Large, 10-96 21149 Hillside Frankfort, IL 60423 815-469-2284	
Ray Starks, Grundy, 10-95 714 E. Illinois Ave. Morris, IL 60450 815-736-6259				

Elections Held at Annual Meeting

October 16 in Bloomington was election day and the beginning of our sixth year as an association. The election brought about change. Our new vice-president is Frank Lozich of Tinley Park and our new treasurer is Marci Rimini of Girard. The returning board members for counties are Ed Schumann (DuPage), Ray Schroeder (Livingston), Matt Knudsen (McLean), George Rimini (Macoupin) and Deborah Mileur (Madison). The new board member for Sangamon County is Ryan Russell. New at large members are Barbara Lorenz of Metamora and Lenore Weiss of Frankfort. All these people will serve two-year terms. The board appointed Jeff Meyer to fill out Frank Lozich's term as Cook County board member. Duke Cartwright was appointed to fill the Will County vacancy and Rich Henry was appointed to fill the St. Clair County vacancy. The association would like to say "Thank you" to our former vice-president, Jeff Meyer, and to our former treasurer, Laura Meyer, for their dedication and service to this organization. We would also like to thank Paul Gleason and John Stonecipher for their fine years of service.

Also at the meeting, the board voted to run our motor tour from north to south in odd-numbered years and from south to

north in even-numbered years. That way, communities along the route can better plan their participation in the tour.

The board also decided to update and republish our "Route 66 Tour Guide and Hall of Fame" brochure in 1995.

Submitted by the Nominating Committee: Ray Starks, Todd Franek, George Rimini, Dorothy Seratt, Ray Schroeder and Deborah Mileur.

Harvest Day Thanks

by Ray Schroeder

Dwight's annual Harvest Days celebration was another successful event for sales of the association's Route 66 memorabilia. Ray and Phyllis Starks came from Morris and volunteered for both days with table set-up and sales. The following members also helped: Irene Kanzawa and her son Chuck Kanzawa from Dwight; Al and Dorothy Seratt from Odell; Marilyn Pritchard from Pontiac; Pat and Tom Knudsen from Bloomington, and my wife Dorothy. All your time and effort were appreciated.

New Members

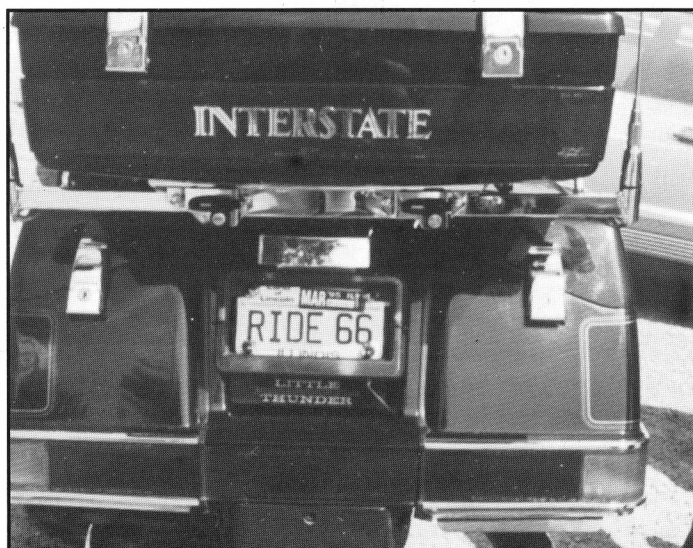
Since our last issue, the Association has welcomed 45 new members. They come from seven states and include 15 families and two lifetime members. Together, they bring our total active membership to nearly 900! We extend a right hand in fellowship to: Andy & Mildred Antonacci, Woodridge; Nina Berkovitz, Chicago; George & Melanie Chambers, Coal City; James & Teresa Coleman, Ivesdale; Norma & Marilyn Cramer, Marengo; the Dennis K. Davis Family, Normal; Robert Fuller Jr., Frankfort; Michael Gallagher, La Grange Park; Maureen Geoghegan, Chicago; Alfred & Agnes Geyer, Lisle; Paul Grossman, Hoffman Estates; Rick Gaurolnick, Hawthorn Woods; Barbara & Richard Hedquist, Lincolnwood; **Jay Hocking, Springfield, Lifetime**; Gregg & Deborah Jarrette, Beecher; Marie Jibben, Peoria; William King, Milwaukee, WI; Bob & Mary Kircher, Brookfield; Ralph Kluge, East Peoria; **Jeffery LaFollette, New Liberty, IA**; Sharon Maroni, Naperville; Valerie McCaffrey, Hinsdale; Jackie Murtz, Wilmette; Bruce Norgard, Elmwood Park; Dwight O'Keefe, Springfield; George & Sharon Pavelich, Romeoville; Patricia Sager, Dearborn Heights, MI; Gertrude Schuda, Lemont; Kurt Schultz, Bellevue, WA; Tom Siglar, Lakeside, OH; Jerry & Elizabeth Simmons, Hammond, IN; the Joseph Skuban Family, Joliet; Susan Staron, Elmhurst, IL; Annice Tatken, Chicago; James & Gail Tibensky, Berwyn; Steve Travis, Lockport; Ron Tufano, Mount Prospect; Raymond Vogel, Wheaton; Carol Waldschmidt, Odell; Donald & Glenna Walters, Robinson; Bill & Linda Weber, Urbana; Steve Williams, Downers Grove; Christine Witnik, Chicago; Harry Woodhouse, Decatur, and Tom Woodside, Wilmington.

Speaking in Plates

by a Lot of People

Association members keep on sending in reports of people speaking about Route 66 through their license plates. Dorothy Seratt of Odell reported her own plate: SAV RT 66. The Lambs of Bement also reported their own--STUDE 66--which rides on a Studebaker of appropriate vintage. Roger and LaVada Keirseay of Lexington reported that their car carries IL RT 66 in the handicapped plate series. Paul Melchert, who helped start this series, has sent in photographs of these plates: MOTH RD, RIDE 66 (on a motorcycle), MART 66, KX ON 66, HIST 66, ILUV 66, TNADO 66, and C U ON 66 (owned by Mike Yates). And Randy Smith, perhaps the champion plate spotter, reported the following: BEF 66, REMS 66, ANDE 66, TRACI 66, OGRE 66, 60 SIX and ZBY 66. We'll show as many of these plates as we can in this and future issues.

License plate of Dorothy Seratt, Odell



Meeting 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. If you're still unclear, call your board member. Here's the schedule through next May:

Board Meetings

January 22, Art's Restaurant, Farmersville
(snow date is January 29)

Call Priscilla Mathews, 217-324-5551 for reservations

April 2, Feddersen's Pizza Garage, Dwight
(complete buffet dinner for \$6)

July 23, Harrah's, Joliet

Motor Tour Meetings

November 13, March 19

A Call to Arms...A Call for Preservation

by Frank Lozich

Route 66 in Illinois is finally getting her long overdue recognition with historical signage to make traveling the road easier for those who are about to discover it for the first time. The spirit of the highway and its people have managed to keep the road alive. But what about the unique structures and roadside architecture that reflect the highway's culture and lure many to experience its rich past of Americana?

From Chicago to LA, many steps have been taken to save fine examples of the highway's past from the wrecking ball through volunteer effort. So far, Illinois has yet to do something about saving its precious roadside culture. The shed in Pontiac which once displayed Meramec Caverns on its roof and the Mill Cafe in Mount Olive have recently vanished. May more will follow if nothing is done!

But it's never too late to start trying.

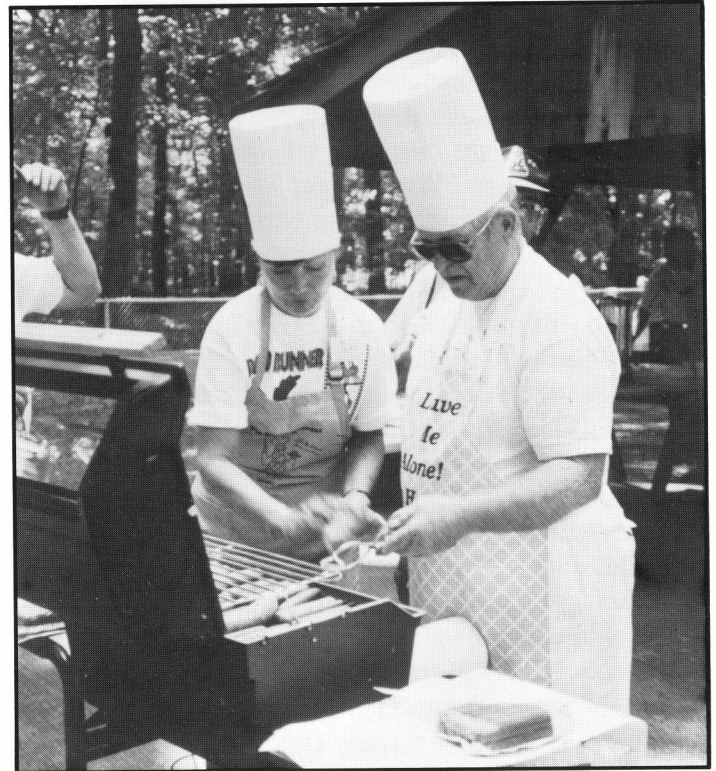
There are 900 members in the Route 66 Association of Illinois. Many are also members of the National Trust for Historic Preservation or the Society for Commercial Archeology--or both. These individuals could provide great help and enthusiasm in a drive to save the roadside.

So what I'm getting at is that the time to form a preservation committee has come! Route 66 needs your help as well as some of your fine professional skills. People have been talking and writing to me about the subject of preservation for some time. So now let's do it! Association member Dorothy Seratt and I, who are both also members of the National Trust, are calling out to those who really want to make the effort. We need those members who have experience in preservation or in involved areas such as fundraising, grant writing and legal matters. We are also interested in people who just plain love the road and want to help.

Dorothy and I would like to set up a meeting in early 1995 to get the ball rolling before we lose any more of the highway's past. We need to know how many members are interested. Please call Dorothy at 815-998-2300 in Odell or me at 708-429-9173 in Tinley Park. If we're not at home when you call, leave a message and we'll get back in touch.

Also, please keep in mind that we'll all do better if we have a positive attitude.

Now let's get to work and save our roadside!



Ernie Edwards and Lenore Weiss at the annual picnic



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.

Arts Alive on 66

The Will Rogers Follies, the Tony Award-winning musical about Route 66's favorite son, is playing at the Candlelight Dinner Theater in Summit through January 15. Celebrate the holiday season by getting a group of friends together to go see it. Depending on the time of week and the size of your group, dinner and a show costs between \$17 and \$45.

Candlelight, which is just a couple of miles down Harlem Road from Old 66, is America's oldest dinner theater. It holds some 350 diners at tables arranged around a circular stage. The food is good, if not memorable, but the production of the play itself is first rate. The stage has several areas which can be raised, lowered or rotated. A synthesizer-based band provides full musical accompaniment. Screens enclosed in giant lassoes circle the balcony and show various scenes from Will's life during the performance. Actors and dancers emerge from doors around the theater to come down the aisles and join the action. Will himself makes his first appearance by riding down from the balcony on another giant lasso. All performers are from Chicago except for the star, Mark Brink, who is a former member of Fred Waring and the Pennsylvanians.

The sense of foreboding created by the occasional appearance of aviator Wiley Post in the play is something Will himself did not feel, but other than that, *The Follies* is a faithful retelling of Will's life. It is set against the backdrop of the Ziegfeld Follies, in which Will starred for several years. Will was primarily a man of the written or spoken word, so the idea of him singing in this play takes a little getting used to. And you probably won't be humming any of its melodies to yourself a couple of days after seeing the show. But you'll certainly have an enjoyable evening and you will remember who Will Rogers was.

Video producers are finally catching up with the news media and book publishers in covering Route 66—and in a big way. I haven't seen any of them yet, but I know of at least **three Route 66 videos** that should be available by the end of the year. Advance sales of two of them are advertised elsewhere in this issue. "**Cruisin' Oklahoma 66**" is a 90-minute production focusing on the 400 miles of 66 in the Sooner State. Producer Kathy Anderson is proud of the grassroots, shoestring nature of the project. But its line-up is first rate. The tape will include segments about Cy Avery, the Bunion Derby, the Dust Bowl, Will Rogers and Jack Cutberth, plus interviews with author Michael Wallis and 66 mapmaker Jim Ross and an original score. "**Route 66: The Video Road Trip**" is a production of Pacific Communications in Tumwater, Washington. It promises to take viewers on "an armchair journey down the world's most beloved highway" in an old Cadillac. A third video features author **Michael Wallis** in a 90-minute cruise down Route 66. He and his wife Suzanne visit many of the people and places featured in his book *Route 66: The Mother Road*. It was produced by The Entertainment Group, 9109 S. Urbana, Suite

D, Tulsa, OK 74137-3959 and sells for \$19.98 plus \$4 shipping.

All three videos sound like great Christmas gifts for former officers and other special friends. We hear "*The Video Road Trip*" has spectacular photography. But the Anderson tape sounds the most intriguing. Its grassroots, handmade approach may leave it without some of the technical sheen that the other two may have. But it covers only one state, giving it the chance for greater depth. The original music is a plus, too.


Skip Curtis of St. Louis has just published a combination photo and guide book called **The Missouri U.S. 66 Tour Book**. It includes maps, 350 vintage postcards and photos (printed in black and white) with capsule histories, town histories and detailed instructions on how to drive 66 in either direction across the state. Curtis is a history buff and runs his own advertising agency in St. Louis. I haven't seen his 66 book yet, but Skip's earlier book, *Why'd They Name It That? (A Look at some "Peculiar" Missouri Towns)*, was a handsomely printed volume chock full of fascinating detail. This book promises to be the same. To order, send \$24.95

plus \$2 for shipping to Curtis Enterprises, 2302 Gascony Dr., Lake St. Louis, MO 63367. If you don't like the book, Skip offers a full refund.

Beginning with *The Grapes of Wrath* in 1940, Route 66 has been a favorite subject of America's moviemakers. That tradi-

(Arts Alive continues on next page.)

September 21 thru January 15



BEST Musical

THE
Will Rogers
FOLLIES

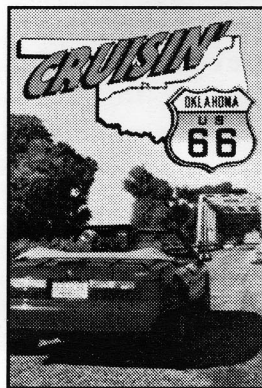
tion carried on in 1994 in **Natural Born Killers**. The film's starring couple pass through Gallup, New Mexico, early in the action. A few nights later, they spend the night in Gallup at the Log Cabin Inn. Later, a riot scene featuring real prisoners was shot at the Stateville prison in Illinois. Don't go see this movie just because of Route 66, though. It claims to parody violence, but more often celebrates it.

Jim Datsko has called it quits for the **National Route 66 Fan Club** and its newsletter, *Spirit of 66* after just one year. The club had grown to 500 members and the newsletter was packed to its literary gills with information. However a career change, from lawyer to charter jet pilot, presented itself to Jim. In taking it, he had to give up the fan club. Paid up members will receive copies of *Route 66 Magazine* instead.

But as one organization fades, another dawns. David Knudson of Tujunga, California, recently announced formation of the **National Historic Route 66 Federation**. Its purpose, Executive Director Knudson says, is to "begin to gain nationwide attention for Route 66 and to acquire federal, state and private funding to revitalize it." No specific agenda to accomplish this has yet been developed, but Knudson does plan to hold a national Route 66 conference in Oklahoma City next spring. The federation will be a for-profit, membership organization. It will be modeled after the successful International DeLorean Club, which Knudson also formed. Knudson does not yet have the depth of knowledge about Route 66 that other national figures do, but he has experience and enthusiasm and has made a significant financial commitment to the project. Let's watch for more news from David and wish him and the road great success. For more information, contact the National Historic Route 66 Federation, P.O. Box 423, Tujunga, CA 91043-7232.

Anchorman Bill Kurtis of recently featured Route 66 in a special about transportation for PBS. A firm in Edwardsville is planning to build a 32-room Route 66 Bed and Breakfast by next Spring. Six French high schoolers rode bicycles across Route 66 in late October and November this year. The Route 66 Cruisers

hosted them in Springfield. And if you run out of newsletters, you can paper your den with this last item. C.J. Beeler of Dixie Truckers Home has sent word of a **Route 66 wallpaper**. It is a simply-colored paper featuring signs from 66 businesses, including the Dixie. To get a look at it, stop by your local home decorating store and ask to see the Novel Ideas catalogue.



*A video
every
Route 66
fan will
enjoy!*

ALSO MAKES A GREAT GIFT!!

Travel along Oklahoma's unique 400 miles of Route 66 and meet people who bring the Road's national history to life with all its fascinating Oklahoma connections.

This 90 minute production is a blend of Oklahoma Route 66 scenery, interviews, and archival photos. Includes information on Phillips 66, the Bunion Derby, the Dust Bowl Migration/Grapes of Wrath; and interviews with Michael Wallis, Ruth Avery, Gladys Cutberth, "Will Rogers", Deputy Chief John Ketcher of the Cherokee Nation, and much, much more!!

Cost: \$22.95, plus \$3.50 shipping. OK residents add \$1.71 tax. (International orders - please write first or contact your country's Route 66 or CAAR club.) ANDERSON PRODUCTIONS, P.O. Box 3461, Edmond, OK 73083. No C.O.D.s or credit cards, please.

Allow 4-6 weeks for delivery

The Last at Carefree

Veteran bicyclist and Association member Carter LeBeau reports that he was the last paying customer at the Carefree Motel in Dwight. The 66 landmark closed down earlier this year for lack of travelers. On an October ride to Mexico, Missouri with some friends, Carter, 68, and some friends planned to spend the evening at the Carefree. They were surprised to find a "closed" when they arrived. While they were standing around the motel's sign figuring out what to do next, the son of owner Paul Moyemont came out from his nearby home. Rather than send the riders down to the next motel in Pontiac, he offered to open up the motel one last time for them.



The Barn Signs of Meramec



Story by Tom Teague
Art by Mike Manning

Lester B. Dill was in a big hole. But instead of pulling himself out, he was trying to draw other people in--by the tens of thousands. Born in St. Louis, Dill had grown up in Stanton, Missouri, on the northeastern edge of the Ozarks. As a boy, he'd spent countless hours exploring the cave-rich valley of the Meramec River. As a teen, he and his brothers had made small change by giving tours of Fisher's Cave, located right across the Meramec from the family farm. As a young man, Dill had leased Fisher's and Mushroom Caves in Meramec State Park for public tours and dances. Faced with the loss of that concession after four years, he had just

bought his own cave. It was 1933, the middle of the Great Depression. There were already a thousand known caves in Missouri. At least a dozen were open for tours. How could his stand out?

Dill's new underground possession was actually one of the first known caves in America. He would later say he believed that the Spanish explorer Hernando DeSoto had discovered it in 1542. It's more likely, however, that the French miner Philipp Renault was the first white man to see it. Local Indians had told him how its walls glittered. Thinking he might find gold, Renault went in 1720 to look. What he found was saltpeter. Though not gold, saltpeter was an essential ingredient in gunpowder and the French mined the cave for several years. Supporters of the Confederacy also

mined the cave during the Civil War. Because of its product, it had been known as Salt Peter Cave for nearly two centuries by the time Dill bought it.

The new owner did not think this name would appeal to the public taste. So before he let in even his first paying customer, he renamed the cave Meramec Caverns after the popular new state park which it bordered. This was a savvy move, but only the first in a nearly 50-year string of promotional ploys and stunts that would earn Dill a reputation as a subterranean Barnum. Yet today, the caverns' letterhead carries the motto "the Greatest Show Under Earth."

These ploys ranged from dog shows to radio broadcasts to gospel concerts. But the boldest by far was when Dill brought Jesse James home. The Confederate guerrilla-turned-outlaw had been born in Missouri and had used the state's many caves as hideouts. There was even some evidence that Meramec Caverns had been one of his favorite escape routes after robberies. But James had been shot in 1882 and was buried in Kearney, Missouri. Then in 1949, when the outlaw would have been 103, an old man in Lawton, Oklahoma, J. Frank Dalton, claimed he was Jesse James. Dill dispatched his son-in-law, Rudy Turilli, to Oklahoma to check out the old man's story. Though ten other men over the years had claimed to be James, Turilli and Dill soon became convinced

that they'd found the genuine item. And when they brought him "home" to a cottage on the cavern grounds, it made headlines coast to coast. The two even flew Dalton to New York for a Broadway press conference. When the old man died a year and a half later, his identity had still not been clarified. But people sure knew about Meramec Caverns. Only Carlsbad Caverns in New Mexico and Mammoth Cave in Kentucky were drawing as many tourists.

The James saga was spectacular. But it was probably Lester Dill's intuitive grasp of the nation's growing car culture, more than anything else, that contributed to the Caverns' longterm success. He'd shown this grasp first by picking a site only three miles off the nation's bustling, new wonder road, Route 66. Capitalizing on the caverns' large entrance, he then made Meramec the first cave in America to offer in-cave parking--a real attraction on Missouri's muggy summer days. For additional parking, he dredged his stretch of the Meramec River every year and graveled an outside lot. And while visitors were down in the cave, attendants would wire wooden signs to their cars' bumpers. Dill also ventured into roadside advertising with a series of billboards. All of these strategies worked well. But when Dill first painted "Meramec Caverns" on the roof of a barn, he not only packed in the tourists--he created an institution that became better

He paints the signs



known than the cave itself.

There were once 350 barns in America whose roofs or sides carried the simple, black-and-white message: "Meramec Caverns, Stanton, MO" (the red and yellow colors and the highway numbers were added in later years). Most signs were in the Midwest and the South. Illinois alone had 95 barn signs, of which nine were along Route 66. Meramec signs were never as plentiful as Burma Shave markers. Nor did they ever rhyme. But no two were alike. And by taking the roofs and sides of barns instead of standing independently on poles, they wrote a poetry all their own.

Dill got the idea for barn signs while on a trip back from Florida with his wife. He noticed how some farmers had painted their names on their barn roofs and said to his wife, "I think I can put the cave on them." He painted the first several signs himself, paying the farmers off in passes to the cave. Now they are paid hundreds of dollars, plus whatever structural work is needed to maintain the sign. Soon Dill's assistant Bob Hudson took over the painting. Later, Mike Door would perform the job for awhile. But since Jim Gauer signed on in 1956, only he has climbed a barn for Meramec. In 38 years, he has painted or repainted 5,000 signs. This makes him, in the small but elite fraternity of barn painters, the indisputable king of the hill. And though he's 67, he plans to keep climbing barns until there's no more work to do.

I met Jim in 1986 when I was doing research for my book. But for some reason I couldn't justify even if I could remember it, I didn't do his story. This wore on me for several years. No study of Route 66 or roadside America would be complete, I felt, without fair mention of the Meramec barn signs. Finally, this past September, as Jim's season was winding down, I wound up the old Probe and went down to Meramec to spend the afternoon with him.

Jim Gauer was a frogman during World War II, mining island beaches in advance of invasions. "I was going to make the service a career," he said, "but in 1948 in San Francisco I got in trouble with an officer. It wasn't my fault, but it was on my record, so I got out."

Staying on in San Francisco, Jim got a job on the painting crew of the Golden Gate Bridge. He worked there for five years until family troubles took him back to his hometown of Stanton, Missouri.

"I was looking for a job," Jim said. "My brother told me I might be able to get on down at Meramec. When I got here, they hired me right away. And I've been here ever since. I love it. I really do. I've been offered jobs that paid me more money, but when Les was here, he treated me like a son. I just didn't leave."

Frogman. The Golden Gate. Climbing barns. It seemed Jim Gauer was a man without fear.

"Oh, there's plenty of fear," Jim said. "I always throw a rope over a barn. When I started out, I was in Oklahoma. The roofs there aren't very steep and I was just walking all over them without a rope. In the early days, I used rollers and

brushes, but by then I was already spraying. I do the white color first, then the others. I paint along nail lines when I can, but mostly the signs are done freehand. This day, I was painting the yellow and I backed up and stepped in some white paint that was still wet. In a second I was off the roof. Ever since then, whether I use it or not, I've had a half hitch around my hand just in case."

"You have to be careful with the sprayers, too," Jim said. They pack 2,500 pounds of pressure and Jim has to wear a splint now when he paints because 38 years of holding a sprayer in check has given him carpal tunnel syndrome. "A friend of mine once, I don't know what he was thinking, decided to spray something off his hand. It didn't just clean his hand. It blew a hole right through it. Filled the hole up with paint. A couple of years later, he had to quit painting because of lead poisoning."

Jim's territory covers Missouri, Oklahoma, Kansas, Texas and Arkansas to the west of the Mississippi and Illinois, Indiana, Ohio, Tennessee and Kentucky to the east. He starts in April and drives about 50,000 miles a year to maintain the 90 signs that survive in those states. A crew out of Colorado once painted barn signs for Meramec in many other states, but there's no accurate record of their work. Recently, visitors to the cave reported there was a Meramec barn sign in Michigan. When Jim went to check it out, he did indeed find a sign, plus a farmer angry about not being paid any rent for the past twenty years.

That one aside, Jim gets along well with his farmers. He's known most of them for decades. Now he knows their children and grandchildren. One of his favorite annual stops is at a farm near Fort Wayne, Indiana, that used to be owned by an Amish family. If Jim was done painting the barn by noon, which he usually was, the father would invite him in for lunch. One day, Jim counted 28 people sitting at the table.

Every farm has had its family and every family has had its dog. Most of the time, the dogs have also been a friend to Jim. But when they haven't, he's been ready.

"About ten or twelve years ago, I went into a yard and there was a sign: 'Beware of Dog'," he said. "When he saw me, he started snapping and growling. I went out to the truck and wrapped a towel around my arm. I went back in, I stuck that arm out for him to grab. When he did, I clamped my hand over his mouth, held him down and bit him on the ear. That poor dog. He came right off my arm. The rest of the day, he sat about 25 feet from me, just staring and staring."

Jim travels with 200 gallons of paint, 300 feet of hose and an air compressor. One sign takes between five and ten gallons of paint, depending on its size. To reach the signs, Jim carries two ladders, including a 36-footer. But even that beanstalk climber falls short on Jim's toughest barn.

"I have one in Indiana that's so high they have to use an earthmover to pile up a mound of dirt for me to set my ladder on," he said. "The roof is so steep that I have to wear special shoes to work on it. Even then, I'm hanging on for my life and

I have to come down every two or three letters to take a rest. Every time I go there, every three years, I just dread it."

In spite of the fear that Jim's job has inspired, the man who kept sending him to the tops of those barns, Les Dill, would remain his friend for life.

"I was always able to talk to Les," Jim said. "But he was a character. A lot of people didn't like him because he would get mad. When he came in highstepping, nobody wanted to say 'Good morning' to him. He even fired Bob Hudson three times in one day.

"He always told me, 'Just don't pay any attention to me. I get mad and chew everybody out. But I get more work out of them that way.' I says, 'Les, I want to tell you a little story.' He says, 'What's that?' I says, 'You're getting less work out of them. They'll work while you're standing around, but as soon as you leave, that's it.' He started laughing. He says, 'I know that.'"

Jim would even dare to offer an occasional insight to his boss, the master entrepreneur.

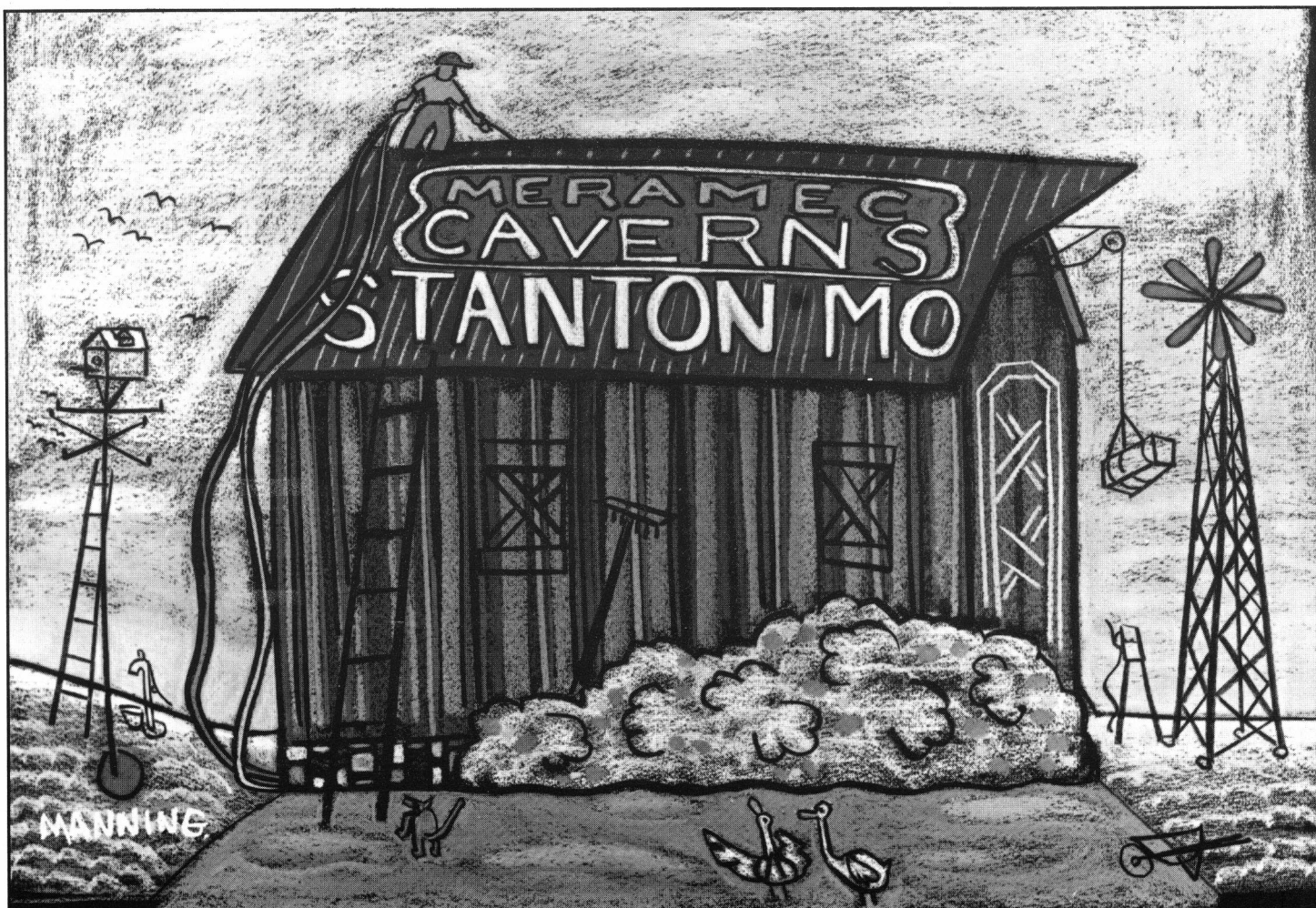
"I remember one day Mr. Dill and I got in an argument," Jim said. "We were talking about raising the price of admission. I told him, 'I don't care what it is--put a price of something and people will buy it.' He said he didn't believe it. So Bob Hudson and I went outside, picked up a big rock

and put a price of \$5 on it. It lasted about three hours."

Lester B. Dill died in 1980. His son-in-law, Rudy Turilli, had already died of a heart attack while working in the cave. When no other heirs of that generation wanted to take over Meramec, Rudy's son, Lester B. "L.B." Turilli, left his job as a fire chief in Texas and came to manage Meramec. A year later, he bought the cave outright. Now his son, Lester B. Turilli Jr., also helps him manage it. For all four of these generations, Jim Gauer has been there. And so long as his signs hang on, Jim plans to do the same. But he's worried--not for his health, which is fine, but for the signs themselves.

The number of Meramec barn signs has fallen from a high of 350 in the mid 1960s to about 90 today. And it's not going to get back up. Part of the problem is the condition of the barns. "Some of them, you can get up on a gable of them and just rock back and forth," Jim said. "We try to maintain them. We even replace roofs. But there are so many farmers not doing any farming anymore."

Which leads to the second part of the problem--development. As the agribusiness industry has grown, farms have consolidated. New, larger barns have been built while the older, smaller ones have fallen into disrepair. Even many sound barns have given way when their land has been bought for other uses. Both surviving signs along Illinois part of



Route 66 will be refurbished and repainted next year. But a third barn which stood near the intersection of Route 66 and Illinois 116 in Pontiac didn't make it through 1993.

"When I heard that barn had been sold last year, I tried to talk the new owner out of tearing it down," Jim said. "I asked him if there was any way of negotiating with him to keep it there. He finally told me, 'No.' Now there's a car dealer there or something."

But the main reason that Meramec barn signs declined is that they just didn't conform. In 1967, Congress passed the Highway Beautification Act. Lady Bird Johnson had backed the new law as a means of removing advertising clutter from the nation's highways. Strict new regulations governing roadside advertising were drafted. Handpainted and idiosyncratic as they were, none of Meramec's signs met the new standards. And over the years, with backing from the billboard industry, the rules have become even stricter. The practical and intended result is that no new barn signs have been painted in 27 years.

The old signs were grandfathered in by the law, but that has been no guarantee of longevity. When a tornado or other natural disaster takes an old barn, a new barn can go up, but not with a Meramec sign on its roof. State departments of transportation even get federal money to buy barns and other "non-conforming" signs and take them down. It is still strictly legal for Meramec to paint a new sign today. It just can't be visible to folks driving by. Meramec continues to be one of America's most popular caves, but it's relying more and

more on modern billboards. They're done by a sign company out of Joplin.

"I don't understand it," Jim said. "You own the farm. You own the barn. How can the state tell you not to put a sign on it? It was beautification that we just couldn't live with. Billboards were just billboards to me. But when I started on barns, I thought, 'This is the heritage of America,' There aren't too many of them left. It won't be long before we don't have any. I'm sure of that."

So enjoy them while you can. Meramec Caverns barn signs may never conform to government rules, but they sure fit Route 66.

EDITOR'S NOTE: The paintings used on the cover and inside the newsletter were both done by Springfield artist Mike Manning especially for this story. They were done in artist's chalk on heavy black paper stock. Both are in full color. Each is about 18" by 24" in size. The barn top picture used inside the newsletter is on sale for \$125, plus shipping. The cover picture is on sale for \$225, plus shipping. If those are both gone, Mike has plenty of chalk left and would be glad to paint the 66 scene of your choice, using either chalk or oils. Contact Mike Manning at 5 S. Old State Capitol Plaza, Springfield, IL 62701, phone 217-789-1833.

"A JOURNEY DOWN ROUTE 66"

"A Journey Down Route 66" is a ninety minute video tour of memorable people & places along the fabled highway. It hosted by award-winning author Michael Wallis and adapted from his best selling book, ***"Route 66: The Mother Road"***!

Michael & Suzanne gave it two thumbs up & say...

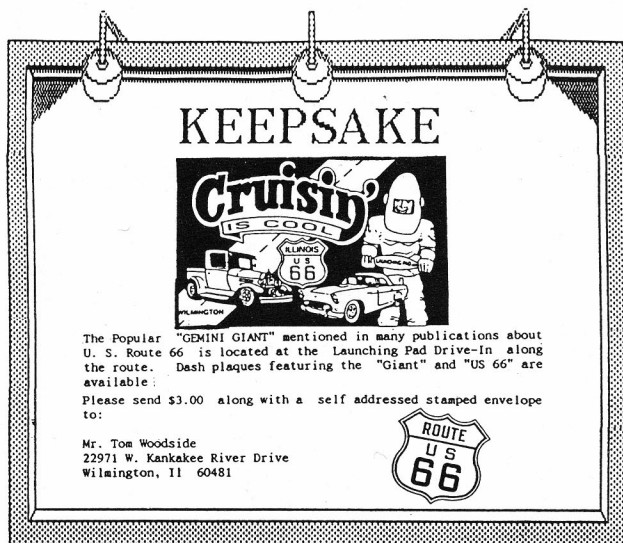
"We believe the result is a superior addition to the continued efforts to preserve & enhance Route 66...enjoy this sweet glimpse of America's Main Street."

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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 some of them into the Route 66 Hall of Fame of Illinois. 1995's new members will be inducted on June 10 in conjunction with our sixth annual motor tour. If you'd like to see someone honored in that way, you may nominate them between now and February 29. All we ask is for 250 or more words about the nominee's history along the highway--with as much specific information as possible, but with some feeling, too. Photos, newsclips and other memorabilia are also welcome. Send whatever you have to Tom Teague, Route 66 Hall of Fame, 1208 W. Edwards, Springfield, IL 62704. 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.



Spottin' Snortin' Norton

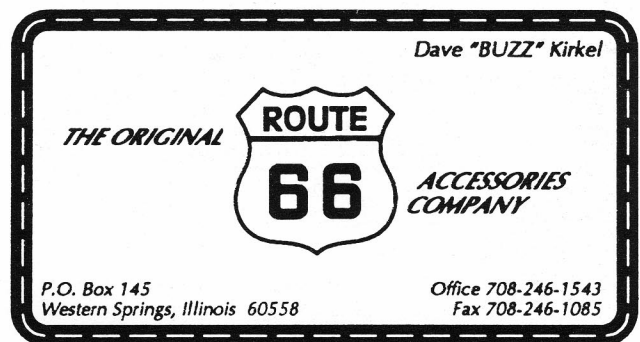
Raymond and Carol Ann Caslow, Association members from Pompano Beach, Florida, have reported two recent sightings of Campbell 66 Express truck trailers in the Sunshine State. Both were being used for stationary storage. One is behind a business at 19910 NE 15 Ct. in North Miami. The other is at a business in Boynton Beach. To what other points of our country has Route 66's favorite camel spread since his company's bankruptcy auction in 1987? Let us know. Keep those sightings coming in! Maybe someday we'll save one of those trailers in a Route 66 Museum!

He Just Keeps Talking and Talking

Former Association president Tom Teague continues his Route 66 public speaking career up to the very end of the year with two talks at Springfield's First Night celebration on New Year's Eve. Next year he'll keep on talking with stops at the following places:

February 12, Park Forest Library, 400 Lakewood, 2:30 p.m.
February 22, Des Plaines Public Library, 841 Graceland, 7 p.m.
March 15, Glenview Public Library, 1930 Glenwood, 7 p.m.
April 1, Westmont Park District **Bus Tour**, 708-963-5150
April 6, Arlington Heights Historical Society, 110 W. Fremont, 7 p.m.
May 22, Grundy County Historical Society, Morris, 7 p.m.
Contact Henry Barschdorf, 815-942-4529, for location
June 7, Northbrook Park District **Bus Tour**, 708-291-2988

Except for the bus tours, all these talks are free and open to the general public. The bus tours will be about \$45 a person. Tom will also be presenting a another week-long Elderhostel program March 21-24 at Lincoln Land Community College in Springfield. For information on that, contact Elderhostel headquarters in Boston or Lincoln Land's Office of Community Services, 217-786-2432.



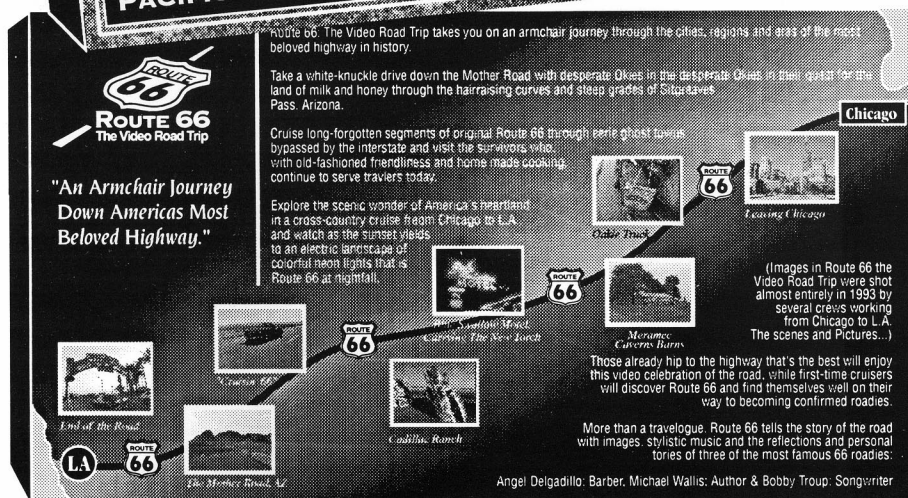
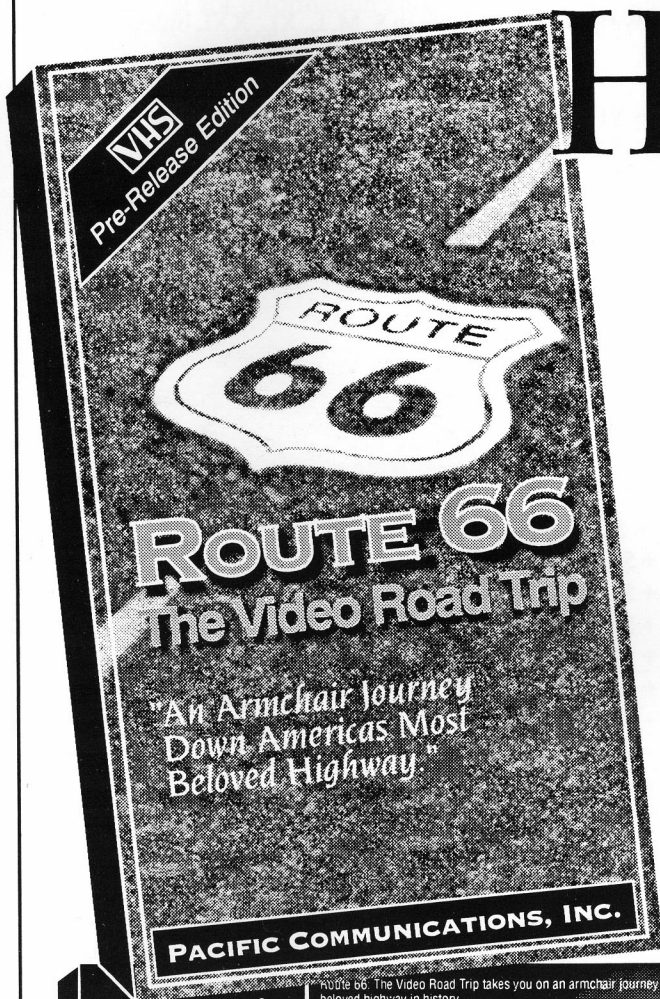
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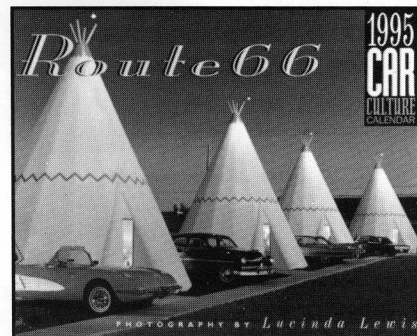
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Route 66 Association Merchandise

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 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
Glow in the Dark Shield T-Shirts	\$12.00 + \$1.50 p/h
Neon t-sided T (specify Chevy, 'Vette, Mustang or T-Bird)	\$12.00 + \$1.50 p/h
Too Kool collar	\$ 8.00 + \$1.50 p/h



COLLECTIBLES

Oversized '95 Route 66 Car Culture calendar, Lucinda Lewis. <i>Beautiful color photos!</i>	\$14.95 + \$2.00 p/h
8" x 8" Illinois US 66, shield-shaped rubber car magnet	\$11.00 + \$1.50 p/h
Large Letter State Postcards by Bob Waldmire, (set of 8)	\$20.00 + \$1.50 p/h
Illinois 66 metal refrigerator magnet	\$ 2.00 + \$1.00 p/h
Set of 34 Bob Waldmire Postcards--scenes of 66	\$ 4.00 + \$.50 p/h
Hall of Fame Postcards (set of 15)	\$ 8.50 + \$1.00 p/h
Route 66 ceramic salt & pepper shakers	\$ 3.00 + \$1.00 p/h
Hat pins--Large or Small	\$ 5.00 + \$2.00 p/h
Illinois Route 66 metal license plate frame	\$ 3.00 + \$1.00 p/h
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Prism bumper sticker--choice of Chevy or Corvette	\$10.00 + \$1.50 p/h
Greetings from the Mother Road! postcard book by Michael Wallis	\$ 2.00 + \$.50 p/h
Land of Lincoln "Route 66" license plate key chain	\$ 8.95 + \$1.50 p/h
"Route 66" music album by David Williams	\$ 2.00 + \$.50 p/h
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MAPS AND BOOKS

Guide Book to the Mother Road, Bob Moore & Patrick Grauwels. Great photos and mily-by-mile detail	\$17.95 + \$2.00 p/h
Illinois fold-out map of Route 66 by Jim Ross and Jerry McClanahan	\$ 3.95 + \$1.50 p/h
Full set of eight state maps by Ross & McClanahan	\$30.00 + \$3.00 p/h
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 Susan Kelly. Large format paperback	\$17.95 + \$2.00 p/h
Route 66 Cookbook by Marion Clark (folklore & recipes)	\$24.95 + \$2.00 p/k
Route 66 Fun Book (for kids of all ages)	\$ 4.00 + \$1.00 p/h

Send orders to:

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Springfield, IL 62704

Illinois residents please add 7 percent sales tax!

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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, 314-539-5500, 314-367-2418

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

Oklahoma Route 66 Association
901 Manvel
Chandler, OK 74834
Ron Burden, 405-258-0008

Old Route 66 Association of Texas
P.O. Box 66
McLean, TX 79057
George Rook, 806-354-9716
(Sponsors a Route 66 museum in Mclean and museum and
information center at Route 66 Antiques in Amarillo)

New Mexico Route 66 Association
1415 Central NE
Albuquerque, NM 87106
Dave Nidel, 505-843-7185, 505-246-0211

Historic Route 66 Association of Arizona
P.O. Box 66
Kingman, AZ 86402
Shirley Bellmore, 602-753-5001

California Historic Route 66 Association
263 S. Cypress
Orange, CA 93266
Geoffrey & Joanne Willis, 714-639-2911

Route 66 Territory Museum
8916 Foothill Blvd.
Rancho Cucamonga, CA 91730
Bob Lundy, 909-948-9166 (museum only)

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

Route 66 Association of Belgium
Georges Moreau Street 172
1070 Brussels
Belgium
Patrick Grauwels, 32-2-6402635

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

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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!

No one correctly identified last issue's spot as being the Illinois Route 4 bridge near the Green Parrot Lounge in Pontiac. However, Association member Dick Stout of Delray Beach, Florida, came the closest when he identified it as a Route 4 bridge near Chatham which was abandoned around 1935 when Lake Springfield was built. And since the age and the architecture of the two bridges were so similar, there was probably no way to distinguish them from the details we showed.

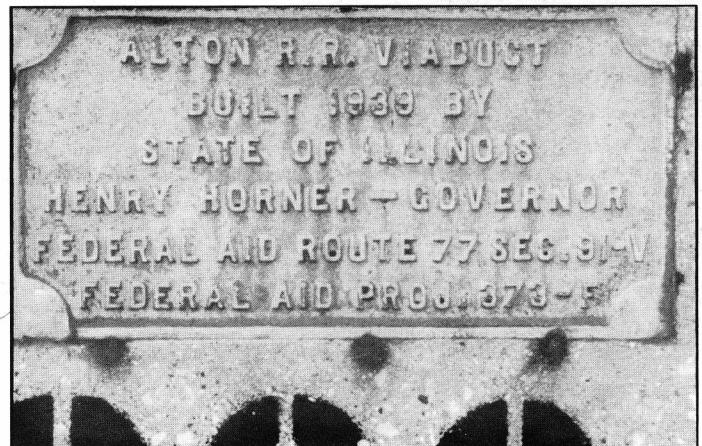
"In 1929, I recall the paving of the extension of the 1920 hard road that ended about a mile south of my Grandfather Stout's house, which was about nine miles south of Springfield on South 6th Street Road," Dick wrote. "The old road was 16 feet wide and the 'new' one 18 feet (I rechecked it last year).

"A small narrow gauge train with a steam engine ran on temporary tracks to deliver cement to the paver machine. It ran from a temporary siding the Illinois Central built about a quarter mile due west of where Grandfather's house once stood. Later that year, I learned to shift gears in my father's 1929 Chevrolet on the newly paved (but not yet open) road between Glenarm and Divernon.

"This road became Illinois Route 126 to Litchfield.

Shortly, connected to a St. Louis road, it became Route 66. Suddenly, there was much traffic going by my grandfather's-so-called big trucks and an occasional automobile haul-away. When Lake Springfield was filled, a new bridge was built and the route moved a mile west of grandfather's place, going from Springfield directly into Glenarm.

Dick had more memories about the early days of 66 that we hope to carry in the next issue. Meanwhile, John and Lenore Weiss of Frankfort have an interesting question about this Route 66 bridge over railroad tracks by the Riviera Restaurant near Gardner. Can anyone tell us why this road in 1933 would be called "Federal Aid Route 77?" Write to Editor Tom Teague at the newsletter and let us know.



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