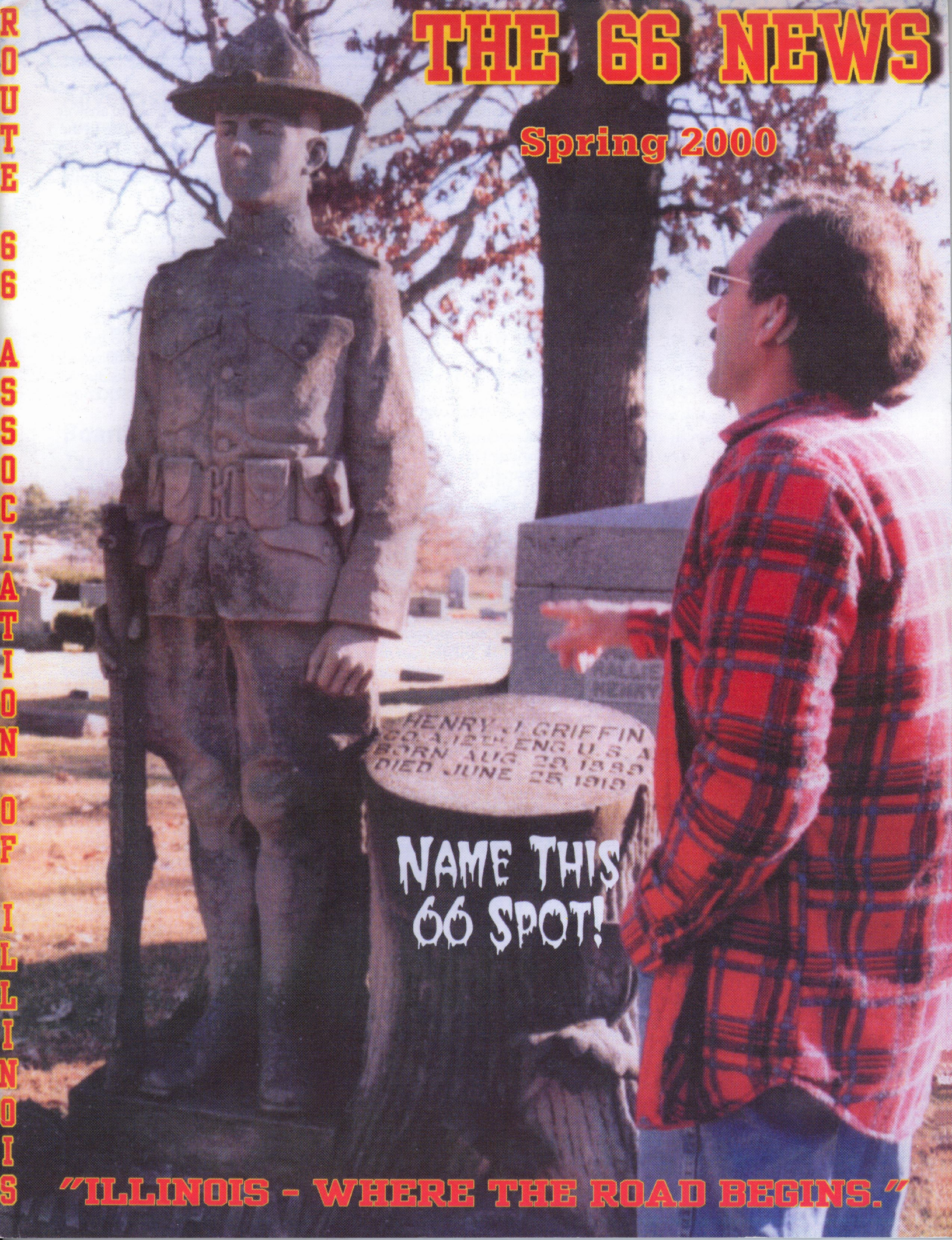


ROUTE 66 ASSOCIATION OF ILLINOIS

THE 66 NEWS

Spring 2000



HENRY J. GRIFFIN
CO. A 12TH ENG. U.S. A.
BORN AUG 28 1888
DIED JUNE 25 1918

NAME THIS
66 SPOT!

"ILLINOIS - WHERE THE ROAD BEGINS."

Officers and Board Members

The officers and board members of the Route 66 Association of Illinois are available at most reasonable times to answer your questions and hear your comments about Route 66. Please feel free to contact them if you need to. The date to the right of each officer's or member's name is the expiration date of their term.

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NOTE: Executive Committee members
are the officers, plus Linda Henry and
Roger Berta.

Newsletter designed by Kimberly Kuman

Internal Publication Information

We are a not-for-profit organization

The 66 News is published quarterly by the Route 66 Association of Illinois around the first week of March, June, September & December. It is meant 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. **ANY ARTICLE WITH A BY-LINE IS COPYRIGHTED BY THE AUTHOR, AND MAY NOT BE USED IN ANY FORM WITHOUT THE AUTHOR'S EXPRESSED PERMISSION.** Any article that you submit remains your property and cannot be reused in any way by the Association or anyone else without your permission. Advertising rates are \$100 for a whole page, \$60 for a half page, \$40 for a quarter page, and \$25 for a business card ad. Submit 1st-class camera ready copy only. NO XEROXES! All stories & ads must be submitted six weeks prior to publication. Address inquiries and contributions to Newsletter Editor, Route 66 Association of Illinois, 2743 Veterans Parkway, Room 166, Springfield, Illinois 62704.

Advertising In *The 66 News*!

Our rates have changed for advertising in *The 66 News* effective January 16, 2000. The changes are on the bottom of page 2, and the new rates are as follows: \$25 for a business card ad, \$40 for a quarter page, \$60 for a half page, and \$100 for a full page. Type is in black or gray tone, not in color. Please have your layout done camera ready, as we do not do much designing. You can mail it directly to your Newsletter Editor Randy Smith at his address on page 2.

Advertising is a great way to help either sell or display an item or article for show or sell. Currently, around 1,000 people get our newsletter and read it. Your donation also helps defray costs associated in printing, so it also benefits the Association at the same time it benefits you! So why not try us out, and send in what you have to advertise, and hope to see YOUR ad in the next issue of *The 66 News*! (Editor)

Board Meeting Minutes January 16, 2000

by Cathie Stevanovich

The first meeting of the century, held on January 16, 2000 at the Community Action Agency building in Lincoln was called to order at 10:35 A.M. by President Jeff LaFollette. The minutes of the last meeting were accepted as is, with Paul Gleason making the motion, and Jeff Geisler seconding it. Motion carried.

The next item on the agenda was the President's report. Jeff had put together everything he had done in the last 3 months on behalf of the Association. Jeff informed the group that he had filed the Associations' annual report with the State prior to the January 1st deadline. Jeff Geisler motioned to accept the President's report as written, with C.J. Beeler seconding it. The motion carried unanimously.

Jeff turned the floor over to Marty Blitstein for the Treasurer's report. The current balance for the Association is \$13,038.14 and that all bills except the printing bill for Lincoln Printers were paid. The cost of the newsletter has been going up over the last few issues and Marty asked Newsletter Editor Randy Smith if he knew why. Randy replied that the cost of the newsletter relies on many factors.

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Front Cover Compliments of Shellee Graham

Our Next Board-General Meeting by John Weiss

The next Board-General Meeting of the Route 66 Association Of Illinois will be on Sunday, April 16, 2000. It will be held at the beautiful Renaissance Center on Route 66 in Joliet.

This historic building opened in the 1920's. It served purposes during the heyday of Route 66 from a night club to a lodge. Now this Route 66 landmark belongs to the Joliet Junior College. It is used by the Culinary Department as part of their training facility.

They prepare and serve luncheons during the week and offer Chicagoland's best Champagne Brunch on Sundays. The cost is only \$9.95 for adults, \$8.95 for seniors 55 and over, and includes tax and tip.

As always, you should support your Association by attending meetings and frequenting all Route 66 businesses. Now you can do both at once.

The Board Meeting begins at 10:30 A.M. A brunch break will take place at Noon, and the General Meeting will start around 1 P.M. Both meetings are open for all to attend, NOT just a selected few! Bring your friends and others, too!

Location: Route 53 south (Route 66) 1/2 block north of Cass Street (Route 30). If you are on I-80, take the Chicago Street north exit and follow the signs to Route 30, then turn west. Parking is available on both sides of the building.

NOTE: This is just off the intersection of the two most significant roads in the country. Historic Lincoln Highway and Route 66. A new, multimillion dollar museum will open on this historic corner in the near future. Its theme will be TRANSPORTATION!

Welcome, Our New Members! by Jim Jones

Here are the new members for the fourth quarter of 1999. We welcome you all to the Route 66 Association Of Illinois, and hope you enjoy traveling Route 66 in Illinois along with all the rest of us!

In Illinois: Sherry & Ed Remus, Oak Lawn; Linda Zanton, New Windsor; Beverly Moy, Crestwood; Pat Waszak, Wilmington; Riviera Restaurant, Gardner; Ronald Moore, Assumption; Clayton & Shirley Dewitt, Rockford; Heritage Corridor Convention & Visitors Bureau, Joliet; Judy Steinmann, Hamel; Joseph E. Gniadek, Glendale Heights; Robert J. Lindvall, Machesney Park; Michael C. Olbrich, Oak Park.

Business Member: DeCamp Junction, Inc., Staunton, IL.

Out of State New Members: Bill DeMaster, Fondulac, WI; Diane Boback, Aurora, MN; Linda Atkins, New York City, NY; Norman Browning Jr., Federalsburg, MD; Kathy Ragle, Cincinnati, OH; Robert Danieli, Colorado Springs, CO.

Executive Committee Meeting – November 7, 1999

by Jeff LaFollette

The Executive Committee of the Route 66 Association Of Illinois met on November 7, 1999 at the Mount Hope Township Hall in McLean, Illinois. Members present were Jeff LaFollette, John Weiss, Marilyn Pritchard, and Linda Henry. Presiding over the meeting was Jeff LaFollette.

Discussion was in regards to the selling of merchandise labeled "Illinois Route 66 Association." John Weiss had stated that Patty Waszak's store would be doing their most business from now until Christmas and she has sold over \$600 of our other merchandise. And also, the Rialto Theatre in Joliet would like to sell some of our merchandise as well.

Discussion followed as to whether we would give her a lot of merchandise or not. It was decided that both locations would be given a small amount of Illinois merchandise to sell and it would be sold up through January 15, 2000. This way, we would make some money on some merchandise at the holiday season, which would translate into income, and also give us the opportunity to see how much Patty's

store and the Rialto could sell. Marty received documentation from Patty in regards to what she had on inventory and what she has sold. Her documentation has been excellent.

The motions were as follows: Give Patty Waszak on consignment, merchandise labeled Illinois Route 66 Association to sell until January 15, 2000, then the newly appointed finance committee will re-evaluate the situation for further review. Vote was 4 in favor, 0 against. Motion carried.

Give the Rialto Theatre, on consignment; merchandise labeled Illinois Route 66 Association to sell until January 15, 2000, with member Jim Hardy overseeing the sales. Then the newly appointed finance committee will re-evaluate the situation for further review. Vote was also 4 in favor, 0 against.

There being no further business, the meeting was adjourned.

Board Meeting Minutes – January 16, 2000, continued from page 2

It varies as to color, photos, and how many pages and whether or not the front-back covers are in color or black and white. Additionally, there was extra expense to get mailing labels done by the Printers that are originally done by the Membership Chairperson. That expense was incurred when the disks supplied with the membership information could not be read right on a format by newer programs used by Randy and Durelle Pritchard on their computers. Jim was supposedly using the old Windows 3.1 operating system with the program being Word 6.0 and it wouldn't properly convert right to the mailing labels. So Randy mentioned this in advance to President Jeff LaFollette, and was given the OK to have the Printers re-do the disk and get our mailing labels done at the same time of getting the issues printed. Until we either re-enter the names or update the program, we may have to use the extra service provided at an extra cost by the Printers. Marty also mentioned we have around 900 members in the Association.

Marty had asked the group at the last meeting if he could open up a savings account for the Association to earn a little interest. The group had voted OK on it, and Marty was instructed to open an account. He subsequently received a tax form from the State Of Illinois after the group had made about \$26 in interest. Marty then checked with a CPA who told him that since the group was trying to become a non-profit group that he should close the savings account and transfer the funds back into the checking account. Marty also noted that in the past no forms were ever filled out for the State Of Illinois regarding reported interest. The CPA told Marty he would help him fill out

the tax form so we don't have any future problems with the State Of Illinois in regards to this.

Marty then brought up that video tapes that were purchased on consignment by Tom Knudsen should be returned. These tapes were received in 1997 and to date the company had not received any payment from the group for these tapes. We have 98% of them in sealed boxes. Linda Lewis of the Entertainment Group had sent a letter saying she would take back any unsold tapes. The original bill was dated 5-29-97. John Weiss thought we should ship all the tapes back. Rich Henry had thought he would like to purchase some for his store, but after looking at the billings, he could buy the same tapes cheaper now than he could from the group. Jeff Geisler motioned we return the tapes. Ollie Schwallenstecker seconded it. Motion carried. A thank you letter will be sent back with the tapes.

Marty also mentioned getting more ads and advertising for the newsletter, which help defray costs and allow us to run possibly more pages. For example, other clubs sell ads and Marty distributed a copy of the Corvette Club's newsletter, which is a nice newsletter, but nothing compared to the professional magazine prepared for us by Randy. Jeff LaFollette said he had a letter that will be sent to business members for donations for the Motor Tour that will include a blurb on ad costs for the newsletter. Marilyn Pritchard motioned that the ad cost be slightly increased and changed to: \$25 for a business card ad, \$40 for a quarter page, \$60 for a half page, and \$100 for a full page. All of it is in black & white or grayscale. Bill Przybylski seconded the motion. Motion carried.

continued on next page

Board Meeting Minutes – January 16, 2000, continued from page 3

Marty mentioned if we remain stable on finances at this time next year, and we make the same amount of money on the Motor Tour, we could conceivably have \$30-\$35,000 in the bank at this time next year. Larry Boyd brought up we may need direction from a CPA in the future as to how much money we can hold if we are seeking non-profit status.

Jeff LaFollette mentioned on his Motor Tour report, and showed us the design for the new license plates which showed the numbers & lettering in blue with the year 2000 on a white background. This design could also be used for staff shirts and T-shirts. Jeff had 1,000 flyers printed up with Tour info on the front and the motel lists on the back. Flyers will be printed up again and available at the next Motor Tour meeting in February. Larry Boyd made motion to accept the license plate design and Jeff Geisler seconded.

Jim Jones has resigned as Membership Chairman as of December 31, 1999. Tom Teague offered to take over the Membership duties. A hard copy of the Membership list, floppy disks & a list of responsibilities relating to the job will be given to Tom. There is still information on Jim Jones' computer that will be turned over as soon as possible. The program Jim was using was on the old Windows 3.1 so the compatibility of updating the information will take a little time. Randy Smith, Durelle Pritchard and Tom Teague will work together if necessary of the membership files. So Tom Teague will be the Chairperson of the Membership Committee with Bill Przybylski to co-chair. Jeff LaFollette has a current membership list from Jim Jones as of November 1, 1999 and he will update & forward it to Tom Teague.

John Weiss talked about the Preservation Committee. The shingles for the Odell station will need to be hand cut and then installed. John touched on the Preservation money, which was to be discussed at the General Meeting. Marilyn Pritchard had a \$40 donation in honor of a couple from Leroy, Illinois. Preservation has about \$1,000 in donations earmarked specifically for Preservation.

Newsletter Editor Randy Smith talked about the Newsletter. We are going to have our first issue of 24 or more pages, which will be for the Spring 2000 issue. A motion was brought up to add Tom Teague as Founder on the Officers page 2. Marty made the motion and C.J. Beeler seconded. Motion carried. Also in the Winter 1999 issue, Randy added on the bottom of page 2 a byline reading "We are a not-for-profit organization". Randy also is filling in for a vacancy on the Board, which is Don Cutler from Sangamon County until the Elections in October.

The Motor Tour Committee has used the township hall in McLean for years free of charge. It was suggested to make a donation to them. Lenore Weiss nominated that a cheque for \$100 be sent, and the motion was seconded by Rich Henry. Motion carried.

Roger Berta was voted to be on the Executive Committee along with Linda Henry, since the opening was created when John Weiss moved up to Vice President.

On February 24-25, 2000 in Oklahoma City, there will be a Route 66 Corridor Act Meeting regarding the \$10 million dollars to be distributed to the preservation efforts along Route 66. Jeff LaFollette will represent our group at this meeting. This will involve gas, meals, and at least 2 nights of lodging. Larry Boyd nominated that the group pays for Jeff's travel (up to \$300) and Jeff to turn in receipts to the Treasurer for reimbursement. It was seconded by Lenore Weiss. Motion carried.

The group adjourned at 12 Noon for lunch.

Patty Waszak

Souvenirs & Gifts, Inc.

85 N. Chicago St. -- Joliet, Illinois
(original Route 66)

**Route 66 . . . T-Shirts - Mugs - Caps - Jackets - Maps -
Magnets - Sweatshirts - Key Chains - and more!**

Hours: M thru F 11am to 5pm

Sat. & Sun. By Appointment

815-722-2022 or 815-476-5617

General Board Meeting Minutes — November 7, 1999

by Cathie Stevanovich

Jeff LaFollette opened the General Meeting at 1 P.M., addressing that for health reasons, Don Cutler from Sangamon County was resigning his position. It was brought up that Randy Smith was available for this Board Member position. Linda Henry nominated Randy Smith and Jeff Geisler seconded the motion. The motion carried and Jeff welcomed Randy as the new Board Officer for Sangamon County.

Tom Teague next reported on the Hall Of Fame at the Dixie. Tom brought up that the museum at the Dixie was one of the biggest attractions along Route 66. There will soon be a guest book added. This information will also be additional documentation for future preservation projects that require some kind of tourist count. Tom also discussed putting a bracket on the East Side of the display cases for mounting the plaques of the deceased Hall Of Fame Members. The plaques would definitely be secured. Tom will be working on the display within the next few months. Tom mentioned that in all the years the display has been at the Dixie, nothing has ever been taken.

Tom went on to discuss the upcoming Hall Of Fame for the Tour 2000. Tom has distributed news releases to the newspapers and radio stations asking for nominations. Nominations are open...the committee is looking for an essay or story and documentation of someone who has been a part of the Route 66 history in Illinois. Essays will be accepted until the meeting on March 5 after which the Hall Of Fame Committee will meet to discuss the nominations for this year.

Lenore Weiss brought up all the work that Tom Teague has done at the Hall Of Fame at the Dixie and the group as a whole thanked Tom for his dedication to the Hall Of Fame.

Marty Blitstein, Treasurer, reported to the group that he had not filed the Heritage Corridor membership application as voted on by the group at the last quarterly meeting. At that meeting, a representation of the group had explained to the Route 66 Association members that the only cost involved would be a reciprocal membership. However, when Marty received the application, there was a condition on the application that asked for a year commitment and a blank line left open for a dollar amount. Marty said he had called a Mrs. LeBlanc who handled this for the Heritage Corridor and she again reiterated that there were no fees involved, just a reciprocal membership. Marty then asked that a new application be sent out with the paragraph asking for a financial commitment crossed off, and he would then fill out the paperwork for the group and return it. As a businessman, Marty said he would never fill out any contract with a blank dollar amount on it regardless of whether the verbal commitment said no money was due. Marty did not want to leave the Association liable later for fees that could be incurred because of the wording in this particular application.

John Weiss then mentioned that Jim Hardy had called him regarding the fact that Jim had tried to reach Marty 4 times regarding this contract and that Jim's calls had not been returned. Jim Hardy had again made it clear to John Weiss that no fees would be involved and that the original deadline of 12-19-1999 had passed but that the group could still join. Marty reiterated that he had made calls back to Mrs. LeBlanc for an altered membership form to be sent and/or faxed to him. After a discussion, the group instructed Marty to cross out the vague wording regarding the money issue and to send the paperwork in.

Paul Gleason, Logan County representative, asked John Weiss a question regarding the Heritage Corridor. John stated that the corridor travels 100 miles from Berwyn to Starved Rock. Approximately 40 miles are located on Route 66.

John Weiss mentioned that all the supplies and merchandise from the group is now being sold by Patty Waszak at her store in Joliet. She had been selling the merchandise we had left for us and forwarding itemized invoices and checks to Marty (Treasurer) monthly. Patty Waszak has offered to entertain at the end of this year's Motor Tour for our group. John Weiss brought up that the group should offer Patty a quarter-page ad in our newsletter free for her help with the Association. Larry Boyd (Will County) brought up the nomination, and Jeff Geisler (Cook County) seconded the motion. Ayes carried.

Jeff LaFollette and John Weiss then went on to discuss the proposed 10 million-dollar grant that will be made available for preservation along Route 66. This money is to be dispersed at 1 million dollars a year for 10 years. Jeff LaFollette is going to represent our Association at the first meeting in February in Oklahoma.

John Weiss said it is very important that we give Jeff as much information as possible to take to this meeting to help Illinois get these very important dollars. Some of the preservation activities that this group and the Preservation Committee have done started out as projects that once started, then changed directions, i.e., Odell Station...which is non-profit and the Meramec Caverns barn, which after completion, brought it to the owner of the Meramec Caverns' attention and now the maintenance will be taken care of by the owner of the Cavern.

Some of the basic preservation proposals have been the work needed for the Odell Station and the Eagle Hotel (1836-1845). The Wilmington Historical Society, Burt Parkinson's print shop in Gardner, roadside attraction signs, historical interviews, videos, and documentation of Illinois people along Route 66. John talked about eventually having a Route 66 Museum at the courthouse in Bloomington. Other items could include guest books and registries, electronic information services (kiosks) to give out tourist information and historical data along the way.

General Board Meeting Minutes, continued

Other projects could include to restore the rest stop at Elkhart, the Riviera streetcar, placing brochures on where to go and what to do, more information available about the Auburn brick road (the Route 4 section). A proposal to build a rest stop area with a shelter, benches, parking, and posted on the Illinois side of the Chain Of Rocks Bridge was also brought up. John Weiss also mentioned the Hamel 66 barn, the Frances Martin highway shrine, and a dozen more areas that would benefit from the proposed money.

Jeff LaFollette brought up that this meeting in Oklahoma was limited to 40 participants... one from each Association and state Historic Preservation Society. Jeff was looking to all the members of this Association for information to suggest as guidelines. For example, the use of adjacent properties to the road, and the definition of the immediate vicinity of the highway for an example. As most people know, businesses and attractions were set back off the highway itself, but were still very much a part of the highway.

It was also discussed that in most cases the money would be on a split basis...matching funds of, for example: 80/20, 90/10, etc. This would mean that we would need to raise funds to equal the funding or pay the difference between the grant and the actual cost. The Preservation Committee's Odell Poker Run raised over \$10,000 in one day so the group has a proven track record that shows we can raise funds to meet any type of matching grant.

C.J. Beeler of McLean County asked when the application needs to be submitted for these grants. Jeff LaFollette replied that the monies would be released 1 million dollars a year for 10 years, and that the first funds would not be available until fiscal year 2001, around October of 2001. We still don't know who will be disbursing the money yet. Possibly either the National Park Service or the Historic Preservation, etc.

Tom Teague mentioned that in past endeavors, it got to be a "heads & beds" type of counting...that hard-core documentation and dollar costs would have to be worked up. Jeff LaFollette replied that at this first meeting, some of these items would be hopefully worked out.

Jeff LaFollette asked the help of everyone on the road. It was discussed at length that all the county representatives should contact local politicians and the mayors of all the towns along Route 66 asking for a letter stating that they support the work that the group is doing to preserve the route in Illinois and the towns & businesses along it. Jeff mentioned that these letters should be on official stationery and forwarded to Jeff at his home so he can have this additional powerful documentation with him at the first meeting in Oklahoma.

C.J. Beeler suggested that Jeff contact Greg at the McLean County Historical Society and the Planning Commission in Bloomington for their advice.

Bob Gehl of the Missouri Route 66 Association was in attendance and talked about their perception that the

monies to be used probably would be leveraged within the states between the Conservation Department and the National Resources Department.

More definite information is sure to come from the first meeting that Jeff will be attending. The group decided that Jeff should be backed financially by the group as to his costs incurred attending this very special meeting. Jeff will save his receipts for gas and lodging and will turn them in to the Treasurer for reimbursement at a future meeting.

Rich Henry summed up the grass roots work needed, saying if we got letters from the mayors, the Chamber Of Commerce, the Tourism councils, etc. all this would be to our advantage in showing how sincerely interested we are in pursuing getting money for Illinois.

Jeff LaFollette & John Weiss then thanked everyone in advance for all the work the county representatives were asked to do.

John Weiss stated the next Preservation Meeting would be a shingle cutting party. 1,000 shingles need to be hand cut for the roof at the Odell Station.

Marilyn Pritchard brought up that there is a gentleman selling afghans citing places on Route 66 in Bloomington for \$65. If the group sells any of these, the group will receive \$15 for each blanket sold. Also, there are Route 66 pins available from the city of Springfield for \$1 apiece if we, as a group, decided to send out membership pins to new members, but that she would have to order these pins now in order to get them at that price. There was no action on either item at this time.

Jeff LaFollette reminded everyone that the license plates are \$30 a set, and the checks should be made payable to the Route 66 Association Of Illinois. Checks, and a copy of your license plate registration should be mailed to Jeff LaFollette.

John Weiss mentioned that Bruce Henrick, whom does excellent photography has volunteered to do some work for us. John said we could keep Bruce in mind for future projects.

Gary Adkins, a member of the Missouri Route 66 Association, spoke. Gary had brought to the meeting some brochures and newspapers about Missouri activities and a copy of the Missouri Route 66 Associations' "Spelunking Along 66" tour on May 20-21, 2000. This will be a cruise of the Missouri Ozarks and three cave tours. The Meramec, Onondaga-Cathedral, and Onyx Mountain Caverns. For more information, you can reach Gary Adkins at 314-832-2536.

Bob Gehl also had some leftover T-shirts from their Missouri Motor Tour and these were available for \$10. Bob said that their Motor Tour 2000 would be September 8-9-10 starting at Carthage and going to the Chain Of Rocks Bridge. Bob recapped that Motor Tour 2001 would be in Kansas, Missouri, and Illinois all participating together at the same time, and the weekend tours culminating with a party on the Chain Of Rocks Bridge.

I n O t h e r N e w s . . .

The weekend of January 22-23 of 2000 hosted Eagle Days on the Chain Of Rocks Bridge. It hosted all kinds of things: The World Bird Sanctuary, Native American Tales, Pioneer Days re-enactors, and Interactive Eagle's Nest. It was sponsored by Trailnet, and hosted by Jim Gilbert.

Our membership Chairman, Hall Of Famer Jim Jones, has resigned from the post, and it has been mentioned at the January Board Meeting that Tom Teague will try out this position and see how it goes. Tom has ample computer equipment to do this job with, and he should be able to continue doing this on a floppy disk so we can get a copy from him upon request. Mr. Tom is our Founder of this Association, and he runs the Hall Of Fame Nomination Committee and also the Soulsby Station Society.

For those of you that want to see Shellee Graham's world-known traveling 66 exhibit, here are the latest dates and locations (including one booking for 2001!):

February 1, 2000 thru February 29, 2000

Peninsula College
1502 E. Lauridsen Blvd., Port Angeles, WA 98362
Phone: 360-417-6393

March 15, 2000 thru April 15, 2000

Museum of the American Road
(famous for their Harley Davidson collection)
Mike's Famous Roadside Restaurant & Dealership
I-295 & Route 9 South at the Delaware Memorial Bridge
New Castle, DE 19720
Phone: 302-658-5900 • Fax: 302-888-0534
More info, log on to: www.mikesfamous.com

February 20, 2001 thru September 12, 2001

Museum of Our National Heritage
P.O. Box 519 Lexington, MA 02420
Attn: Ms. Cheril Robertson.
Phone: 781-861-6559 ext. 107

One of our members, Marty Bileki and his wife Geri are still traveling Route 66 in their perfectly restored 1957 Chevy. They are members of many, well known car clubs: Kroozers Kar Club, Kenosha Car Club, Route 66 Roadrunners, and are members of our Route 66 Association Of Illinois. Look out for their coral and white 57 as you all motor this year down Illinois on The Mother Road.

A crew out of Los Angeles is beginning work on a Route 66 documentary for The Learning Channel. It is scheduled to be done this year of 2000.

The kids up at HIT THE ROAD store in Chicago are having a Winter sale to celebrate the New Year. Lots of goodies are marked 25-50 percent off. This wonderful store has everything you can think of for traveling Route 66 or other road trips elsewhere.

For those of you that haven't visited this fabulous store yet, here is the address:

HIT THE ROAD

3758 N. Southport Ave., Chicago, Illinois 60613
Phone: 773-388-8899, Fax: 773-388-8899
E-mail: hittheroad@roadtripstore.com
Web page: www.roadtripstore.com

Bob Gehl, Motor Tour Chairman of the Missouri Route 66 Association also attended our General Meeting. Bob mentioned the dates are set for their Motor Tour this Fall. It will be September 8, 9 and 10. Their tour will start in Carthage and end at the Chain Of Rocks Bridge in St. Louis. Bob also mentioned starting to put our Motor Tour info and flyer in the Missouri newsletter the way the Illinois 66 Association has been doing as a favor for the Missouri Association the last few years.

Finally, much needed relief has finally come to our next door neighbor, the Missouri Route 66 Association. They have succeeded in getting a good, qualified Newsletter Editor for their Christmas present! They also got a Winter issue, so I am sure it has lifted their Holiday spirits. Let's welcome Tilly Dewey. She is a really nice gal, and works at the Route 66 State Park. (known as Times Beach, called that by YOUR Editor Randy Smith) Tilly has a lot of writing abilities, and I was told about her by Shellee Graham and Bob Gehl, both from Missouri. For those of you that might have some articles or info to aid her in their newsletter, write to her at:

Tilly Dewey • Rt. 66 State Park
970 N. Outer Road • Suite One • Eureka, Missouri 63025

One of these days, I will pay Tilly a surprise visit, and deposit her a story of my adventures with those cold government S.B.'s on not allowing me access to the area when they were cleaning up that Dioxin mess. I will not forget the cold reception and the bad time they gave your Editor when I stopped in once to ask them how things were going there. I will tell you one thing...that chilly reception did not sit well with me. Who do they think they were? I had two different ways into the area, and the adventure of doing so was much fun and challenging. So watch out for their Missouri issues...you might see one story from YOUR own Editor, Randy Smith in it! Maybe I can swap a complimentary issue to Tilly for exchange for one of theirs. Nothing I like better than Editors sharing info and newsletter fun! (Editor)

A special thank you to Thressia Usherwood of Atlanta for helping your Newsletter Editor recover his white folder he left behind at the Community Action Agency building on January 16 at the Board-General Meetings. Randy left it on a chair seat, and it had all his notes, cheque book, and other items of value relating to getting the Spring newsletter done on time! Randy left, and not even 8 minutes later

In Other News, continued

realized he forgot his folder there and turned around fast to get it, and the building was already locked and everyone gone! Soon as Randy got home, he had Marie look up Thressia's Atlanta phone number off the Internet and called her. After a very quick few moments, Thressia was able to contact Rosie, a 20 year worker there at the business and arrange to meet him there on January 17, a holiday where it was closed. This invaluable favor puts Thressia up on the top of my "66 favorites" list of people. Thressia has been involved in helping arrange the Motor Tour banquets and other things necessary to getting the Motor Tour organized in Lincoln when it is hosted there. I hope Mr. Jeff makes a special notation of her dedication to the Motor Tour at my request (Editor) at the banquet this year, as she is well worthy of a special mention. Thanks again, Thressia, and I owe you one! (*Randy*)

For those of you that haven't met Patty Waszak or visited her neat store across from the Rialto Theatre in Joliet, here is her address: 85 North Chicago Street, Joliet, Illinois. The hours are 11:30 A.M. to 5:30 P.M. Monday thru Friday. She can make special appointments on Saturday & Sunday if notified in advance. Patty also owns the Hiram B. Scott Mansion that is a landmark undergoing renovation. Patty also performs at the White Fence Farm on Tuesday, Wednesday, Thursday and Friday. Shows are 3:30 P.M. followed by dinner at 5 P.M. For more information, call her at: 815-476-5617.

In Lexington, at the Wayside Park there will be an interesting flag to be placed. It was designed by a high school art student, Chelsea Thomas. It highlights the significance of the highway, and Route 66. It has a lot of the landmarks around Lexington on it, and it should be placed by April this Spring. Side note...at one time long ago, Lexington was known to have nine gas stations in its heyday on Route 66. How many of you readers knew this? (*Editor*)

From the Funks Grove Sirup Camp comes news, compliments of Glaida Funk. Terri Ryburn-LaMonte has finally become Dr. Terri. She received her Doctorates degree as of December 18, 1999. Terri has been very instrumental in several Route 66 studies and projects, and she was the one that got Route 66 in Illinois on the National Register Of Historic Places, along with Dorothy Seratt's help. Good to know that Terri has her Doctorates degree now, but don't expect her to nurse and pass out Band-Aids! (Ha!)

One of our Hall Of Fame members, Reverend Dean Benton has retired for the THIRD time from ministry as a Pastor at Covell Church. It is unclear whether he will return again after yet another of his many retirements. Dean is such a great guy!

For those of you who remember the woman that walked Route 66...Margie McCauley along with her dog Lollipop. Margie is thinking of retracing her trip on Route 66, but hopefully in a pick up truck. Her dog, Lollipop prefers to ride this time! We'll keep you all posted on what she is going to do.

Special Event License Plates

by Jeff LaFollette

By now, many of you have received the winter newsletter, and now this Spring issue. In the newsletter is an article regarding the 2000 Special Event License Plates. As of January 5, 2000 the sample plate is in production. Some of you who had plates last year have not yet written or called me to let me know if you want to reserve your plate number from last year for this years' 2000 plates, or to let me know if you wanted plates at all. Some of you have responded, and I thank you. This letter is to let you know the next step in ordering plates.

If you have not reserved your 1999 plate number for 2000 and would like to do so, send a note stating you would like to reserve your set along with a cheque for \$30 and a copy of your current vehicle registration to my address on page 2. Please send in by March 15, 2000. If you have reserved your plates for 2000, then please send a cheque for \$30 and a copy of your current vehicle registration to my address on page 2. Please send in by March 15, 2000.

If you are not sure if you have reserved a set of plates, please call me and I will let you know. I have a computer file which I update daily. Also a reminder...these plates can be displayed for 60 days prior to and through the June 9-11 Motor Tour. Plates can be legally displayed on passenger cars and B-trucks, but not on cars with antique vehicle plates. If you do not want to display your plates, then on your note please write "Not For Display". Or if you don't send a registration, then I will assume you do not want to display them. We are ordering 200 sets this year so get yours soon. Last year, we sold all of them by April 15.

Thank you for your support. If you have any questions, please feel free to contact me at my address, phone or E-mail on page 2.

Special Notice!

Want a chance to display License Plate number 66 this year? Here's how!

A raffle for License Plate 66 will be held beginning from now until April 10, 2000. The cost is: One entry-\$1. Six entries-\$5. 15 entries-\$10.

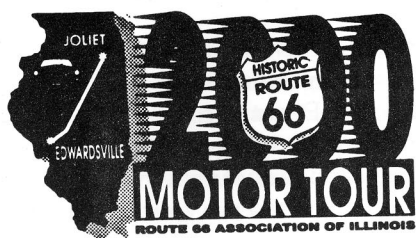
What you need to do...send your entries to:

Route 66 Association Of Illinois, License Plate Raffle, 2743 Veterans Parkway, #166, Springfield, Illinois 62704.

Your name will be entered into the drawing for Plate 66 which will be held at the April 16, 2000 Board Meeting in Joliet. Your name will be entered one time for \$1, six times for \$5, and 15 times for \$10. You may enter as often as you like, but you are limited to 15 entries (\$10) per envelope.

Get your chance to own a collectors item, the Route 66 Special Event License Plate number 66 for 2000! Questions? Call Jeff at 319-893-6653 for more info, or E-mail Jeff at AJon66@aol.com

A NEW MILLENNIUM



**Come and Join us on the
First Tour of the
New Millennium**

**11TH ANNUAL
MOTOR TOUR OF ILLINOIS**

**Featuring
Stops in:
Edwardsville**

Hamel

Staunton

Litchfield

Farmersville

Elkhart

Lincoln

McLean

Lexington

Odell

Gardner

Joliet

Walk or Drive across the Chain of Rocks Bridge

Tour the Shell Oil Museum in Wood River

Visit the Route 66 Hall of Fame at the Dixie at McLean

See the Riviera in Gardner and Memory Lane in Lexington

Attend the Hall of Fame Ceremonies in Lincoln

Pre-Tour Festivities on Friday June 9 in Edwardsville

Grand Finale - Downtown Joliet - Sunday June 11

Route 66 Souvenirs Available for Purchase - Street Festival

Entertainment Provided by Patty Waszak and Company

Tour the Historic Rialto Theater

and Stay for More Entertainment

SPONSORED BY THE ROUTE 66 ASSOCIATION OF ILLINOIS

REGISTRATION FORM

Please Print or Type

Any Vehicle • Any Model • Any Make

Registration Fee: \$25.00 for members per vehicle • \$30.00 for non-members per vehicle

You may join or leave the tour at any point or at anytime

Name _____ Phone _____

Address _____

City _____ State _____ Zip _____

We plan to attend the Hall of Fame Banquet _____

Add \$11.00 per person to accompany registration
(includes dinner, soft drink and tax)

Mail to:

Motor Tour

Route 66 Association of Illinois

2743 Veterans Parkway #166

Springfield, IL 62704

Sorry, No Refunds.

Rain or Shine

More Tour Information:

Jeff LaFollette, Tour Chair

John Weiss

Thressia Usherwood

Ollie Schwallenstecker

319-893-6653

815-469-5219

217-732-8687

618-585-3081



ROUTE 66 ASSOCIATION OF ILLINOIS

MOTEL LIST FOR THE 2000 MOTOR TOUR

ALL MOTELS HAVE ROOMS BLOCKED FOR THE ASSOCIATION

BE SURE TO MENTION THAT YOU ARE WITH THE ROUTE 66 MOTOR TOUR

ALL RESERVATIONS NEED TO BE MADE BY MAY 26, 2000 TO RECEIVE SPECIAL RATES

FRIDAY NIGHT JUNE 9TH

COMFORT INN

3080 S. State Rt. 157 (Historic 66)
Edwardsville, IL 62025
618-656-4900
\$66.00 + tax
all rooms blocked (75)

BEST WESTERN CAMELOT INN

1240 E. Chain of Rocks Rd. (Hist. 66)
Pontoon Beach, IL 62050
618-931-2262
\$53.95-\$56.95 + tax
25 rooms blocked

APPLE VALLEY MOTEL

701 E. Chain of Rocks Rd. (Hist. 66)
Granite City, IL 62040
618-931-6085
\$29.95 - \$33.95 + tax
17 rooms available

FAIRFIELD INN

4 Gateway Drive
Collinsville, IL 62234
618-346-0607
\$66.00 + tax
20 rooms blocked

SATURDAY NIGHT JUNE 10TH

HOLIDAY INN EXPRESS

130 Olson Drive
Lincoln, IL 62656
217-735-5800
\$54.00 + tax
50 rooms blocked

SUPER 8 MOTEL

2809 Woodlawn Dr.
Lincoln, IL 62656
217-732-8886
\$69.88 + tax
45 rooms available

I-55 MOTEL

103 Empire St.
Atlanta, IL 61723
217-648-2322
\$46.00 + tax
1st Come 1st Serve

COMFORT INN

2811 Woodlawn Dr.
Lincoln, IL 62656
217-735-3960
\$54.95 + tax
40 rooms blocked

BUDGET INN (*Old Days Inn*)

2100 Kickapoo St.
Lincoln, IL 62656
217-735-1202
\$45.00 + tax
40-45 rooms available

SUPER 8 MOTEL

I-55 & U.S. 136
McLean, IL 61754
309-874-2366
\$68.88 + tax
40 rooms available

SUNDAY NIGHT JUNE 11TH

EMPRESS HOTEL

2200 Empress Drive
(I-55 Off Exit 248)
Joliet, IL 60436
815-744-9400
\$66.00 including tax
30 rooms blocked
Please reserve by 5/26 to
receive special rate

HOLIDAY INN

411 S. Larkin
(I-80 Exit 130B)
Joliet, IL 60435
815-729-2000
Call for rates & availability

RED ROOF INN

I-80 and Larkin
(Exit 130B)
Joliet, IL 60435
815-741-2304
Call for rates & availability

"ILLINOIS - WHERE THE ROAD BEGINS."

Motor Tour Report

by Jeff LaFollette

The Motor Tour Committee of the Route 66 Association Of Illinois met on November 7, 1999 at the Mount Hope Township Hall in McLean, Illinois with 19 members and guests present. Chairman Jeff LaFollette presided over the meeting.

Jeff LaFollette announced that Russell Soulsby passed away on October 30, 1999. He suggested that the 2000 tour be dedicated in the memory of Russell Soulsby. Linda Henry also mentioned that Hubert Henry passed away this year as well and that he should be honored as well. Lenore Weiss made a motion that we dedicate the 2000 tour to the memory of these great men and Marilyn Pritchard seconded. Motion carried.

Jeff mentioned that he received a license plate update letter from the Secretary Of State's office approving the issue of plates for the 2000 Motor Tour. January 1 is the cut off date to reorder the same number as last year for those who had plates in 1999. The price should hold steady at \$30 per pair. Plate #66 will be raffled. Details to be printed in the winter edition of the newsletter.

The 2000 tour will start in Edwardsville. Bill Hurteau from the Edwardsville Chamber Of Commerce arrived a little late, and informed us of their plans for a Friday night festival downtown. The Comfort Inn has been reserved for the Association for the Friday night stay over. The Chain Of Rocks Bridge and the Shell Museum will both be open on Friday for tours. Chain Of Rocks from 12 noon to 4 PM, and the Shell Museum from 10 AM to 4 PM. Saturday morning, breakfast will be served at the Edwardsville High School beginning around 7 AM. The tour plans to leave around 8:30 AM tentatively. Ollie Schwallenstecker suggested that Edwardsville conduct a car cruise on Friday night for tour participants. Bill will check into this and let us know. Linda will attend meetings in Edwardsville to help set up plans.

A message from the Mayor of Hamel, Bill Meyer. He is inviting us to stop in their town and Earnie's Bar would be open. Hamel will be a passport stop. Linda Henry motioned to stop in Hamel and Lou Vandiver seconded. Motion carried.

Ollie told about how the Missouri tour drives in a long caravan, and uses no passports. The tour starts off by someone setting off a foghorn. Ollie said he preferred the relaxed feeling our tour compared to the structured setting of the Missouri tour. John Weiss also stated that the tour is designed to see the sights showcased along Route 66, not just to drive.

Litchfield was first discussed as a coffee and donut stop, but it was decided that it would be a lunch stop, and possibly be held at the Sky View Drive In Theatre. Ollie and Rich will check into this.

Thressia Usherwood presented Lincoln's plans for the 2000 banquet. The options are to go to the community center for dinner and the Hall Of Fame ceremonies, or to go downtown and have the Hall Of Fame induction there. She said the community could hold 1000 people and Guzzardo's would most likely cater the banquet. The Holiday Inn Express and the Comfort Inn are offering a \$54 rate for us. We will stay overnight in Lincoln because CJ Beeler has offered us breakfast at the Dixie in McLean. The tourism bureau will pay for the rental of the Community Center for the Association. We will hold raffles there again so Paul will look into getting the proper permits. A motion was made to accept Lincoln as the overnight stop. Lou Vandiver motioned and Durelle Pritchard seconded. Motion carried. Thressia also will look into the possibility of having a car cruise after the banquet.

Staunton will be a stop in the morning for coffee and donuts at Henry's Emporium.

Farmersville was discussed as a stop for the tour. John & Jeff believe it was promised to them for 2000 a few years ago. Jeff will send a letter to the town to see if they are interested and what they have to offer. We will bypass Springfield as a stop this year, but made a mention to try to stop at places in town like the Cozy Dog, Bill Shea's, and the Lincoln sites.

Elkhart will be a passport stop. Paul Gleason will organize this. The stop will be at Elkhart Hill and Cemetery. Also the gallery will be open as well.

The following Sunday stop possibilities were discussed. The Dixie in McLean for breakfast, and Gardner has been contacted and is very interested. Joliet is the ending point with a downtown celebration and a tour of the Rialto Theatre. Possible lunch stops discussed were Chenoa, Lexington, or Odell. It was decided to make Lexington a passport stop with the Pritchard's looking into this, and the lunch stop being in Odell. Dorothy Seratt and Mayor Ed Seal will be contacted about this. Wilmington would work with us as needed. The towns that were decided upon for Sunday stops were McLean, Lexington, Odell, Gardner, Godley and Joliet. Durelle motioned that we accept these and Paul seconded. Motion carried.

Bill Hurteau arrived a little late but briefed us on the plans for Edwardsville. Saturday, there will be a breakfast at the high school from 7-8:30 AM. Those interested can purchase breakfast tickets at the door. They will advertise in the newsletter and also in the passport. There is talk in the future of changing the festival in Edwardsville to July but Bill is hoping to keep the dates the same as the tour. Also, the town is hoping to apply for grant money to help with Route 66 projects.

continued on next page

Motor Tour Report, continued from previous page

Tour responsibilities were discussed and the following responsibilities will be done by these volunteers....

Registration: Annette LaFollette & Lou Vandiver. Lenore Weiss will fill in as needed.

Registration forms: Jeff LaFollette. Names printed for information about the tour will be Jeff, John, Thressia, and Ollie.

Dash Plaques: Marilyn Pritchard. We can get a 15% discount if ordered by Nov. 15, 1999 or 10% by January 15, 2000. Cost was \$225 for plaques last year. At the next meeting, we will decide what to put on the plaque.

Printing: We will get bids for the passports. We should have the flyers out by the Board Meeting in January.

Marilyn talked about a gentleman who would do a video of the Motor Tour and include every car in the video.

Wilton Rinkel mentioned that he has lived on Route 66 for 73 years and wondered if anyone could beat that.

Ollie mentioned that maybe the passport should be an 8 by 11 book instead of a 5 by 7 booklet. Adding some history of the road and possibly more advertisers would be one reason for the change. Maybe a one time deal for 2001, the 75th anniversary of Route 66. This could educate people about the road. Lenore suggested keeping it small because it fits in the glove compartment of your car.

Discussion followed about the brochures, putting history, places of interest and restaurants & stores to see along the road. There is a November 15 deadline for \$150,000 grant for brochures. Paul suggested that maybe each county could do its own. This is something that the Board would need to discuss. Also, the grant applies to only one sheet of paper, and ours consists of 6 sheets.

A motion was made by Paul to adjourn the meeting and Durelle seconded it.

Route 66 Association of Illinois Motor Tour Committee Meeting of December 5, 1999

The Motor Tour Committee of the Route 66 Association Of Illinois met on December 5, 1999 at the Mount Hope Township Hall in McLean, Illinois with 12 members and guests present. Chairman Jeff LaFollette presided over the meeting.

Jeff began the meeting by asking those present about updating the stops for the 2000 tour. Rich & Linda Henry began by stating that Edwardsville would be holding a meeting soon in regards to the festival and they would attend. Rich suggested that we do a mini stop at the new rest area on I-55 near the Hamel exit. The staff of the rest area requested this. They expect over 3 million visitors this year. Linda Henry motioned that we include the rest area as a mini-stop and Chester Henry seconded. Motion

carried. The Henry's also mentioned that they are working on the Staunton stop as well. Rich also mentioned that in Litchfield the Sky View Drive In is getting organized for the lunch stop. The food vendors will be set up at the Drive In, and they are looking forward to having us stop there. Litchfield is also trying to have IDOT change the Historic Route 66 signs in town to follow the alignment that goes by the Ariston, and the Drive In. Maybe the Association could be of some help in this matter.

Jeff reported that he has heard no reply yet from Farmersville. He will send out another letter or make a call to Art's Motel and get the name of a contact person in town there.

Paul Gleason reported that the Elkhart stop is getting ready. He was asking what time we would stop there for sure. It was decided that the stop would be from 3:30 to 4 PM.

Thressia gave a report on Lincoln. She suggested that we give the person who attend the banquet their money's worth. She heard complaints last year that some folks thought the price was too high for the food they received. She wanted to know what price to charge if the caterer gives us a \$7.95 meal. Jeff stated that the reason we charge a little higher price for the meals is because we have to cover the meals at the Hall Of Fame members get for no charge, and we hope to break even on the meal. Jeff suggested that we charge \$11 for the banquet meal. Even if we get charged \$8.95 per person, we should still come out ahead on the dinner. Rich Henry motioned that we charge \$11 for the meal and Paul Gleason seconded. Motion carried.

Jeff reported that he had no report from the Dixie and CJ Beeler in regards to the breakfast. He will contact her and get some information.

Marilyn Pritchard reported that she would get together with the people in Lexington about the tour stop there. Memory Lane should be open for us to drive on, and there should be other things going on as well.

Jeff reported that he had contacted Dorothy Seratt and Mayor Ed Seal about the lunch stop in Odell. Mayor Seal said he would contact John Stonecipher and get things going there. Jeff also stated that John Weiss had contacted Mayor Tom Wise of Gardner and plans are underway there for organizing the tour stop. Jeff had no updated information on Joliet and asked Larry Boyd if he had heard any more. Larry stated that he would get in contact with John & Lenore and work with them on the Joliet stop.

Tour responsibilities were finalized. The remaining is as follows:

Media Coverage: To be done by the County board representatives.

T-shirts: Jeff Meyer has given us a price of \$6.25 per shirt for 2-sided printing and 5 colors. He will check into this and keep us posted.

continued on next page

Motor Tour, continued from previous page

Traffic Control, Signs, Arrows, etc: Jeff Geisler will continue the fine job he has done in the past.

Hall Of Fame: Tom Teague, and the Hall Of Fame Committee.

Raffles: Jeff will ask if the Roadrunners will handle this.

Passports: Bids will be taken up until January, then the best bid will do the passports.

2001 Tour was briefly discussed. Jeff hoped to speak with Bob Gehl from the Missouri Route 66 Association, but didn't connect with him. Jeff asked Rich which city should be contacted on the Illinois side for their participation in 2001. Rich listed about 10 towns to contact. Jeff will draft a letter to send to the towns.

Meeting dates were set for the year. They are all on Sundays and the dates are: February 6, March 5, and May 21. The April meeting was left out for now, depending on how much we accomplish in February and March.

Rich mentioned that we should possibly make a donation to the Township Hall in McLean for letting us use the facility. A donation to the township or the town of McLean. Jeff will bring up at a Board Meeting and ask the Board for a decision. An amount of \$100 was suggested.

A motion to adjourn the meeting was made by Durelle Pritchard and seconded by Rich Henry. Meeting adjourned.

Schedule of Tour Stops for 2000

Friday, June 9

Shell Museum in Wood River will be open from 10 A.M. to 4 P.M. Chain Of Rocks Bridge will be open from 12 NOON to 4 P.M. Festival 66 in Edwardsville from 5 to 7 P.M. with an evening car cruise scheduled.

Saturday, June 10

Edwardsville breakfast stop at the High School from 7 to 8:15 A.M. Leave there at 8:30 A.M. Hamel Rest Area on I-55 at 8:50 to 9:15 A.M. as a mini-stop. No sticker there. Hamel, at Earnies Bar at 9:30 to 10:15 A.M.

In Staunton at 10:45 to 11:15 A.M. Litchfield at 12 NOON to 1:30 P.M. for our lunch stop at the Sky View Drive In. Farmersville by 2:00 to 2:30 P.M. Elkhart by 3:30 to 4:00 P.M. Lincoln at around 4:30 to 5 P.M. and the banquet at 7 P.M. Hall Of Fame Ceremonies at 8 P.M.

Sunday, June 11

Leave Lincoln at 8:00 A.M. Breakfast in McLean at the Dixie from 8:30 to 9:30 A.M. (*time here still tentative*). Lexington by 10:30 to 11:15 A.M.

Odell by 12:15 to 1:30 P.M. for the lunch stop in the downtown area. Then to Gardner by 2:00 to 2:30 P.M.. Godley by 2:45 to 3:00 P.M. as a mini-stop. No sticker there.

Arrive in Joliet by 3:30 to 4 P.M. for the Post-Tour Festivities in the downtown area.

Seldom Mentioned Places: The Illinois and Michican Canal (I & M Canal)

by John Weiss

By the time Route 66 was created in 1926, the I & M Canal was virtually abandoned. The need to ship products by boat was eliminated when the railroad was built. But, just like our beloved Route 66, the old canal is also seeing a total rebirth. The I & M Canal Heritage Corridor is as beautiful as it is fascinating. If you like history and the great outdoors, you will love this adventure.

The I & M Canal originally began in Chicago, but now the official starting point is at Harlem Avenue (Route 43) just south of Route 66 and north of I-55. It is marked as the Chicago Portage National Historic Site. It then traveled approximately 100 miles to the LaSalle-Peru area in Illinois.

You can hike or ride a bicycle with ease along the old mule tow path that is along side the original man made canal. You will visit many picturesque, old canal towns that are just dripping with history and character. Many areas of the canal have old photos and historic markers along the banks that explain its rich history. You will find the old locks really interesting as well as the two aqueducts, which are bridges that carry water over another stream of water.

The I & M Canal Corridor shares space with the Route 66 Corridor for 40 miles, from Lyons to Wilmington. So while you are doing 66, stop at the Fitzpatrick House located on Route 66 just north of Route 7 near Lockport, or stop off in Lockport at either the Gaylord Building or the I & M History Museum. Any of these locations will be happy to provide information.

If your starting point is Joliet, stop at the Tourist Information Center, located across the street from the Rialto Theatre. For more information, call 815-727-2323.

The Standard Edition

Not many people are aware that in the early 1900's that Sears, Roebuck & Company sold houses through their catalog. There were very attractive and high quality kit homes. Many had classic porches and lots of ginger bread trim.

The country's largest collection of Sears homes is located just off Route 66 in Carlinville, Illinois. Of the original 156 homes built, there are 152 still standing.

They were originally erected in 1918 by the Standard Oil Company for the families who worked in their nearby coal mines.

If you are in the classy town of Carlinville, take a drive around this unique, historic section. For more information, call 217-854-2141.

Preservation Meeting Minutes

Feddersen's Pizza Garage, Dwight, IL • Saturday, November 6, 1999

by Lenore Weiss

The meeting opened at 6:06 P.M. by Chairman, John Weiss. Also in attendance were Lenore Weiss, Dorothy Seratt, Tim Palm, Marilyn & Durelle Pritchard, Larry & Gretchen Boyd, Larry Scinto, Lenny & Dolores Scinto, Ted & Marilyn Giovanazzi, John Miller, Marty Schleder, Bob & Joyce Price, Frank & Bonnie Kalembe, Bill & Barb Gwodz, Marge Hettwer, Paul & Tami Panczuk, Paul & Gretchen Wendt, Marie Jibben, and your Newsletter Editor Randy Smith.

The minutes were approved as received. Motion made by Larry Boyd, seconded by John Miller. All in favor.

Jeff LaFollette represented the Route 66 Association at the wake of Russell Soulsby and we may donate a plaque instead of flowers. Also in attendance at Russell's funeral were: Shellee & Trevor Graham, Frances & Ernie Edwards, Wilton Rinkel, Marie Jibben, and your Newsletter Editor Randy Smith.

Correspondence - Pullman Foundation didn't receive the \$1 million grant applied for Market Hall. Appreciation and support were in their thank you letter to the Preservation Committee. They will try again next year. Discussion followed regarding an Annual House Tour and possible Preservation outing suggested by Barb Gwodz.

Discussion followed regarding the \$10 million authorized by the President for all 8 Route 66 states. A letter was read (sent by Jeff LaFollette) requesting all information needed to receive a portion of this grant. John & Lenore had recent discussions with David Knudsen regarding this grant. Jeff also received correspondence, which was read. Dorothy emphasized the importance of John Weiss and the Preservation Committee members be at these meetings if possible.

The Guide To Illinois Programs & Services, etc., newsletter from Architectural review was read. They will provide an on-site inspection for Odell. John read a copy of his letter he sent to the Service concerning roof shingles and their response was exactly that the same had to be done to Harry Truman's house in Missouri. Either cut tabs, or buy 3 tab shingles and cut individual to the size we need. A local roofing company will install the roof for only \$300 if we furnish the shingles. Paul Wendt volunteered to make templates for us and other alternatives were discussed. It was noted that length and width is important. Dorothy to discuss a facility to have a shingle cutting party. (After the meeting adjourned, Paul & Gretchen generously offered their heated extra large garage to host our Shingle Cutting Party) Many different ideas were discussed as well as storage.

Larry & Lenny Scinto, Greg Anderson, and Paul Wendt will be able to get together with electric as the roof is being repaired. Dorothy will look into this further.

John Miller, of Miller Tire Company in Chicago showed us the material and how a template of "Miller Tires" will be used for the columns of the Odell Station. The colors during that era were yellow and black. John is donating these to the station and received a big round of applause!

New Business....Mayor Tom Wise from Gardner approached IDOT for signs, etc. to direct traffic off of I-55 at the #227 exit to lead them to the Route 66 Raceway via the small towns along Route 66. Godley was also invited to be part of this year's Motor Tour.

The Hamel Interpretive Center rest stop will be a Route 66 information center. They will have displays, including Odell and the Meramec Caverns barn on a continuous running video.

Jim Hardy is working on the Heritage Corridor to include Route 66.

Gardner is seeking donations of props, handcuffs, etc. for their 2-cell jail they are restoring for Route 66 enthusiasts.

Regarding the Gardner Bridge, Dave DeJohn tried to save it but received word from IDOT that it is scheduled for demolition in January 2000. Funding would never come from them for a walking-hiking-biking trail. Their explanation was the danger of concrete falling on trains. They will give it to us if we would maintain it! So, this doesn't look too promising. Jerry Jacobsen tried to also help us with this project. S-1144 changes are to encourage possibility of using this same bill for the Carlinville bridge.

Finance report given by John Weiss: In donations, \$830 for Odell. Received, \$360 for Preservation. There is \$470 on hand in the bank. It was also reported that anonymous donations are still coming into Odell. \$200 additional.

Ed Seal, the Mayor Of Odell, would like to see another Poker Run during Odell Days in August on a smaller scale.

Burt Parkinson offered to make slugs from his original type set machine. He could work on this ahead of time and would donate back to the Preservation Funds. Dave DeJohn also offered to sell them through his golf magazine.

Lou Vandiver donated two related Route 66 items she would like to see auctioned off for additional preservation funds.

Dave DeJohn talked to the Route 66 Raceway. They are willing to donate many thousands of dollars towards advertising for a Route 66 Day sponsored by them. They also offered the Association free booth space to distribute information and membership forms. It was stressed that our merchandise could not be sold on the premises. Lots of discussion followed.

Grant money was obtained by Wilmington to light the newly rebuilt curved bridge hopefully depicting the lights that once adorned their other bridge.

continued on next page

Preservation Meeting Minutes, continued from previous page

John told of the brick story from a fellow from Albany, New York, who felt so guilty taking a brick from the side of the road south of Carlinville that he made a special trip to Illinois to return it to its rightful home. We need more people like him!

In the Route 66 Federation News is a story from August of 1947 that a couple did a journey of their travel on Route 66 to Texas. The journal reads that they found a live cockroach under some potatoes in a nice looking restaurant 7 miles north of Litchfield. They recalled how important the lighted cross at the St. Paul church in Hamel helped them and said the Mississippi River looked murky when crossing the bridge after paying their 25 cent toll.

John Miller went to Ted Drewes Frozen Custard in Missouri. One of his employees told him how the 600 miles round trip was worth the delicious custard.

Discussion followed regarding grant money for Odell and how we needed the authenticity from a professional architect, Michael Lambert from Plainfield failed to fill out our forms in time. Other museum possibilities then were mentioned. We now have to wait until next year to apply for a TEA 21 Grant.

Much discussion followed about the Historical Records Project spearheaded by Ted & Marilyn. They showed various examples from newspapers. We will try a new approach for Route 66...tape recorder from requesting information, telephone and any other means of memories. Everyone can become involved if the opportunity arrives regarding the hey days of the 1920's to the 1930's of Route 66. They have many different stories from some seniors already. It was emphasized that once these stories are recorded, we can turn them into a book, memories, or many

other possibilities to keep them alive. Ted & Marilyn Giovanazzi are the Chairpersons of the Historic Records Project Sub Committee. It can be a Route 66 Diary.

An idea was mentioned to have a chalkboard at the Odell station as a message center or notes for memories, etc. could be recorded. We also talked about a mail slot for suggestions, ideas of donations, etc.

Dorothy motioned to seek approval for signs similar to the Route 66 Preservation Committee to be erected (Roadside Attraction Sign). This was seconded by Lenore who will seek the cost from various sign companies. Discussion followed. John explained how IDOT is changing the 4 lanes to 2 lanes by the Meramec Caverns barn, but will continue to maintain space available for parking, busses, etc. This sign that is erected there is what we were talking about...it includes the Route 66 Association Of Illinois.

Lenore passed out postcards she had printed of the Riviera Restaurant, circa 1930's.

Tim Palm reported that they want to use the quarries in McCook to prevent flooding. McCook reported that it would take 10 years to build a steel bridge that would work in place on Route 66.

Bob Hastert Jr. from the White Fence Farm is redecorating the original dining room into a Route 66 room with wallpaper, materials, signs, etc.

Gretchen Wendt then reported that during moving, she found an additional \$99 from our original Preservation Fund when we all chipped in for some projects.

John Miller made a motion to adjourn the meeting at 8:10 P.M. and was seconded by Marie Jibben.

Route 66 Association of Illinois Membership Application

Name: _____

Address: _____

City: _____ State: _____ Zip Code: _____

Illinois County (if applicable): _____

Phone: _____

Interests in Route 66: _____

How I Can Help: _____

Annual Dues

General	\$15
Business	\$30
Foreign	\$35
Sustaining	\$200 or more

SEND TO:

Membership
Route 66 Association of IL
2743 Veterans Pkwy, Rm 166
Springfield, IL 62704

Please submit U.S. Funds only!

MEMBERSHIP INFORMATION – Tom Teague is the Founder of the Route 66 Association Of Illinois.

He is now our Membership Chairman, and you can write to him on updates or status changes at:

Tom Teague, 1208 W. Edwards, Springfield, IL 62704 • Phone: 217-787-8839 • E-mail: teague66@eosinc.com

What was the Coral Court Motel?



A historic Route 66 landmark that sheltered weary travellers along the "Mother Road"? An art-deco architectural gem with colorful glass blocks and hidden garages? Or a seedy "no-tell" motel best-known as a place for a secret rendezvous? Using her photographs and interviews, author Shellee Graham peels back the mystery of the Coral Court in her new book "Tales from the Court." To be published in April 2000, "Tales From The Court" will feature color photographs of this St. Louis landmark along with a history and first-person accounts from the people who stayed and worked there.



"To some, it was an inviting, little palace... a home away from home. For me, the Coral Court meant mystery and intrigue. To others, it was a discreet meeting place. Whatever the Coral Court meant, it was never ordinary."
—Shellee Graham

"It used to be a good hotel, but that proves nothing—I used to be a good boy."
—Mark Twain



Pre-Publication Offer! Save \$5!



When published, "Tales From The Court" will retail for \$19.95. Using this form, you can pre-order the book for \$14.95, and save \$5.

SEND NO MONEY! Fill out the form and mail, fax or e-mail it to us and we'll reserve a copy for you. Two weeks before the book is printed we will send you a postcard asking for payment or you can pick it up from our offices. Pre-publication price will be only \$14.95 plus tax and shipping.

YES! I'd like to reserve ___ copies of "Tales From The Court" for \$14.95 (not including tax and shipping). We will contact you with payment and delivery information.



Name: _____

Address: _____

City, State, Zip: _____

Daytime phone: _____

Please mail, FAX or e-mail this form to: Virginia Publishing Co. 4814 Washington Blvd., Ste. 120, St. Louis, MO 63108 • FAX (314) 367-0727 E-mail: info@wordnews.com



Randy, Marie, and Shellee

WANTED: Good 4-day tour guide of Illinois Route 66. Must know the route well and should enjoying stopping a lot!

A Personalized Motor Tour Of Route 66 In Illinois ...from St. Louis to Chicago

by Shellee Graham

(accompanied by your Newsletter Editor Randy Smith)

Who would offer a FREE, four-day personalized tour of Illinois Route 66? Your Route 66 Newsletter Editor Randy Smith did just that. He was an excellent tour guide and an Ambassador of Route 66 in Illinois from Friday, November 12, 1999 to Monday, November 15, 1999. Yeah, I lucked out. I found a tour guide to "Show Me" (a Missouri gal) Route 66 in Illinois. Sure, I had been on several Illinois Motor Tours but usually felt too rushed. Never enough time to really see it all up close. Randy and I talked and E-mailed about doing this type of trip for over a year until we finally set a few dates. Our mutually convenient time wound up being in the middle of November! We lucked out with a good forecast of 70-degree weather for the first part of the trip.

Day One: Friday, November 12, 1999

At 7 A.M. in the morning, a cool breeze and a heavy fog greeted us as we cruised the 1930-1940 alignment up through Mitchell, Edwardsville, and up to Hamel. The Chain Of Rocks Bridge was invisible in the fog. We started at the Twin

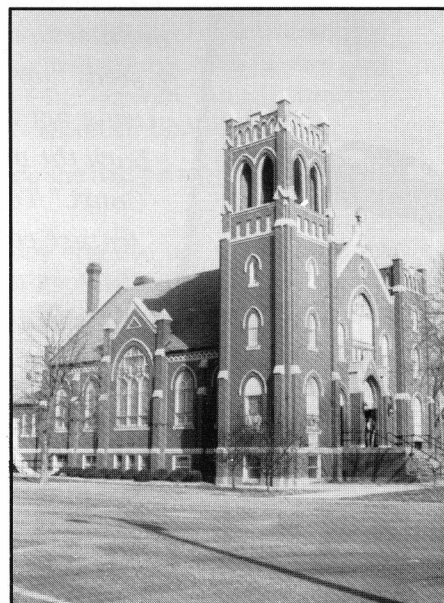


The cute dual cottages of the Town & Country Inn near Mitchell. (RS)

Oaks gas station, and proceeded on Eastward. I don't like to admit it, but there were many firsts for me on this trip. Just past the Luna Cafe and Greenway Motel is the Town & Country Motel in Mitchell. Yes, it was my first time stepping onto the grounds of this once charming motel. I really liked the tiny, duplex cottages that were covered with crumbling white paint and green wooden shutters on the windows. This vintage motor court was closed, but is still a lovely photo opportunity and just the kind of thing we looked for on this trip. Near the side of the road and buried deep in the grass, I saw my first R.O.W. concrete marker. Randy explained that these short posts were significant as they indicated the path of the highway long before it was ever designated Route 66.

Route 66 Hall Of Famer Wilton Rinkel has some wonderful roadside lawn decor outside of his home in Hamel. All eight Route 66 state shields posted in a continuous path on what appeared to be a former clothes line pole.

Also in Hamel, we chatted with a caretaker for St. Pauls Church as he swept the front steps. Just across I-55, on the East Side of the road sits a faded black barn with the oldest, most authentic Meramec Caverns advertisement that I have ever seen. Some would call this a "ghost sign" because you can barely see the lettering. The painted ad does not mention I-44, just US 66. The barn does need serious restoration, but fortunately the Illinois Preservation Committee has already begun preliminary planning on this.



St. Pauls Church in Hamel. (RS)

Our next stop was in Staunton at the Route 66 Tourist Information Center. This fun place is hard to miss with two huge Campbell's 66 Express Trucks out front. We talked to Linda & Rich Henry for a good long time. The Henry family's



Shellee gets a photo of the dual Campbell's 66 trailers at Henry's Rabbit Ranch in Staunton. Also known as the Route 66 Visitors Center. A great place to stop and stock up on souvenirs in their excellent store! (RS)

Personalized Motor Tour Of Route 66, continued

collection of aged gas pumps, Coca-Cola brand mobilia was terrific (and yes, your Editor carried his cooler full of it all 4 days of this trip) and the couple seems to really enjoy their work and hobbies. You've all heard of the Cadillac Ranch in Texas? Now you've heard of Henry's Rabbit Ranch in Staunton, Illinois. A collection of VW Rabbits nose first in the ground is slated for completion in April 2000. Watch for it!

We arrived in Litchfield just in time for lunch. Neither of us had ever tried the Route 66 Cafe, so we gave it a try. If you like a truly authentic cafe, you'll like this place with old curved chrome chairs and tables along with wooden booths. Our hamburgers and cheeseburgers were good, too.

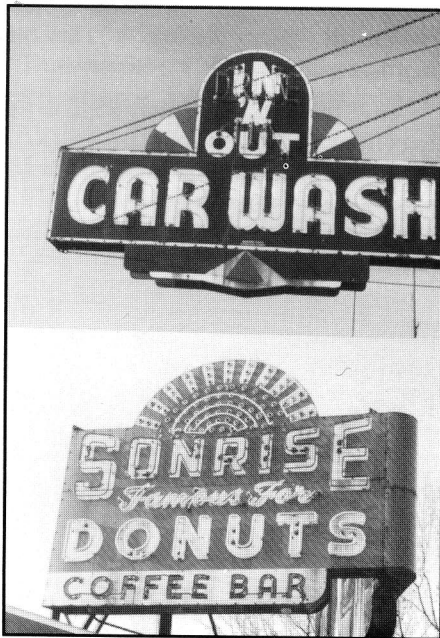
Driving past the site of the bygone 66 Motel was sad. I still can't believe it was torn down and a car wash was being built in its place. Ugh! In stark contrast, the Sky View Drive In looked great! While checking out that great neon sign out front, I wondered what the original movie screen looked like in its heyday. Randy informed me that the original screen that had a shooting star design on the front got blown down and damaged by a tornado somewhere around 1979. I'm just glad there are still a couple of real Drive In movie theatres like the Sky View still kicking on Route 66.

Cruising northeast, we noticed there was no access to rest stop facilities that are on I-55 from traveling 66. Do we have to drive the interstate to get to a public rest stop? Was that bad planning by IDOT, or what?

Just passed Farmersville, we began to search for more obscure signs of old 66. We saw an old grain elevator, which is all that remains of the former little town of Thomasville, Illinois on Route 66. Sure enough, the old maps that Randy had with him confirmed this fact. The only identification is a green street sign reading Thomasville Road. That was neat.

Around 2:30 P.M., I began to get sleepy. So Randy had the cure for that...he turned on a police siren he had under the hood of his old beater. OK! I'm awake now! (he he) A dose of my Beach Boys music stirred me back to consciousness, and I was ready for the rest of the day!

Entering Springfield, we made stops at some of our favorite neon signs, like the In N Out Car Wash (Sixth & Laurel) and Sonrise Donuts, open 6 A.M. to Noon.



In Springfield, are the In N Out Car Wash (RS), and the Sonrise Donuts. (RS)



Also in Springfield, the world-known couple of Shea's 66 Museum. They are Helen & Bill Shea. Shellee spent a good hour here. (RS)

Both are excellent vintage signs. I wondered why it is spelled Sonrise instead of Sunrise?

Finally, I got the opportunity to meet the famous Bill Shea and his nice wife Helen. WOW! Did I ever enjoy looking at the numerous, shiny restored gas pumps. Texaco uniforms, models, and vintage signs. Now that is an awesome museum! After my one hour tour there, we had to tear ourselves away and hit the road. We stopped at the little

rest area with the sign by the Route 66 Cruisers in Sherman. More remnants of original Route 66 were there.

In Broadwell...darn it! We missed Ernie Edwards. He wasn't home at this time. No problem, Randy says. We'll catch him on the trip back down. Good. As the day ended, the sky became very colorful, so I photographed Ernie's mailbox as a silhouette against the backdrop of the sunset. The pig in the sky....definitely an award winning photo there! (he he)

By 5:30 P.M., it was totally dark. So it's off to Randy & Marie's home for chicken, noodles & biscuits. Good vittles there. I have to also thank Marie for allowing me to watch no less than three Partridge Family episodes on TV that night. Yep, there was a Partridge Family marathon on one of those cable stations. Now that's hospitality!

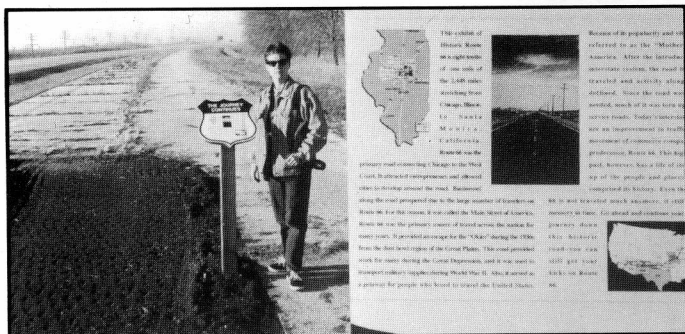
Day Two: Saturday, November 13

We're on the road by 7:10 A.M. according to my Steve Allen watch. "Surfer Girl" is on the tape deck as the sun rises. Fog is flowing over the road and combined with the bright sun, we needed our sunglasses.

From Randy & Marie's home in Creve Coeur, Illinois, we interstate it to our starting point of the day on Route 66 just outside of Normal. My first photograph of the day was of some neat, old telephone poles with glass insulators. Randy calls them telegraph poles and he laughs out hard when I call them telephone poles...he said he never heard them called that before. (What's the correct terminology here? Can somebody back me up on this?)

Near Towanda, we pulled off of old Route 66 to drive on the old, old 66 concrete next to it. A new rest area is being built near Boyd-Wesley Park. A bit further east, we stopped at a gas station/convenience store and noticed a group of workers. We found out they were all-volunteer laborers creating a

Personalized Motor Tour Of Route 66, continued

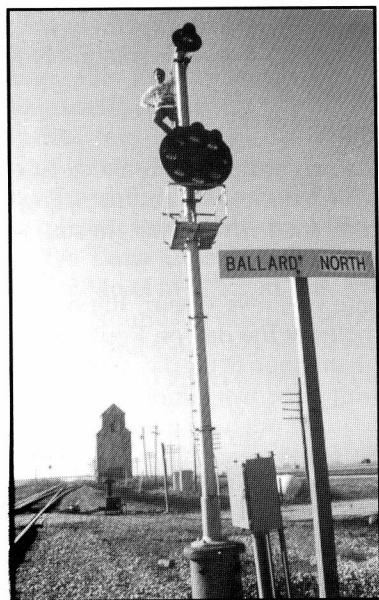


Here in Lexington is a new marker that tells a story of Route 66, and there will be many of these same similar markers all up and down the Route in Illinois eventually. (RS)

pedestrian walkway on old 66. A nice fellow named Fred Walk spoke with us about their project. He told us it had been in the works for over two years and that the community is very involved. That was obvious by the volunteers who were hard at work shoveling dirt early Saturday morning. There were several men, one woman, three high-school-aged kids and one child who could not have been more than 8 years old all working on this splendid 66 project. WOW! I was very impressed by the community spirit in Towanda.



In Towanda, we saw these volunteers hard at work on Route 66, making it a tourist attraction stop. Their accomplishments will pay off big with pride and dedication. (RS)



Another one-hour stop in Ballard. Shellee spies your Newsletter Editor up high on a train signal. (SG)

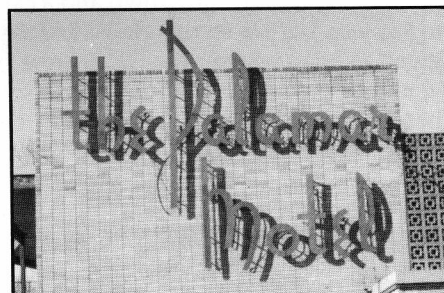
In Lexington, we found another cement marker with STATE R.O.W. engraved on it. Randy enjoyed showing off the old Scrogin Cemetery on Wall Street. A lot of these soldiers buried here go back to the War Of 1812. We photographed the old gravestones that were flat on the ground. I believe they were originally upright stones, and over time were laid to rest flat to prevent further damage to the aging stones.

The trip became even more intriguing again as we explored what's left of another "lost" town near Chenoa, called Ballard. I had photographed the

railroad tracks, grain elevator and arches before, but never knew this site used to be the little hamlet of Ballard. Just check the backside of the railroad sign...it reads "Ballard North." Randy pulled out an old Shell Oil map and pointed to the town called Ballard, the exact spot where we were standing. Randy enjoyed this place and he climbed to the top of a towering railroad signal and posed for a fun photo. He would have also climbed to the top of the grain elevator too, if it wasn't for the fact he forgot his flashlight at home!

I shot several photographs in Ballard...on the railroad tracks (dated 1941), near the faded Graham & Hennioni lettering on the grain elevator, and the weight scale that resembles a pair of archways. We spent way too long there but the weather was superb...about 70 degrees so we took advantage of that.

In Pontiac, we checked out the wonderful, yet abandoned Palamar Motel & Restaurant on Ladd Street (old 66). This motel complex is ripe for those Route 66 preservation dollars. You know, the \$10 million bill that was passed by Congress

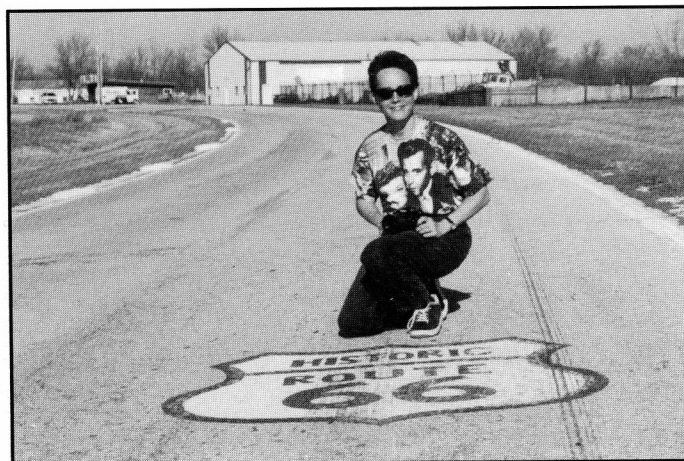


In Pontiac lies the old Palamar Motel on Ladd St. (old Route 66) (SG)

in the summer, and signed by President Clinton in August. The Palamar could be repaired in time for the 75th Anniversary of Route 66 in the year 2001. I just love that Deco lettering on the Palamar Motel sign. This could be a fun and vital place again. I just hope it doesn't fall to the wrecking ball.

Also in Pontiac, Randy showed me a 1926 bridge, built when Route 66 was known as Route 4, the Pontiac Trail. That was neat to see. I was glad to finally see this after reading about it in an earlier issue of The 66 News.

Passing the Old Log Cabin Food & Spirits, we noticed some excellent old telephone poles (Randy STILL calls them telegraph poles) by the railroad tracks. We had to stop at the



Upon entering Dwight, Randy remembers the many photos that Shellee has kneeling by a 66 shield on the road. So he stops to make sure she adds to this one! (SG)

Personalized Motor Tour Of Route 66, continued

now famous Meramec Caverns barn in Cayuga. This incredible restoration work was performed by the Illinois Route 66 Preservation Committee in 1998.

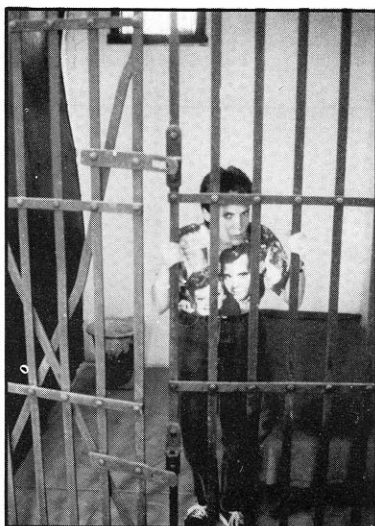
We proceeded into the Village of Odell, an old coal mining town. It seems that everyone knows about the vintage 1930's Standard Oil-Sinclair station, which is now being restored by the townspeople. Randy pointed out the small Route 66 shield he added to the front of the station when the Preservation Committee put on a temporary roof a few months back.

We paused for a Route 66 shield photo op in the middle of the road in Dwight. For lunch today, Randy had insisted on waiting until we reached Feddersen's Pizza Garage. Great decor and food (served by nice people) in a former Buick dealership. After devouring our pizzas, I stuffed my 8th exposed roll of film into my camera bag.

Before leaving Dwight, Randy drove by the attractive, stone train station that dates back around 1880. Other unique photo opportunities was the colorful vintage neon sign above the Delong Mercury Ford dealership on Delaware Street. We spent some time viewing the monumental lighthouse-windmill structure. The lighthouse is located behind the Prairie Creek Library and next door to the Country Mansion Restaurant. These grounds are very picturesque and you can easily imagine when they were private homes with large, pristine lawns.

Next, we spied the rare red, yellow & blue SUNOCO sign on the north end of Dwight (or De-white, as Randy pronounces it). My 10th roll of film is finished.

On the East Side of 66, there are more cool old telephone poles (Randy STILL insists they are telegraph poles!) near the town of Gardner, established in 1854. It's time for a long anticipated visit to meet Burt Parkinson. Burt has a great old print shop on Division Street. While speaking with Burt and his pal Gus, I learned about Burt's famous uncle, Charles Parkinson. Charles worked in England and helped many patients with a mysterious disease. That disease was called Parkinson's Disease, named for a fine doctor, Charles Parkinson.

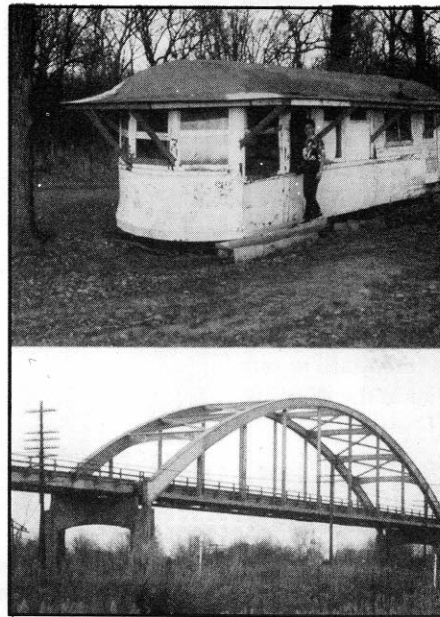


A not-so-amused Shellee spending time in the Pokey! I was going to leave her there for awhile, but she would have buried me alive for it! (RS)

Burt's print shop was awesome and I loved seeing all the antiquated machinery still in operation. Burt created my name using an old Linotype (or is it Monotype) machine by melting lead to 1500 degrees.

This fun didn't stop as the Mayor of Gardner was summoned to escort us to JAIL! Mayor Tom Wise kindly unlocked the old jailhouse for us and we all took turns being prisoners in the tiny 2-cell room. What a memorable time!

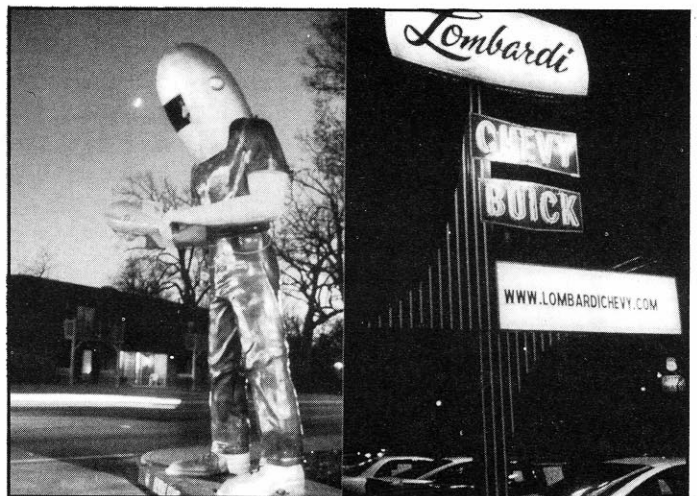
As we left Gardner...had this feeling for a few seconds...was reminded of another charming Route 66 town. McLean, Texas. Can't put my finger on it, but there was some sort of *deja vu*.



In the upper photo, Shellee gets a peek inside the old streetcar behind the Riviera in Gardner. (RS) And the lower photo is the beautiful green bridge up the street by the Riviera, and unfortunately is slated to be torn down by IDOT. (RS)

It was getting dark and we just barely got a glimpse of the Gardner Bridge. This verdigris colored bridge is now closed and slated for demolition by IDOT. We're not sure why it will be torn down, but it looked as if it could be saved and given new life similar to the old Chain Of Rocks Bridge near Madison, Illinois.

At 5:20 P.M., the sky is midnight blue and we're cruising down Baltimore Road in Wilmington, Illinois. The low light conditions didn't stop us and we still photographed the rocket man at the Launching Pad Restaurant.



It was dark when we entered Wilmington, and in the left photo we see the moon by the helmet of the Gemini Giant. (RS) I wonder if that was his actual home! The photo to the right is the cheesy Lombardi Buick sign lit up at night. (RS)

Personalized Motor Tour Of Route 66, continued

In the sky, a crescent moon was juxtaposed near the Gemini Giant's helmet. It was too early for dinner, but we went inside to check out the whimsical, hand painted mural on the wall (near the restrooms) and the nice, custom designed 66 table covers on each table. Very well done.

Another must see neon sign is the Lombardi Buick car dealership across from the 66 Auto Wash, which is next door to the Launching Pad. The silvery pylon sign with pink and blue neon letters is a very groovy 1960's design.

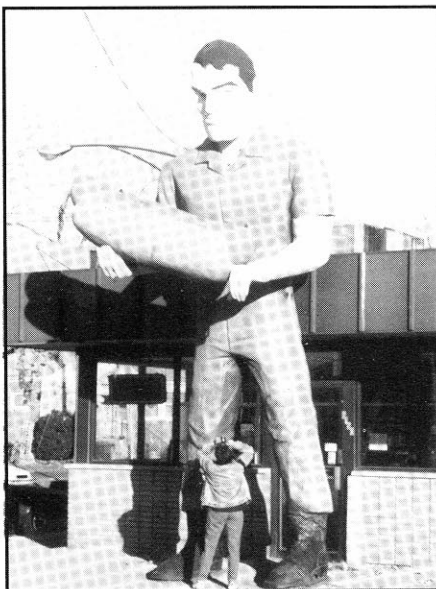
At 5:45 P.M., we hit the interstate to our evening accommodations at the Wishing Well Motel on Joliet Rd. (Route 66). I've seen vintage postcards of this motel and have wanted to stay here. My room was in the back, very private. (?) Perfect. In my room I watched a TV movie on ABC called "Come On, Get Happy" about the real Partridge Family story. Oh yes, it was a Partridge Family weekend for sure! This TV show ended up being the highlight of this overnight visit. However, there was this awful dance club music playing in the room next door for three hours. I kept thinking it would stop. Voices, thumps, bumps, etc. interspersed with the bad dance club music. I tried everything to drown it out, from plugging my ears with my fingers to burying my head with my pillow. It stopped at 12:45 A.M. and back on again until 2 A.M. I tried to phone the office...no answer. I turned the TV back on and watched golf and American Bandstand infomercials hoping this would put me to sleep. It didn't. Not a good night. Later, I found out that your Newsletter Editor Randy Smith slept like a baby...all he had to do was take his two hearing aids off, and he's deaf to the world! Good for him.

Day three: Sunday, November 14th

6 A.M. came way too early. By 7 A.M. we had breakfast at McDonald's in LaGrange, down the road not too far where the Countryside Route 66 Drive In used to be. Was I tired and cranky! Those punks in room 17 last night stole my sleep. I had an instant breakfast inside the restaurant while Randy ate two orders of hotcakes. By 7:45 A.M. we got ice for the cooler and loaded our cameras. We drove the detour of Joliet Rd., which Randy said has been that way for at least two years now.

We passed Snuffy's 24-Hour Grill and the Skyline Motel. Village of McCook, Lyons. Over the Des Plaines River and through the woods (Ottawa Trail Woods Forest Preserve), Harlem Avenue (which is part of Route 66), then Ogden Avenue which is marked by Historic US 66 signs and in Berwyn, tiny blue and white 66 banners hang high above the street.

First photo of the day is at Bunyons, easily recognized by the giant Paul Bunyon statue holding a huge hot dog. The sign says "Chili, Shrimp, Chicken, Beef, and Pizza Puffs."



Shellee stands right under Paul Bunyon, and obviously sees something of interest that I don't! However, if she doesn't move out of the way soon, she's bound to get a big gob of ketchup all over her head! (RS)

Mmmmm. Oh, but the better giant hot dog belongs to Henry's, A Meal In Itself, which is located just down the street. The Henry's neon sign and hot dog is fabulous. This morning, it is a little cold and we put gloves on our hands. At 8:25 A.M. we photographed the Cindy Lee Motel. A sign there says "Luxurious Hot Tubs and Suites." Oh yeah? Right! I photographed the steering wheel of the car next to us with THE CLUB attached to it (a device to prevent theft). So I wondered, what's the catch here?

The neighborhood looks a little rough at the intersections of Cermak & Harding on Route 66. I loved the Castle Car Wash, but there was no stopping. The castle was in the shade anyway, not the sunny side of the street. Wouldn't make a good photo at this time.

I saw more architecture, including the Douglas Park Auditorium. Then we saw a B&P (green and yellow sign) gas station. Ya don't see many B&P stations in these parts.

I saw LuLu's Beef & Sausage Sandwich Shop. Of course, I immediately thought of Lynn Bagdon (Randy calls her Lynnie) and her little rag doll LuLu. I'm sure they have had their portraits taken here.

I noticed an old Fallout Shelter sign on the side of a building. Next, the site of the Rosemoor Hotel beckons us to stop for a photo near Ashland Avenue on Jackson Boulevard (Route 66). I'll bet the Rosemoor was really nice back in its day. A weird lady with pink socks and sandals on her feet walks up to Randy and asks him if she can take our picture. I got back into the car quickly, while Randy has a few words with her.

Downtown Chicago...we are amazed we can find such a good parking place on a Sunday morning because there is a Chicago Bears football game today.



In downtown Chicago just off of 66 are the beautiful theatres of the Chicago (RS) and the Oriental. (RS)

Personalized Motor Tour Of Route 66, continued

Randy shows me the corner of Midwest Bank & Trust Building, which clearly marks Jackson and Michigan Avenues, the beginning of Route 66. We hiked down to Lake Shore Drive and photographed the city skyline from there. Huffed it back through a nice park and noticed policemen assembling early in anticipation for the heavy football game traffic.

Next we walked down Jackson to State Street. There were many unique holiday decorations in the windows and up on streetlights at Carson, Pirie, Scott and other department stores. There were many people, including many families walking the streets this morning, which created a fun and festive atmosphere. Randy and I photographed the sign at the Oriental Theatre and the ornate Chicago Theatre marquee. I have never had the opportunity to browse City 66, and photograph these images when somebody wasn't hurrying me along. This was great!

By the way, did I mention that I was a passenger on this entire trip? It was fantastic to just look out the window and enjoy the view. It will probably never happen again, so I made sure to take extra photographs.

Leaving the Windy City, we arrive at our lunchtime stop. HENRY'S...A Meal In Itself! I'm kind of excited because I've never set foot inside Henry's before. I ordered up a chili dog & fries. Pretty good. Cute T-shirt for sale in there, too. It's 50 degrees outside and we're off again.

We photographed the nice, red neon sign at Snuffy's 24 Hour Grill. Looks like a good place to eat. Maybe next time.

Only about a half-hour ago, I realize that the car we're riding in is a 1982 Mercury Zephyr. Funny, I thought it was called the Old Beater. At least that's what Randy called his car! We could have driven my newer Ford Taurus, but I suppose that would have been too easy. The old, beater car we are in made us look less conspicuous as tourists in the Ogden-Homan Streets area, don't ya think?

Our next photo was a very tall Shell sign on Spengler Drive in Romeoville, Illinois on Route 66. It was one of those large, rare 3D signs with the letters spelled out in the middle of the sign.

We pass Statesville Corrections facility. (Randy's former residence? Just kidding!) Caught a glimpse of the miniature haunted house at Haunted Trails Miniature Golf in northern Joliet. That's a unique place. We saw it on the first Motor Tour my husband and I attended back in 1991.

We stopped and checked out the Ruby Street Bridge in Joliet. Very cool. It overlooks the Des Plaines River. Love that

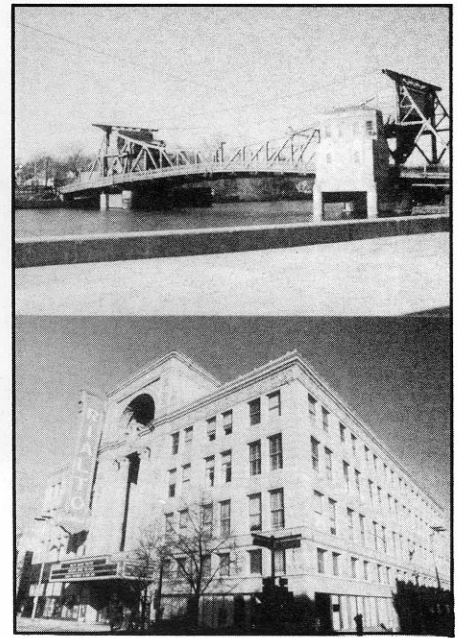
turquoise-aqua color. It's quite a challenge to photograph the bridge and steady the camera while cars drove across.

The magnificent Rialto Theatre did not disappoint. We spent at least 45 minutes gawking and photographing the outside of the building, and when we finally got inside there were no tours available.

We should have guessed because the marquee read "Winnie The Pooh" was playing that day, November 14 at 2 P.M. There were

scads of kiddies and their parents racing into the old movie palace while we snapped photos of the exterior architecture. After the Rialto, my film tally was up to 16 rolls. (Oy, would you believe that?) As we drove off, Randy mentioned that the Rialto is often at times missed by 66ers because it is sandwiched between the two one-way alignments of Route 66. So, do your homework and be sure not to miss the Rialto Theatre on Chicago Street in Joliet, Illinois.

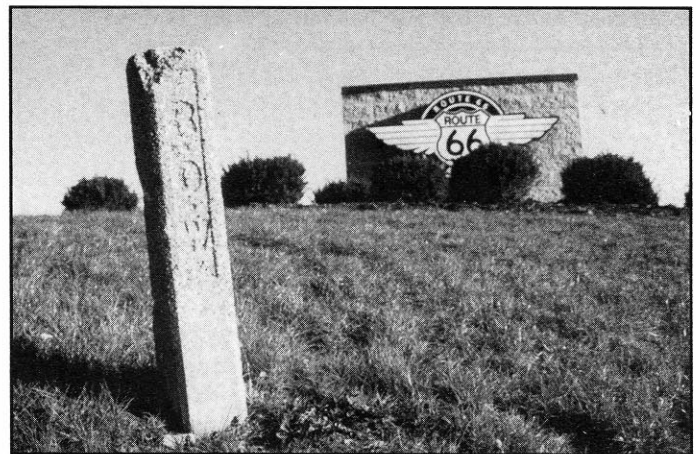
Later on, we traveled back through Wilmington and Braidwood. We stopped at two restaurants across the street from each other. A McDonald's and the nostalgic Polk-A Dot Drive In, since 1956. Surprisingly, the McDonald's had a few interesting Route 66 paintings. Enter the children's Play Place and turn around to view a large, painted mural sign above the doorway. Who would know?



The well-known 66 drawbridge in Joliet in the upper photo. (RS) And the bottom photo is the Rialto Theatre, right across the street from Patty Waszak's new store. (RS)



We get hungry for some hot lunch on a chilly day, so we stop in and check out Henry's. A really good place to eat, with a lot of nice pictures and other 66 related things on the walls there. (RS)



We go by the Route 66 Raceway south of Joliet. Here, Shellee gets a great pose of an old ROW marker. Really cool shot! (SG)

Personalized Motor Tour Of Route 66, continued



In Braidwood, we stop at the Polk-A-Dot Drive in. This place is truly unique and one of a kind. In the left photo (SG) stands Cathy Chinsky next to a gas pump gumball machine. The middle photo (RS) is your Newsletter Editor's favorite...a real, antique Wurlitzer juke box playing 45 LP records. To the right is one of the original juke box controllers at one of the booths inside the place, which still works! (RS)

The Polk-A-Dot Drive In was so great. It exceeded all expectations I had and there was wonderful attention to detail there. The owners are just happy to shop the flea markets & auctions and display the fun, vintage items. A real Wurlitzer jukebox plays 45 records while the glass blocks & shiny chrome chairs add to the 1950's ambiance. I snapped a photo of one of the owners. Cathy Chinsky, next to a nifty Route 66 gas pump containing gumballs.

The sun is low at 4:20 P.M., so we head to I-55 for Randy & Marie's home back in Creve Coeur. Once there, we dined at one of my favorite chain restaurants: Taco Johns. I've got a sore throat, aching muscles and I'm also up to 18 rolls of film. I was exhausted, and slept like a baby in the comfy guest bedroom at Randy & Marie's place that night.

Final Day: The 4th day, Monday, November 15

We are off at 7:10 A.M. I'm so glad that Marie came to join us on the last leg of our Illinois journey. Today we are riding in style in Marie's car, a new Ford Contour. My body is tired because I have the flu and it feels like someone punching me in my left arm. Besides my aching body, I have no complaints!



In Lincoln between the Holy Cross & Union cemeteries lie the original alignment of Route 66 that used to have a wooden covered bridge on it, and later went to an iron bridge. These concrete pillars still remain over the creek. (RS)

Our first stop in Lincoln at the Redwood Motel & the Tropics Restaurant. Randy told us that the Tropics was now closed and empty. I sure hope a preservation minded buyer steps up to acquire this property. Think about it...you might be able to get financial assistance

from the recent Route 66 Bill that passed in Congress earlier this year.

Now we're on the trail of an old alignment that was once part of Pontiac Trail, Il. 4 and Route 66 for a short time. Between the two cemeteries (Holy Cross & Old Union) there is a sign that says NO LITTERING ON HIGHWAYS. We didn't litter, but we took a nice stroll down the old highway remnant that is now closed to the public. A very peaceful place existed at the end of the trail and you can see where the old bridge used to cross. (How does Randy find this stuff?) Marie and I liked this place.

The next stop was a good, two-hour visit with Fran & Ernie Edwards. Yep, the real "Pig Hip" himself. While Fran made bread, Ernie told us many interesting, personal remembrances.

Like the time he was a real Justice Of The Peace, in the shoe shine biz, owned a restaurant called TIZIT and that his original business was built in 1937. Ernie was also in the Army for 8 years, and lived in Japan (part of the World War 2 occupation) for one year in 1948. It was a fun visit as we looked over the plethora of newspaper articles. Route 66 artifacts and pig tchotchkes that Ernie had collected through the years.

After Broadwell, we hit the road and checked out the old 1940-77 alignment in Springfield, Illinois. Wow, I'd never seen the Shamrock Motel or Dirksen Inn Motel along this stretch called Dirksen Parkway. Prior to this trip, I had been on two other Springfield alignments of Route 66, but never this one. Now I'm really hungry, so it's off to the Cozy Dog!

OK, I've been to the Cozy Dog many times but had never met owner Buzz Waldmire. So it was great to meet him, and then who should walk in? It's our friend and Route 66 artist Bob Waldmire with his mother Virginia. What great luck! After swapping stories with the Waldmires for about two hours (and members of the Liaris Club that meets daily at the Cozy Dog) we had to say good-bye to our friends.

Other Springfield photo stops were at the charming Dellertis Wallpaper/ Paints sign and the McDonald's sign (c. 1970's) on MacArthur Blvd. Randy commented that the Lauterbach Lumberjack (in Jerome) appeared to have a new set of clothes (?) or maybe just a new coat of paint.



This is one of your Newsletter Editor's favorite 66 landmarks in Springfield, the old McDonald's single arch. This was the first time I seen it with the lights on in it, which added to its beauty. (RS)

Personalized Motor Tour Of Route 66, continued



Towards the tail end of this trip...Randy, Marie, & Shellee pose for a shot on this 1910 style "missing bridge" photo off of old Route 4 just upon leaving Springfield. Not too many 66ers have seen or known where this bridge is at! (RS)

clouds interspersed with bits of blue sky. As the sun descended, the colors became even more intense. It looked like the lower half of the sky had a deep, embossed look. Orange & red with purple definition lines. It was very pretty and a fine way to end the day.

And just when you think this trip couldn't get any better, one of my favorite Beach Boys songs comes on the stereo...Soulful Old Man Sunshine. It really doesn't get any better than this!

And as I was putting my notes away for the night, Randy notices they finally got the Hamel Route 66 Rest Stop opened up off of I-55. Randy said it was not open when he came down the first day of the trip, but officially opened this same Monday but earlier in the morning. We stop in, and was it a nice building! Inside, there were several murals on the walls and in the center of the floor, an outline of the state of Illinois with a Route 66 shield in the middle. Marie and I posed for some photos here.

Our last official stop was a walk out to the 1910 bridge that was originally part of the Pontiac Trail, and then later Route 66 from 1926 to 1930. Currently, the bridge has a pipeline running through it. The three of us (Randy, Marie & I) set our cameras on self-timer mode and posed together in the middle of the bridge. That was a good way to end our journey since it was getting dark.

From the Springfield area, we caught I-55 south to St. Louis. But at 4:40 P.M., a gorgeous sunset had been created by pink & orange cumulo-stratus



An unknown visitor stops to read the story of Shellee Graham's "Return To Route 66" exhibit, which has been shown all across the USA. (Photo by Tyge Jantzen)

We all really enjoyed seeing this newest Route 66 styled Rest Area, and hope that IDOT builds many more of these! It helps promote tourists and travelers to travel Route 66 with information and other interesting info.

And, I'm almost home!

Shellee Graham is from Bridgeton, Missouri and is a member of the Route 66 Association Of Illinois and the Missouri Route 66 Association. Shellee is an avid photographer and fine artist. She is the author of "Return To Route 66," 1998, Council Oak Books, Tulsa; and the soon-to-be-released "Tales Of The Court," from Virginia Publishing, St. Louis. This new book tells the true history, stories, and photographs of the bygone landmark, the Coral Court Motel (1941-1995).

Photo Credits: All photos used in this story are by Shellee Graham (SG) and Randy Smith (RS). Each photo caption has their abbreviated names in parenthesis. All photo captions written by Randy Smith.



In Springfield, is one of the oldest known landmarks...the Cozy Dog. In the left photo (RS) is Bob Waldmire keeping up on the Ed Waldmire Library, and the photo to the right (SG) is a chat in progress with your Newsletter Editor, Bob Waldmire and his charming mother Virginia.

OLD 66 DISPATCH, Dec. 1999-Jan. 2000...

Issue #7
Free while
they last



AS I WAS SAYING BACK AT THE END OF DISPATCH #6, I DID SURVIVE THE GREAT BLIZZARD OF JAN. '99. I DID FINALLY "THAW OUT" AS SPRING INEXORABLY ARRIVED. BUT ON THE MORNING OF JAN. 14TH 1999, NATURE'S AWESOME DISPLAY OF CLIMATIC EXTREMES BEGAN. IT STARTED SNOWING ABOUT 10 A.M. THE TEMPERATURE HOVERED IN THE TEENS AS THE DAY WORE ON. THE SNOW INTENSIFIED, THE WIND PICKED UP & THE TEMP. BEGAN TO DROP. FOR THE FIRST HOURS I REVELED IN THIS LAUGHING DEFIANTLY AS SWEET & THEN SHOVELLED SNOW, RE-SWEEPING & RE-SHOVELLING MY PATH HOURLY. FINALLY, EXHAUSTED, I COULD NO LONGER KEEP UP. MY LAUGHTER STOPPED. IT SNOWED CONTINUOUSLY UNTIL LATE TUESDAY AFTERNOON - 54 STRAIGHT HOURS. WELL OVER A FOOT OF SNOW HAD FALLEN & WIND HAD WHIPPED UP 3-FT. DRIFTS. THE TEMPERATURE PLUMMETED TO 20° BELOW ZERO (FAR). BUT THE NEXT DAY IT WAS SUNNY UP TO 40°.

IT WAS A LONG WINTER & IT TOOK ITS TOLL ON MY MOM, ALREADY WEAKENED BY CHRONIC ASTHMA. TO MAKE A LONG STORY SHORT, WE ALMOST LOST HER. BUT AFTER A LENGTHY STAY (21 DAYS), FIRST IN INTENSIVE CARE, THEN IN A "REGULAR" HOSPITAL ROOM & FINALLY IN THE PHYSICAL THERAPY BLDG., WE BROUGHT HER HOME & SHE'S BEEN REGAINING HER STRENGTH & STAMINA SLOWLY BUT SURELY, EVER SINCE.

BEFORE THE END OF MARCH ALL THE SNOW WAS MELTED... WINTER MEMORIES FADED, AS A LUSH CARPET OF GREEN "BLOOMED" & COVERED THE GROUND & THE BARE TREES LEAFED OUT. A PROFUSION OF BLOOMING PLANTS PERFUMED THE AIR.

ONE BY ONE, DIFFERENT CREATURES JOINED THE SYMPHONY OF SONGS: FIRST THE BIRDS - BOTH NATIVES & RETURNING MIGRANTS - THEN THE TINY CHORUS FROGS, THE TOADS, THE LEOPARD FROGS, THEN THE WHIP-POOR-WILLS & CRICKETS, THEN THE INTO SUMMER, WITH BULLFROGS, TREE FROGS, KATYDIDS & THE CLICKING OF CRICKET FROGS, & FINALLY THE CICADAS, SIGNALLING SUMMER'S END.

SURROUNDED BY THIS RICH TAPESTRY OF NATURE, I FORGED AHEAD, FINALLY FREE TO TACKLE THE MANY PROJECTS I'D LONGED TO WORK ON, BUT COULDN'T, WHILE "STUCK AT THE VISITOR CENTER."

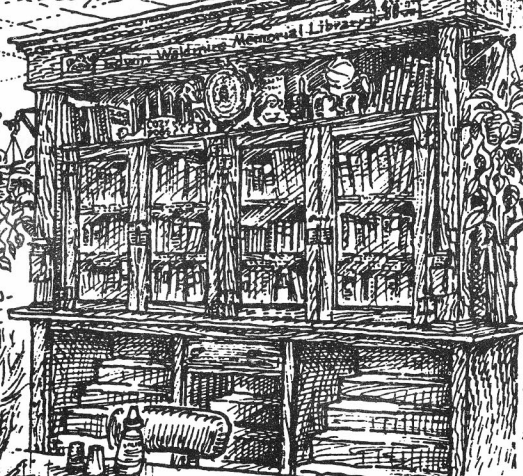
FIRST & FOREMOST WAS THE BOOK ON MY FATHER'S LIFE, WHICH SO FAR HAS INVOLVED SEEMINGLY ENDLESS PRELIMINARY STEPS, TO REACH THIS POINT WHERE I AM NOW OF "LAYING OUT" THE "ROUGH DRAFT" OF THE BOOK. I DID FINISH & PRINT A 16-PAGE BOOKLET ON THE LIFE OF ED WALDMIRE, IN TIME FOR AN IMPORTANT EVENT:

THE ED WALDMIRE MEMORIAL PANCAKE BREAKFAST, HELD AT THE COZY DOG ON MAY 16TH - ED'S BIRTHDAY. THIS FELL ON A SUNDAY, WHEN THE RESTAURANT IS CLOSED ANYWAY, SO THE EVENT DIDN'T INTERFERE WITH BUSINESS.

THE PURPOSE OF THE EVENT WAS TO BRING TOGETHER OLD FRIENDS, EMPLOYEES & ACQUAINTANCES OF ED'S, TO REMINISCENCE ABOUT HIS LIFE. TO ENTICE THEM, I OFFERED A FREE FEAST OF "MADE TO ORDER" VEGAN PANCAKES (PLAIN OR WITH STRAWBERRIES OR WITH PECANS - OR WITH BOTH!) WITH PURE MAPLE SIRUP.

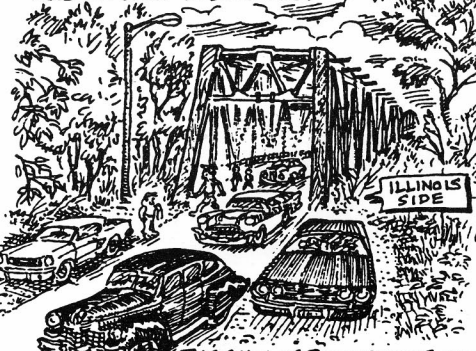
IT WORKED - ABOUT 300 FOLKS SHOWED UP THROUGH THE DAY, ENJOYING PANCAKES, VISITS & THE DISPLAYS OF MEMORABILIA, PHOTOS & SCRAPBOOKS. MANY OLD FRIENDS MINGLED, IN SOME CASES SEEING ONE ANOTHER FOR THE FIRST TIME IN MANY YEARS.

SOME FOLKS SUBMITTED WRITTEN TRIBUTES TO ED & THESE WILL BE INCLUDED IN THE BOOK. AND IN TIME FOR THIS EVENT, I COMPLETED & HAD PRINTED MY 16-PAGE BOOKLET ON "THE LIFE OF ED WALDMIRE - THE MAN WHO INVENTED THE HOT DOG ON-A-STICK." THESE WERE GIVEN AWAY, FREE (& ARE STILL AVAILABLE).



... ALSO READY FOR INSPECTION AT THIS EVENT WAS THE "EDWIN WALDMIRE MEMORIAL LIBRARY" THE COLLECTION OF ED'S BOOKS HOUSED IN AN ANTIQUE BACKBAR & ON DISPLAY FROM 1993 TO 1998 AT THE VISITOR CENTER IN HICKORY. THE BACKBAR & BOOKS WERE TRANSFERRED TO ILLINOIS ONE YEAR AGO. THE COZY DOG IS THE TEMPORARY HOME FOR THIS COLLECTION, WHICH WILL PROBABLY BE TRANSFERRED TO MY "NEW HOMESTEAD" IN THE CHIRICAHUA MOUNTAINS OF S.E. ARIZONA, ONCE THE BOOK IS COMPLETED.

IN JUNE I HAD MANY HAPPY 66 REUNIONS DURING ILLINOIS' 10TH ANNUAL RT. 66 MOTOR TOUR. I DROVE THE MUSTANG UP TO LINCOLN FOR THE SAT. NIGHT AWARDS BANQUET, VENDED OUT OF MY VAN SUN. MORNING AT THE COZY DOG, THEN CARAVANED IN THE MUSTANG ON DOWN TO ST. LOUIS.



THE CHAIN-OF-ROCKS BRIDGE WAS OPENED TO BOTH CARS & PEDESTRIANS AT THE END OF THE MOTOR TOUR. MANY CLASSIC CARS & WALKERS CRUISED THE BRIDGE - I JOGGED ACROSS. SPEAKING OF WALKERS, DURING THE SUMMER MY MOM BOUGHT ONE. THIS ALLOWS HER TO WALK FOR EXERCISE, CARRYING HER "BUDDY" - HER PORTABLE OXYGEN TANK - IN THE WALKER'S BASKET.

SHE HAS PUT IN MANY LAPS ON HER NEWLY-ASPHALTED DRIVEWAY. SOMETIMES WALKING MORE THAN A MILE! AND OF COURSE IT COMES IN HANDY WHEN WE GO SHOPPING. WE'VE ALSO DONE SOME WALKING ON THE ROCHESTER TRAIL.

IN ANTICIPATION OF THE APPROACHING WINTER WEATHER, SHE BOUGHT TREADMILL SO SHE CAN KEEP IN "WALKING SHAPE" IS SPRING IS STRUNG AROUND THE CORNER!



WALKER HAS 4 WHEELS, HAND-BRAKES, BASKET & A SEAT!

... AND, TO HELP KEEP MYSELF IN SHAPE, I BOUGHT MYSELF A BICYCLE (A HUFFY MULTI-SPEED). MY BELOVED ANTIQUE SCHWINN (A 1950 MODEL PURCHASED IN 1972) IS JUST TOO HEAVY & TOO SLOW FOR LONG RIDES. I'VE PUT IN MANY MILES, MOSTLY ON THE ROCHESTER TRAIL (5 MI. LONG). I ALSO TOOK MY BIKE WITH ME ON MY ARIZONA TRIP & DID SOME RIDING ALONG THE WAY, IN TULSA & ALBUQUERQUE & AT THE CHIRICAHUA HOMESTEAD. BEFORE SETTING OUT ON MY TRIP WEST I NEEDED TO, & DID, COMPLETE SEVERAL DRAWING PROJECTS - SOME OLD & SOME NEW. AMONG THEM WERE:

- AFRICAN ELEPHANT NOTECARD
- LIVER POSTCARD
- BLUE SWALLOW POSTCARD
- "DESERTS OF THE WORLD" POSTER
- NEW COLOR MAP OF RT. 66
- 8-PAGE CATALOG OF AVAILABLE ARTWORK
- and A BROCHURE ON THE "Ed Waldmire Memorial Library"

AND THEN, AFTER HAVING ALL THESE ITEMS PRINTED, I COMMENCED PACKING FOR MY GREAT "WORKING-SELLING TRIP." AND FINALLY, AT 4 A.M., SEPT. 4TH, HEADED DOWN 66, ON WHAT WOULD BE A 49-DAY ADVENTURE. I PAID MANY VISITS & MADE MANY SALES ALONG THE WAY, ARRIVING AT METEOR CITY SEPT. 12TH FOR A 3-DAY MURAL MAP PAINTING SESSION.



OWNERS DALE & JUDI COMMISSIONED ME YEARS AGO TO PAINT THIS 66-FOOT-LONG MAP & I DO SOME WORK ON IT EACH TIME I PASS THROUGH. GOT TO RIDE MY BIKE SOME BEFORE BACK-TRACKING TO HOLBROOK, TO HEAD SOUTH TO THE CHIRICAHUAS, VIA HISTORIC RT. 6666 - A SPECTACULARLY SCENIC HIGHWAY SPANNING 547 MILES, FROM CORTEZ, COLORADO DOWN TO DOUGLAS, ARIZONA, FOR OVER 100 MILES, BETWEEN SPRINGVILLE & CLIFTON, THE ROAD WINDS ALONG THE CREST OF THE WHITE MOUNTAINS & OVER THE MOGOLLON RIM, THROUGH TOWERING PINE FORESTS. I HEARD ELK BUGLING ALONG THE WAY - BUT SADLY I DID NOT HEAR WOLVES HOWLING (THE ROAD PASSES THROUGH RELEASE SITES OF THE ENDANGERED MEXICAN GRAY WOLF).

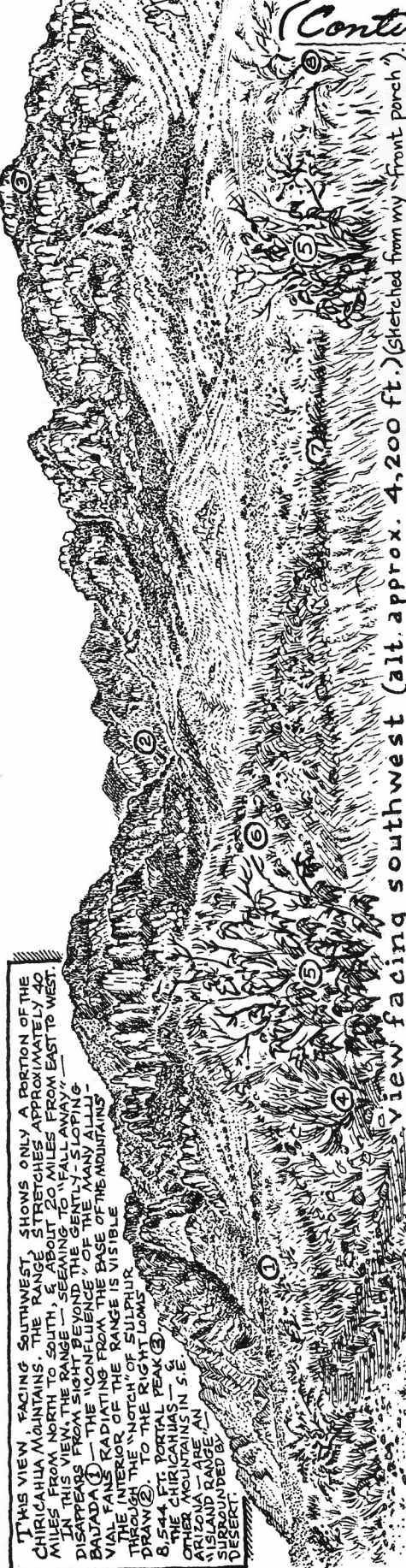
AND FINALLY, THE ROAD DROPPED DOWN INTO THE DESERT & I PROCEEDED ON TO LORDSBURG, N.M., TO PAY FOR & ARRANGE DELIVERY OF MY 2ND STORAGE SHED - THEN ON TO MY HOMESTEAD, TO BEGIN A DELIGHTFUL, BUSY BUT RELAXING 3-WEEK STAY.

DON PEACE CAME DOWN TO HELP WITH HIS GENERATOR HE FILLED THE 1,000-GALLON WATER TANK (ON A STEEL TOWER ADJACENT TO THE WELL). SO GRAVITY PROVIDED THE PRESSURE FOR RUNNING WATER. HE ALSO HOOKED UP THE TOILET IN THE TRAILER - THERE IS NOTHING LIKE THE LUXURY OF A FLUSH TOILET!

AFTER DON LEFT I BEGAN TO SENSE THE FULL IMPORT OF THE MAGNIFICENT SOLITUDE OF THIS PLACE. THE IMMENSITY OF THE VIEW - IN ALL DIRECTIONS - & THE LONG PERIODS OF UTTER SILENCE - CAN BE OVERWHELMING. NO HIGHWAYS OR TRAINS HERE, IN STARK CONTRAST TO THE OLD 66 VISITOR CENTER.

(Cont.)

(Continued, Old 66 Dispatch #7, Page 2)



view facing southwest (alt. approx. 4,200 ft.) (sketched from my "front porch")

I ACCOMPLISHED MUCH DURING MY STAY, BOTH INSIDE & OUTSIDE THE TRAILER. THE NEW STORAGE SHED WAS POSITIONED BESIDE ITS "TWIN" (THE ONE I PURCHASED IN DEC. '98). THE NEW SHED WILL SERVE AS TEMPORARY WORKSHOP & SHIPPING ROOM. I DID LOTS OF CLEANING UP AROUND THE TRAILER & SICKLED LOTS OF WAIST-HIGH GRASS - SO I COULD SEE WHERE I WAS STEPPING. THIS IS VERY IMPORTANT IN RATTLESNAKE COUNTRY! (I CAUGHT 3 RATTLESNAKES DURING MY STAY, KEPT THEM IN A BARREL & RELEASED THEM THE DAY I LEFT).

INSIDE THE TRAILER - THE FUTURE "GUEST QUARTERS" (A 1963 "MARLETTE" 10' X 46' WITH A "TIP-OUT") - I TORE OUT A WALL & ALL THE FUMESY KITCHEN CABINETS & SMALL SINK, TO MAKE ROOM FOR FURNITURE, INCLUDING MY OWN KITCHEN CABINETS, SINK & STOVE, ALL BROUGHT DOWN FROM HACHERRY LAST YEAR.



THOSE WHO WERE EVER AT THE VISITOR CENTER WILL RECOGNIZE LOTS OF STUFF HERE, INCLUDING ONE OF THE BROCHURE RACKS! I ALSO PAINTED THE TRAILER'S FLOOR. MOST IMPORTANTLY, I BEGAN THE "MOCK-UP" - THE "ROUGH DRAFT" - OF THE BOOK HERE IN THIS TRAILER, WORKING BY OIL LAMP-LIGHT (NO ELECTRICITY HERE!).

I ALSO MADE A TRIP TO BISBEE & TOMBSTONE BEFORE RELUCTANTLY PACKING UP & PREPARING FOR THE LONG JOURNEY BACK TO ILLINOIS. I LEFT MY BELOVED CHIRICAHUA HOMESTEAD ON OCT. 9th. THE TRIP TO ILLINOIS WAS RICH WITH RENEWED OLD ACQUAINTANCES & VISITS TO "OLD HAUNTS" IN SOUTHERN NEW MEXICO (LAS CRUCES, ALAMOGORDO, CLOUDCROFT). FOR MOST OF THE 90'S MY FULL-TIME INVOLVEMENT IN OLD RT. 66 KEPT ME FROM VENTURING FAR OFF THE ROUTE.

I AM NOW MORE FREE TO "WANDER" & TO NOT BE AS "HURRIED".

CONT. NEXT COLUMN

THIS TRAILER WILL BE THE "GUEST QUARTERS" & A "COMMONS AREA" FOR VISITORS. IT WILL HAVE A "VISITOR CENTER LOOK & FEEL" & LOTS OF BOOKS & INTERPRETIVE INFORMATION. THIS IS A SANCTUARY: THE KITCHEN WILL BE VEGETARIAN & THE SPACE WILL BE ALCOHOL & TOBACCO-FREE - BUT VISITORS WILL BE WELCOME!

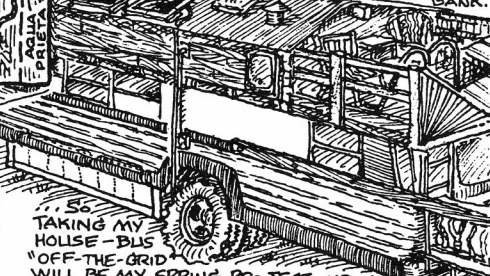


IT WAS A LEISURELY TRIP TO ILLINOIS, WITH MORE SALES STOPS & VISITS & VERY GOOD WEATHER. I ARRIVED BACK IN ILLINOIS ON OCT. 22nd. IT HAS BEEN A BUSY, BEAUTIFUL AUTUMN - GREAT WEATHER, COMPLETED LOTS OF PROJECTS, SPENT LOTS OF TIME WITH MY MOM, GOT LOTS DONE ON THE BOOK DRAFT, BUILT SOME SHELVES, & DID LOTS OF "WINTERIZING" ON THE BUS.

I NOW HAVE A COMPLETE SOLAR SYSTEM FOR THE BUS (NOT YET INSTALLED) - ORDERED THROUGH & DESIGNED BY JEREMY MORRIS AT SUSTAINABLE SOLUTIONS IN PORTAL, ARIZONA. I HAVE THE COMPONENTS HERE, BUT INSTALLATION WON'T BE COMPLETED UNTIL SPRING. PARTIAL VIEW OF BUS SHOWS 4 80-watt SOLAR PANELS & BATTERY BANK.

I WISH ALL OF MY MANY FRIENDS, NEAR & FAR, MUCH HEALTH, HAPPINESS & SAFETY IN THE NEW YEAR & THE NEW MILLENNIUM. I HOPE THIS ONE WILL BE EASIER ON OLD MOTHER EARTH THAN THE LAST ONE WAS!

IF ONLY WE COULD ALL LIVE LIGHTLY & GENTLY, AND MORE SLOWLY, STRIVE TO SLOW DOWN, AND DO STOP BY IF YOU'RE IN THE NEIGHBORHOOD - CALL AHEAD!



WILL BE MY SPRING PROJECT, UPON RETURNING FROM MY UPCOMING TRIP TO ARIZONA. MEANWHILE I'LL BE HERE IN ILLINOIS FOR MOST OF THE WINTER, WORKING ON THE BOOK & OTHER LESSER PROJECTS & PREPARING FOR MY TRIP (LEAVE LATE JAN., BACK LATE MARCH).

FOR THE EARTH & FOR OLD 66, Bob Waldmire



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Speaking In Plates

Here are four nice photos of 66 plates sent in by my 66 sweetheart from Canada, and that is Lorrie Fleming. She obviously has an excellent eye out for these goodies. Good job, Lorrie, and we'll hear from ya later. Lorrie runs the Canadian Route 66 Association, and it is a major car club with a rather elite set of cars from antiques to classics. They take several tours of Route 66 in the USA every year, and they have my Editor's endorsement of Route 66 enthusiasts.



Deadline For Articles In The Upcoming Summer 2000 Newsletter!

Articles, reports, stories, etc. that are to be considered for the upcoming issue of *The 66 News* will need to be either mailed to me or E-mailed NO LATER THAN April 7, 2000 or earlier if possible. In order to get the issue out before the Motor Tour Banquet, I need to get things together as soon as possible. So think ahead of what you'd like to see in this Summer issue, and mail me what you have. Send to your Newsletter Editor Randy Smith. My address is on page 2. I hope you all enjoyed this "Collectors Item" of a Spring issue, and feel free to write me for comments or suggestions. Have a safe time on 66 this year, and see you all at the Motor Tour Banquet!

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Summer 2000

The 66 News!



"Illinois - Where The Road Begins."

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The officers and board members of the Route 66 Association of Illinois are available at most reasonable times to answer your questions and hear your comments about Route 66. Please feel free to contact them if you need to. The date to the right of each officer's or member's name is the expiration date of their term.

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E-mail: ollie@internet-stat.com

Linda Henry, **Madison**, 10-00
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Staunton, IL 62088
618-637-2886
E-mail: route66@midwest.net

Wilton Rinkel, **St. Clair**, 10-00
5539 St. Rt. 157 North
Edwardsville, IL 62025
618-656-1625

5 At-Large Positions

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Crete, IL 60417
708-672-7937

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E-mail: fun_on_66_Roger@yahoo.com

Chester Henry, 10-01
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309-962-5361
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Lenore Weiss, 10-00
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Frankfort, IL 60423
815-469-5219
E-mail: KAYO66@aol.com

Lou Vandiver, 10-01
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Champaign, IL 61821
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NOTE: Executive Committee members
are the officers, plus Linda Henry and
Roger Berta.

Newsletter designed by Kimberly Kuman

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Welcome, Our New Members!

by Tom Teague

The Route 66 Association Of Illinois welcomed 20 new members through March 31 of this year. Four are from other states, one is a business member, and one is from Japan. We extend our hand in welcome and fellowship to:

Leone Anderson, Stockton; Kenneth Bieda, Schaumburg; Steve Cotta, Frankfort; Don & Loretta Farris, Geneva; Thomas Florian, Milan; Marilyn Giovanazzi, Frankfort; Ellis Kennedy, Elwood; Maurice Manback, Charleston; Mark McBride, Arlington Heights; Chalmer Moore Jr., Springfield; Andrea & Teri Parker, Howetown; Gale Price, Champaign; Don Spadoni, Lemont; Louis Vargo, Posen; Mary Weigand, Petersburg.

Business Member: Lucille Hamons of Hydro, Oklahoma.

Out Of State Members: Earl & Cheryl Cory of Polson, Montana; Paul Landucci & Mary Guerra of San Francisco, California; Cheryl Nowka of Las Vegas, Nevada; Masayuki Tomita of Osaka, Japan.

With these new entries, our total membership grew to 917. This includes 738 General Members, 98 Sustaining Members, 42 Business Members, and 39 Hall Of Fame Members.

Membership Renewals Due!

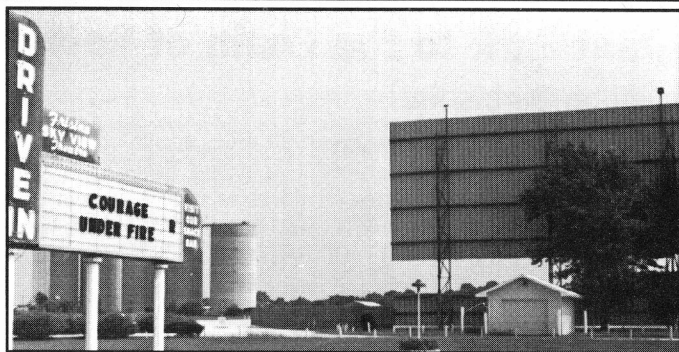
As most of you may know, it is time again to send in your membership renewals, which are due by June 1. Since last year, we changed the way we did the membership renewals, and I think it is set up that we all renew by June 1 in order to continue getting your issues. For those that have sustaining, you don't have to worry about this change. So please spend a moment to get out your cheque books and send in that renewal to Tom Teague, since he is currently handling the membership duties. His address is on page 2, and on the application-renewal form elsewhere in this issue. Your renewal is vital to the Association, and it also keeps you informed and up to date with what's going on in Illinois on Route 66 and beyond. The earlier you send in, the better! Thanks.

Deadline for Articles – Fall 2000 Newsletter

I will need your articles, reports, stories, etc. by Sunday, July 2, 2000. This is two weeks before we have our Board-General-Elections Meetings. If you are able to E-mail or mail me what you have earlier, it would help to ensure getting in the next newsletter. Often, it is a first come, first served thing so plan ahead and now is the time to send in what you have...earlier if possible. Mail it to my home address is on page 2, NOT the Association's address! The Fall issue will be a good one, full of interesting things going on, on Route 66 here in Illinois and abroad. Thanks! (Randy Smith, Editor)

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Annual Rt 66 Association Picnic

Our annual picnic for the Route 66 Association Of Illinois will be held on a Saturday, June 15, at 4 P.M. in the afternoon. Afterwards, you are all welcome to stay and see the movies when it gets dark. This is the next weekend after the Motor Tour. It will be held at the famous Frisina Sky View Drive In at Litchfield, on old 66. This is one of the original Route 66 Drive Ins that is still operating! Your Editor nominated this (with Tom Teague) to the Hall Of Fame in 1998 and it won unanimously.

If you enter the rear, WATCH OUT! There is a sign there that clearly says "Danger. Your Tires Will Be Blown." I would not be surprised if you drive a flip top (convertible) you might just lose your top, too! (Ha)

And right after the movies there at the Drive In, stay the night in Litchfield. The next morning is our next Board-General Meeting!

Our July 16 Board-General Meeting

Our next Board-General Meeting of the Route 66 Association Of Illinois will be held July 16, 2000 at 10:30 A.M. on a Sunday, right after the Association Picnic.

It will be held at Giovanni's Italian Restaurante in Litchfield. This place is one mile South of Highway 16 on Route 66 & S. Airport Rd. and sits between the two Route 66 alignments. (1930-1940 and 1940-1977). Lunch will be a buffet, as typical of past luncheons with two meats, two vegetables, mashed potatoes, coffee, ice, tea, bread, etc. The cost is \$10. per person and people need to fill out and return the form below as directed. Giovanni's will be only preparing for the number given them on July 10th, their cut-off date. PHOTOCOPY THIS FORM, so you won't have to cut up your newsletter!

I, WE _____
will attend the meeting on July 16, 2000. (Please fill in names above)

There will be _____ for lunch at \$10 per person.

Total enclosed \$ _____. (Please fill in number and amount)

SPECIAL NOTE: Make cheques payable to: Route 66 Association of Illinois. Mail cheques to: Rich & Linda Henry, P.O. Box 66, Staunton, Illinois 62088-0066.

The Board Meeting will start at 10:30 A.M. with a break for lunch at 12 Noon. Then on to the General Meeting at about 1 P.M. Remember...send this form in as soon as you possibly can, since Giovanni's has a cut-off date of July 10, 2000.

Future Board-General-Elections Meeting

The October 15 meeting will be at the Old Country Buffet in Normal, Illinois at the back of the College Hills Mall off of Veterans Parkway. This has been the site of our Elections meeting for the last few years every Fall. We will remind you of this again in the upcoming Fall issue of *The 66 News*.

Grant Park to the Chain of Rocks Bridge on a Bicycle

by John Darbshire

I started this ride on US 41, about 30 miles south of Chicago. Cycling through Griffith, Highland, Hammond, East Chicago and Witing one sees the old factories, oil refineries, used car dealerships and tattoo parlors. In my mind, I could visualize this route when it would have been the main southern thoroughfare leading to Chicago. This thought gives me eager anticipation for the 300-mile ride to follow.

Here we are on Lake Shore Drive and East Jackson Drive. Looking down East Jackson Drive is like looking down a concrete canyon. Here is the original Eastern starting point of US 66. (Editor's note....the official starting point is at the corner of Jackson Boulevard and Michigan Avenue) Again my mind wanders down the 2000 miles plus of road to Los Angeles. Even though the temperatures are in the mid 90's, a shiver of excitement runs down my spine.

Well here we go. I follow Ogden Avenue, hang a left on 43 onto Joliet Road. The old road disappears under I-55. First back track. Back to Ogden Avenue, and head west until I reach 53. Here I head south until I reach Bolingbrook. Sixty-six miles today. 33 on 41 and 33 on 66. Coincidence?

The next morning, I have an early start. The day has started warm and promises to get a lot hotter. Romeoville, Lockport, Joliet, Elwood, Wilmington and Braidwood pass me by, slowly. It is becoming noticeably warmer. I feel strong...my legs have found a slow, steady rhythm...pumping like pistons. My shirt is drenched in sweat. I feel good. I am on The Mother Road heading west. The heat index must now be at least 110F. I am getting thirsty. I pass the Meramec Caverns barn that has been repainted under the direction of the admirable Preservation Committee. I wish they were there now. I could stop and catch a cold one from Frank. To me, the barn is proof positive that the Route 66 Association Of Illinois is working well.

Peering out of the Odell Sinclair gas station, I see some ominous looking thunderheads. Should I stay or should I go? I decide to go. Twenty minutes later, the rain is coming down so hard that visibility is down to a matter of yards. I can feel the eye of the thunderstorm getting closer with each flash of lightning. Nowhere to run, nowhere to hide. Must keep going. Suddenly, there is a simultaneous blinding flash and deafening clash of thunder. Seconds seem like minutes. I feel a surge of a mild electric current race down my arms to my hands. A blast of wind knocks me from my bike. I come to a second, later. I wiggle my toes. The rain eases a little. I look straight up. The sky is a little brighter. In my hand is an old piece of US 66. I am OK and still on The Mother Road. It is good to be tested. That night I stayed in Pontiac at the Downtowner Motel. I notice in the bathroom the drinking glasses are heavy and towels are large. An old 66 motel. Seventy-five miles today, all on 66.

Yesterday's thunderstorm has favored me with a wind change. I am now being blown down US 66. Chenoa, Lexington, Bloomington, Shirley, McLean, and Atlanta... US 66 towns everywhere. The realities of long distance riding are now setting in. A powerful June sun beats down without mercy. The legs are no longer pumping like pistons. Small inclines start to feel like alpine grades. Was it such a good idea to take this trip on a bicycle? It seemed a great idea last winter from the comfort of my easy chair. Suddenly, rafts of the 40's, 50's, and 60's Detroit Steel pass me by. It was the Illinois US 66 annual Motor Tour. My spirits lifted. To see the US 66 flags, bumper stickers and door decals poured new energy into my legs. US 66 still lives. Seventy-five miles today.

I leave Lincoln early next morning. Ernie Edwards answers the door. He is due to go to church but in a short time he entertains me with some US 66 memories and a wealth of life stories peppered with humor and common sense. I press on. The wind is favoring me. As 66 rolls beneath me, the road comes alive. Up a long hill. Possibly where Chuck Berry saw Maybelline in the Coup de Ville, as he traveled from St. Louis to Chicago to record the song in 1955. I know we all feel for the demise of US 66, but you know, good people, she still lives. The powers that he can decertify her, tear down bridges, and close down sections, but they cannot erase the magic of US 66 from my mind.

Today I have to get some big mileage in. I am falling behind schedule. Springfield, Farmersville, Litchfield, Mt. Olive, Staunton (and Snortin' Nortin), Hamel, Edwardsville and Mitchell roll slowly by. An honor roll of towns on the storied Route 66. One hundred and forty miles today.

Today is the last leg. The road leading to the Chain Of Rocks Bridge is quiet. Here we are. I made it! I lean against the iron gates of the bridge. My trusty bike waits patiently behind me. I can hear the powerful Mississippi River surging quietly by. A murder of crows mobs a Peregrine Falcon in a dead cottonwood tree. What a lovely, irony...the Peregrine Falcon is making a comeback, and so is United States Highway Number 66...The Mother Road.

Upcoming Fall Elections

The Board-General-Elections meeting this Fall in October will be Elections time, again.

The positions up for votes in the Officers category are Vice-President and Treasurer.

The positions up for votes in the Board Members are: (Counties) DuPage, Livingston, McLean, Sangamon, Macoupin, Madison, and St. Clair. And there are two At-Large positions, too.

This is a very important time in the Association for these strong positions since that \$10 million dollars that'll be coming around soon. So good leadership is required, and an ability to attend our meetings and other events on Route 66. Be an important part of this Association by going for one of these positions and show us your potential!

Nominating Committee for this Election

At the last Board meeting, a nominating committee for the Fall 2000 Elections has been formed. The nominating chairman is again Jeff Geisler, from last year. Jeff did a terrific job on this committee. Here are his supporting members, and get in touch with any of them if you would like to be nominated for one of the positions above: Marie Jibben, Linda Henry, Jeff Meyer, and Paul Gleason.

We look forward to the teamwork with the newly elected or re-elected positions that are to be filled. Here's your chance to show us your potential in guiding the Route 66 Association Of Illinois.

New Finance Committee Formed

by Marty Blitstein

The following people will be serving on the Finance Committee:

Chairman: Marty Blitstein

Co-Chairman: Ollie Schwallenstecker

Members: Rich Henry, Duke Cartwright, Chester Henry, George Leone, Marilyn Pritchard, Durelle Pritchard, Bill Przybylski, Jim Jones, and Chuck Kirgis.

Board Meeting Minutes – April 16, 2000

by Cathie Stevanovich

Jeff LaFollette called the Board Meeting to order at 10:30 A.M. Jeff brought up and recapped the Route 66 meeting in Oklahoma City. 40 people participated. The \$10 million dollars is to be appropriated at \$1 million per year for 10 years. It has not been appropriated for the budget next year. Jeff reminded everyone present to write their local congressman asking for their support on this measure. If we don't get the dollars appropriated next year, we may not have money to go for Illinois preservation projects. Illinois was well represented with letters of support from mayors, state representatives, tourism councils, etc. in addition with the newsletters and documented preservation work. Basically, Illinois was looked at as the model state. Jeff thanked John Weiss for all his preservation work and his documentation. The dates for the next meeting like this one has not been set yet. As soon as Jeff is informed, he will pass the information on to the Association members.

Jeff then called for correction or changes on the notes from the January meeting. Bill Przybylski made the motion to accept the minutes AS WRITTEN, with a second from Marie Jibben. All in favor.

Jeff passed out a President's Report for the last quarter detailing what Jeff has been doing. Ollie moved to accept the President's Report as written, Lenore Weiss seconded.

Marty passed out copies of the checkbook register from January 1, 2000 to today. This is the 6th month in a row that we have a zero accounts receivables balance, or zero accounts payable. The checkbook balance is \$10,598.15. Our State Of Illinois revenue tax form that we need to fill out has been extended from quarterly payments to one annual bill. The Associations taxes are now due the first of January yearly. These taxes apply to retail sales income only.

Membership renewals and Motor Tour money are starting to come in. The only bills being turned in right now are for postage, the mailing service, and the bill for the Motor Tour license plates.

In June of 1998, \$1,600 in grant money was given to our Association. The state wanted to make sure the grant was used correctly. Marty filled out the forms and faxed them back to the state providing the grant was used appropriately. The \$100 check that was donated to Mount Hope for the use of the Township Hall was returned. The township said they appreciated the donation but it was not necessary.

All our retail inventory of Route 66 items are in Patty Waszak's store in Joliet. A little over \$500 was forwarded to the group this month for sales. The Association had agreed to let Patty have the merchandise in her store until January. Marty asked that the Board vote on extending the time period for Patty. Bill Przybylski motioned, Lenore Weiss seconded, and the motion passed. Patty has given the group detailed records on all the merchandise that she has sold on our behalf. Patty Waszak had asked for a donation from the Association for some clothing to be given away during her entertainment in Joliet at the end of the tour. The Association has old Motor Tour shirts (about 60) from the 1998 Tour. Patty is looking for about 40 shirts and it is hard to sell them anyway. The Association authorized Patty to take the shirts she needs from the stock we've given her. Bill Przybylski motioned, John Weiss seconded.

The Association has 9 years worth of records kept. Marty has 12 boxes of material, and said the law says 3 years minimum on keeping them, but if any fraud is suspected there are no time limits. Ollie moved that the records be retained and protected, and that Marty be the keeper of these records. Bill seconded and the motion carried.

In order for the Association to get non-profit status (from the Federal Government), we need to be able to submit a budget. Marty has been looking at the numbers and will have a budget to submit to the Board at the next meeting in Litchfield.

Jeff says the Motor Tour is progressing well. Stops are planned and in place, and he reminded everyone to take flyers and distribute them. Annette is doing the registrations and now we have 60 people registered. License plates were a huge success with 165 out of 200 plates sold. Jeff turned over to Marty a check for \$4,132 plus \$90 from plates sold during this weekend. Jeff Meyer is working on the staff polo shirts & the Motor Tour shirts. Marilyn Pritchard has the dash plaques & the window stickers. Jeff then brought up that he had met with representatives from Iowa, Oklahoma, and Missouri regarding the 2001 Motor Tour. The initial suggestion was we start in Chicago and they start in Missouri, and we all meet together at the Chain Of Rocks Bridge. It was brought up what other forms the tour could take. Bill motioned that we continue with the original plan of Chicago to the Chain Of Rocks Bridge, and Lou Vandiver seconded. Lou also brought up the staff-crew shirts and that the workers on the Motor Tour get one for free. Lenore seconded, and Jeff LaFollette would determine who gets a shirt for free, though one can be purchased for \$12. There will be 30 shirts made, and Larry Boyd moved on that with Marie Jibben seconding.

John Weiss mentioned the Rialto Theatre at the end of the tour. It was mentioned it might be an additional fee to get in for a tour. Larry Boyd brought up that the charge for the Rialto be rescinded, and Lou seconded. The group determined the number of free entrance to 2 per passport.

C.J. Beeler mentioned that the Dixie will have a special breakfast for \$3.95 including coffee for the Sunday morning Motor Tour which will go by there.

Membership report. Tom mentioned by E-mail that he received \$205 in membership dues. Membership total so far is at 917, which breaks down to 738 regular members, 98 sustaining members, and 42 business members. Marty has a membership list for 1998 & 1999 from Jim Jones. He is keeping a history record to find out if anyone drops their membership and to find out why they do not renew. Tom mentioned that he had over \$1,000 worth of membership renewal cheques, and will send them to Marty.

A Finance Committee was appointed. The committee has ten members. Chariman; Marty Blitstein. Others are...Ollie Schwallenstecker, Chester Henry, Chuck Kirgis, Bill Przybylski, George Leone, Duke Cartwright, Rich Henry, and Durelle & Marilyn Pritchard. Bill made the motion to accept this committee, and Roger Berta seconded.

Newsletter Editor Randy Smith mentioned the Fall-Winter issues to be about 20 pages, but mentioned that the Spring-Summer issues tend to be larger. Randy said he confers with Jeff LaFollette along the way with what he's doing with the newsletter. Frank Lozich mentioned from the floor that when he was President, he had many calls from people who had come across an issue of the newsletter, and that it is a wonderful sales tool for new members. Larry Boyd mentioned that the newsletter was a selling point and we should let the Finance Committee recommend a number to be printed each time, also depending on the membership amount. "Educate" is in the Bylaws.

The Board adjourned at 12 Noon for lunch.

General Meeting Minutes – April 16, 2000

The General Meeting started right after lunch, at 1:00 P.M.

John Weiss talked about some of the current happenings in Illinois regarding Route 66 and preservation. The original Steak N Shake in Normal, Illinois is going to be torn down. We will be able to get into the building and get some original items from it before its demise. Ted & Marilyn have been working on an oral history of the road. What we need are more stories and people. Tapes, videos, etc. this couple is doing a fantastic job at getting stories from the original people on the road. In Elwood, the Mail Pouch Tobacco sign-barn is being taken down and calls were made and John now has the original boards for this advertisement. Regarding Odell, John had a call from an artist in British Columbia, Canada, who has offered to do a rendition of the Odell Station that we could use for cards, postcards, etc. She is willing to do this for free and we would have the original, too.

Work day at the Odell Station was Saturday, April 15th with a terrific turnout. There were 50 people and lots of food! Great weather and much was accomplished. The shingles are on, the electric is in, soffits in, and the chimney is up, too. Next Saturday, April 22nd will be another work day for mostly painting. The Preservation Committee is going to have another Poker Run for the Odell Station, and this will coincide with Odell Days so when the Poker Run stops, the carnival begins. Mark this date: August 15, 2000. The next Preservation Meeting will be on May 20 at Feddersen's Pizza Garage. Dinner, tax & tip is \$7 per person. The buffet is at 5 PM, and the meeting starts at 6 P.M.

Dave Hokstra, from the *Chicago Sun Times*, gave an abbreviated slide show of his trip down Route 66. He talked about what he did and the time he spent on the road and asked for information from the audience of what's been going on and things that needed to be written about. It was a very nice presentation, and he asked members of the Association for their feedback.

John Weiss brought up several items. The streetcar behind the Riviera...there is a gentleman who wants to donate his time to restoring the streetcar, and also he can build signs for the Burma

Shave ads. The group wants to own nothing, but to help towns preserve Route 66 history. John pointed out that there are many people willing to help out.

There was a 17 minute video that will play 24 hours a day at the Hamel rest stop. It was narrated by Bill Kurtis and stars many of our own members, including John Weiss, Dorothy Seratt, Bill Shea, Tom Teague, C.J. Beeler, etc. just to name a few. It was a perfect restatement of what this group stands for.

The Association picnic will be July 15 at the Sky View Drive In at Litchfield. The picnic will be at 4 PM, and a movie shown after dark. The next day, Sunday, the Board General Meeting will be held at Goivanni's.

There was mention of a Route 66 postage stamp. Nothing so far is done on this. John Weiss then mentioned that after 24 years, Route 66 shields are back on the Illinois road maps, the one we seen was from the State Of Illinois, like at the Drivers License facilities. Next, the drawing for the Route 66 license plate that was raffled off and Lenore Weiss won it! Good for her. A lot of people bought tickets hoping to own this prestigious plate! It brought in a lot of money for the Treasury.

Ray Starks is in the hospital and cards would be welcome. Ray has leukemia and his wife has Alzheimer's.

Marty Blitstein mentioned that the Lincoln Tourism council is going to cover the taxes and gratuity for our Hall Of Fame Banquet. In exchange for their graciousness, Marty asked that the Board give the Abraham Lincoln Tourism Bureau a free ad in the passport as a show of appreciation. Jeff Geisler moved that we give them a free ad, and the action was seconded and passed.

Gary Atkins from the Missouri Association thanked Newsletter Editor Randy Smith for mentioning the Missouri "Spelunking" tour May 20 & 21, in the Spring 2000 newsletter. He also mentioned several other happenings in the Missouri area and had flyers, pamphlets, and other material available for members to pick up and read regarding their Motor Tour and membership.



Soulsby Station Society News

by Tom Teague

Well folks, it's Spring and a not-so-young man's mind turns to thoughts of... the Soulsby Station! This year's Route 66

Association Motor Tour is being run in honor of Russell Soulsby and Hubert Henry, another Hall Of Famer who passed away last year. Although the station is not an official stop on the tour, I expect folks to be stopping by anyway. Since the tour's heading north this year, this will be on Saturday, June 10th. They'll probably be coming in as early as 8:30 AM. The stragglers will leave by 10 AM or so.

To make the station attractive to our visitors, I'd like to put a restored lubester out front. This might cost a few dollars, but the owner, restorer Jim Branham, is still promising us a free gas pump. So we might have a deal. If I can borrow a display case from the

66 Association, I also have a few items, such as Russell's own battery charger, that we can put on display.

We might also sell a few T-shirts that day. I have about 30 in stock from last year. We could probably use a dozen XXL's in perhaps a different color. Since we're not an official stop, we may not get as many visitors as we did last year. But I still think we could move a few shirts. What do you think?

Any other comments or suggestions about the day would be welcome. Just E-mail me at teague66@eosinc.com

I've recently tried to reach the station's owner Mike Dragovich, but with no luck. His regular job takes him out of town most of the week. And when he is home, he's usually working on one of his properties. But I'm sure he'll support what we can do to make the station hospitable and inviting to travelers.

I also haven't been in touch with either of Russell's sons recently. But I'm still hoping we can get one of Russell's work outfits for display at the station. It would be a fitting way to honor his memory. His estate's law firm has told me there should be an auction of his house and belongings sometime in late June.

Route 66 Corridor Act Meeting

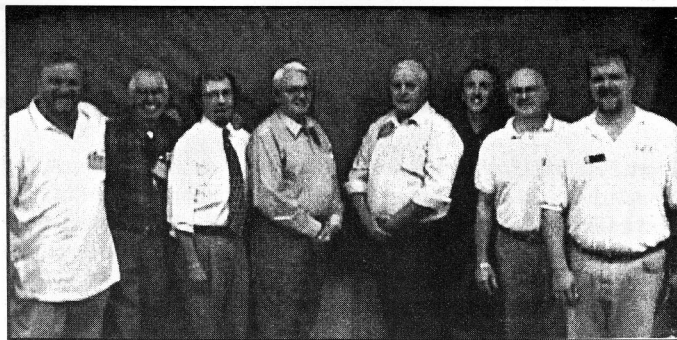
by Jeff LaFollette

It has been a month since Annette and I have returned from the Route 66 Corridor Act meeting in Oklahoma City, and I decided that now was the time to sit down and put my thoughts on this meeting into words. It is the best time because I can put aside my Motor Tour responsibilities for a little bit. I wanted to inform you of what was accomplished and what we can expect in the coming months.

To begin, there were 38 participants at the meeting. Seven Route 66 Association Presidents were on hand; the only one missing was from California. We all introduced ourselves to everyone in the room and then adjourned into small groups. The first session involved the money itself and how it should be spent i.e. grant funding, administrative costs, etc. The group I was in were all in agreement that existing offices such as State Preservation Offices should handle most of the administrative affairs and possibly award the money as well with the approval of the National Park Service. It is hoped that no more than 10% of the grant money will be earmarked for administrative costs. After our lunch break, we all met back in our common area and the four groups shared their discussions with the other groups. It was clear that at this point we all had the same ideas. Work with existing offices, keep as much of the grant money as possible to be used in awarding administrating, matching grant funding, etc. and the money would not go to bricks and mortar projects unless the funding was increased by the Federal Government down the road. One million dollars seems like a lot, but it won't go very far when eight states want a piece of the pie.

The afternoon session was a little more involved. The main topic of discussion was what projects should the money be spent on. The decisive issue here was whether a National Register property should get priority over a needy project that is eligible for National Register consideration but is not listed. And where do we draw the line of Route 66. Some ideas were maybe no more than 2 blocks away from the historic alignment. As we all know, Illinois has the two alignments of Route 66 south of Springfield, and then you have to look at the town alignments, the bypass alignments, etc. So you see where some thought was needed on this. The group I was in agreed on basic issues, like using the 1926-1956 time frame as a barometer, making sure needy projects like the Meramec Caverns barn near Hamel would receive equal consideration with the Standard Gasoline Station in Odell. Even though they both need a lot of work, one should not be considered over the other just because of a National Register listing, and working mainly with the State Historic Preservation offices to help with awarding the funds. When the groups met on Friday morning to give their presentations, it was easy to see that some issues still needed to be resolved. As we left the meeting around Noon, most of the participants and myself knew that there was still a lot of work to be done. The Park Service took all of our ideas that were written down between groups, (there were a lot of ideas) and put them in envelopes, and were taking them back to their offices in New Mexico to come up with wording and a program that would be workable and agreeable to all involved.

Let me say, it was a very good learning experience, and I made some good contacts as well. And also let me congratulate all of you...your hard work and effort paid off. There was a table in the back of the room for all resource books, maps, and other materials, and Illinois filled up half the table! Not to mention also that Illinois



From left to right are the group that led the Oklahoma meeting: Roger Hathaway, California, Representative; Angel Delgadillo, Arizona, President Emeritus; Rich Williams, New Mexico, President; Wendell Short, Texas, Representative; John Ackenhausen, Oklahoma; Scott Nelson, Kansas, President; Ron Robb, Missouri, President; Jeff LaFollette, Illinois, President.

was praised for having the best preservation work of any state, and the best newsletter. We have certainly come a long way from where we were only a year ago. We were the only state that had letters from Mayors, tourism bureaus, state representatives, and Congressmen. That support showed that we had done our homework and came prepared to get some funding. I even heard someone say that Illinois was a model Association!

Now, we need your help again. At the meeting, it was stated that the grant money is NOT yet appropriated in the fiscal 2001 budget. So we need to contact our Illinois congressional delegation and write them letters, or phone their offices and let them know we want that money in the budget for 2001. If we are lucky, they will appropriate the money from 2000 as well, giving us \$2 million to work with next year. We especially need to contact the legislators who represent areas along Route 66 as well as Senators Durbin and Fitzgerald. At the Board Meeting, I will have a list of the congressmen and women from Illinois and their addresses as well as the Senators. This is still a grass roots effort, and will be until we let our representatives know that we are serious about getting this funding. Someone asked me at the Election Meeting last October if I was representing Illinois or Iowa. Well, I just want you to know that even though I live in Iowa, I represent Route 66 in ILLINOIS! And I did also send a letter to Senators Grassley and Harkin of Iowa and to my congressman Jim Leach asking for their support of the funding of the Route 66 Corridor Act.

Remember, we are working together as a team. We can get competitive over how much money each state gets down the road, but unless we see money in the budget, then there will be no reason to expect results. Let's all work together and make this Corridor Act a success.



In Other News . . .

From Paul Melchert comes some news...the vintage RV trip coming from Adventuretours. Vintage RV's 30 years old or older (from 1970 and back) are qualified to be in this tour which will start from Chicago beginning May 1, 2000. It will be a 20-day trip. For more information, call Adventuretours at 1-800-455-TOUR.

Last year, there was an 8 state Route 66 cruise taken by three men in antique vehicles: A 1930 Model A Ford, a 1931 Model A Ford, and a 1937 Pontiac. They traveled about 45 MPH most of the way and they did make it from Chicago all the way to California. The 1930 Model A had a fan go out, the 1931 Model A had 3 flat tires, and the 1937 Pontiac had a throw out bearing go out. They did manage to keep their vehicles fixed, and made the return trip back OK. They traveled a total of 4,576 miles on Route 66 and did it in just 25 days!

Marilyn Pritchard was featured in a Staff newspaper in Pontiac this Spring for mention of the first time that two Hall Of Fame nominees for this year's Motor Tour are from Pontiac. Also, Pontiac isn't a stop for this year's Motor Tour, either. More on these great nominees elsewhere in this issue.

There was an unusual display set up at the Missouri Museum Of Transportation May 13th this Spring. It had a complete unit of the Coral Court put together and also featured Shellee Graham and her Tales From The Coral Court display, advertising for the first time her new book on the Coral Court. (It was featured as a full-page ad in the Spring issue of The 66 News.) Shellee was autographing books while there was a host of other 66 celebrities on hand. Several people drove their antique & classic cars there, which filled up a parking lot.

In a past issue, there was mention of a 66 fan online club on the Internet. Run by Greg Laxton, you can inquire about this group (about 199 members) at route66-subscribe@onelist.com

From Dwight comes some news...three residents: Devon Trainor, Amy Riber and Kelly Mortensen were named Citizens Of The Year for their heroic aid of a police chief's daughter, Alyssa Henson. Mid-summer of 1999, Alyssa was diving off a high dive at the Robert W. Stevenson Memorial Pool and before going off the end, she slipped and fell off head first onto the concrete of the pool patio, then going down 15 feet deep in the water. Devon and Amy dived in to rescue her. Alyssa was rushed to St. James Hospital in Pontiac where she received more than 150 stitches, and had a broken left arm. Devon, one of the heroes, works part time at the Old Log Cabin restaurant. Next time you are out on Route 66 in the north part of Pontiac, stop in and congratulate this young lady!

A news release from Route 66 Magazine (printed with permission):

Route 66 Magazine Building is home to FM Radio Station.

The year 2000 brings new sounds to northern Arizona and the I-40 corridor from KRTE (The Route), a new FM radio station broadcasting on 89.5 FM from the

Route 66 Magazine offices in Williams, Arizona. The all-digital, state-of-the-art-studio and office complex will be located in the Route 66 Magazine building on Route 66 in historic downtown Williams. Listeners will hear a broad range of programming from music to news, talk shows, sports, live events and public affairs. Music will include easy listening, big band sounds, jazz, rhythm and blues, rock and roll, bluegrass, as well as classical programs. The station will also feature a children's story time, elder outreach, cultural, international, and Route 66 events. Through the station's close association with Route 66 Magazine, several key programs featuring the history of The Mother Road will also be a part of the regular KRTE-FM program line-up, as well as live broadcasts from the Route 66 Dinner Theatre. Route 66 Associations, groups or individuals who wish to participate in furnishing programming for the KRTE broadcast schedule are encouraged to contact Bob Moore at Route 66 Magazine. Call 520-635-4322 or E-mail him at hwyrvr@worldnet.att.com

There is another foreign group about to travel Route 66 this summer. That group is Wheeltorque. They will have their own army of valuable antique and classic autos and will be providing security for them all the way. This will take place in September this year starting September 5 in Chicago. By Day 19, they expect to be in Santa Monica, California. The price is quite pricey...\$2,400 per person in US dollars, as it covers all motel rooms, some meals, events, etc. Most of them will be having their cars shipped overseas and back when done. For more information on this rather elite tour, contact: J.R. Howard, Gran-Touring Cars Ltd., 1124 W. Lookout Drive, Richardson, Texas 75080. E-mail: jrcars@home.com

One of our Association members, Ray Rueck, has released a 6-song cassette tape of all new Route 66 music. Ray, who does not sing, wrote all 6 songs. The tape, called "Pieces Of The Road" is available at: The Old Route 66 Emporium in Staunton, Funk's Grove Sirup Farm Gift Shop, and Beckers Amoco in Dwight. Or

Pieces Of The Road

All
New
Music



AVAILABLE AT:

Beckers Amoco
Funk's Grove

The Old Route 66 Emporium

OR CALL:

815-268-4459

Get Some New Kicks On The Motor Tour This Year

In Other News, continued

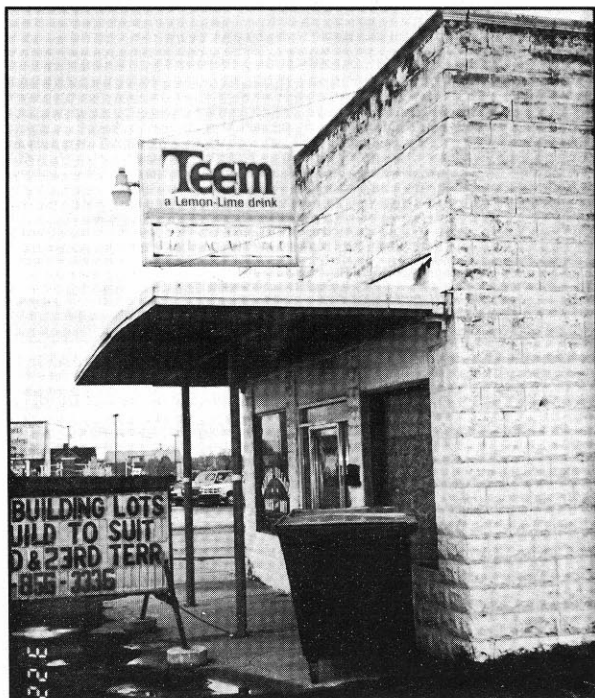
you can call Ray at 815-268-4459 to get your copy today. (See Ad elsewhere in this issue)

Two Association members, Paul & Tammy Panczuk, had their first child. A darling baby girl named Alyssa Nichole Panczuk. As of press time (4-16) she is 6 weeks old. Paul & Tammy were the couple that last year donated an original 66 shield, one of the black & white ones with two big 6's to the Preservation Committee to raffle off for donations to support work on the Odell Standard Station. These are two very spirited kids from Indiana, and have been very supportive to the Illinois Route 66 Association. Congratulations!

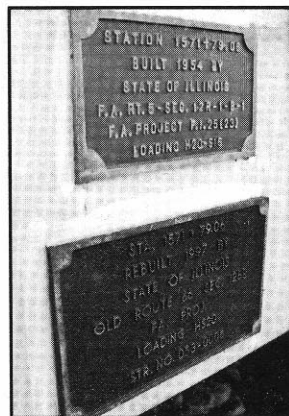
Mr. Jeff, our President, reports he lost about 30 pounds since the Winter 1999 issue of The 66 News! Jeff says he will lose an additional 20 pounds later and get down to around 220. Wow! Goes to show he's really active in his position. (Editor)

Our Treasurer Marty Blitstein has a good idea we need to pursue...he says that if each Board Member from their counties can recruit us a new Business Member, it can be enough to nearly cover the postage bill for our mailings of the newsletter. It is suggested that we all recruit any new member that we can to join, too. There is always the thing of some members not renewing their memberships this coming July 1st, so it helps to always keep bringing in new members. Marty is always coming up with ideas to help the Association, and sometimes I wonder if he is human or machine in terms of a thinking mind! (Editor)

From Marty Blitstein & Cathy Stevanovich comes some news...they welcomed their 4th grandchild into the world: Jack Michael.



For those of you that remember your Editor putting in a TEEM sign in the "Name That Spot" from the Winter 1998 issue...we have a winner to that guessing. Maxine & Donald Olsen from Lansing, Illinois correctly guessed where it was, and sent a photo. It was in Galena, Kansas on a laundromat. It was only visible from traveling west, not east. Maxine also asked a question regarding the Spring 2000 issue, and that is what did the ROW stand for on those old road markers along Route 66 in Illinois. They stand for Right Of Way. And to add more...there are some other poles here and there that are hard to find that say State ROW.



Name that 66 Spot!

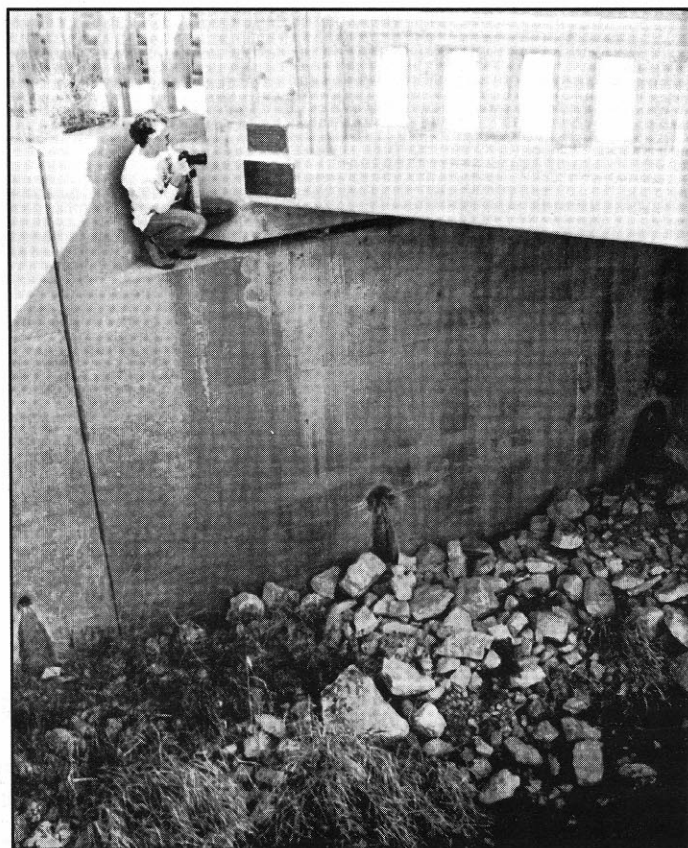
by Randy Smith

As of press time, I have only one correct guesser to the Name That Spot featured on the Front Cover of the Spring 2000 issue of The 66 News. That is Jeff LaFollette, our President! He ran by it one day on his way to Lincoln Printers to drop off Bob Borowiac's special events license plates. Jeff mentioned it sat next to old

Route 4 that goes to Salt Creek where the old bridge used to be. He got the cemetery right, but didn't name it though. It is the Holy Cross Cemetery. It is one of the oldest cemeteries on Route 66 here in Illinois. War veterans as far back as the late 1700's are buried there. Good job, Jeff! You're starting to show us that the Man From Iowa knows some things about our beloved Route 66 here in Illinois! (smile)

We had one guesser from Missouri, Gary Adkins that thought it was at the Scrogin Cemetery in Lexington, but wrong guess, Gary! Good try, though.

Here is your next assignment. While Shellee Graham and I traveled on Route 66 here in Illinois recently for 4 days, I found this new plaque on a 66 bridge. It clearly says Old Route 66 on it. The only hint I am going to give you is simple...to get to this, you have to stand on a tight ledge only a foot wide, and you can't have a beer belly either or you will plunge a long ways down into the river below! In my case, I can't swim, so good thing I didn't fall...the sharks need lunch, too! So for you that can take a dare on Illinois 66, TELL ME WHERE this is so I can proudly put your name in my newsletter. Let it be YOUR turn to be in The 66 News!



66 Reports from Our Corresponding Secretary

by Marilyn Pritchard

We have people flying, riding & driving on Route 66 from Germany, Netherlands, Belgium, Norway, Australia & Italy in the next six months this year.

Spring travelers: a bicyclist from the state of Washington, starting in California.

Kenn Kemper of Glendale, Arizona will be riding a new E-Bike given by Lee Iacocca specifically for this event. Riding 2,400 miles through the eight Route 66 states. At the end of the ride, the bike will be auctioned off with the proceeds given to charity. This event will be highly publicized through local TV and radio talk shows as well as magazines & newspapers. He is an author so he will be writing about the highway as he travels and hopes to have a book completed for the 75th Anniversary of U.S. Route 66 and to turn our nation back to God by handing out Bibles along the way. There are 66 books in the Bible and he feels America needs to make a U-turn instead of continuing down a dead-end road.

I received an E-mail from Kenn & Marilyn Kemper and they have Pontiac as one of their stops.

On May 15, a group of powered parachute pilots (classified as ultra lights) will embark from California & travel east & north on a fly-drive Route 66 trip. The group consists of 6 people. As they fly & drive our state, they will phone several days ahead of their intended arrival. It is the groups desire to donate any and all proceeds to the local communities as they pass through and would like to offer you the opportunity to participate in their cause. The donation perhaps would be 1 cent per mile for every mile they travel from Los Angeles to Chicago. The donation will stay in our communities and be earmarked for underprivileged children. They will give introductory flights along the way and contribute proceeds of those flights to the communities also.

One member of this group is Les Shockley of the Shockwave jet truck fame and he will be bringing his V-8 powered motorcycle along & plans to give rides and do demonstrations of his skills. This group has been sending our local Associations literature, but haven't heard back from them yet.

The 6th Annual "The Millenium Run" on June 10-17, 2000. Inviting all brands of motorcycles event by riding The Mother Road of the United States. You don't have to ride the whole 2,400 miles. It is an annual event, so you can ride a segment each year. Each person will have a full set of maps & instructions. Stop wherever you like for as long as you like.

Your package includes Ebony & Ivory ride pins, maps, instructions, buddy list of all participants, and one-year subscription of The Mother Road Ride/Rally News. The registration is \$39.95. Send to HHJM Inc., 2024 Heatherbrooks Drive, Grapevine, Texas 76051. Phone: 817-488-4940. Fax: 817-488-4945. E-mail: rally@hhjm.com.

Fifty bikes are registered for this tour. They plan to make 300 miles a day. So we may be just able to wave at them on June 10th. Registration closes at Noon on Friday, June 2, 2000. Any cyclist is very welcome.

In May, we are having 20 vintage RV's in a caravan traveling Route 66 from Texas. In June, another 20 RV's in a caravan will be traveling Route 66 from Texas.

In July, a Model A Auto Club from California is going to a National Convention in Kansas. They plan to drive Route 66 after the Convention.

continued on next page



As Marilyn & Durrelle traveled to California, they stopped in Arizona to visit with some more Pritchard relations in Arizona. Here, they all pose for a great shot in front of the Hackberry General Store, formerly owned by Bob Waldmire.



While in Landeu, California Marilyn & Durrelle got to visit with the well-known older lady that walked the entire length of Route 66 on foot with her dog Lollipop. She is Margie McCauley.



In San Bernardino, California the Pritchard's visited the McDonald's Museum. Here is a very rare and old original sign when those burgers used to be 15 cents!

66 Reports, *continued from page 10*

In September, the Contemporary Historic Vehicle Association is planning their National Tour, which will run from Chicago to Santa Monica. There will be approximately 50 to 100 cars. We hope to see them along the highway in our Route 66 towns.

I have mailed over 60 letters answering inquiries about Route 66 information in just the first few months of this year 2000. It goes to show the old highway is very much alive and jumping with action.

Durelle & Marilyn Pritchard of Pontiac (both Illinois 66 Association Members) traveled to warm climate of California & Arizona in February this year. They sold 2 sets of Special Event license plates for our June Motor Tour; one set to California and the other to Arizona. The California buyer was "Our Town" store in San Bernardino where the huge Route 66 Rendezvous is held each year. The other went to the "Visitor Center & General Store" (formerly owned by Bob Waldmire) at Hackberry, Arizona.

The McDonald Museum in San Bernardino, California is a very interesting museum; we spent several hours there. Items are in categories by years, and makes it great to start at the beginning and stroll through to the current year now. We put in the collectable Route 66 Association Of Illinois Newsletter of Fall 1998 showing the McDonald's arch and former President Frank Lozich with his wife Roxie in their Mustang. The people that operate this facility greatly appreciate any memorabilia that people may donate. What could be a nicer place for it?

Editor's note: Marilyn & Durelle Pritchard have been two of the most highly noted people that I know of that do a lot of traveling on Route 66, and are very active in all aspects of activities that many 66 towns offer each year. They have a really neat 1928 Whippet and I think a 1966 Mercury. Their support of this Association, and Route 66 is unquestionable, and carries my Editor's Endorsement. They have been very vital to the operations of this Association, and will always be recognized for their undeniable support to the Mother Road. So hats off to these two 66 greats, and hope to see their continued support bolster everyone else's interest as well in our continued quest to enjoy, support and promote travel on Route 66 here in Illinois and through all the eight states.

66 Museum, *continued from back cover*

Other family members of Bill's were on hand to help...his son Bill Shea and his grandsons John & Billy. They had a fleet of three escort vehicles, one driven by Dave's wife Teri. Many thanks from Bill Shea to the Turners for their invaluable help in getting this delicate job well done without any further damage to the structure.

Once there at Shea's 66 Museum, other things were noted. The original plate on the door showed the manufacturer named Butler Co., from Kansas City & Minneapolis. No power tools of any kind were used to build it originally. There was no welding done in it anywhere. Now comes the next phase, which is fully restoring the old station. Bill plans to make another exact original sign that says "Mahan's Filling Station" or something of the sort. It will be an embossed type of sign, and he had a temporary sign on it that said "Open Soon, Under Old Management. Hiring June 6, 2000". I thought this was cute!

By Motor Tour time, this antique original station should be all fixed up, decorated and ready for show. It is certainly unique, and an undertaking that I surely will never forget! And no doubt it will get national attention from all over the United States as well as all the die-hard Route 66 fans and crazies. So next time you stop in to see Shea's 66 Museum, do NOT forget your cameras...the photos will be very collectable.

Editor's Note...All of Bill Shea's family members are sustaining members of the Route 66 Association Of Illinois, and Bill himself has personally signed up more members to this Association than any other member. He is a Hall Of Fame member, and worked most of his life at a Texaco station, then the Marathon station. When he quit pumping gas, he went into the truck topper business for many years, and still does that today, and tends to his famous Route 66 Museum. His wife Helen keeps him tuned up for the job. On the Front Cover, we feature Bill's newest station along with Bill Shea all dressed up in an old style Phillips 66 gas station uniform, posing by the original station, ready to serve the motoring public once again in form of another museum addition.

Route 66 Association of Illinois Membership Application

Name: _____

Address: _____

City: _____ State: _____ Zip Code: _____

Illinois County (if applicable): _____

Phone: _____

Interests in Route 66: _____

How I Can Help: _____

Annual Dues

General	\$15
Business	\$30
Foreign	\$35
Sustaining	\$200 or more

SEND TO:
Membership
Route 66 Association of IL
2743 Veterans Pkwy, Rm 166
Springfield, IL 62704

Please submit U.S. Funds only!

MEMBERSHIP INFORMATION – Tom Teague is the Founder of the Route 66 Association Of Illinois.

He is now our Membership Chairman, and you can write to him on updates or status changes at:

Tom Teague, 1208 W. Edwards, Springfield, IL 62704 • Phone: 217-787-8839 • E-mail: teague66@eosinc.com

Route 66 Hall Of Fame

This year's new members of the Route 66 Hall Of Fame reflect the great variety of the road itself. There's a waitress, a restaurant with a giant spaceman outside, a man who turned a jeep into a tow truck, and an art deco government building shaped like a gun. The new members are: Gussie Keller of Pontiac, the Launching Pad Drive-In of Wilmington, Joe Edwards of Broadwell and the District 6 State Police Headquarters near Pontiac. They'll be inducted June 10 at the Association's annual Motor Tour Banquet in Lincoln. – by Tom Teague

Gussie Keller

Pontiac, Illinois

Gussie Griffith was born in Stuttgart, Arkansas in 1910. When she was barely a year old, the family moved to Kansas in a covered wagon. Before long, they moved on to Nebraska and then back to Stuttgart before finally ending up in Springfield, Illinois. All that travel must have got in her blood because Gussie would later spend a forty-year career serving hot meals and coffee to truckers and other hungry travelers in cafes along Route 66.

Gussie married Leo Keller in 1930. When her mother died just five months later, she took care of two younger brothers and a sister for a year. Then she and Leo began their own family of five daughters. In 1949, she and Leo divorced and Gussie and her daughters moved to Livingston County. To support the family, Gussie and her oldest daughter Bobby waited tables at Mile Station just south of Odell. In 1951 and 1952, Gussie had her own restaurant in the Lovelock Building in downtown Odell. In the Fall of 1952, she and Bobby started work as cook and waitress, respectively, at the Pine Lounge in Braceville. Next summer, Bobby switched over to the Hilltop Tavern on Route 66 in Cayuga for a few months. Then the family moved to Pontiac. At the intersection of Route 66 and Illinois 23, Gussie ran the El Rancho Restaurant until it closed in 1955. By then, three daughters were working with her. At one time or another they all would, as well as several granddaughters.

Later, Gussie and Bobby worked at Rodino's Square. Then in 1959, she was able to start her own restaurant again back at the intersection of 66 and 23. She finally settled down and ran this one until 1970. And whenever the annual Threshermen's Reunion took place in 4-H Park, she had a small cafe there. In 1975, she moved to Hannibal, Missouri and ran a restaurant downtown for two years. Later she moved down river to Kinderhook, Illinois where she had yet another restaurant for several years. In 1985, she finally retired. She lives today at Livingston Manor in Pontiac.

Gussie was nominated by her daughters: Bobby Heath, Gene Hale, June Diemer, Emily Burton and Jennie Brown.



Route 66
Hall of Fame of Illinois



Augusta "Gussie" Keller
Pontiac, Illinois
Waitress, Cook, Café Operator
Since 1910

Inducted June 10, 2000
Route 66 Association of Illinois



Route 66
Hall of Fame of Illinois



Joe Edwards, Operator
Edwards Cities Service
Broadwell, Illinois
1939 - 1956

Inducted June 10, 2000
Route 66 Association of Illinois

Joe Edwards

Lincoln, Illinois

When Joe Edwards accepts his plaque, he will join his older brother Ernie, a member of the first Hall Of Fame class in 1990. They will be only the second set of brothers in the Hall Of Fame and the first to be inducted at separate times (the other set of brothers were the Hays, who ran a garage in Divernon). Joe's Route 66 career began in 1939 at his parents' Cities Service station in Broadwell. He was still in high school. His parents also ran the Pig Hip Restaurant next door, which Ernie would eventually take over. Joe continued helping at the station until 1942. At that time he joined the Army Air Corps. While he was away, Joe sent money home. He planned to spend it on a car when he got back. The family thought adding a service garage onto the station was a better idea. Joe eventually agreed. For more than a decade after his return, he ran the station. To have a tow truck, he converted an army surplus jeep. For his son Mike, he made a miniature version.

Over the years, Joe helped police catch many criminals. One day he was pulling out of the dealer's lot in a sparkling new tow truck when he saw a suspicious car coming down 66. Fearless for himself as well as the new wrecker, he simply pulled out on 66 and blocked the suspect's path. For his bravery that day, he got a \$1,000 reward, and not a scratch or dent on his new truck.

Unfortunately, Joe's career at the station didn't last too much longer after that incident. He simply got a better offer from a company in Lincoln. Brother Ernie, who had taken over the Pig Hip long ago, took over the station, too.

Class of 2000: As Varied as the Road Itself

The Launching Pad Drive-In

Wilmington, Illinois

Good landmarks have a sense of location. They make your attention inevitable. So it is with the Gemini Giant, guardian of the Launching Pad Drive-In. He took up position on a curve on Old 66 in Wilmington at the dawn of the space age and he hasn't missed a day of work since.

John & Bernice Korelc opened the drive-in in 1960. In the beginning, it was a Dairy Delite and they sold only hot dogs and ice cream. In 1965, the Korelcs went independent as the Launching Pad. To promote the change, they acquired a 26-foot-tall, 500-pound fiberglass statue from its manufacturer in Venice, California. It was built to be a mascot for a now defunct lumberyard chain. His hands and arms are still positioned as if they were holding an ax.

Instead of leaving him a lumberjack, though, the Korelcs offered school children the chance to give him a new name. The contest winner was the Gemini Giant. They christened him with a helmet and a shiny green space suit. In his hands, instead of an ax he held a rocket. The rocket has been stolen three times and recovered only once. The missile that the Gemini Giant holds today was molded especially for him in California. Below it hangs a warning: "Thou shalt not steal and if thou does, thou will appear on camera!"

Inside the Launching Pad, there's more menu variety per square foot than any other fast food restaurant around. Thirty staff serve up burgers, soups, salads, chili, milk shakes, hot dogs, hot poppers, fries, baked potatoes, chicken wings, fish, barbecued ribs, sundaes, banana splits and even low-fat ice cream. The tables all have a Route 66 theme and there's a wonderfully original mural along one wall. But perhaps what qualifies the Launching Pad best for Hall Of Fame status is that it continues to be a family owned and operated business. The Korelcs' daughter, Sharon Gatties, and her husband Jerry bought the restaurant in 1985. Sharon has managed it since then. Recently, Jerry retired from his other job and joined her behind the counter. Several staff has also been with the Launching Pad for many years and is part of its family. They're not only glad to see each customer...they're glad to be there themselves.



**Route 66
Hall of Fame of Illinois**

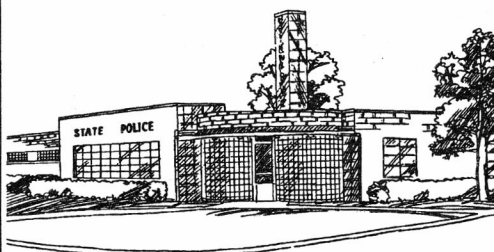


**The Launching Pad Drive-In
Wilmington, Illinois
Since 1960**

**Inducted June 10, 2000
Route 66 Association of Illinois**



**Route 66
Hall of Fame of Illinois**



**State Police Headquarters, District 6
Pontiac, Illinois
Since 1942**

**Inducted June 10, 2000
Route 66 Association of Illinois**

District 6 Illinois State Police Headquarters

Pontiac, Illinois

District 6 was formed in 1922 as one of the five original areas of the Illinois State Police. Initially called District 9, it also served as the agency's state headquarters until 1930. It began operation in a rented building on Route 66 in Pontiac. In 1941, the state purchased land south of Pontiac where construction on the current building soon began. To honor its purpose, it was built in the shape of a policeman's handgun. Only instead of a trigger it had a rounded wall of glass bricks. This gave the building a distinct art deco look that has caught the admiring eye of nearly six decades of travelers.

In 1990, Francis Mowery, a former captain of District 6, was one of the first five people to be inducted into the Hall Of Fame. He was joined three years later by one of his trusted lieutenants, Chester Henry. But the headquarters building has been the work home for hundreds of other troopers over the years. Together they have helped countless thousands of motorists and worked to keep the highway safe. Such help has not been without its cost, though. The first state trooper shot and killed in the line of duty, for example, met his fate just a short stretch down 66 from the building.

Today, District 6 is the last one with its headquarters on Route 66. But it will soon lose even that distinction as construction of a new headquarters building away from Route 66 is already underway. The old building's fate after that is not yet known.

Roy Frankenhoff, a longtime radio news journalist in Pontiac, submitted this nomination.

Route 66 Preservation Work Report

by John Weiss



There was lots to do. These volunteers worked hard without let-up.



Everyone was busy. There were many professional tradesmen there to guide us all along the way.



After many long years, the old Sinclair sign finally comes down.

The Standard Oil Co. filling station in Odell is now one step closer to completion.

On April 15, a hardy group of over 50 Preservation members gathered once again to work on the historic little station.

The plans included the installation of new 4 tab roofing shingles, and lots of scraping and painting on the exterior. Also planned was electrical work in the soffit surrounding the original canopy section of the station and reinstallation of the soffit. Add to all that plus 101 other minor projects, and you can get an idea of the great expectations.

What a day it was! The temperature was in the mid 70's and everyone was eager to get started. Thankfully, we had a few professionals to guide us along the way! Greg Anderson was in charge of electric, Paul Wendt took care of carpentry, Joe Martinek controlled the painting, Marilyn Giovanazzi & Delores Scinto was in charge of the abundance of food we received. Marilyn & her staff could have fed the whole town with all the donated food they received! Western States Roofing did a fantastic job installing our new roof shingles for expenses only.

The rest of us are handy or just plain willing to help out. By the end of the day, some people had as much paint on themselves as on the building. We also had some bumps, bruises, minor cuts and lots of aches and pains. But that made the day memorable!

To my surprise, many asked if they could come back the next Saturday to do more work on their projects. So a second work day was arranged for April 22.

Did we accomplish very much? You bet we did! What a remarkable job everyone is doing. In the beginning many people told us this project was impossible; we said it was only difficult.

Due to space limitations in this issue of The 66 News, I cannot go into detail or thank each person. That will be done in the Fall issue of our newsletter.

I am so very proud of my volunteers. Please come and see what they have been able to accomplish. It is amazing!

I should mention now that the Odell station is best known for the Sinclair sign. All photos show it. But restoration calls for it to revert back to its beginning as a Standard Station, circa 1932. So the Sinclair sign had to come down. (Remember, the building is on the National Register Of Historic Places.)

Our volunteer sign painter, Randy Wierzgac, was there to do his lettering of the new roofing shingles to resemble exactly how it appeared in 1932. The roof was lettered with "STANDARD OIL CO" on both sides. There was no shingle hanging where the Sinclair HC sign was located. The building started as a Standard Station, then became a Phillips 66, then a Sinclair.

NOTE: August 12, 2000 will host another fund raising Poker Run at Odell. It was fantastic last year and will be even better this year because we will combine it with the Odell Days Festival!

The next Preservation Committee meeting will be Saturday, May 20 at Feddersen's Pizza Garage in Dwight. Buffet dinner at 5 PM. Cost is \$7. per person (tax & tip included), and the meeting begins at 6 PM. Please join us!

Times Beach Invaded!

by Randy Smith

Earlier in the 1990's, I started to leave the boundaries of my Route 66 studies by going over the McKinley Bridge, and ventured into Missouri, our neighboring state connecting Route 66 to ours here in Illinois. I saw the many changes and things that were being torn down or replaced on 66, so I figured it was a last ditch effort to get some of my exploring done, but in an adventurous way. Never did I realize I would run into some stiff resistance from Route 66 in Missouri until I came by Times Beach.

By nature, I have always been a little adventurous. I take chances and risks that the common sense person would never do. I also never asked myself why I do so, other than sometimes being stubborn. Seems like the world is full of reruns or the same old story, and I tell myself this is putting the readers to sleep! Time for some action and fun. So I fill up the old beater I drive with petrol, and decide to take a run down to Eureka, Missouri. I try to keep in mind, "This is the SHOW ME state. Let's see what it has to offer me!"

I take my usual exit off the interstate, since from Watson Rd. to 6-Flags, the original road got so messed up with the interstate that I think they use Manchester Rd. as one of their alignments now. Nevertheless, when I got off to enter Times Beach by going over the bridge crossing the Meramec River, I was greeted with a roadblock. I honk my horn, roll down the window and yell out, "Hey! Get the hell out of my way!"

Next thing you know, the world was about to change. Out comes a bunch of rather nasty Government People (I call them S.B.'s) shoving their badges in my face and tell ME just what they are going to do if I don't turn around and get lost! First, I told myself it must be my hearing aids acting up again, until deciding this wasn't my customary friendly welcome mat rolled out in front of me. I politely ask them if they can tell me what is going on here, and they tell me they weren't in a position to answer questions and again suggested I leave. Well, I decided it was time to quit playing stupid and I winded up telling them what I knew...about the Dioxin mess from that truck driver that was spraying the streets. I made sure they knew I wasn't all as stupid as I looked, so after telling them a lot more than they suspected I might know, they just looked at each other and still told me I have to leave and I will not get access to the bridge into Times Beach. I tell them fine, and turn around. They even put a "tail" on me for a few miles to see if I was really getting lost!

Well, I didn't go no further than Eureka until I saw those Government S.B.'s get off my bumper. Then I stop in somewhere to get a Coke. I started talking to myself....did I hear them tell me to get lost? Just who do they think they are to tell me what I can and can't

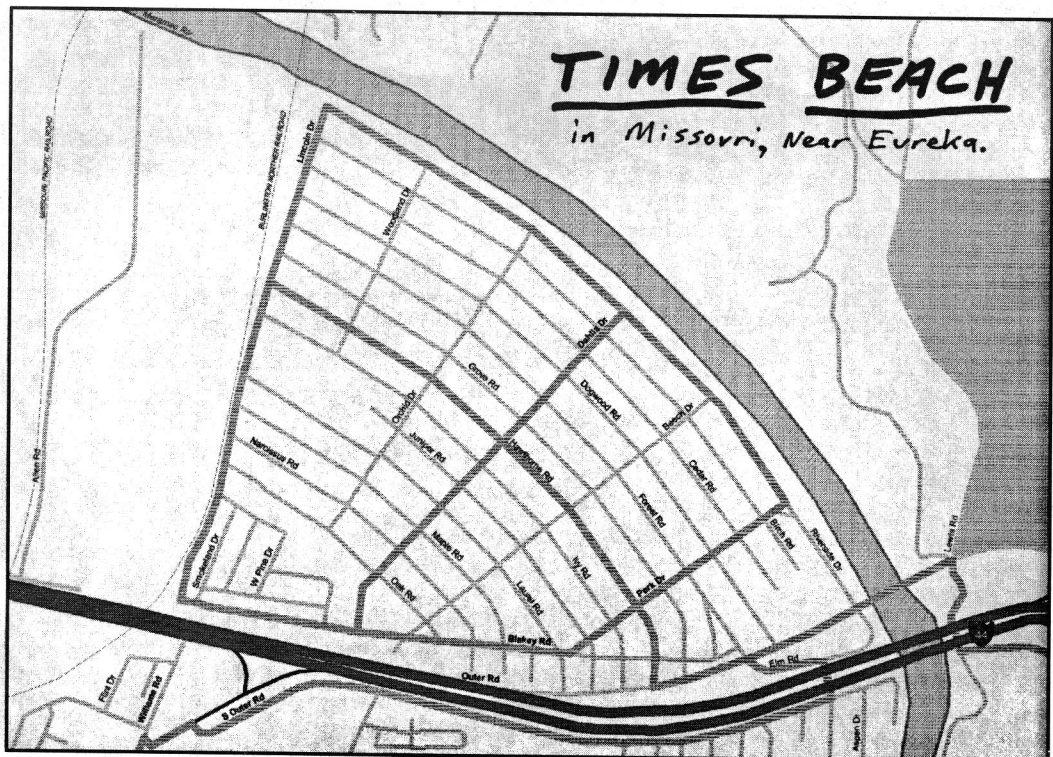
do on Route 66? After all, I am a Newsletter Editor and one of the best there is on Route 66, and my job is to get news for my magazine, not waste gas on unforeseen problems created by others.

I stake out in a parking lot somewhere, and get out one of my old Gazette maps, which is one of those that look like a land survey. It is not a road map. So I study the area around Times Beach for miles, and sure enough there was an abandoned dirt road leading to the back of the town that could be accessed, depending on rain and other elements. So I get out a fresh toothpick, finish my Coke and set out for the old dirt road. To my amazement, it was still there!

I take a left, and head down the trail, which was a little bumpy and full of ruts from 4 wheel drives and other uninvited guests. I got about a half-mile down, and there was some kind of abandoned building that looked like a few city vehicles housed in it or such. I find a spot in the woods to back up the beater and park it. Told myself I better make it invisible if possible.

Then I change into my hiking boots, and put on my dark clothing and gloves, and load up the Minolta with film. I take off in an easterly direction, and walking up a bluff, I almost got mowed down by a startled deer! After getting up off the ground, I managed to get a picture of that deer with big antlers. I started thinking...just how bad was this Dioxin mess if there's an abundance of wildlife roaming around? I got closer, near two lakes. I saw from the distance trucks coming and going from there, looked like they were hauling out dirt from the road. All the houses looked abandoned and some were looking sad. I saw laundry left hanging on a clothesline, kids toys laying out in the back yards of some, and it actually looked like a completely deserted town! I was just utterly amazed....I couldn't get closer for a good look.

continued on page 16



Nice Places to Picnic & Visit on the Route

by John Weiss

When traveling Historic Route 66 in Illinois, it is fun to pull off and enjoy areas alongside our famous road. Listed below are some places that have picnic tables and interesting surroundings.

JOLIET

The Joliet Iron Works historic site (1869). This one mile interpretive trail is very fascinating and tranquil. It should not be missed. Located one block off Route 66 on Ruby Street. Approximately 5 blocks from the magnificent Rialto Square Theatre.

WILMINGTON

Route 66 divides this pretty island into two parks. As a result, they are known as North & South Parks. You will easily find them located on the banks of the beautiful Kankakee River. These two parks are located 2 blocks south of the famous antique shops on Water Street.

DWIGHT

Located directly on old 66 just south of town is the Dwight Lions Park and Lake. Here you will find a beautiful lake with a 1/2 mile paved trail around it. Numerous floating docks and picnic facilities make this a very pleasant experience.

FUNK'S GROVE

The original Funk's Grove Church (1845) and cemetery are beautifully preserved and used regularly. A picnic ground is also located here. Be sure to follow the trail into the woods and discover the Chapel Of The Templed Trees. This whole serene area is missed by most tourists. It is located across the railroad tracks, then follow the road to the left. Watch for a sign directing you to the Funk's Grove Church. Travel the 2-lane road for one mile.

SPRINGFIELD

Just south of Springfield along the banks of Lake Springfield is the fantastic Bridgeview Park. This pretty park has been developed by using the original Route 66 divided highway as a parking area. This is located just off of southbound I 55 at exit #88. Look to your right when on the exit ramp to see this very picturesque park.

Times Beach, continued from page 15

Couldn't get caught here, or those cold Government S.B.'s will really hang my ass on a flagpole for sure! I stayed down on my belly, and slither back the way I came. It was a slow trek back to the beater I left hidden in the woods.

Once back in the safety of my beater, I then again get out the old Gazette map, and study it. I was looking at where the train tracks were going. I did spot the train tracks lining the western end of town, heading back over the Meramec River.

I thought to myself...what a great way to get a little closer and thumb my nose at those cold Government S.B.'s at the same time! I took the beater out of its hiding place, and go back out the dirt road I came, and go to another location on the southern part of the interstate. About 2 hours later, here comes a slow moving train with one of those old red cabooses on the rear. I chewed on my toothpick, waiting for it to come up. Then I started trotting alongside it, picking up speed. Seems like I haven't ran in a while! I got to the end of it and reach out grabbing the rail, pulling myself on the rear platform. Whew! When I get home, I'll make a note to work out more on the treadmill!

So along we go, at a lazy 8 miles an hour. I'm leaning out the east caboose window in the middle, and as I come up to the west end of Times Beach again, I get off a good roll of film with the Minolta, and of course, thumb my nose at those cold Government S.B.'s, proud of my accomplishments for the day. They just gave me the finger while I enjoyed the view. Once over the Meramec river, I jumped off the train, walk down the street back to the interstate and start hitchhiking back to where I left the beater, and make it back OK. I started to tell myself, I'm getting too old for this crap! Need to find a little less excitement that isn't so laborish! And as I come traveling back to Illinois, I again see the town off to the left and again, thumb my nose at those cold Government S.B.'s, telling them "Thanks For Nothing!"

Now as modern times come upon us, the Dioxin mess is supposedly taken care of, and Times Beach is now known as Route 66 State Park, and is open to travel through once again, but freely this time! But as I reflect back on my memories, I will always continue to refer it, as it was known...Times Beach.

My next adventure will take us to what I call "downtown" 66 in Missouri to see a wealth of 66 artifacts that will surely be gone by too long. In the next issue, I'll submit another of my adventurous Missouri Route 66 trips, but this one costing me a night in the Hospital getting stitched up for a stunt that didn't pan out right! So stay tuned for yet more adventures from your favorite Newsletter Editor from the Illinois Route 66 Association Of Illinois!



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Stories from Illinois 66

by Ted & Marilyn Giovanazzi

(Editor's note) These two hearty people are members of the Illinois Route 66 Preservation Committee, and they have taken on a valuable task in visiting many old timers on Route 66 to get some stories they remember of the Mother Road here in this state. We present to you some of their many stories they have gathered on their journeys.

It's Never Too Late To Travel 66

Ann Angelo of Hodgkins, Illinois

At the age of 80, I took a hair-raising trip up the mountain on Old Historic Route 66 to Oatman, Arizona. (Elevation, 2700 feet) What I saw when we arrived was amazing. Oatman is an old gold mining town that time seems to have forgotten. I thought it ironic that I should visit this place in my golden years and I'm glad I did. Like in the olden gold days of 1916 when Oatman was founded, wild Burros that were brought to work the mines by early prospectors are still walking the streets proudly, like they knew their ancestors had helped to develop this town. You have to keep a safe distance from them because they are wild and are protected by Federal Law. They were used inside the mines for hauling rock & ore, and outside the mines they hauled water and supplies. They say old 66 is much quieter these days but it was the main highway until 1952 when gold mining was made illegal. It is a place to see whether you're young or in your golden years. Go see it and take the Old Route 66 to get there.

The Long Count

by Burt Parkinson of Gardner

The town of Gardner had 6 to 8 trains, which stopped daily.

The Commercial Hotel, a fine structure of 3 stories was located at 100 Division Street. It offered lodging to the many travelers, business people and salesmen, which frequented the town.

In the late 20's a gentleman registered and became a semi-permanent resident. Before long, he gained a reputation as the local "Wino". By the 30's the local Doctor came to the newspaper office and requested that Burt Parkinson be a witness to his examination in a death of a Hotel guest, whom turned out to be the "Wino". No one knew much about this man so they had to go through his belongings to determine if there was a next-of kin to be contacted. They found many photos and newspaper clippings pertaining to the famous Dempsey-Tunney boxing match of the 20's. It turned out that this man was the Referee who officiated at this title because of the still controversial "Long Count".

The Commercial Hotel no longer exists.

The Bob-O-Lin

From an unnamed Joliet resident, and some back-up info from Burt Parkinson

The Bob-O-Lin Tavern & Restaurant was located on Route 66 (now known as Route 53) just south of Millsdale on the East Side. The original structure was built in the mid 20's during Prohibition. It was also a "speakeasy", often visited by members of the Chicago Cubs and Gabby Hartnett of baseball fame.

Before it became the Bob-O-Lin, it was known as the ABC restaurant and had about 6 tourist cabins in the rear. Next to the restaurant was a gas station with an old hand-powered water pump in the front for public use. The proprietor's name was Mr. Christianson.

In 1941 the building changed owners and became a tavern & restaurant. It was necessary to move the building then because of the separated four lane road which was becoming the new "66". The building was moved eastward and the cabins were eliminated. The new proprietors Doris & James McKean, who was a State Trooper, then changed the name of the property to the Bob-O-Lin.

Beginning in the 1940's, the business became very successful. This success was partially due to the building of the Joliet Arsenal as workers were working 24-hour shifts. This became a most popular restaurant and "watering hole". It was said that automobiles would be parked on both sides of the street and even in ditches for blocks at a stretch during normal business hours, since this is the only time the law would allow for this.

The third owners, Stephie & Tom Tapella assumed proprietorship in the mid 40's and added musical entertainment. The success of the business continued as the Tapellas took the business well into the 50's before selling it.

The business then changed ownership again, as well as its name several times. It was known as the "Tradewinds", "Four Palms", "Oasis", and finally the "New Maverick" before burning to the ground in the 60's.

There is now a lovely fresh flower & gift shop where the building once stood called "Ms Deb's - Friends & Flowers" where the new proprietor is very helpful, pleasant & accommodating.

Memories of Old Joliet & Route 66

by Louise Libersher of Joliet

I was born and raised in Joliet on South DesPlaines Ave. Dad worked on Route 66 helping to build it. It was so well maintained and everyone was so proud of it. Our town grew because of the highway and it kept people coming in and out of town doing business and we prospered because of it.

On Chicago Street (Route 66) and Jefferson there was a beautiful limestone Courthouse building. The limestone was actually right from the quarry in Joliet. What I remember most about it was the courtyard in back, with park benches and rows & rows of flowers and a fountain with running water. There was a big gold fishpond all fenced in so toddlers wouldn't wander in. Once, my little brother took a fishing pole and said he was going to go fishing. He proceeded to go to the courtyard. A kind Officer had to tell him "No fishing! These are gold fish." But the boy said, "But Officer, they're the kind I want to catch. They're big!" It was like being in a park, and you could visit there all day. Now there's a new Courthouse and little by little the property was bought up to provide parking and new city offices now take their place. I miss it.

At 102 N. Chicago St., our famous Rialto Theatre was built in 1926. I take great pride in this building not only for what it has meant to Joliet, but for what it means to me. Every time I walk into it, I am walking on a beautiful terrazzo floor that my father worked on and laid in place so exquisitely. I think to myself, "My Dad did this" and I feel so proud just like it's a part of me. The Rialto is in a part of downtown Joliet that was once so busy and has now become almost like a ghost town. Big Malls came in with big parking lots that were not metered and the once thriving businesses just seemed to die. The theatre was restored in later years and now offers tours and regular stage productions. Some very famous stars still appear there and still do appreciate it. So do the people of Joliet.

continued on page 18

Preservation 1800's Style

by John Weiss

An interesting and exciting reconstruction project is taking place in Carlinville right on Route 66.

The story begins in 1836. A two story, four room log cabin was constructed southeast of Carlinville, on what eventually became known as Route 66.

This large cabin became known as Hoxey's Inn. Travelers would stay overnight and even enjoy a hot meal. Often, in the rainy season people would be stranded here when the Macoupin Creek would flood. It has also been said that Abraham Lincoln spent the night here when he was a circuit, horseback riding lawyer.

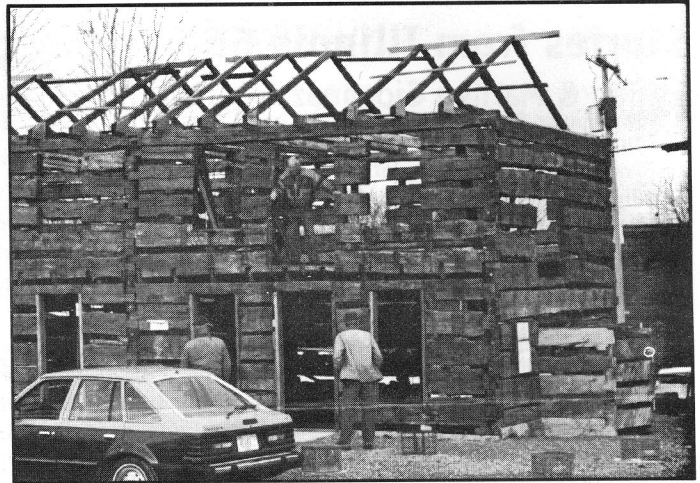
The prices charged back then were unique. Breakfast, lunch & dinner would cost 25 cents. To stay overnight, it would be 6 1/4 cents per person. Compare that to the charges for the traveler's horse. Feeding was 12 cents per day and overnight boarding was 25 cents.

There wasn't much to do, so having a few drinks was common. It cost 12 1/2 cents for a half pint of whiskey, but rum, wine & brandy would set you back 25 cents a half pint. Beer and cider was 12 1/2 cents a quart. It is interesting to note that they were required by law to charge these prices. It wasn't luxurious by today's standards, but these were welcome accommodations after a long, slow day on dirt roads.

It is believed that the upstairs was sleeping quarters with one section for women. They had the luxury of indoor stairs, but the men had to go upstairs by way of an outside staircase. The upstairs rooms were divided by a solid wall! The ground floor was also divided...one side for a kitchen, the other side for dining. A clay fireplace was located on each end of the structure. Several windows were on one side. They were always located on the south side. The two doors were located directly across from each other. This way a horse could pull in the logs for the fireplaces and walk straight out. Otherwise, the horse would have to turn around inside the cabin.

In 1867 the Fieber family purchased the property and cabin. They immediately enclosed the cabin within a much larger structure. For the next 132 years, this home was used and seen as just another farmhouse.

In 1999 Don Fieber decided to tear down the old family homestead. He knew that within its walls was the original Hoxey Inn log cabin. Mr. Fieber hired George Eichen and his son, Don, to strip away the farmhouse structure. This was done with surgical precision.



What they discovered was a perfectly intact log cabin with virtually no rot or termite damage. Then, piece by piece they began to disassemble this 163 year old cabin. As each piece was removed, it was labeled and numbered. Every little piece was removed one at a time. The hand-hewn oak logs used for the walls averaged 16 inches in diameter. No nails or pegs were used. Each log had been notched to fit. Mr. Fieber commented that these logs were extremely larger than those used at the reconstructed New Salem State Park village. The logs used on the floor were full size and are believed to have originally been part of a raft brought up the Mississippi River.

This cabin has now been moved and is being meticulously reconstructed just north of Carlinville on original Route 66. You can find it at the corner of Broad & Blackburn Streets. That is the location of the long-closed I Can Entertain You amusement park. Much of the nostalgic amusement structures have been torn down or moved. The cabin is located in what was the parking area of the complex.

Owner Don Fieber, along with George & Don Eichen are proud of what they are doing. The exact plans for the cabin are not clear, but a large metal structure will be built over it in order to preserve and protect this very original piece of history. It should be available for viewing around May. On your next historic Route 66 trip, be sure to stop and look around.

While in Carlinville, spend some time at all the other attractions they have to offer. Visit the courthouse and jail for a real treat. The attractive town square has many unique shops and great restaurants such as Angus Baileys. There is even a first class bed & breakfast called Victoria Tyme Inn.

Stories From The Road, *continued from page 17*

by John Weiss

The Dell Rhea Chicken Basket in Willowbrook used to flood the flat roof in the Winter to create an ice skating rink. This was their gimmick to attract business. The water spigots are still on the roof. (Source - Pat Rhea)

The town of Godley became known for its red light district. Several of these houses were on Route 66. This area was divided by two counties, Will and Grundy. One house sat on property that was virtually split in half by the two counties. This arrangement worked very well. The house was mounted on wheels and a railroad track was installed. When police from one county came to raid them, they would simply push the house into the other county. (Source - a past resident)

Early roads were often no more than a graded dirt right of way. Once the location for the road was chosen, crews came in and cut down trees at ground level along the right of way. They then graded it smooth. This served the purpose very well during dry times, but when it rained all you had was a mud path. Often when people would attempt to travel these original roads, they would sink deeply into the mud. This created deep ruts. At times, motorists would sink their cars down into this mud and get stuck on one of the tree stumps that were just below the surface. This is where the expression "I'm stumped" came from. (Source - a person who attended a Route 66 lecture)

During the Depression, times were hard. The town of Gardner had a side of beef they planned to cook and share with the community. The only problem was they didn't have a grill large enough to cook this on, so they went and took one of the steel doors off the old 2-cell jail. (Source - Burt Parkinson)

SCHEDULE OF TOUR STOPS FOR 2000 MOTOR TOUR

FRIDAY JUNE 9- Shell Oil Museum in Wood River will be open from 10-4
Chain of Rocks Bridge will be open from 12-4
Festival 66 in Edwardsville from 5PM to 1AM with a
Car Cruise scheduled from 7-9 PM Passport stop

SAT. JUNE 10- Edwardsville- Breakfast at the High School 7:00-8:15 Leave at
8:30 No sticker
Hamel Rest Area I-55 8:50-9:15 Mini-Stop No sticker
Hamel- Earnies Bar 9:30-10:15 Passport stop
Staunton- 10:45-11:15 Henry's Emporium Passport stop
Litchfield- 12:00- 1:15 Lunch stop at the Sky View Drive In
Passport stop
Divernon- 2:00-2:30 Passport stop
Elkhart- 3:30-4:00 Passport stop
Lincoln- Arrive at hotels around 4:30 to 5:00 to check in
Banquet at 7:00 Lincoln Recreation Center Passport sticker here
Hall of Fame Ceremonies 8:00 **DON'T FORGET YOUR TICKETS**

SUN. JUNE 11- Lincoln- Leave hotels around 7:00-7:30
McLean- Breakfast at the Dixie Truckers Home 7:00-9:00
Passport stop
Lexington- 10:30-11:15 Passport stop
Odell- 12:15-1:30 Lunch Stop in the downtown area Passport stop
Gardner- 2:00-2:30 Gardner Jail, Riviera Roadhouse Passport
stop
Godley- 2:45-3:00 Mini stop No sticker here
Joliet- Arrive 3:30-4:00 Post Tour Festivities in the City Center
Passport stop

**WE TRY TO ALLOW YOU ENOUGH TIME TO SEE THE STOPS AND SEE
SIGHTS ALONG THE ROAD. PLEASE TAKE YOUR TIME AND ENJOY THE
ROAD. PLEASE TRY TO STAY TO THE TIME SCHEDULE AS POSTED. IF
YOU ARRIVE IN A TOWN TOO EARLY, THEY MAY NOT BE READY FOR YOU
AND YOU'LL HAVE TO WAIT UNTIL THE REST OF THE CARS ARRIVE.
THANK YOU AND PLEASE DRIVE SAFELY**

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REGISTRATION FORM

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ROUTE 66 ASSOCIATION OF ILLINOIS 11TH ANNUAL MOTOR TOUR

Thank you for registering to drive on the 11th annual Route 66 Association of Illinois Motor Tour. The following is an itinerary of this year's tour with passport stops and times of arrival and departure.

If you plan to arrive early on Friday June 9, you will have a couple of things to do during the day. One is to walk or drive across the Chain of Rocks Bridge from 12-4. Take I-270 across the river and exit at the first Missouri exit. Turn left onto Riverview Blvd., and drive under I-270 and look for the sign pointing you in. Be sure to bring your camera to get a breathtaking view from the bridge. The second option is to tour the Shell Oil Museum in Wood River. This unique museum featuring Shell Oil memorabilia and the history of Shell Oil Company will be open for tours from 10-4.

The Pre-Tour Festivities get underway in downtown Edwardsville at 5PM. There you can pick up your goody bags, passport, dash plaque, window sticker, and banquet tickets, and purchase the motor tour T-shirts. You'll find lots of good food served by vendors and listen to live music on the bandstand. There will be a car cruise that you can participate in from 7-9PM. Saturday morning there will be a breakfast at Edwardsville High School. Tickets may be purchased on Friday night at the festival or Saturday morning at the school. Breakfast starts at 7AM. The tour will depart the high school at 8:30 sharp. From Edwardsville we will cruise through town then out Route 143 to I-55 where we will enter and head north to the new rest area just south of Hamel. This rest area has a Route 66 theme to it, and they expect close to 3,000,000 visitors this year.

Departing the rest area, we will take I-55 to the Hamel exit (Exit 30) and roll into Hamel for a stop at Earnies Bar. Long a favorite of Route 66 roadies, Earnies has stood the test of time and is still a favorite stop of the new generation of Route 66 travelers.

Leaving Hamel the tour heads north and follows Historic Route 66 to Illinois Route 4 where it leads us into Staunton for our next stop at Henry's Route 66 Emporium. Stop and check out Route 66 Merchandise, have a cold Coke and check out the Campbell's 66 Express trailers Rich has. Get a picture of "Snortin Norton", Campbell's famous mascot.

Departing Staunton we will head out on Route 4 and then we'll come to a Y in the road. We will take the NEW alignment to the right, which will take us into Litchfield for our midday lunch stop. The lunch stop will be held at the Sky View Drive In Theater, the only remaining drive in on Route 66 in Illinois and a 1999 inductee to the Illinois Route 66 Hall of Fame. Vendors will be available selling all kinds of good food and there will be entertainment provided. Sorry, due to too much daylight we won't be able to see a movie at that time.

Leaving Litchfield, the tour continues northward to our next stop in the afternoon in Divernon. Divernon has a few very nice antique shops, so take advantage of the time at this stop and look for a bargain, or that trinket you just can't live without.

The tour continues north past Springfield. There is no tour stop there this year, but driving through town, you might want to stop off at the Cozy Dog for a Cozy and Chili. Say hello to Buz Waldmire, and you may get lucky and see Bob Waldmire there too. Don't forget about Bill Shea's Truck Covers and check out all the 66 memorabilia he has on display. Bill's place is on the north side of town on Peoria Road, (Historic 66) just follow the brown historic signs.

Our next stop will be in Elkhart, the first time the tour has stopped in this charming little town. We will be pulling into town and look for signs directing you to the Historic Cemetery.

Lincoln will be our overnight stop again this year. Check into your motel and freshen up before attending the Hall of Fame Banquet at 7:00PM. Be sure to have your tickets, as you can not attend without one. The banquet will be held at the Lincoln Recreation Center. The Hall of Fame induction will be conducted around 8PM and afterwards, stick around for the prize raffle, and 50-50 drawing.

When you leave Lincoln Sunday morning, make sure you drive through Atlanta and check out the 300 flags they will have on display on their section of Old Old 66 through town. Quite a sight to see. Continue north to McLean and the Dixie Truckers Home. Bring in your passport and get a sticker and show your passport to get a buffet style breakfast for \$3.95, which includes coffee. Juice and milk are extra, but this is an excellent meal for the price. Before you leave, check out the Illinois Hall of Fame and see past and present inductees, and more memorabilia.

The tour continues northward through Bloomington and Normal and the next stop is Lexington. Famous for the neon Lexington arrow sign and Memory Lane, an old section of Route 66 that is used as a hiking and biking trail, this little town looks forward to hosting this mid morning stop.

Cruising north, the tour continues into Odell for our Sunday lunch stop. Odell is the home of the Standard Oil Gasoline Station, which is on the National Register of Historic Places. Be sure to stop and see how the restoration is going on this historic structure. There will be shirts and hats for sale and donations to the restoration are welcome as well.

Leaving Odell, the tour continues into Gardner, where we will be in the downtown area. Burt Parkinson's Heidelberg printing press and shop will be open and we will get a chance to tour the historic Gardner Jail, where if you're not careful you may find our tour chairman in a cell again for the 3rd year in a row. He was in the jail cells in Carlinville in 1998 and Bloomington in 1999, so there is a good chance you may see him behind bars in Gardner in 2000. Don't forget to stop at the Riviera Restaurant just north of Gardner, where we're sure that the Kraft's will have some refreshments as well.

Departing Gardner, the tour moves north to Godley, a small town, but with a bit of history on the road as well. This will be a mini stop, with no sticker but be sure to follow the signs into town.

From Godley, the tour rolls into Joliet, where the 2000 tour ends, but its hardly an ending. Joliet promises to deliver a lot of fun and entertainment. The festivities will be held in the City Center. Food vendors will be available, in case you're still hungry; Patty Waszak and company will provide entertainment. Route 66 Souvenirs will be available for purchase and at 6:00 the historic Rialto Theater will be open for a tour. This is a sight not to be missed. Once again, you'll need your passports, the tour cost is \$4 per person. and lasts about 45 minutes. You will be impressed with the huge chandelier, the beautiful woodwork and mirrors. The last fifteen minutes you will be treated to an organ concert where you will see . . . well I'm not going to spoil it for you, go and see it for yourself. If you can stay overnight, Harrah's Casino is close by too.

Thank you for registering for the tour and we want you to enjoy Route 66 in Illinois. Look for the people in the green shirts and give them your comments about this year's tour



Route 66 Association of Missouri

March 15, 2000

To: All 1999 Missouri Motor Tour Participants

We are "Bound for the Bridge" in 2000!

You are invited to join with old and new road friends for the 11th Annual Motor Tour of the Route 66 Association of Missouri!

Be sure to mark your calendars now for the weekend dates of September 8th - 10th, 2000.

Our preparations are well underway and we anticipate another enjoyable event on Missouri's Historic Route 66. This year's Motor Tour will feature a West-to-East run. Our starting point will be in southwestern Missouri at Carthage. Check-in with us late Friday afternoon or evening and then cruise over to the wonderfully restored 66 Drive-In Theatre for a show!

Saturday morning will find us cruising Route 66 caravan-style from Carthage to Springfield, where we will visit Wilson's Creek National Battlefield. You will then have the opportunity to explore Springfield sights at your own pace until we meet again in Conway to celebrate their annual "Old Fashioned Days" festival. We'll then cruise together through scenic countryside to Lebanon and the world-famous Munger Moss Motel. Plan to spend the evening on the lawn of this classic motor court as we enjoy a bar-b-que dinner and share the events of the day!

After a night under the neon glow of their marquee, we'll start Sunday with our last caravan-style segment to Waynesville's historic Pulaski County Courthouse. You may then travel once again at your own pace and visit your choice of attractions enroute to our lunch stop at Route 66 State Park, just west of St. Louis. We will conclude our activities late afternoon at the Old Chain of Rocks Bridge, the Route 66 Mississippi River crossing and our final destination. You may even get a chance to drive across after it closes to pedestrians for the day!

Please find enclosed a Motor Tour Registration Form for your review and completion. Be sure to see information about our headquarter motels on the reverse side. You are encouraged to make your room reservations as early as possible due to limited space availability. We also request that you pre-register for the Tour and meal options desired. Thank you in advance... please make a copy and tell a friend!

We look forward to your participation and hope to see you with us on Route 66 in September!

2000 Motor Tour Committee - Robert Gehl and Irv Logan, Co-Chairpersons
Route 66 Association of Missouri, P.O. Box 8117, St. Louis, MO 63156-8117

The Main Street of America

Route 66 Association of Missouri

11TH ANNUAL ROUTE 66 MOTOR TOUR



"BOUND FOR THE BRIDGE?"

CARTHAGE, MO to ST. LOUIS

SEPTEMBER 8/10, 2000

OPEN TO EVERYONE – ROUND UP YOUR FAMILY, FRIENDS, OR YOUR BEST GAL OR GUY FOR 3 FUN-FILLED CRUISIN' DAYS ON HISTORIC ROUTE 66 IN MISSOURI'S SPECTACULAR OZARKS! YOU'LL BE ABLE TO CRUISE CARTHAGE, SPRINGFIELD, STRAFFORD, MARSHFIELD, CONWAY, LEBANON, WAYNESVILLE STANTON, ROUTE 66 STATE PARK, TED DREWES, & TO THE OLD CHAIN OF ROCKS BRIDGE. SEE KNOWN SIGHTS INCLUDING 66 DRIVE-IN THEATRE, WILSON'S CREEK NATIONAL BATTLEFIELD, MUNGER MOSS MOTEL, PULASKI COUNTY COURTHOUSE, DEVILS ELBOW, HOOKER ROCK CUT, ROSATI WINERY, ANTIQUE TOY MUSEUM, JESSE JAMES MUSEUM, TED DREWES FROZEN CUSTARD & THE HISTORIC OLD CHAIN OF ROCKS BRIDGE.

PRE-TOUR REGISTRATION & SOCIALIZING FRIDAY NIGHT, 9-08, IN CARTHAGE.

MID-TOUR BAR-B-QUE DINNER SATURDAY NIGHT, 9-09, IN LEBANON.

POST-TOUR LUNCH PREPARED BY GINGER OF PACIFIC'S FAMOUS RED CEDAR INN SUNDAY, 9-10, AT ROUTE 66 STATE PARK IN ST. LOUIS COUNTY.

DASH PLAQUES – GOODIE BAGS – 50/50 DRAWING – CRUISIN' CLASSICS – ROUTE 66 "OLD FASHIONED DAYS" FESTIVAL – OLD CHAIN OF ROCKS BRIDGE

Mail To: **Route 66 Association of MO - P.O. Box 8117 - St. Louis, MO 63156-8117**

Registration Form

(Please print or type & mail by August 30, 2000)

Make check payable to: ROUTE 66 ASSOCIATION OF MISSOURI

Name _____ Address _____

City _____ State _____ Zip + 4 _____ Phone _____

I / We will attend the Saturday dinner.....Yes _____ No _____ How many? _____

I / We will attend the Sunday lunch.....Yes _____ No _____ How many? _____

Total Saturday dinner fee enclosed..... \$12.50 per person \$ _____

Total Sunday lunch fee enclosed..... \$ 7.00 per person \$ _____

Motor tour registration fee enclosed..... \$25.00 per vehicle \$ _____

Grand Total amount enclosed for tour registration & meal fees \$ _____

More information: Irv Logan (314) 436-1324 ext. 111

RAIN OR SHINE – SORRY, NO REFUNDS

Route 66 Association of Missouri is not responsible for any participant injury or misconduct.

The Main Street of America



Mahan's Filling Station, as it appears through some overgrown trees before it got jacked up for hauling.



Mastermind Dave Turner backs up the antique station with his pickup truck. It joins the Marathon station as a sibling.



Posing in front of the station before it gets restored are son Bill Shea, grandson John Shea, and great-granddaughter Gillian Shea.

Our Best 66 Museum Just Got Better! by Randy Smith

When it comes to mentioning Bill Shea, I usually get a mixed reaction. Some think he's crazy, some think he's not. In my case, I am just amazed! It wasn't too long ago that he dropped flat on the floor of a heart attack and got the electric shocker on him. They must have turned up the volts way too high because instead of surely going into instant retirement first class, he instead comes up with yet another hair raising idea that NO ONE would dare do. And that is to buy ANOTHER gas station!!! I immediately got on the blower (telephone) and asked him what the heck was going on down there in Springfield.

That's right. He bought another gas station in another town called Middletown, not too far from Springfield. It is one of the oldest, possibly one of the very first gas stations in Illinois. It had a metal exterior and measured 14 by 14 foot with an overhead canopy, which was part of the roof as well. The building itself was prefabricated. It was built in sections, and using square head bolts and some screws; it got erected originally in another town between Havana and Easton on Route 136. I didn't get the exact year it was originally built, but it is older than the Soulsby Station in Mt. Olive, Illinois.

Shortly before World War II, Harry Mahan bought the station from that location near Havana, and had it moved all the way over to Middletown. When it was all set up, it had one of those old original gravity pumps, with the glass globe on top. I even remembered those pumps too when I was born, but they quickly disappeared by the late 1950's. (Editor) You pulled open the door on the side, pulled out on the pump handle and the gas climbed up the globe, which was marked off in gallons, usually to 10 gallons. There was a release of some kind, and the gas just flowed down a hose into your tank. This was before the electric pumps came to be. Harry had a water hose run from his house to the station I think, to supply some water. It was known as a Phillips 66 station.

The station was known to be running all the way up to the 1950's, until a knee injury that Harry got during World War II slowed him down to the point where he couldn't climb under cars anymore. He closed the station, and it was used as a storage shed all these years since. Until Bill Shea came along!

Bill looked at it, and said it looked like a sore thumb sticking out. He made an offer to buy it, and closed the deal. He said it was one of the oldest, and original stations anywhere in the state of Illinois. He enlisted the help of a genius named Dave Turner. Dave was an expert in welding, and he went out to the site and examined the structure. Back at his shop in Williamsville, he built some long rails about 30 feet long, and had the building jacked up off the ground. Dave custom made a flatbed hauler out of rails, and attached wheels to it, using his pick up truck to haul the entire building down the road to Bill Shea's Marathon station on Peoria Street (Route 66) in Springfield. This was done on a Saturday morning, February 26, 2000.

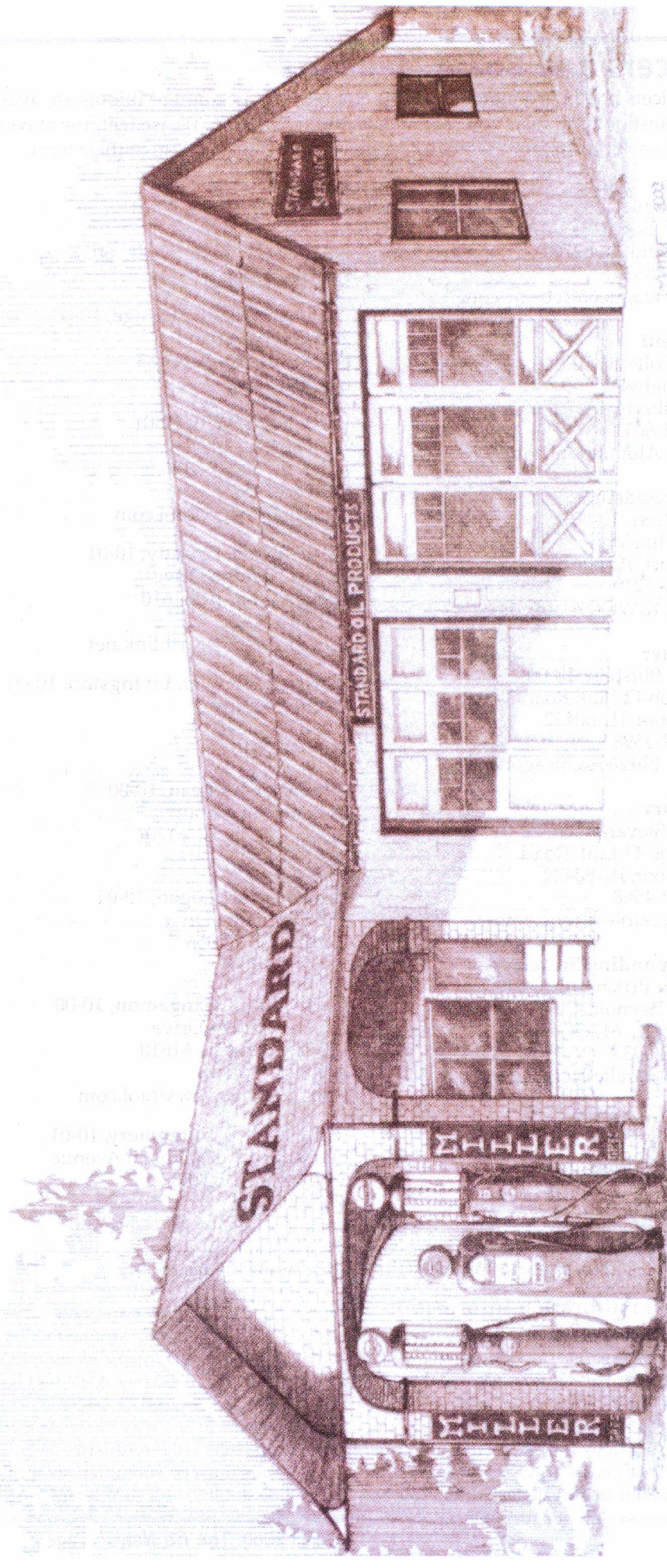
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Presents... Fall 2000*

The 66 News!



'Illinois - Where The Road Begins.'

Officers and Board Members

The officers and board members of the Route 66 Association of Illinois are available at most reasonable times to answer your questions and hear your comments about Route 66. Please feel free to contact them if you need to. The date to the right of each officer's or member's name is the expiration date of their term.

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NOTE: Executive Committee members are the officers, plus Linda Henry and Roger Berta.

Newsletter designed by Kimberly Kuman

Our Association web-site: <http://www.il66assoc.org>

Internal Publication Information

The 66 News is published quarterly by the Route 66 Association of Illinois around the first week of March, June, September & December. It is meant as a service to Association members and other people and Organizations interested in the preservation, promotion, education and enjoyment of Route 66. Contributions are accepted, but we do not pay. **ANY ARTICLE WITH A BY-LINE IS COPYRIGHTED BY THE AUTHOR, AND MAY NOT BE USED IN ANY FORM WITHOUT THE AUTHOR'S EXPRESSED PERMISSION.** Any article that you submit remains your property and cannot be reused in any way by the Association or anyone else without your permission. Advertising rates are \$100 for a whole page, \$60 for a half page, \$40 for a quarter page, and \$25 for a business card ad. Submit 1st-class camera ready copy only. NO XEROXES! All stories & ads must be submitted six weeks prior to publication. Address inquiries and contributions to Newsletter Editor, Route 66 Association of Illinois, 2743 Veterans Parkway, Room 166, Springfield, Illinois 62704.

We are a not-for-profit organization

Welcome, Our New Members!

by Tom Teague

The Association welcomed 48 new members during the second quarter of this year. Most call Illinois home, although seven other states are represented, too. We extend a hand in greeting and fellowship to:

IN ILLINOIS: Brad & Troilea Bales, Springfield; Ira Carroll, Chicago; James F. Causey, Philo; Don Fieker, Carlinville; Mary & Joe Ginter, Elkhart; Robert Harmon, Mount Vernon; Norman & Jill Hunt, Bethalto; Dale Jenkins, Decatur; Dr. Kenneth Kirschner, Hazel Crest; Mary Lambert, Warrenville; Ron Lindquist, Inverness; Robert Long, Saint Anne; Paul H. Roeder, Shorewood; Shari Albrecht, Macoupin County Economic Development Council, Carlinville; Darwin & Linda Shroyer, Decatur; George & Mary Stanley, Alhambra; Luella Stutzman, Glen Ellyn; Stuart Szumski, Frankfort; Clifford & Betty Thurnau, Edwardsville; Ron Warnick, Belleville; Bob Wenzel, Steger; Richard Barner, Eureka; Art Bohl, Gilman; Paul Buck, Brimfield; Mark & Jean DeLay, Joliet; Randy Halsie, New Lenox; Barbara Heath, Odell; Judith Idorwah, Chicago; Ken Koetzle, Frankfort; Al Larson, Wataga; Mulcahy Mulcahy, Schaumburg; Glen Olson, Biggsville; Michael Orlowski, Highland; R.E.D. Collectibles, Normal; Robert & Melissa Rice, Bradley; Alice Ryfa, Highland; Marshall J. Schue, East Hazel Crest; Thelma Sedgwick, Burr Ridge; David & Gloria Traiforos, Elmwood Park.

OUT OF STATE: Bill & Bonnie DeMaster, Fon du lac, WI; Billie Gardner, Eaton Rapids, MI; John Michael Masinick, Fort Gratiot, MI; Suzanne McCarthy, Winston-Salem, NC; Rob McLean, Watertown, WI; Jan Summers, Sun City, AZ; Toni & Bill Welter, Oxford, WI; Millie Martin, Hemet, CA; Joyce Wimer, Lynden, WA.

Send Us Your E-Mail Address!

Membership Chairman Tom Teague is compiling a directory of all Association members who have an E-mail address. If you'd like to be on the list and receive an occasional interesting E-mail from the Association & others, just send your E-mail address to Tom Teague at: teague66@eosinc.com

Deadline For Articles in the Winter Newsletter

All articles, stories, reports, etc. to be considered for the Winter 2000 issue of *The 66 News* will need to be either mailed or E-mailed to me no later than October 6, 2000. Send to Newsletter Editor Randy Smith. My address is on page 2. The sooner the better, since sometimes it's a first come, first serve basis.

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Our Annual Route 66 Picnic

The annual Route 66 Association Of Illinois picnic has been rescheduled for Sunday, September 17, 2000 at 12:00 Noon. The picnic will be held at Kickapoo Creek Park in Lincoln. And the big surprise is that Ernie Edwards, owner of the Pig Hip Restaurant is coming out of retirement one more time to prepare his famous Pig Hip sandwiches for us this year. The Association will furnish the meat, drinks and table service. Everyone attending is asked to bring a dish to pass. (Salads, veggies, desserts, chips, etc.)

Directions to the park are as follows: If you're coming from the North, take I-55 to the Lincoln business 55 exit, which is Historic Route 66. Follow 66 toward Lincoln and look for the sign that says Kickapoo Creek Park and turn right. Then follow the signs into the park. From the South, take the I-55 Lincoln business 55 exit, which is also Historic Route 66. Follow 66 through Lincoln, and about a mile north of the old Tropics Restaurant, look for a sign that says Kickapoo Creek Park, and turn left. Then follow the signs into the park.

Ernie has reserved a shelter for us. Bring lawn chairs, and if you have games like horseshoes, lawn darts, etc. bring them along as well. This will be a fun day for all, and you'll have a rare opportunity to enjoy a Route 66 original...the Pig Hip sandwich. And maybe Ernie will share a story or two as well. For more information about the picnic, contact Jeff LaFollette at the address, phone number, or E-mail on page 2 of this newsletter. *See you all there!*

Our Next Meeting...

The next Board-General-Elections Meeting of the Route 66 Association Of Illinois will be held on Sunday, October 15, 2000 starting at 10:30 AM. It will be held at the Old Country Buffet, which is in the College Hills Mall. It is in Normal, Illinois right off the 66 by-pass, known as Veterans Parkway. This is the same site of the previous Elections Meetings so most of you should know where this is. The Board Meeting will start at 10:30 AM with a break for lunch at Noon. Then on to our General Meeting at 1:00 PM, and by around 1:30 PM the Elections Meeting should be underway. This is the last Board-General Meeting of this year until January, 2001. Hope to see you all there, and the meetings are also open to the public who wish to come.

In Memory of...

Beverly Dragovich, mother of Soulsby Station owner Mike Dragovich, died July 3 this summer. The funeral was held July 6 at Zion Lutheran Church in Mount Olive. Visitation was held at Becker & Son Funeral Home in Mount Olive the day before.

We also extend our heartfelt condolences to our Secretary Cathie Stevanovich for the loss of her youngest son, Demian. He passed away in May this year. Demian was a poet, philosopher, loved music & his guitar. Demian has a brother Ian; two grandmothers...Martha Stevanovich, and Sylvia Novak; and a grandfather, George Novak.

Board Meeting Minutes

by Cathie Stevanovich

The Board Meeting was called to order at 10:30 AM by Jeff LaFollette at Giovanni's in Litchfield. About 16 members were present.

Jeff recommended that the Secretary's minutes be approved as written. Jeff Geisler made the motion, Rich Henry seconded. Motion carried.

Jeff handed out his President's report, detailing what major things he's accomplished during the last 3 months. Chester Henry made the motion to accept the President's report as written. Jeff Geisler seconded it, and the motion carried.

Jeff turned the floor over to Marty Blitstein for the Treasurer's report. Marty started out with announcing that the bank balance as of June 28, 2000 was \$24,552.93. Marty then passed out copies of the journal of the checking account from April 14 through June 28. A few bills were not paid because of some discrepancies Marty felt that the Board should know about. One item to be discussed was over 2 different bills for the T-shirts for the Motor Tour. One bill was regarding the Motor Tour staff shirts (30) and the other bill was for the 2000 Motor Tour shirts. The original 2000 Motor Tour shirt was supposed to have both Soulsby and Henry on them, but didn't. The prices were different than quoted. Marty reiterated that we need to have all fees disclosed up front and in the future, we should get bids on these types of items so we know the full cost per item and we have more than one vendor to choose from. Jeff LaFollette recommended we pay the bills and in the future get written bids for any T-shirt purchases we make. Ollie made the motion we pay the bills as sent with Marie seconding it. Motion passed. Also, Jeff Geisler made motion that included with payment should be a letter saying that in any future dealings with this company (Screenwear) that all charges and fees should be disclosed in writing up front with the Route 66 Association Of Illinois. Marty will send them a letter with the payment.

Second item was a bill that we owe for Passports, typesetting and envelopes that was for \$200. One word, educate, was added to the Association's byline in a blue brochure by John Weiss. Jeff Geisler made motion to pay the printing bill and Ollie seconded. Ayes carried.

Committee reports...Motor Tour Chairman Jeff LaFollette was happy to report that we made a profit. The 2001 Tour will need more exposure as this year's tour had less publicity and higher gas prices, which could have affected participation. Next year is the 75th Anniversary and we're expecting a bigger turnout. The 2000 Tour made around \$4,200. Adding the 1999 & 2000 Tours together, the group made \$11,300 in profit.

License plates for the 2001, 75th Anniversary was brought up by Jeff. He recommended that we go with 200 sets of plates again. Discussion followed about going to 250 plates and adding an extra day to the 2001 Motor Tour. We could post one set on the Internet web site for getting pre-orders. Ollie asked Jeff for the deadline from the State for ordering plates, which was 9 month prior to the event, which would be October. We will have samples of the artwork by the October meeting. The plate will have 3 colors. Jeff Geisler made the motion that we amend the plates we order to 250 sets, and Rich Henry seconded it.

Jeff LaFollette brought up he would like to chair the Motor Tour one more year, for 2001 but the 2002 Tour will need a chairman. Jeff will take on a co-chair this year to teach them what to do. Jeff Geisler made the motion, John Weiss seconded, and the ayes carried the motion. So Jeff LaFollette will be the 2001 Motor Tour Chairman

from Chicago to the Chain Of Rocks Bridge. Rich Henry asked if the passport advertisers would be getting a copy of the 2000 Passport. Jeff said they would.

Tom Teague sent his Membership Report via Jeff LaFollette. Tom's report was that we had 38 new members from 5 states. Tom didn't have a full membership count, but felt Marty may be able to come up with a number. 70 percent of the membership renewed. Tom reiterated his position that sustaining members should not be penalized by going back and asking for more money due to postage costs. Sustaining members should not be penalized by the group's lack of foresight on costs. Marty said by his count, he had 625 members, but not a list of sustaining members. Jeff LaFollette will get a list to Marty to update the group's roster. He would also get the October 1999 list from Jim Jones on the complete membership. This concluded Tom's membership report.

Preservation Committee...John Weiss talked about the streetcar behind the Riviera and talked with the contractor who will donate his time to do the work, and we would pay for the materials. Bob & Peggy Kraft, owners of the Riviera will put a rider on the property so that in case of a future sale, the streetcar and the property it is on would not be sold with the restaurant but remain a separate property. John also talked about the upcoming Poker Run in Odell on August 12th. This is the second and final fundraiser for Odell. The Poker Run will be tied in with Odell Days. Odell needs to be paid off...on the side table were lists for volunteers, letters asking for donations, sign up sheets, etc. Down south, John needs some help in the southern counties. Dorothy Seratt is working on the bridge south of Carlinville. Someone needs to find out if the owners of the Meramec Caverns barn in Hamel want the barn repaired and repainted. Meramec Caverns will pay for the work. We just need to get the owner's permission. Once we get a name & number and what people would like to do, we can get the barn finished. Ollie said he would follow up on the barn and get back to John. John mentioned Frances Marten, the one maintaining his shrine "Our Lady Of The Highway" for years. In prior conversations, Frances had said it costs between \$20-\$25 per month for maintenance. The Association needs to have someone contact Frances and see how he is doing and if he needs some help maintaining his shrine. Ollie said that there had been a young group that was involved, and see if that group might want to help again. Marty brought up and John concurred that the group should pay for the electric, for example. Ollie will contact Frances to see what his wishes were, needs, etc. and report back to the Board later. Cathie brought up that in some high school districts, 24 hours of community service were needed to graduate, and Ollie reiterated it could also be an Eagle Scout candidate project, etc.

Nominating Committee...Jeff Geisler said the next meeting is the Elections. 2 Officers, 6 County, and 2 At-Large positions are up for election. Jeff asked that if someone was interested in running for one of these positions that they contact him or someone on the Nominating Committee because they were trying to put together ballots for the meeting. Vice-President & Treasurer positions are up, and Marty will supply Jeff Geisler with an updated membership roster for voting purposes.

Newsletter Editor...Randy talked about the Fall issue being about 20 pages. At this point, 85 percent is done and is waiting for more information from John Weiss, the picnic, and the meeting minutes from Cathie. Randy also gave his resignation as Editor along with his layout girl, Kim Kuman. Randy stated that his goal was to get more issues printed than Tom Teague did, our former Editor. Randy will have about 2 issues more by the Winter 2000 issue, and by

General Meeting Minutes

then he would have done the issues for 4 1/2 years in a consecutive order. This winter will be that point, and he can't guarantee doing any more issues after that. Randy felt that the Newsletter has been going well and was concerned about the quality of the issues after his resignation takes effect. He's taken it from typewriter (ASCII code) to computer. He mentioned some of his history of what he's done with the issues, etc. and publishing it in the Fall issue. Jeff LaFollette thanked Randy for the past 4 1/2 years of his time and dedication. Jeff mentioned that other associations look at our newsletter. Jeff said he would like to approach Bob Borowiac at Lincoln Printers to see if they could continue to run the newsletter and do the layout and mailing on behalf of the Association. Our Postal Permit comes up due in February 2001, and we can move the Permit down to Lincoln for convenience, and see if Lincoln Printers wants to step in and help us until we get a new Editor. Ollie said someone should go to Lincoln Printers to get estimates, and he made a motion that Jeff LaFollette, as President, to talk to them about taking over the co-ordination of the newsletter. Ollie moved to start looking for a new Editor and make some contacts and report back to the Board at the next meeting. Rich Henry seconded the motion. Jeff and the entire Board thanked Randy for his work and applauded his contribution to the Association.

Association Picnic...was changed to September 16th or 17th, depending on Ernie Edwards and will be in Lincoln at one of two parks there, possibly Lake Yager Park. It was mentioned by John Weiss about talking Ernie into making his Pig Hip sandwiches for us. Rich Henry made motion that the 2000 Association Picnic be in Lincoln for Ernie Edwards' Pig Hip sandwiches, and John seconded. The vote carried. Ernie will check out the site and see what he prefers, for which weekend day to have the event. Mention of postcards to be sent out with date, time & location of the picnic as well as asking for all members to bring a dish to pass & share.

Jeff Geisler mentioned some new business about a resolution being drafted regarding Association members trespassing, unlawful activity, etc. in capacity of representing the Route 66 Association Of Illinois. Will consult an Attorney on this issue, but tabled it for now until it could be researched further. Marty made the motion that Jeff should contact the attorney and see if the lawyer wants to charge the Association. Marie seconded it.

Jeff LaFollette says we are very low on Tour guides. He recommended we go back to the Illinois Department Of Commerce and get a matching grant to have more brochures printed. We have many places such as the Rialto Theatre and the Hamel Rest Stop where we could have these posted. Ollie mentioned that we should make sure "educate" is added to the byline, and that we leave off Tom Teague as contact person on the new brochures and just add our Springfield mailing address. Rich Henry made the motion, and John Weiss seconded it. In the past, these grants have been available every 3 years. The last printing was July of 1998 and only 50,000 were printed.

The Board Meeting adjourned at 12:05 PM.

Some General Board Meeting Minutes

President Jeff LaFollette opened the meeting discussing the Preservation money that the Federal government was supposed to give out for Route 66. We all need to send a letter to our senators and congressman saying we want and need this money to preserve Route 66 in Illinois. Out of the 8 states that Route 66 runs through, the senate committee had 2-1 from New Mexico and 1 from Missouri, only 3 from "66" states; no committee members from Illinois, Oklahoma, Arizona or California. Somehow we need to

get this money going. We're probably a long shot but we still may be able to get something done.

Jeff received a letter from Bloomington, Illinois. Rick Kramer has 2 convenient stores on Route 66. The Route 66 Towanda project adjoins his Fast Stop. He has shared his lot providing parking spaces for cars and buses. He was interested in advertising his convenient stores in our newsletter and being a part of the 2001 Motor Tour. He mentioned providing newsletter coupons for gas-merchandise. Jeff has given him his options to join as a member or business which will include information on the costs, advertising rates, etc.

Marty Blitstein, head of the Finance Committee distributed flyers with several recommendations from the Finance Committee that had about 9 items to be discussed. Of the items discussed, Dorothy Seratt mentioned on the Federal Preservation Money matter that husbands & wives both should be covered for their expenses on attending. And John Weiss mentioned that volunteers attending Heritage Corridor meetings should be compensated for their mileage, etc. This recommendation was tabled for now.

Some discussion was made on decals for memberships, new or renewals, business, etc. Gary Adkins from the Missouri group brought up that they send out a nice decal and letter with their memberships. Static cling decals with the year on them might be the way to go, both for cost and for ease of use. Jeff LaFollette will have Marilyn Pritchard contact the company that does the Motor Tour decal for info and prices.

Regarding membership renewals, the Board voted to let Marty send out renewal notices first class mail to those who have not renewed. Jeff Geisler made the motion, Marie Jibben seconded. Jeff said Marty could go ahead and immediately with the renewals.

Jeff LaFollette mentioned on the Trailnet issue, Mr. Henry should have a plaque and it is very appropriate and it will not set a precedence. This involved Hubert Henry being left off the T-shirts from an error by the supplier. Ollie moved that we purchase the plaque, and Chester Henry seconded. Motion carried.

On a lot of recommended changes for the membership application, most were approved and some were sent for the By-laws Committee to review. It was mentioned we will make notice of a \$15. returned cheque fee for a bad cheque on the membership renewal forms, notices, etc. Ollie motioned, and Jeff Geisler seconded. Motion passed.

Jeff Geisler also motioned that all the assorted book publishers, vendors, etc. that we have dealt with in the past be sent a letter by our Corresponding Secretary to advise them of our proper mailing address and E-mail address, along with the person that would be their only contact person. Motion was seconded, and passed.

Regarding the website, page 2 of our newsletter has all the information needed to inform people of whom to contact. Tom Flasch can scan it and post it on the website. Linda Henry made motion to do this, and John Weiss seconded. Motion carried.

Jeff LaFollette thanked the Finance Committee for all their hard work. Then, John Weiss mentioned that the City of Joliet has purchased a church and parking lot to be converted into a Route 66 museum. Six million dollars will be spent on it, and will be open in 2002. And a new building will be built next to it to adjoin the Renaissance Center and the museum. This will serve as a Route 66 Welcome Center. This will be a great opportunity for our group.

Ollie mentioned going to the Soulsby auction, and there was very little Route 66 memorabilia. He said most of it had been auctioned off when the station was sold prior. Rich Henry thanked everyone for coming to Litchfield, and made the motion to adjourn.

Upcoming Fall Elections

The Board-General-Elections meeting this Fall in October will be Elections time, again.

The positions up for votes in the Officers category are: Vice-President and Treasurer.

The positions up for votes in the Board Members are: (Counties) DuPage, Livingston, McLean, Sangamon, Macoupin, Madison, and St. Clair.

And there are 2 At-Large positions, too.

This is a very important time for Route 66, with the \$10 million dollar grant that is still in the planning stages, plus many preservation projects, planning for the 2001 Motor Tour and Finance Committee budget planning. Good leadership, an ability to attend meetings and other events on Route 66 are very important criteria of these positions. The Association would especially like having representation of the counties by people who live in the counties. For instance, Sangamon County's board position is one that is being filled admirably by your Newsletter Editor Randy Smith, whom lives 75 miles away in Tazewell County. So you see, it is very important to have a representative who lives in the county that can help organize events, etc. within the county.

Nominating Committee for this Election...

At the April Board Meeting, a nominating committee for the Fall 2000 Elections has been formed. The nominating chairman is again Jeff Geisler, from last year. Jeff did a terrific job on this committee. Here are his supporting members, and get in touch with any of them if you would like to be nominated for one of the positions above...

Marie Jibben, Linda Henry, Jeff Meyer, and Paul Gleason.

Most of their addresses are on page 2 of this newsletter.

We look forward to the teamwork with the newly elected or re-elected positions that are to be filled. Show us your support of Association activities by running for one of these positions, and more importantly, if you are an Association member, please attend the meeting and vote for the candidates. Thank you for your continued support of the Route 66 Association Of Illinois and Route 66!



Here is the ultimate Route 66 vehicle . . . navigated by our favorite 66 artist from Illinois, and that is Bob Waldmire. He still drives this vehicle today and has probably put more miles on this thing than some semi-trailers do. He was at Joliet this summer at the Rialto Theatre during the Motor Tour and he was at the Odell Days Poker Run on August 12 this Fall.

Motor Tour Reports

by Jeff LaFollette

Motor Tour Committee Report of July 16, 2000: The Motor Tour Committee of the Route 66 Association Of Illinois conducted its last organizational meeting on Sunday, May 21, 2000 three weeks prior to the tour itself. All the stops were discussed and were to be checked again by county representatives and myself to make sure that everyone was ready for the event.

The Motor Tour registered 190 cars this year, down from 224 in 1999 and 233 in 1998, but still above the 1997 number of 147 and the 1996 total of 176. 200 cars would have been a nice number to attain this year, but I am happy with the total this year. I feel that possibly the tour didn't get the advertising this year it has gotten in the last two years in magazines and newspapers, but I am not concerned. I feel that the 2001 event will be the largest turnout for an Illinois tour.

Plans are already underway for the 2001 Motor Tour, and the stops are tentatively planned. Stops for 2001 include Chicago, Romeoville or Willowbrook, Dwight, Pontiac, McLean, Atlanta, Lincoln, Springfield, Carlinville, Benld, Edwardsville and the Chain Of Rocks Bridge. Also the joint tour with Missouri is still under discussion between both states. Bob Gehl, Co-chairman of the Motor Tour Committee of the Route 66 Association Of Missouri and I have been in contact in regards to this.

I am submitting my name to the Board Of Directors to ask their approval for me to chair the Motor Tour Committee for 2001. If approved, I will chair the 2001 tour and I want to let the Board know that 2001 will be my last year as Chairman of the Motor Tour. I have enjoyed chairing the committee for the last 3 years and look forward to chairing the tour that commemorates the 75th anniversary of Route 66. But I feel that after 4 years as Chairman, it's time for a new person and new ideas to take over in 2002. This way, the Board has one year to find a replacement for me. I will continue to be active in the committee working to organize tour stops, or in whatever capacity that I may serve. I will even take on a person who would be willing to be a Co-chair for 2001 who can step in as Chairman for 2002.

A big thank you to our passport advertisers, tourism directors, committee members, the towns on Route 66 that participated this year, and everyone else who made the 2000 tour a success.

2000 Motor Tour T-Shirts & Stuff

For those of you unable to attend this year's Motor Tour, you can still get a souvenir of the event. We have some of the official tour shirts left. The sizes available are XL, XXL, and 3XL. Cost is only \$12, which includes shipping per shirt. If you are interested in purchasing one, please send a check or money order, made out to the Route 66 Association Of Illinois to:

Jeff LaFollette, 2351 Highway 130, New Liberty, Iowa 52765.

I will mail your shirt after I receive your check or money order. Please specify a shirt size on the check, or include a note with your check for \$12. per shirt.

Also, we have the dash plaques and window stickers from the tour as well. You can have both of these items for \$3. Just do the same thing as above...send a check or money order made out to the Route 66 Association Of Illinois, and send it to my address above.

Don't hesitate...when they're gone, they're gone! Get a souvenir from the first Motor Tour of the new millennium. Thank you for your support of the Association and its activities.

I n O t h e r N e w s . . .

Earlier this summer, the antique RV trek made by Adventuretours gathered at Hit The Road store in Chicago on April 30, and traveled Route 66 in about 15 days to California. Some of the rather neat looking trailers included a 1953 Airstream Wanderer pulled by a 1968 Cadillac, a 1956 Benroy Teardrop trailer pulled by a 1956 Ford truck, a 1966 Silver Streak Bus conversion, and a 1964 Fan trailer pulled by a 1964 Ford Fairlane. There were many more in this tour too numerous to list.

The Man From Iowa, Mr. Jeff LaFollette, last reported that he lost 63 pounds so far and is down to 210 pounds. So his pizza consumption is obviously way down. Good job, Jeff! He was at 273 pounds when he started his diet.

Lorrie Fleming & Bob from the Canadian Route 66 Association reports some news...they went to the Arizona Fun Run earlier this year, staying there for one month. They mentioned that in Canada they don't have the choice of roads like the USA does and that is why they are so fascinated with saving The Mother Road, Route 66.

On Sunday, July 2 this year Collinsville hosted its Second Annual World's Largest Catsup Bottle Birthday Bash. It was a large community thing, which drew a large attendance to celebrate the 51st birthday of the Catsup Bottle water tower. It got restored in 1995 after an extensive drive to gather donations and funds to save it from demolition.

Another large, well known 66 group known as the Route 66 Cruisers has been hosting many car shows on Route 66. They have cruises scheduled for September 2, October 7-8-29, and more in November & December. For scheduling information, contact President Sonny Windell at 217-787-0431.

Geri & Marty Bilecki from Morris, Illinois reports on the Route 66 Summerfest in Edwardsville. They had one of the largest antique car parades ever, which featured 1957 Chevrolets, every year of Mustangs, and more. Marty Bilecki went on to mention he has something over 248,000 miles on his 57, and he hopes to find a 1955 Ford, which he had when dating Geri. Good luck in your find, Marty! He is also a member of the Route 66 Road Runners. They are another group-club like the Route 66 Cruisers.

On Sunday, July 9 this year at the Standard Filling Station in Odell was an international film crew from Japan doing a documentary about Route 66, which will be about 79 minutes long. They observed volunteers from the Preservation Committee and some other citizens of Odell actually working on restoring the station that day. The film crew then went up to Gardner to get some footage of the festival and parade later that afternoon.

Saturday, August 12, 2000 hosted another Poker Run in Odell to celebrate their Odell Days and also to get some more donations in to finish restoring the historic Standard Filling Station. This was organized by John Weiss and the Preservation Committee.

Did You Know? Two-digit interstate numbers ending in even numbers like 66 & I-74 are routes that generally go east and west but do not go coast to coast, as do those with numbers ending in 0, such as I-10 & I-90. Likewise, odd numbers such as I-59 & I-77 generally go north and south, but not border to border such as those ending in 5, like I-75 & I-95. Also, 3-digit numbers beginning with an even digit such as I-465 are complete beltways around a city or metropolitan area. A 3-digit number beginning

with an odd digit such as I-365 is a spur route that does not return to the departing 2-digit interstate. The interstate mileposts are very useful. Interstate mile markers begin with milepost 1 from the western or southern border of a state and continue to the eastern or northern border. Exit numbers are supposed to represent the milepost at the center of the interchange. This way a motorist can determine the distance from one interchange to the next or the distance to a predetermined interchange from any location while traveling.

Name that Spot, from the Summer issue of *The 66 News* netted NO guessers at all! As many people that travel Route 66 here in Illinois, I was surprised that no one responded to this one! (Editor) Notice on one of the plates it says Old Route 66 on it, and you will find this bridge on the eastbound side of 66 between Ballard and Pontiac. Matter of fact, there are TWO of these rebuilt bridges, which were very neatly re-concreted to restore the crumbling older bridges to look just like they were new! And there are two of them that you drive over, both of them on the eastbound side along the railroad tracks. And for a side note, those poles are NOT known as telephone poles, but were used originally as telegraph poles! It is true that some telephone wires shared these poles later in years, but in the early days of the railroad there was no such thing as telephones and all we had was the telegraph system. I hope Shellee Graham remembers this! (Ha, or hehe).

Here's a nice letter from Beth & Todd McLaughlin about Route 66 in Illinois:

Dear Illinois Route 66 Association...congratulations! I am a flight attendant with Frontier Airlines and a member of the National Historic Route 66 Federation as well as the New Mexico Route 66 Association. My husband and I are also adopters of Section 13 & 14, from Tucumcari to Albuquerque, New Mexico. I recently had a long layover in Chicago. Everyone else in the crew went to the Taste Of Chicago. I rented a car and drove part of your Route 66! I didn't have any of my guide books and a very small rental car map of Chicago. The folks at the rental car company knew where I could hook up with the route. Once I finally found it, it was so easy to follow! I guess, to make a long story short, I want to congratulate you for having such great sign directions in your state. Some don't have that and it makes it very hard to follow. Thank you for all your efforts and keep up the great work! One last thing...how do I go about getting a subscription to your newsletter? Sure would love to get that!



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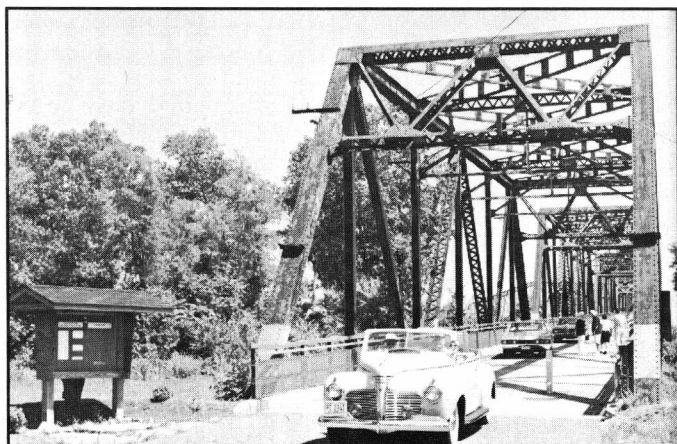
www.route66mailinglist.homepage.com

First Tour of the New Millennium Boasts Decent Weather and Draws 190 Cars

by Jeff LaFollette

The 2000 edition of the Route 66 Motor Tour was another fun time this year. 190 vehicles participated in the tour this year. And for the first time in 3 years, rain showers did not drown the Friday night festival.

Friday began with two pre-tour events that were held during the day for those who arrived in Edwardsville early. The Shell Museum in Roxana was open for free tours from 10 AM to 4 PM and the old stand by, the Chain Of Rocks Bridge was open to walk or drive across from 12 Noon to 4 PM. Both of these attractions were well attended.



The evening events were highlighted by the beautiful weather. The skies were clear and the temperatures were comfortable. Edwardsville did not disappoint anyone as their Festival 66 activities were going on. Registration was at the park in front of the library, as was most of the food vendors and music. People who registered this year came from 10 states, which included Illinois, Missouri, Iowa, Indiana, Wisconsin, Virginia, Connecticut, Kentucky, Tennessee, and Michigan. Also on hand was our good friend Tyge Jantzen from Luxembourg. A car cruise from the Comfort Inn to the festivities downtown also took place. Shellee Graham from Missouri was there with her new book "Tales From The Court" as was our own association Vice-President & Preservation Committee Chairman John Weiss with his book "Traveling The New Historic Route 66 In Illinois." Both books were popular items. Also, Bob Waldmire was on hand selling cards of his latest artwork, and Bob gave 10 percent of his sales to the Route 66 Association Preservation Committee. Thanks Bob, for the support. And a thank you also goes to Bill Hurteau and the Edwardsville Chamber Of Commerce for putting together Festival 66 and incorporating our Motor Tour into it.

Saturday morning, Edwardsville hosted a breakfast like they did in 1998. After a great meal, the tour departed the high school promptly at 8:30 AM, with a police escort leading the way. The tour wound its

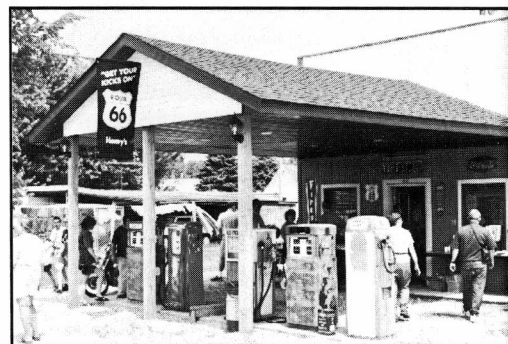


way through downtown Edwardsville and took a different twist by going straight on Illinois Route 143 instead of following Historic 66. This took the tour to I-55 on which the caravan headed northward. The first Motor Tour stop ever on I-55 was the first stop of the day. The Hamel Rest Area on I-55 was a mini stop. The rest area has a Route 66 theme with a continuously running 17 minute video featuring members of the Route 66 Association on it. Leaving the rest area, the tour wound up I-55 to the Hamel Exit.

In Hamel, the first passport stop of the day was at a favorite old haunt; Earnie's Bar. Earnie's was serving biscuits, gravy & libations to those who did not get breakfast in Edwardsville, or who just plain wanted to eat some more good Route 66 food. Afterwards, the tour continued north.

Rich Henry's Route 66 Emporium in Staunton was the next stop. The Staunton Chamber Of Commerce had goody bags and bottled water to pass out. Rich's store was doing a brisk business as well. Folks also got to see the two "Snorton Norton" Campbell's 66 trailers from the legendary Campbell's 66 Express from Springfield, Missouri.

Lunch was on the itinerary next as the tour took the 1930-1940 alignment to Litchfield. The Frisina Sky View Drive In Theatre was hosting the lunch stop. Food was available at the



concession stand area, and picnic tables were set up in front of the huge screen. The sky clouded up here and a few sprinkles of rain fell, but it was not enough to dampen the spirits of the tour participants.

The tour continued on northward to a town that hasn't hosted a tour stop since 1993. Divernon rolled out the red carpet for the Motor Tour. The cars were parked in the downtown park area,

Route 66 Motor Tour, continued



and there were cookies, pop & bottled water being served. Divernon was a nice break in the day for the Saturday afternoon portion of the tour. Leaving Divernon, the tour continued north toward Elkhart, but some folks made the annual stop at the Cozy Dog in Springfield to get a Cozy & Chili, or just to have a cold drink and relax. Elkhart hosted its first ever tour stop at the historic Elkhart Hill Cemetery. At the cemetery, folks got to see the Gillett Memorial Chapel, which has stood on this land since the mid 1800's. It is the only privately owned, self-supporting church in the state.



Lincoln was waiting for the Motor Tour to arrive. The overnight stop was here and the motels filled with tired drivers. The Hall Of Fame Banquet was at the Lincoln Recreation Center. 380 people braved the warm conditions to eat a great buffet style meal, and watch the induction of the 4 newest members to the Hall Of Fame.



Tom Teague conducted the ceremonies as the following were inducted: The Launching Pad Drive In, Wilmington; District 6 State Police Headquarters, Pontiac; Gussie Keller, Pontiac; Joe Edwards, Lincoln.

A thank you to the Abraham Lincoln Tourism Bureau for the fine job in setting up the Lincoln events. After the ceremonies, everyone retired to their motels, to socialize or get a good nights sleep to prepare for Sunday.

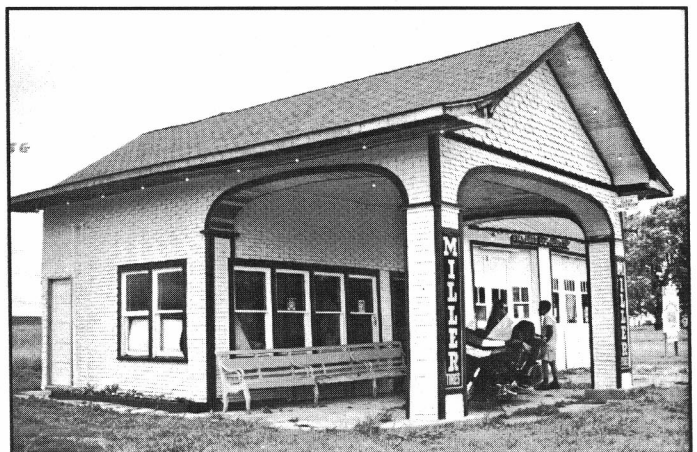
Sunday greeted the travelers with rainy skies, but the caravan proceeded northward to McLean to the Dixie Truckers Home. Thanks to the Beeler family for hosting this stop. Chuck & C.J. Beeler had asked to plan for a breakfast passport stop in 1998 so this was almost two years in the making. The Dixie offered their breakfast buffet for \$3.95 to the Motor Tour participants. A great buffet, filled with plenty of tasty dishes. If anyone walked away hungry from this it was their own fault. The Dixie put out an excellent selection of food.

The tour left the Dixie and the rains fell. This was the only part of the tour where the rain was a problem. Lexington was the next stop, with a drive down Memory Lane. Some tour members braved the elements to get coffee, iced tea & cookies with their passport sticker.



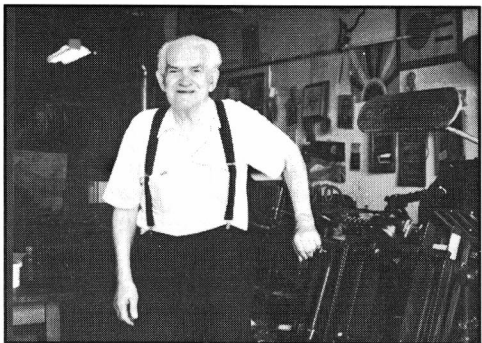
The Sunday lunch stop was Odell, and the lunch moved inside the fire station. The rains stopped about the time lunch was starting to be served. Butterfly pork chops awaited us (did I mention there's a lot of great food associated with this event?) as well as pies and other goodies. Also the main attraction of Odell, the Standard Gasoline Station was open and if you missed it, you will not believe the difference some paint, a new roof, and other little things have changed the appearance of the station. The Preservation Committee, under the leadership of Chairman John Weiss, along with the village of Odell have done an excellent job in restoring this old historic station to new life. If you travel the road, keep your eye on this place because things are changing

continued on next page



Route 66 Motor Tour, continued from page 9

there quickly, as more work gets done to restore the building back to its 1930's charm. You can help the village by donating funds for its restoration. Contact John Weiss at the address and phone number on page 2. There will be a Poker Run to help raise more funds for restoration on Saturday, August 12, 2000.



From Odell, the tour moved north to Gardner to tour Burt Parkinson's shop and also the historic Gardner 2-cell jail. And yes for the 3rd year in a row the Motor Tour Chairman was thrown in a cell again. Not only was the

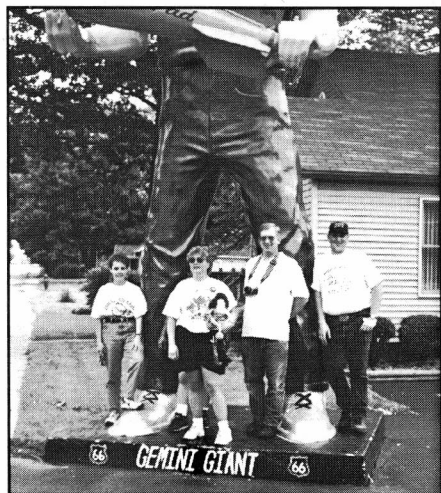
current President and Motor Tour Chairman in the clink, but also spotted there was former Association President Frank Lozich. The two were locked side by side in the cells for a photo op. The Riviera Restaurant was also open and goodies were being served there, too. Bob & Peggy were greeting tour participants and serving potato wedges & other treats. The Riviera is a favorite watering



hole among Route 66 roadies.

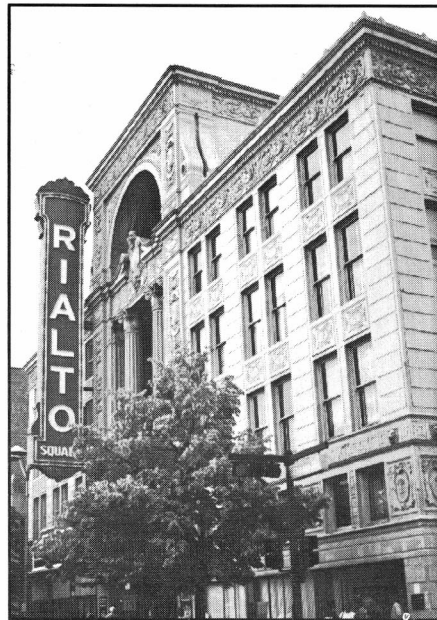
The tour continued to Godley, where ceremonies dedicating the new K-Mine Park were going on. The park opened this year, and has plenty of picnic facilities as well as swings, slides & other things for the kids.

The tour was winding down, and heading into Joliet but the city rolled out the red carpet for us.



The streets in front of the historic Rialto Theatre were blocked off for the tour participants. Trolley rides were being given to those who wanted to see the historic district. Also, Patty Waszak was entertaining the crowd with her music.

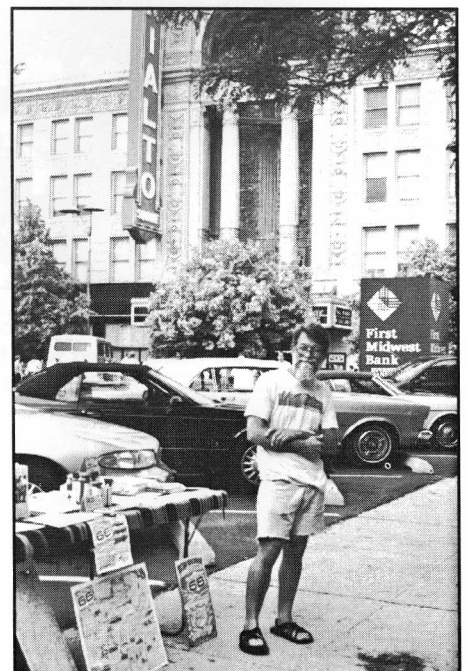
And the "Crown Jewel" Rialto Theatre was opened for a tour and organ concert at 6:00 PM. About 150 people lined up outside to go in and view this historic theatre, which was built in 1926. The Rialto is a 1999 Hall Of Fame member.



All in all, Joliet did an excellent job in providing an excellent ending to the first tour of the millennium. Thanks go to Joliet City Center, Tom Mahalik, & Patty Waszak and Company for making this one of the best post tour events ever.

I would like to thank all of you who participated in the 2000 Motor Tour, and thanks to those who also purchased license plates. Yes, there will be plates in 2001 so plan for that. It takes a lot of work to put

together a successful tour and I have had the privilege to work with a great bunch of folks who go above and beyond the call to put this event together. I would like to thank everyone who helped put this event together, including my committee...a small but dedicated group. I would like to encourage anyone who would like to be a part of the 2001 Motor Tour planning to contact me if you're interested. I also would like to let you all know that after the 2001 tour, I'm stepping down as tour chairman. This will be by 4th Motor Tour as Chairman. We have big plans lined up for the 75th Anniversary Tour. Plans for a joint tour with Missouri & Kansas, culminating with a finale on the Chain Of Rocks Bridge are in the planning stages so far. I would like to say that it has been fun setting these tours up, and I plan to continue to work on them, but I feel



that after 4 years, it's time for some new ideas and new blood in the Chairman position. The goal for 2001 is to break the record for the most cars ever to register, which the record is 233 cars in 1992 & 1998. Get the word out and if you want to be kept up to date, please contact me at the addresses on page 2 of this newsletter. Thank you again everyone for making the 2000 tour a success!

Photo credits by Randy Smith, Shellee Graham, and Bob Gehl.

Route 66 Needs Your Help by David Knudsen

Once again, we have the House of Representatives standing in our way trying to derail the dollars designated in the National Route 66 Corridor Preservation Act. Now we must work to get an Appropriation Bill passed! In spite of the fact that the preservation bill was passed, the money must be appropriated each year. The good news is we have a bill that will be introduced by the Senate. The bad news...the House hasn't introduced a matching bill, but we can override that by convincing the Appropriations Committee that they should appropriate the \$1 million that the preservation bill asked for. We are told that our only hope is a grass roots campaign that encourages the Appropriation Committee to appropriate \$1 million next year for the preservation of Route 66.

We all enjoy driving the route and hearing about others who have the good fortune to do the same. But, it is often difficult to understand that the historic corridor is fragile and will be gone if there isn't a concerted effort to save it. \$10 million is only a fraction of what is needed and I think most of us realize that. But, the appropriation of these dollars starts an important process that will have major effects on its preservation, far beyond its mere dollars. If this first \$1 million is not appropriated, it will be very difficult to get the rest. And the chance of us getting a follow-up \$50 million bill will be little to none. If you think Route 66 will take care of itself or if you are content to let it disappear, then so be it. But if you want your children and grandchildren to be able to experience this important piece of our history, you can help save it now by calling or faxing the committee members.

We will be meeting with Senator Domenici at a banquet Saturday, July 22 in Albuquerque and David Gaines, the gentleman who will be administering the funding for the Act in Santa Fe on Monday, July 24 to discuss the grant guidelines. It would be great to know that we have the funding secured then.

If you are interested in helping, here is what to do. Below, fax or call one of these Senators or Congressmen. If you call, tell the person who answers the phone that you would like him/her to make sure \$1 million is appropriated for the preservation of Route 66. Be pleasant when you call. The more of us who call, the better chance we will have. And this will be our ONLY chance this year.

Preservation News by John Weiss

The next project to be undertaken by the Preservation Committee will be the streetcar restaurant-home that now sits behind the historic Riviera Restaurant on Route 66 in Gardner. The story of this unique structure was on the back cover of the Fall 1999 issue of *The 66 News*!

When local newspapers wrote about this upcoming project, several people came forward with some exciting news. First came Tom Perkins, a retired contractor. He has offered to do most of the work for free. He just needs materials and some labor. Both of these will be furnished by the Preservation members.

Then Pat Gannaway contacted me. In the memory of his father, affectionately known as Stumpy, the original brass hat rack from this streetcar (see photo). The rack was in the streetcar throughout its interesting lifetime. If it could talk, it would tell us some great stories.

Then came a phone call from a lady whose grandfather originally moved the streetcar from Kankakee, Illinois to Gardner on Route 66. She told of ringing the trolley bell when she was little. I asked her where it was located and she said it was under the floor boards.

In several weeks, we will need to do the same thing with a group that is called the Conferee Committee. I will have those names for you the moment it is formed.

For more information, E-mail me at national66@national66.com or write me at:

David Knudsen, *Executive Director*
National Historic Route 66 Federation
P.O. Box 423, Tujunga, CA 91043-0423
Website: <http://www.national66.com>

Appropriation Committee:

WA Congressman Norman Dicks
2647 Rayburn House Office Building
Washington, DC 20515
Phone: 202-225-5916 • Fax: 202-226-1176

OK Congressman Ralph Regula
2309 Rayburn House Office Building
Washington, DC 20515
(202) 225-3876 • Fax: (202) 225-3059

WA Senator Slade Gorton
730 Hart Senate Office Building
Washington, DC 20510
Phone: 202-224-3441 • Fax: 202-224-9393

WV Senator Robert C. Byrd
311 Hart Senate Office Building
Washington, DC 20510
Phone: 202-224-3954 • Fax: 202-228-0002

LAST MINUTE UPDATE: The Senate has passed their Route 66 Corridor Preservation Bill for \$750,000 for next year. Unfortunately, the House passed their matching bill saying they appropriate \$0! The two entities will get together this week and decide if anything at all is appropriated. This is the result of a majority of our representatives voting not to spend money on preserving Route 66. At this point, our only hope is to E-mail YOUR representative and urge him or her to urge the appropriation committee to allocate funds. You can get your Representative's E-mail address at <http://thomas.loc.gov/home/thomas2.html>

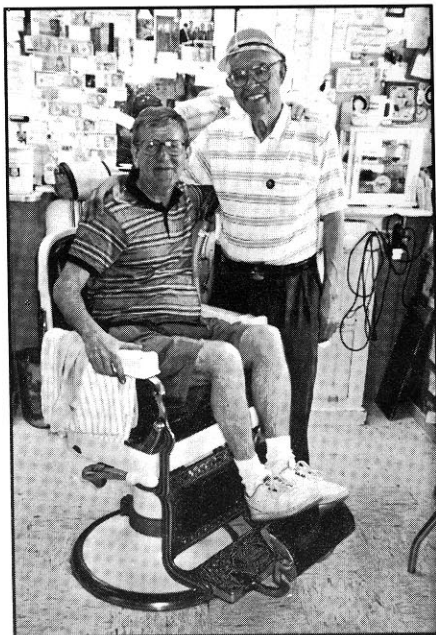
When I looked under the streetcar where I was told it was supposed to be, much to my surprise it was still there! At the time, Bob Waldmire was with me. He gave it a hit and after about 50 years of silence it rang out loud and clear!

For more information on becoming a Preservation Committee member or just want to help out, call John Weiss, Preservation Committee Chairman at 815-469-5219 or E-mail at: KAYO66@aol.com.



Most Famous Member of the Route 66 Family Got His Award on May 6, 2000 in Kingman, Arizona

by Tyge Jantzen, from Luxembourg



Tyge Jantzen sits in the barber chair awaiting a Mohawk job from Angel!

On May 6, 2000, in the newly restored Old Powerhouse in Kingman, Arizona, more than 260 people attended the Steinbeck Award Banquet. From Illinois, several hard working Route 66 enthusiasts had taken time out to participate: Tom Teague (also a Steinbeck Award winner), Lenore & John Weiss (very active in the preservation of Route 66), and Jeff Meyer & Lynn Bagdon (both whom had taken the Amtrak train from Chicago to Kingman & back).

After an excellent dinner, interesting speeches, and good entertainment, the evening concluded with the presentation of the National Historic Route 66 Federation's Steinbeck Award to an individual having over the years contributed significantly to the preservation of Route 66.

First time this award was given was in 1996, when Michael Wallis, author of the book "Route 66 - The Mother Road" received the prize.

Second time, in 1998, the prestigious award went to Tom Teague for his book "Searching For 66" and for his lectures about the Old Highway, as a founder of the Illinois Route 66 Association and as a person working hard to save what is left of the old road.

Third time was now in the new millennium, May 2000 where the receiver was a person who has revitalized Route 66 and made it known all over the World: Angel Delgadillo from Seligman, Arizona.

Angel Delgadillo was born in Seligman in 1927 in a house right on the old, old Route 66, on the original alignment, still a dirt road in those days, passing right through the town. It was a large family: Angel had 5 brothers and 3 sisters and was himself the third youngest.

He grew up on the edge of the old highway and his life revolved around his father's barbershop and pool hall. In the first half of the 1930's, Angel and his siblings witnessed how the many Okies headed West away from the Dust Bowl. In those days the Delgadillo family itself lived through such hard times that they also contemplated the possibility of loading up the family's Model T Ford and join the Dust Bowlers caravan to the golden West, looking for the land of milk and honey.

Before it came as far as that, the elder brothers - between them Juan Delgadillo, another famous Route 66 personality from the famous Snowcap Burger Restaurant - began to earn money after having started an orchestra that played music in the towns up and down Route 66 and thus saved the family the long trip to an unknown future.

The Second World War came along and young Angel saw all the military convoys on the old highway. Truck after truck drove the West loaded with war materials needed for the Pacific war. The soldiers were mostly dispatched to the West coast by train and shipped out from there to win the war.

In 1947, Angel Delgadillo graduated from high school and decided to follow in his father's footsteps and become a barber. He therefore attended the American Pacific Barber College situated on Route 66 in Pasadena, California and after graduation he served his apprenticeship in Williams, another Route 66 town in Arizona. Finally, in May of 1950 he returned to Seligman and reopened his father's barbershop right on the old Highway.

During the 1950's, when people started to drive the old highway again, Angel worked hard to build up his barbershop. He also found time to marry Vilma with whom he raised four children - one boy and three girls.

Up around the mid 60's, traffic on the road had grown so much that the road was moved one block north to be extended from two lanes to four lanes on it's path through Seligman. It was nevertheless still very difficult to cross the road from one side to the other. Seligman was prospering - lots of businesses worked around the clock, 24 hours a day to accommodate some of the 9,000 automobiles passing through town in the same time span.

September 1978 brought the Eisenhower Interstate Highway System right to the doorsteps of Seligman, which was bypassed by I-40 with the result that only 300 to 400 cars took Route 66 through town. This blow to the community's economy erased the small businesses and when some time later the Santa Fe Railroad stopped using Seligman as a layover point, the birth of a ghost town seemed unavoidable.



Angel Delgadillo proudly holds up his prized trophy, the Steinbeck Award.

continued on page 16

Newsletter Editor Needed!

Randy Smith, the current Newsletter Editor for the Route 66 Association Of Illinois, is retiring after finishing the Winter 2000 issue of *The 66 News*.

He will have completed his 18th issue when Christmas comes later this year. Randy originally had it in his mind to stay on as Editor until he defeated Tom Teague's own record of whom did the most issues, and even if Tom comes back in as Editor, Randy will still hold the record for the most consecutive issues.

A few words from your Editor...

It is time for me to get back into some travel and adventure as far as Route 66 is concerned. Since taking over this very important job, I have been very restricted to travel and adventure both. I am looking forward to finishing some of my own unfinished business on Route 66, but it comes at a price...time off! I need a lot of that to accomplish my goals. I told myself to hold on as long as I can, and I did. Other commitments now demand that spare time so I will need to plan early for them. In order to do that, I have told the Board last year at the Summer 1999 meeting that if I do retire, I will give the Association 6 months advance notice so they would have time to start searching for a capable Editor to take up this bold job that is the pinnacle of the Associations' communication to our membership! This may not be an easy feat to accomplish so 6 months should be enough time for the Association to look for a good Editor. There is more to this position than most people actually realize. Not only will the Association need to fulfill the Editor position, but also it will need another Layout Person along with someone for the Mailing Duties as well. Currently, your Editor has been doing the mailing duties and had his own layout girl doing the final prep work getting it ready to print. So what we are really dealing with here is three different things that need to be worked out all at once in order to pull this entire operation off.

One suggestion I may make is for the Board to have a separate person do the mailing duties, which may require going down to Lincoln Printers in Lincoln to pick up the newsletters when finished, and getting set up with a Post Office in that person's area, and using your own funds to cover the postage. Once this person covers the postage, you send the receipts to the Treasurer for reimbursement. This job alone takes quite a bit of time and some travel, and the closer to Lincoln you are the better. I do not advise changing to a different Printer since Lincoln Printers has been doing our issues for about 10 years or more, and they are fully experienced in this newsletter as well as have been giving us the best rate for printing cost.

The layout person is another matter. That is the one that professionally sets up your work as a finished product by taking your text which you have on either a floppy disk or a CD, and putting it through a program to lay it all out neatly. Most volunteer Editors have not been able to do this in addition to the time it takes to get the type all set up, so it has always costed the Association for a layout person to help in this job. Currently, my layout girl Kim will be retiring with me since we came on together as a team, we are leaving on a high note as a team. She has only charged us a reasonable \$200 per issue, which usually can cost \$400 or more! She used the Adobe Pagemaker program to lay out our newsletter, and in addition to that, Randy and Bob Borowiac (from Lincoln Printers) also have the Adobe Pagemaker program. So as you all can now see, all three of us key players in the newsletter all had the same program to use, and were able to seamlessly put this product together in a way like never before.

We have repeatedly, over and over, been told that we have the very best Newsletter of all the 8 Route 66 States.

That claim is not doubted, but it will be critical to the Association now to be able to maintain, if not improve on that!

Tom Teague originally started this important job with his first issue, and later after Nancy Saul stepped down he took it back full time and for quite a while. Tom made waves when he started the "color" front cover, and it became the blueprint for all future issues. Tom left the position on a high note, and he was also very fortunate to have another highly qualified Editor lined up to take over where he left. Then came your current Editor Randy Smith, from Creve Coeur, Illinois.

Randy took a radical approach to the job. He found another layout person (which cut costs considerably in that decision as well as improved the quality of the issue 100 percent) and also took up the mailing duties as well. He also traveled to Lincoln twice each issue to drop off and pick up the newsletters when done. He never charged the Association for his travel expenses to do this job, so in the process he donated a valuable service. He also started to use his own IBM computer to do the Front Cover designing, and often did the Back Cover, too! It can cost more on layout to do that, so to save more money, he did it himself. He always believed in this old saying..."if you want it done right, do it yourself!" Randy also came up with so many different designs for the Front Cover, including some that turned the issue around sideways view! It will be an interesting challenge to the next Editor to keep designing more and better Front-Back Covers, since often it is the very first thing a member notices when you pick up your issue! First impression always counts when vying to be number one!

I am going to deeply miss being the Editor for the Route 66 Association Of Illinois. It has been a challenging job, and one of the hardest to do in any position, whether elected or appointed. It is not a job for just anyone, so if you might know anyone that would be interested in being Editor, Layout Person, or Mailing Duties, please don't hesitate to E mail or write me (address on page 2). I will be happy to advise the Board of any nominees and their credentials to this task to fulfill this entire operation, but this is an appointed position, not an elected one. So ultimately it is up to the Board to appoint someone for any of these three positions if subdivided.

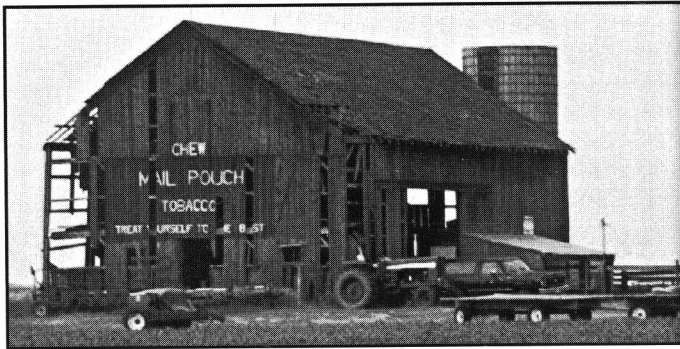
Speaking for myself as Editor, I will still contribute stories and adventures to this newsletter and hope to keep in touch with you all this way. I have enjoyed being in touch with so many members in this Association as well as the other states, too. It has been an interesting experience in learning and communication. I also value the many friendships I made with our members and getting to know you all better. I sincerely pray that the next Editor will keep you all in mind as I have done.

Also, don't hesitate to call any Board Member or Officer to mention if you would like to go for one of these 3 positions within the Editor's job. We need someone by the January 2001 Board-General Meeting, so here's your chance to show your potential! Pick up the blower (telephone) and call one of us if interested! The sooner the Board can find someone the better, since the Editor's job can often be the hardest one to fill. Let's keep this Association number one as it has always been.

It has been a privilege to serving the Association as Editor, and I want to thank you all for your support in donating to this newsletter. It could not have been done without all your support combined! Let's all support the next appointed Editor and help out all we can to keep this success going and improve upon it as well! (Editor: Randy Smith)

Preservation Meeting Minutes of May 20, 2000

by Theresa Przybylski



The Chew Mail Pouch Tobacco barn, torn down now. But we have all the boards to the sign on it!

Chairman John Weiss opened the meeting at 6:16 PM. In attendance were John Weiss, Jeff Geisler, Roger Berta, Greg Anderson, Marty Schleder, Larry & Ann Scinto, Marilyn & Ted Giovanazzi, Len & Delores Scinto, Shelly Scinto, Gert Wheemkin, John & Kathy Miller, Lou & Rose Vargo, Jack & Marge Hettwer, Bill & Terri Przybylski, Roe Abshire Jr., Ed & Bev Seal, Jeff & Annette LaFollette, Larry & Gretchen Boyd, Marie Jibben, and your Newsletter Editor Randy Smith.

The last minutes were approved as received. Dorothy motioned, Jeff seconded. All in favor. John read a letter from someone who donated \$40. Discussion followed about the video at the Hamel Rest Area. There was much discussion regarding the McCook Project. The report on the Gardner Bridge followed. IDOT offered to give us the bridge, which is to be torn down by the end of July, 2000. All of us agreed there is no way to maintain it. It was proposed to have a "Farewell To Bridge" picnic. Gardner received approval for a sign on I-55 showing their exit to the Route 66 Raceway. Will County Historic Preservation is trying to find the owners of the Tourist Court south of Laraway Rd. The Elwood Mail Pouch Tobacco Barn will be burnt down in a controlled fire, but the owners did remove the boards with the sign on them and are storing them for us. Earlier we were informed the original Steak N Shake building in Normal was to be torn down, but now find out it is not going to be torn down and we can have anything inside that we want, but no one has yet been inside it. Chester is keeping an eye on it.

Signs...Roe Abshire has signed contracts and will look into getting them cheaper than \$59.50 quoted to John to read "Route 66 Roadside Attraction". A discussion of Association signs and billboards followed. Preservation Fund Raising..."66" Cruising Bears profits will be donated to the Preservation Fund. Marilyn Giovanazzi is taking care of them. \$10. for one, and \$80 for a set of all 8 states that Route 66 traveled through. Lenore now has bears. If interested, contact her.

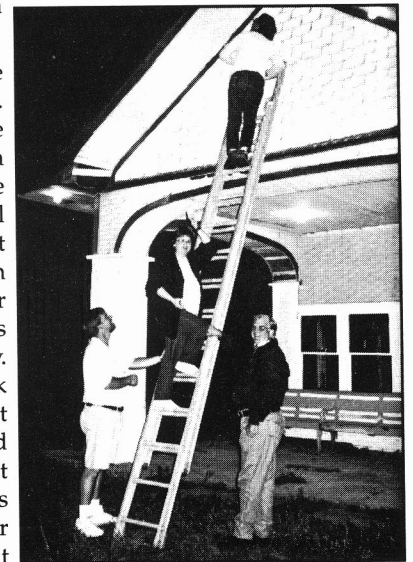
Lou Vandiver donated a Route 66 Model A car to use as a fundraiser. Suggestions for use followed how to make money. John reported that we have about \$1,000 in Preservation Funds at this time. IDOT wants to tear down a bridge on Route 4 south of Carlinville. John turned over to Dorothy to see what could be done. Dorothy gave status of what she found out. She wrote the Historic Bridge Survey and they replied that it doesn't qualify. Dorothy wrote back again, and the subject is in limbo now. More discussion followed. Riviera Streetcar...Tom Perkins called John and will donate his labor to restore the streetcar. He only needs

the money. It needs the floor & windows restored so you can walk in it, plus a plaque telling its story was discussed, too. Owners of the Riviera will help some but can't handle all the cost. John will meet and see about the project. It will be a future project for Preservation Restoration.

Old Cars Weekly (magazine) had an article on the Poker Run. The artist for the magazine draws gas stations on Route 66, and she will give us free art for credit to the artist. John showed Xerox copies from her on the Odell Standard Station, dubbed "New image of filling station" and John will accept ideas for use of the artist's talent. It was suggested to send the artist a membership. John will also send her a letter.

4 dozen Odell T-shirts were ordered in white with logo. They were available for the Motor Tour. Discussion followed of what was inside the office of the Odell Station and also a cabinet that John had seen. John also introduced the Mayor of Odell: Ed Seal, who was in attendance with us today. We will ask Randy Wierzgak to take the round frame that the Sinclair sign was in and make a Standard sign to fit the frame. Applause was given to Mayor Ed Seal after Dorothy mentioned that none of the Odell work would have been done if it weren't for Ed. John passed around a picture of the old homemade furnace that was originally in the station. Old Mayor (?) threw out the one in the bay area. Bill Przybylski volunteered to make up a non-working replica. A picture of the Sinclair sign now at Bill Shea's also was passed around. The "Clean Washroom" sign is up at the station, thanks to Lenny Scinto. We need a gutter in front of the bay doors and hopefully can find one from a building being torn down. John Weiss then showed everyone the Miller Tire signs donated by John Miller.

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Perched up high on the ladder late at night is your Newsletter Editor Randy Smith changing a bad bulb. Dorothy Seratt is on the ladder, along with some ground crew...Jeff LaFollette & Roe Abshire.



The Odell Station shows off its canopy lights that are now operational at night.

Stories from Illinois 66

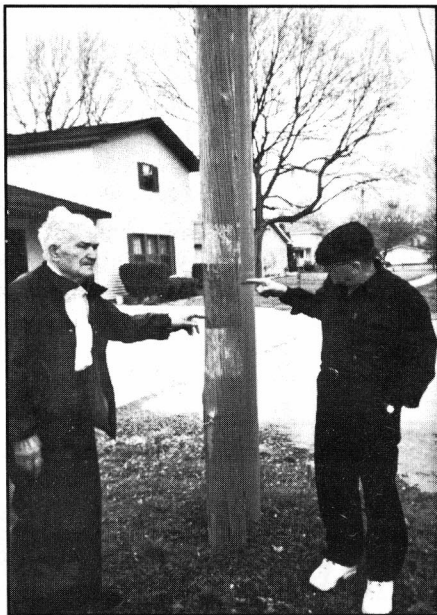
by Ted & Marilyn Giovanazzi

Editor's note: This is an ongoing series from these two Association members, which are active with the Preservation Committee. Since the Summer issue, they have compiled some more stories for us to enjoy reading on Route 66.

Did You Know?

That Odell, like many of the towns along Route 66 that bordered the railroad, had a one room brick jail that housed hobos. It was located near the present village hall. During the depression era the town was visited by many who either came by the rails or by Route 66. The hobos would mark the sidewalks in front of homes for other hobos as a signal that they could expect a friendly handout. Many people welcomed them into their homes for a rare sit down meal.

Did you know that wild edible asparagus grows along Route 66 and the railroad both North and South of the town of Odell. In fact, as a child and still today, Gert Close still goes asparagus picking every summer. When she and her sister were youngsters they would pick and sell it for spending money. Today she shares it with her friends and neighbors.



Marked 66 Poles

told by Burt Parkinson

It was the custom of the railroad to give property to the Civil engineers that surveyed the land. The town of Gardner, of which Route 66 passes through, was named after the engineer that surveyed it. The towns were set approximately ten miles apart. There was ten miles from Gardner to Dwight,

ten miles from Dwight to Wilmington, all the way North & South from Joliet to St. Louis. At that time roads were unpaved and some were just two tracks. Route 66 started as the Burlington Rt. and later became Rt. 4A, then in 1926, Route 66. Roads before this time did not have route signs like today. They were marked with painted poles. The color of the paint designated the route number. Maps used homes, farms and other structures to identify locations. The map would show: turn right at a certain farm or designate a building to turn at or a barn, etc. and you would follow the colored poles of the route you wanted to take. A pole still exists in Gardner identifying the alignment of Route 66 before it became marked and known as such. Its color is white and red. Route 66 was one of the first to change all of this. When it was first built it would connect each town on the way to St. Louis from Chicago. In later years, bypasses around the towns were made alternate routes. Then came the expressways and the end of Route 66 as a main

artery. Expressways are nice but for "Good Times" you still have to travel the Mother Road and get into towns like Gardner to meet people like Burt Parkinson.

- Anyone for fossil hunting? About a mile West and three miles North of Gardner, walk along the banks of the Mazon River. There is evidence that this area was once sub-tropical and possibly underwater. Many common types of fossils are found there, but it is reported that the fossilized head of a pre-historic bird-like creature with sharp teeth in its beak was also unearthed there. The fossil was sent to the University Of Chicago for study.

Growing Up on Route 66

by George Knoop of Frankfort, Illinois

I went to school on Route 66 and Millsdale Rd. in Elwood, Illinois. The schools' name was Eaton, a little one room school with all grades combined in it. It was a frame building about 24 by 24 feet and we were lucky to have 2 small bathrooms in it; one on each side of the room with chemical toilets for the children's use. There were only about twenty kids in the school and out of the twenty, only two were boys. When I graduated, there were two people in my graduation class. The school was eventually sold to a private party and later was destroyed by fire. A video store now stands where the school was located.

Further south of the school about 1 1/4 miles, a creek flowed under Route 66. All the neighborhood kids used to swim there. It's one of my best memories. Between the creek and Eaton school on the east side of Route 66, there was a tavern called the Bob-O Lin. My friends and I were not old enough to patronize the tavern but we frequently visited a gas station about 2 1/2 miles south named Stoners. It was on the east side of Route 66 and Brown Rd. This section of Route 66 is now known as Chicago Rd. It changed when the road was separated to 4 lanes in the early 1940's. Stoners had the best ice cream and candy you could buy in the whole Elwood area. The station is long gone and there are tanks for grain storage now where it formerly existed.

In later years, while my wife and I were dating and then after we married, we would frequent the Bob-O Lin. It was a nice place to go dancing, listen to music and have dinner. The owners, Stefie & Tom Tapella gave us lots of good advice that we still follow today after 50 years of marriage. All these times have passed but I can't drive on Route 66 without remembering how happy those days were.

From George's wife Anna comes a few words to add to this story... I remember the wonderful memories I shared with George about the Bob-O-Lin, too. We recall a large building near downtown Joliet that was also located on Route 66 called the American Institute Of Laundering. Our teachers would take our classes on field trips to see how clothing was laundered and pressed. It had since changed names but the building still exists. On school vacations I worked north of the Institute at a produce store owned by a Greek farmer. I would pick produce and bunch green onions. The money earned kept us in candy, comic books, and baseball cards. In later years, I was employed at the Joliet Army Ammunition plant and I commuted on Route 66 for 3 years during the Vietnam War. The JAAP was later turned into a Veteran's cemetery. It's good to know that the property is being put to good use and befittingly honors our veterans.

Tales From The Road by Dorothy Seratt

While researching the history of the Standard Oil Station in Odell a few years ago, I had the opportunity to interview several people who lived and worked along Route 66 and in adjoining towns along the Route 66 corridor. The following tales were told to me during that research and I will endeavor to remain true to the feelings that were inspired in me upon first hearing these remembrances.

"OSCAR" Robert Close was the owner of the gas station when I first put into motion the quest for National Register Of Historic Places recognition. In the beginning, Bob was around the station all the time working on cars in the bay area. Even though he had retired several years before, he liked to stay active. He'd go home around one o'clock every day that the Cubs were playing a day game. He couldn't miss his Cubs. Maybe it was fate that I was wearing a Cubs t-shirt the very first time I approached him about my interest in the gas station. I know we hit it off right away. I explained what I wanted to do and to my surprise he seemed interested.

As time went on, Bob's health seem to fail and he wasn't able to get out to the station anymore. At this time we initiated contact with Bob's daughter, Lynn Harris. Over time we had some delightful conversations about her childhood and growing up at the gas station. She told me about how she had this "friend" named Oscar, who only she could see. Lynn could remember that Oscar was an old man dressed in a long sleeve shirt, baggy pants with suspenders, and an old slouch hat. She thought then, and still thought that he was a real person because she could actually see him. Her parents thought that Oscar was the product of a little girl's very vivid imagination. She told me of the various times she would be sitting on the stairs talking to Oscar and she would hear someone coming. She would turn to see who it was and when she turned back, Oscar would be gone. As the years passed, Lynn grew up and moved away from Odell. She said she hadn't thought about Oscar in a long time, but our discussions were bringing back old memories. Her mother was with us the day we talked about Oscar and said she remembered Lynn's imaginary friend.

I relegated that story and several others to that part of the brain reserved for interesting, but not pertinent tidbits of information and went about doing the research that was necessary to submit the gas station for the National Register Of Historic Places. Through tax records, old newspapers, and other sources, I began to put together a history of the property. I discovered that the piece of land could be traced back to the early 1850's. I also remember Bob telling me that he thought he had some type of papers that might help me, so I asked Lynn if she would go through her dad's things and see if she could find anything that would be of any value to me. Bob was still at home at this time, but not feeling up to looking for anything.

Within a few days I got a small package in the mail from Lynn. It was the papers I needed to complete my research on the history of the station. No one could imagine how thrilled I was to discover how complete the history was and how many hours of work at the county records office it saved me from doing. At the time I did only a cursory examination of the material to satisfy myself that I had struck literary gold with this find. So I was a little surprised to get a call from Lynn a day or two later. She wanted to know if I had a chance to read through the material yet and I told her I had only scanned it. I asked her what was wrong because her voice sounded funny. "Remember the story I told you about Oscar, my friend when I was little?" I told her that I recalled it, but what did it have to do with the material she sent me. She said that she decided to read her copy of it and was stopped in her tracks when she read the names of the first recorded owner of the property back in 1853. His name was Prosper. She wondered if maybe as a little girl that the man had said Prosper, but she mistook it for Oscar. To her it would explain why no one else could see him.

I have to admit that I'm a skeptic, always have been, but that night, hearing the conviction in her voice, I got what is commonly referred to as goose bumps, and I get them every time I think of this and can hear her voice again!

Most Famous Member, continued from page 12

Fortunately though, some of the little town's business owners had no intention of just sitting there doing nothing. So in 1987 a handful of them, including Angel Delgadillo, met in the Copper Cart Restaurant and founded the Historic Route 66 Association Of Arizona with the firm intention of bringing Route 66 back on the road map. The purpose of the association was to help people back in business - there was nothing nostalgic about that.

And it did actually get the old highway back on the map. In 1988, Route 66 gained status as a historic road and new signs went up all along the highway. Little by little, Route 66 regained its place in people's minds, thanks to Angel Delgadillo and other hard working people in all the eight Route 66 states. More and more, people took to the old road either to drive the whole way from Chicago to L.A. or to drive a small stretch of it such as the longest surviving unbroken part between Seligman and Topock.

This year more than 700 cars participated in the 13th Arizona Annual Route 66 Fun Run (from Seligman to Topock) bringing with them maybe 1,500 people to drive on the old road. In the Old Kingman Powerhouse, 260 of them had the honor and great pleasure of celebrating one of the most beloved persons on all of Route 66, and that is Angel Delgadillo - a now retired town barber, who grew up on Route 66, got his education on Route 66, played music on Route 66, worked all his live in his barbershop on Route



A Donkey in front of the Oatman Hotel in Arizona.

66, raised his children on Route 66 and who is now greeting thousands of people traveling down the most famous American highway in the world - Route 66! Thank you, Angel! You are a real inspiration to all of us and a great symbol of what Route 66 is all about!

Win Some, Lose Some

by John Weiss

Route 66 has always been and will continue to be a linear community. Its purpose is to provide access to services needed by the surrounding areas. It was never designed or intended to be a nostalgic road into the past. It existed to be a useful piece of Americana. As its need diminished, it was replaced by something more appropriate.

Route 66 is now into its next phase of usefulness. A somewhat conduit into the past. Some may even call it the good old days. But remember, in the future that generation will look upon us today as the good old days.

A look back tells us that the face of Route 66 is forever changing. We cannot save everything associated with its past. What we need to do is save what we can that gives a little insight into the various time frames so that the evolution of Route 66 is preserved.

For example, in Illinois there are only three painted advertising barns. Two enticing travelers to visit the Meramec Caverns and one suggesting we Chew Mail Pouch Tobacco. We restored one Meramec Caverns barn and hope to do the same to the other. But the Mail Pouch barn in Elwood was too deteriorated to be saved. It is now gone! The best we could do was work with the property owners to save the barn boards with the printing on them. I can envision these boards someday covering a wall in a museum. The nostalgic sign has not died. Someday it will again be on display. It will then evoke memories of another place and another time.

Preservation comes in many forms. Another impending loss to us is the Gardner Bridge. The 1932 award winning design structure is to be torn down this summer. We, of course, looked into saving this historic bridge. For years it carried Route 66 travelers to destinations now lost in time.

The bridge goes over a set of railroad tracks. As it started to deteriorate, the possibility of a piece of road bed falling from the bridge onto the tracks became a concern for the Illinois Department Of Transportation. In reality, the bridge no longer served a useful



purpose. Route 66A is only a few hundred feet away. Route 66A and Route 66 rejoins in the town of Gardner. We were offered the bridge and the money required to tear it down. But we would have to maintain it. Try as we might, we could not come up with an idea to use the bridge that made any sense. So, say good-bye to the attractive green, Gardner award winning bridge.

Now on the bright side, let's see what is new on Route 66. How will Route 66 be used for today's travelers?

We have the new Route 66 Raceway. It is the first true stadium of drag racing and seats 45,000 people. Soon to open on Route 66 is the \$100 million dollar NASCAR racing track. It will be known as the "Chicagoland Speedway Joliet, Illinois" and will seat 75,000 people. The Winston Cup & Busch Series dates are already confirmed for the year 2001.

Down the road, on property once owned by the Joliet Arsenal, is the new 1,000 acre Midewin Tall Grass Prairie. It is a preservation project that boggles the mind. Free tours are available.

So how does anyone get to these new attractions and services? They use Route 66. Yes, our Mother Road continues to do its job. The face may have changed, but she still is a beautiful and very useful lady.

Route 66 Association of Illinois Membership Application

Name: _____

Address: _____

City: _____ State: _____ Zip Code: _____

Illinois County (if applicable): _____

Phone: _____ E-mail: _____

Interests in Route 66: _____

How I Can Help: _____

Annual Dues

General\$15
Business \$30
Foreign \$35
Sustaining \$200 or more

SEND TO:

Membership
Route 66 Association of IL
2743 Veterans Pkwy, Rm 166
Springfield, IL 62704

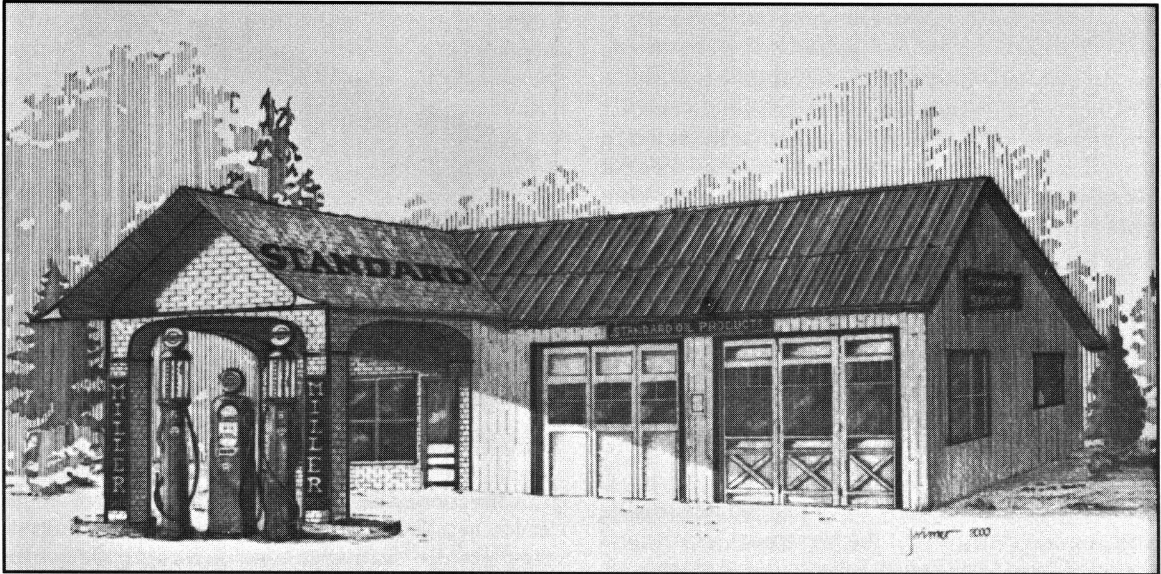
*Membership runs May 1st through April 30.
Please submit U.S. Funds only!
\$10.00 charge for returned checks.*

MEMBERSHIP INFORMATION – Tom Teague is the Founder of the Route 66 Association Of Illinois.

He is now our Membership Chairman, and you can write to him on updates or status changes at:
Tom Teague, 1208 W. Edwards, Springfield, IL ZIP CODE • Phone: 217-787-8839 • E-mail: teague66@eocinc.com

From

**by
Weiss**



Help for the Illinois preservation projects come from everywhere. Joyce Wimer, a professional artist from the state of Washington has come forward to help out our Preservation Committee. She has used her impressive talents to create a pen & ink drawing of the Standard Filling Station in Odell, Illinois. Her work was donated to us with the hope we could use it to create note cards and reproductions that we would then sell to earn funds to help with our various preservation projects.

The Odell station is mostly known for its Sinclair sign that has hung there for years. But as we restore the station, that is now on the National Register Of Historic Places, it must be rebuilt to resemble how it appeared as a Standard Filling Station.

Now, thanks to artist Joyce Wimer, we have cards & stationery that represent its new old image. Every member of the Route 66 Association should help out by purchasing a batch of the note cards. For additional information, contact Preservation Committee Chairman John Weiss at 815-469-5219 or E-mail at KAYO66@aol.com You can also write me at my address on page 2 of the Officers Page. Thank you for your support! (Editor's Note: Featured on the Front Cover is the sample that Joyce did for us.)

Theft at Hall of Fame

by Tom Teague

Earlier this year, some no-good thief whose membership in the human race must have lapsed made off with two of our Hall Of Fame's most valuable relics: the nameplate from a Tucker automobile and a 45 rpm version of "Route 66" by Do Re Mi. They are the first known thefts at the Hall Of Fame since it opened in 1990 at Dixie Truckers Home.

Only 50 Tuckers were ever built...all in a converted aircraft plant near Chicago. This particular nameplate is from a Tucker that crashed at the Indianapolis Speedway. It is about 4 inches high by two inches wide with red, white & black cloisonné on a bronze background. The label on the Do Re Mi record is orange print against a blue background.

Both items were loaned to the Hall Of Fame by member Ed Hickey of Round Lake Beach. Ed has probably loaned or donated more exhibits to the Hall Of Fame than anyone else. He is disappointed and saddened at the theft, but has indicated he will continue to support Route 66 and our Association. Chuck & C.J. Beeler of the Dixie have also expressed their concern and sadness about the theft. They have promised new locks will soon be installed.

Anyone with information about the record or the nameplate should contact Ed Hickey at cyclone@mc.net or Tom Teague at teague66@eosinc.com or phone: 217-787- 8839.

Preservation Meeting, continued from page 14

They look great! Pontiac High School has volunteered to build picnic tables for the Odell Station grounds. Menards will donate the material. Marty Blitstein offered to donate a commercial coffee maker and a refrigerator. Mayor Ed Seal said that sounds good! Jeff LaFollette will donate an old pop machine, and can also donate a working pop machine for outdoor use. Odell will supply soda as a money maker. Larry & Gretchen Boyd volunteered to take care of the booth at the Odell Station on Sunday, during the Motor Tour, to help sell merchandise for preservation. Miscellaneous Odell residents will also help. Copies of the Odell pictures were passed out. They will be sold. August 12, 2000 is the date for the Poker Run Fundraiser. The Toys For Tots motorcycle group want to participate. We will set up similar to last time. Odell also has Odell Days the same day, too. Paul & Tammy Panczuk will do the printing, and John will contact key people to set up. We will need plenty of volunteers that day. One more work day is needed before the Motor Tour, on June 3.

Old business: In Gardner, according to Burt Parkinson, there is one post in Gardner at the N.E. Street location that was used as a route sign. John announced that a \$10,000 grant passed for historic preservation. He also announced that the new Illinois Road Maps now have Route 66 on it and passed some around to those who wanted one. Copies of the article from "The Paper" on the Odell Station showing our Preservation people at work was passed around. Jeff LaFollette reported on the Oklahoma City meeting and funding. He mentioned that Illinois was mentioned as a Model State for the others to go by.

Jeff motioned to adjourn the meeting, and seconded by Dorothy. These minutes are submitted by Lenore Weiss and were taken by Theresa Przybylski.

Route 66 in 1947

Submitted by John & Lenore Weiss

Story by Herbert & Helen Tappenbeck

This is a vacation journal given to us by their daughter, Ellen Estrand of Orland Park, Illinois. It experiences their travels on Route 66 long ago from August 23 - September 3, 1947...

Saturday, August 23, 1947...Left home at 1:25 PM. Had chopped steak lunch at Raschke's. Mailed a couple of letters at Joliet. Stopped for gas at Bloomington. This is the first time that we have ever crossed the Springfield Lake. It has a long, lighted bridge that looks beautiful when you cross it at night. The Island looks like Magic Island. On the St. Louis road, the humid air was hotter than Hades. The locusts were so thick that their humming noises drowned out all other sounds. Stopped at the Dudley Courts near Kirkwood, Missouri. It is built on the order of a hotel, only you do not have private bathrooms. You have to stand in line to get in. We had supper at a place called Lanterns. This place was in Illinois. It looked very good from the outside, but it was terrible on the inside. Elaine found a roach under her potatoes. It spoiled our whole meal. The place was about seven miles north of Litchfield. Passed St. Paul's Church with it's huge lighted cross. It looked beautiful glowing in the dark. The river looked black and murky as we crossed the toll bridge.

Sunday, August 24, 1947...Missouri is nice country. The scenery is very nice with the cliffs overhanging the road. Had breakfast at Sullivan and bought some souvenirs. They filled our jugs with ice. Nice place to eat. It is a bus stop, too. Missouri has no stop and go lights. Yellow lines in your lane mark the no passing zone. Very polite signs here, too. At the bottom of all the signs it says "Thank You." Stopped to rest at the Mark Twain Forest. It's on top of a steep hill. Had lunch at Lebanon. The Triangle Drive In is a good place to eat. Started to rain while we were having our lunch. Saw a station wagon that was a mess. It had been in a head on collision. Stopped at Springfield to ice & gas up.

Tuesday, September 2, 1947...Stopped at the Rail Haven Motor Court in Springfield, Missouri. We had a beautiful apartment. We had a wonderful breakfast at the Manhattan Dinner House. This is the second time through this town and it still looks as good as



ever. Had a good meal at Powellville, Missouri. Bought a gift for Guppy here. Leasburg Forest Tower was on the way to the Onandaga Caves. Entered the caves in a boat that went through a narrow waterway that barely let the boat through. We had to duck our heads most of the time because the rocks were so low. We had a very good guide. He took a lot of time to show us things. I could never describe the wonders of this cave. You have to see it in order to appreciate it. It's the most beautiful thing to see. At one time, we crossed on a narrow foot bridge 95 feet high. It is very cold in there and the water is dripping all the time. We had to pay \$1.50 a piece to go into the caves. Herb gave the guide a dollar tip. It was worth it. Went on to St. Louis after that.

Wednesday, September 3, 1947...Stayed at the Blue Haven. It is a pretty good motor court. We have had much better. We had our supper there last night. Paid 35 cents crossing back into Illinois. We were stopped by a State Survey person and asked where we started from this morning and which bridge we crossed and a dozen other questions. Had a nice meal at Edwardsville. Stopped at Dunbar for sodas. Just north of Springfield, it seems nice to be getting close to home. It's nice to go away, but it is nice to come home again. This trip was very long. We traveled 3,881 miles in just 11 1/2 days. We arrived home at 6:40 PM this evening.

Soulsby Station News

by Tom Teague

On June 24, the remainder of Russell Soulsby's estate was sold at auction in Mount Olive. Society member Martin Lathrop of nearby Greenville was able to attend and became an active bidder. By day's end, he had acquired a Shell sign, several articles of Russell's work clothing, advertising memorabilia and several other items. He called me the very next day and generously offered to loan most of the goods for display at the Soulsby Station. Martin is the same fellow whose original Route 66 sign is on display at our Hall Of Fame.

Another new addition to the station is a colorful Shell lubester, which was beautifully restored by Jim Branham of Springfield. Society member Harvey Hodges is leading a search for an old automobile that we could hoist onto the station's grease rack. It doesn't have to have a motor or transmission or even a set of brakes. All it needs is a decent body, wheels & tires. Also, it needs to fit. If you have a lead, contact Harvey by E-mail at dus2b@juno.com



Speaking in Plates

Here are some good 66 plates worth showing in this issue of *The 66 News*. They come from many sources, so let's see who's showing off this time!



Kent & Mary Sue Sanderson from Missouri sent in this plate that says FLY-66.



The ultimate 66 plate for the year 2000. This one is from Lenore Weiss and is proudly displayed on her Ford Van.



From Tennessee comes two goodies from Charles Richards. One is on his motorcycle that says US66IL. The other plate looks just like the one your Newsletter Editor has on his beater, but is slightly different...ILRT 66.



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The officers and board members of the Route 66 Association of Illinois are available at most reasonable times to answer your questions and hear your comments about Route 66. Please feel free to contact them if you need to. The date to the right of each officer's or member's name is the expiration date of their term.

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Newsletter designed by Kimberly Kuman

Our Association web-site: <http://www.il66assoc.org>

Internal Publication Information

The 66 News is published quarterly by the Route 66 Association of Illinois around the first week of March, June, September & December. It is meant as a service to Association members and other people and Organizations interested in the preservation, promotion, education and enjoyment of Route 66. Contributions are accepted, but we do not pay. **ANY ARTICLE WITH A BY-LINE IS COPYRIGHTED BY THE AUTHOR, AND MAY NOT BE USED IN ANY FORM WITHOUT THE AUTHOR'S EXPRESSED PERMISSION.** Any article that you submit remains your property and cannot be reused in any way by the Association or anyone else without your permission. Advertising rates are \$100 for a whole page, \$60 for a half page, \$40 for a quarter page, and \$25 for a business card ad. Submit 1st-class camera ready copy only. NO XEROXES! All stories & ads must be submitted six weeks prior to publication. Address inquiries and contributions to Newsletter Editor, Route 66 Association of Illinois, 2743 Veterans Parkway, Room 166, Springfield, Illinois 62704.

We are a not-for-profit organization

Welcome To Our New Members!

by Tom Teague

As of October 10, 2000 the Route 66 Association Of Illinois had 780 active members. These include 608 General Members, 27 Business Members, 43 Hall Of Fame Members, 4 complimentary or exchange members, and 98 Sustaining Members. About 180 members failed to renew this year, but new members make up for most of that loss. We will end this year with 70 fewer members than at the end of 1999.

We needn't view this decline with alarm. We could consider it a focusing or consolidation of interest. But when renewal time comes around next Spring, we should plan to do better than we did this year. We should have a more attractive package to go out from the Association. Board Members should call members in their counties. To those who've given us their E-mail addresses, we should give something to read. An example would be the recent word about the appropriation for the federal Route 66 Act, or the news of Lucille Hamons' death, or Bob Waldmire's rattlesnake bust. (*All this is elsewhere in this issue.*)

In Illinois: Ted & Kathryn Bachman, Barrington; Carol Bollinger, Carlinville; James P. Farrell, Des Plaines; Ted Giovanazzi, Frankfort; Verne Harris, Pekin; Dave Howard, Frankfort; Darlene Lambert, Yorkville; Algimantas Mickus, Villa Park; Otto Nurnburger, Jerseyville; Joe & Jeanne Purpura, Orland Park; Kenn Randa, Darien; Martin Roth, Chicago; Delores Scinto, Frankfort; John Tust, Villa Park; Rosalee Vargo, Pilsen; William & Miriam Wallace, Palos Hills; Tom Wise, Gardner; William Wood, Palatine. Business Members are: Bob's Shell, Williamsville; Dwight Cannon, Hanover Park; Mr. B's Bar & Grill of Route 66, Elwood; Seguin Services, Cicero.

Out of State: Dennis Coon, Tulsa, Oklahoma; Mark Fisher, St. Charles, Missouri; Lorna Hainesworth, Randallstown, Maryland; Herbert Laffoon, Lynwood, California; Tim Masten, Knoxville, Tennessee; John Morris, Indianapolis, Indiana; Dee Oberle, Davenport, Iowa; JoAnn Trusner, Jeffersonville, Indiana.

Our Next Board-General Meeting

The next Board-General meeting of the Route 66 Association Of Illinois will be on Sunday, January 21, 2001 at the Community Action Agency building in Lincoln, Illinois. This is the same place we met the last two years in January. It is behind a motel, by the VFW building and behind a bowling alley. The Board Meeting will start at 10:30 A.M. and stop for a lunch break at 12 NOON. Then the General Meeting at 1:00 P.M. This is the first meeting for the year 2001, and is open for everyone. *Bring your ideas and suggestions!*

Future 2001 meeting dates are: April 22 in Edwardsville, July 15 in Joliet, and October 21 in Normal. Note that Easter Sunday falls on April 15, so the date gets moved up one week to April 22. Locations to be announced later.

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Election Results

by Marie Jibben

Here are the election results from the October 15, 2000 Elections Meeting which was held at the Old Country Buffet in Normal, Illinois. These are two-year terms except for Grundy County, which is for one year to finish its term. Most of these fine people were re-elected, with only a few changes. We welcome them all to their positions to help serve and lead the Association into another successful year of 2001 & 2002. Refer to page 2 for all information on their addresses, E-mail and phone numbers.

Vice President:	Bill Przybylski
Treasurer:	Marty Blitstein
DuPage County:	Lynn Bagdon
Grundy County:	Lynn Bagdon (<i>for one year to 2001</i>)
Livingston County:	Margaret Hettwer
McLean County:	C.J. Beeler
Sangamon County:	Buz Waldmire
Macoupin County:	Ollie Schwallenstecker
Madison County:	Linda Henry
St. Clair County:	Wilton Rinkel
At-Large:	Marie Jibben
At-Large:	Duke Cartwright

In Memory of...

We extend our condolences on the passing of a Route 66 legend, and that is Lucille Hamons. She was well known for her station-store in Hydro, Oklahoma. She passed away peacefully in her sleep on Friday, August 18, 2000. This news came while the Fall issue of *The 66 News* was already in process of print. My apologies to Cheryl Nowka on this. I will share one thing with you all that Lucille said before she died...

"I just want to leave this legacy to my family and I hope I have proven the same to all people that have come my way. Be honest, trustworthy, and good to everyone and you will be repaid in the end." by Lucille Hamons.

Another member whom passed away we should all know of, is Tom Meyer. He is from the Canadian Route 66 Association and he passed away the next day after Lucille did, on Saturday, August 19, 2000. Tom and his wife Anna have attended the annual Route 66 Fun Run for the past 4 years and were looking forward to the 75th Anniversary of Route 66 celebration in Albuquerque, New Mexico in the year 2001. Another Canadian member also passed away on August 17, and that is Jacqueline Shiel.

From Marilyn Pritchard: On August 1, 2000 one of our 1994 Hall Of Fame members passed away...Marian Rodino, at Evenglow Lodge in Pontiac, Illinois. She was the oldest of 6 children and managed a grocery store for 55 years herself from the 1920's to the 1970's. While living at Evenglow she would always meet familiar customers of years ago. Her spirits would brighten when reminiscing about the business and Route 66. Marian has one surviving brother (John) and many nieces & nephews. Her funeral was held on her 90th birthday. Family & residents were very saddened by her departure.

We also mourn the loss of former Missouri 66 President Ron Robb. He died of a heart attack in October at Carthage, Missouri, where his Memorial Service was held. Ron served the Missouri 66 Association as President for 5 years from 1995 to July of 2000.

Let us pray for our losses to Route 66 supporters, and carry on their great work they did for the Mother Road! (*Editor*)

Board-General Meeting Minutes - October 15, 2000

by Cathie Stevanovich

President Jeff LaFollette called the meeting to order at 10:30 AM in Normal, Illinois. Jeff said that At-Large Board Member Lou Vandiver has decided to step down, and Jeff submitted John Miller to be appointed for this position which runs to October 2001. John Weiss seconded, and the motion carried.

Jeff read an E-mail regarding fiscal year 2001, and \$500,000 was set aside for Route 66. Fiscal year started October 1, 2000. This bill is awaiting the President's signature (by now, it is signed!). The National Park service will put together the process and the staff for dispensing this money. Thanks to everyone who contacted their congressmen.

Jeff asked for acceptance of the minutes as written, and Rich Henry made motion to accept. C.J. Beeler seconded. Motion carried.

Jeff turned the meeting over to Marty Blitstein for the Treasurer's Report. Marty reported that this is the fourth meeting in a row that all of our bills are paid and our accounts receivable-payable is zero. No fees were owed on our 1099 Government Tax Form. If we continue to not sell merchandise and we keep our balance under \$25,000, then we are on the way to getting our tax-exempt status.

Marty explained that the Route 66 merchandise inventory currently at Patty Waszak's store in Joliet needs to be addressed, as Patty will be closing her store shortly. The Association has about \$6,000 in merchandise left, and since this is all paid for merchandise, whatever the Association can sell it for is pure profit. Marty suggested that we sell it in bulk and use the monies made to offset the cost of the Hall Of Fame dinner for members. For example, charge \$7.50 for the 75th anniversary dinner with the Association paying the balance with the monies received for the sale of the balance of merchandise. To go non-profit, we need to have projects like preservation, scholarships, etc. Marty also informed the Board that since he took office in October 1999, over \$73,487.79 in deposits were made into our account, which includes \$54,757.27 in cheques. Our bank balance as of 10-15-2000 is \$19,990.21. The Motor Tour made a profit of \$4,405.26. Jeff thanked Marty for straightening out the Treasurer's Office over the past two years.

John Weiss read a letter to the Board regarding Preservation, and mentioned the letter stated that the Route 66 Association Of Illinois has not been asked to assist the Preservation Committee...the Committee has been pretty much self sufficient in addition to generating publicity for the Association. But the Preservation Committee requested that we consider several projects such as helping Odell pay off some of their debts. The Poker Run generated over \$4,000 to help Odell, and they need a pump top that is \$85. A pump was donated, but a 2nd pump (approximately \$1,500) would be a nice gesture. Roadside signs would be a benefit along Route 66 and John mentioned the cost of the signs at \$59.50 each. John also would like to give each Preservation Committee member a pin marking them as the people doing the work...the pins are \$2.16 each. The high school project in Towanda should be supported, and these teens are doing wonderful work and should know we support them. John gave the letter relating to that to Marty for discussion with the Finance Committee.

Jeff then moved to the various committee reports. The Motor Tour had their first meeting on October 1, 2000 in McLean, and Board Members should have a copy of that report. Rich Henry made motion to accept the report, John Weiss seconded it. Slated stops for the 75th Anniversary Motor Tour which starts in Chicago are the White Fence Farm, Diamond, Pontiac, McLean, Atlanta, & the Renaissance in Springfield for the overnight stop and Hall Of Fame Banquet. Sunday stops are Auburn, Carlinville, Benld, Edwardsville,

& the Chain Of Rocks Bridge with possible fireworks. Marilyn Pritchard received a letter authorizing us to have the special events license plates, and the artwork is being done and will be available at the next Motor Tour meeting on November 12, 2000 in McLean. There is no Friday night stop yet. Jeff Geisler is working on getting a place and a price was approached as well. Jeff Geisler reported there is a brand new banquet hall across from the Holiday Inn in Countryside that can fit 350-400 people and has parking for 600 cars. They would be willing to tape off part of the parking lot for a car show.

Jeff LaFollette read Tom Teague's membership report. Tom said as of October 12, 2000 the Association has 781 active members...608 General members, 27 Business members, 43 Hall Of Fame, 4 complimentary & 99 sustaining members. Tom said he agreed with Marty that we need to get E-mail addresses to let members know of meetings, renewals, or coming events. Marty brought up the membership application and how it should spell out what you would receive for your membership fee. Marty also proposed adding a family membership, and mentioned that many members sent him letters asking for decals. Marilyn Pritchard brought a proposed decal to the meeting. Business memberships were discussed, and Marty felt businesses could afford the \$30. cost and like the Missouri Association, consider a business sticker. Some members talked about a proposed sponsor page or some type of alphabetical business directory to be in each newsletter. Jim Jones felt that offering businesses a 25 percent discount on one ad per year might be a good thing to extend to the businesses as well. Getting the Membership application straightened out and making sure it states it supersedes any other application since we still have old applications for \$10. coming in. Marty asked that the new membership form add the fee for returned cheques (\$15) and additional fees for membership outside the USA, plus the addition of a Family membership for \$25. The Family membership would be something that the Bylaws Committee would have to rewrite and submit back to the Board for a vote. Jeff Geisler motioned that the changes be sent to the Bylaws Committee for the appropriate changes to the bylaws, and John Miller seconded it.

A discussion over the decals followed. The price would be \$1.33 for up to 199, and the price would be less as the Association purchases more. Members would each get one free and extras would be available at a minimal charge. Since next year is the 75th Anniversary, we should make 2001 the kickoff year for the decal. It was decided that the decal would have a year on it. Each year the sticker would change.

Jeff LaFollette turned the meeting over to Newsletter Editor Randy Smith for his report. Randy will be incorporating a few changes in the newsletter, and on page 2 he added out website address in a bordered, bold type box. In the publication notice below on page 2, Randy also added "education" after promotion for helping us to get the non-profit status later. Randy is fine tuning the issue, and added the changes to the application, such as the non sufficient funds note and put the membership dates into it as well. Randy is resigning after the Winter issue, and 85 percent of it is done to this date. Randy is planning on having the newsletter done and mailed by early December. Randy wanted to do a special Front-Back cover that would have costed about \$400 to do, but he did it himself to save the Association money on it so we can still have it. As our postal permit expires in January, the Association has to decide whether it was leaving the permit in Peoria, or move it to Lincoln. If we end up having Lincoln Printers do the mailing and labels, it would make sense to move the permit to Lincoln. The

Board-General Meeting Minutes, continued

permit costs \$100. per year. The Association needs to make a decision on that by the January meeting. When we get our non-profit status, our postage rate will do down considerably. Jeff LaFollette again thanked Randy for his time and dedication for the last 4 1/2 years of doing the newsletter.

Next item...the meeting calendar for 2001 was discussed. The meeting schedule is as follows: January 21 in Lincoln, April 21 in Litchfield or Edwardsville, July 15 in Joliet, and October 21 in Normal.

New business...Trailnet, the organization running the Chain Of Rocks Bridge is something members have individually made contributions to as well as the Association as a group. Jeff LaFollette would like the Association to become an annual member of Trailnet. Ollie Schwallenstecker nominated that we take out a \$250 membership. Rich Henry seconded it. Illinois IDOT put up a sign 3X3 on the Illinois side.

Jeff LaFollette brought up the tour guides the Association had printed 2 years ago, and John Weiss had 10,000 done. John has them today. They were \$87. per thousand. Jeff proposed to the Board that we have a quarterly gross printed and we should get 1,000 to every Board member plus the Corresponding Secretary in lieu of tour guide. We could get a DECA Grant if we print a color brochure, but we would have to prove impact on hotel usage. It is more feasible to go with a printed brochure we can update. Jeff asked for a motion to print more brochures, and Larry Boyd made the motion with Jeff Geisler seconding it.

Jeff LaFollette mentioned the discussion of the costs of Lincoln Printers taking over the newsletter mailing labels. It would be \$105. and layout would be \$25 to \$35 per page. Bob would prefer to charge hourly, as the amount of pages will vary each issue. Tom Teague said he will step in and help with the newsletter until a new Editor can be found. Even if we turn the main work over to Lincoln Printers, we still need someone to coordinate the articles submitted. Jeff asked Randy to reprint the article he had in the Fall issue saying we need an editor to come out again in the Winter issue. It was agreed by all members of the Board that to insure our continuity we need to keep that newsletter rolling at all costs.

Jeff Geisler brought up that other organizations use Colleges for layout and work on their newsletters, offering in exchange money toward a scholarship. Jeff Geisler talked about looking into this and in the January 2001 meeting, we'll go into depth on this issue. Randy's final issue will be the Winter 2000 issue. Jeff's final request...once the postal permit is decided, we need to have Motor Tour envelopes with the printed postal permit on them. John Weiss made the motion with C.J. Beeler seconding it.

John Miller thanked the Board for voting him in. John passed out a letter that he had sent to the Director Of Special Events for the City Of Chicago asking if we could start our 75th Anniversary Motor Tour at Grant Park. In the past, the Blues Fest was the same weekend at Grant Park but next year it is a week later so we may have a chance. Jeff LaFollette made a motion to adjourn, and Linda Henry motioned with Marie Jibben seconding it.

John Weiss made a short announcement that he had 2 certificates: \$100. from Harrahs and \$25. from Hit The Road that would be available as a package via silent auction. Also, an original Route 66 shield was being raffled off with tickets at 6 per \$5. The drawing was held at 1 PM. All the money raised will go to Odell, and Loyce Stonecipher won it. Lenore Weiss had Route 66 Camels and Route 66 Cruising Bears both available for \$10. with all proceeds also going to the Odell Standard Station. The Board Meeting then adjourned at 12:05 PM for dinner.

General Meeting and Elections

Jeff LaFollette called the meeting together at 1 PM. Tom Teague talked about the Will Rogers markers that are being made available across the country on Route 66. These are red granite markers about 7 feet high with a picture of Will Rogers on one side and other pertinent information on the other. Only two markers are up so far. To buy, engrave, set up & install, these markers cost about \$3,000. Maybe we could look into rallying up some company or business support toward having one in Illinois. Jeff talked about the Association putting one up, too. Or contributing towards getting one.

John Weiss mentioned the next Preservation Committee meeting is November 11 at 6 PM. The meeting usually has 35 40 people. The Poker Run cleared over \$4,000 for Odell. Last Sunday's *Chicago Sun Times* covered the Odell station. Hampton Inn Corporation was quoted as thinking about sponsoring the station. It was said they would work on the station in May and present a donation cheque. A donation of \$275. was received to buy picnic table kits for the students in Pontiac to build them for the Odell station.

Ollie Schwallenstecker was asked to contact Frances Martin on the "Our Lady Of The Highway" shrine. If Frances is in a nursing home, we need to find out what we can do to save his monument and maintain this landmark on Route 66 near Raymond.

Future projects include the Meramec Caverns 66 barn in Hamel, the Gardner streetcar, and Ernie Edwards Pig Hip Restaurant. Odell and Route 66 were part of an event in British Columbia last week. Lenore is selling Route 66 Camels & Bears for \$10. each with all profits going to the Odell Standard Station.

\$500,000 has been appropriated for the Route 66 Act this year. The National Park Service will be setting up the guidelines for it. It was awaiting signature on the President's desk, and last word was he already signed it!

Nominating Committee Chairman Jeff Geisler took over and started the elections. Jeff had gone through the room verifying that attendees were present members. NOTE: ELECTION RESULTS ARE POSTED ON PAGE 3! Jeff thanked everyone for making this a smooth election. Jeff was also asked to be next year's Nominating Committee Chairman again.

Last year, we sent out plants to the Hall Of Fame members for Thanksgiving. The Board voted to send a plant or flowers to the Hall Of Fame members again for Thanksgiving this year. Motion was made by Larry Boyd and seconded by Jeff Geisler. Marilyn Pritchard to take care of this.

Tom Teague talked about the Hall Of Fame plaques. He sent them back twice for rework and the third time they came back correctly done. Something with the wrong info on them to start with. In other news, the Launching Pad (Gemini Giant) has tables with the Route 66 maps on them. Marilyn Pritchard said they are really worth taking the time to stop by and see. Wilton Rinkel spoke of living on Route 66, and he thanked the members for re-electing him to be St. Clair County Board Member. Rich Henry thanked the group on behalf of the Henry family for the plaque on the Chain Of Rocks Bridge in honor of his Dad. And Jeff LaFollette thanked the group for their support in being President and many great things happened, from Oklahoma City, the corridor work, etc. The Illinois Route 66 Association is on the forefront and he thanked everyone for their help.

The meeting was adjourned and Jeff reminded everyone those brochures and copies of the Bylaws were available on the front table.

Motor Tour Meeting of October 1, 2000

by Jeff LaFollette

The Motor Tour of the Route 66 Association Of Illinois conducted its first planning meeting for the 2001 Motor Tour on Sunday, October 1, 2000 at the Mount Hope Township Hall in McLean, Illinois with Chairman Jeff LaFollette presiding. Present in attendance were John Miller, Louise Vargo, Thressia Usherwood, Marilyn & Durelle Pritchard. The meeting began at 12:05 PM.

Jeff decided that even though the group was small that we should go ahead and conduct the meeting and plan the tour stops at least so the committee would have something to report at the Board Meeting on October 15. The theme of this year's tour is "From Chicago To The Chain." Some tour stops were tentatively discussed during the 2000 tour planning. Stops that were discussed and set by the committee are as follows:

Saturday, June 9, 2001

Chicago, White Fence Farm, Diamond, Pontiac for lunch, McLean, Atlanta, Springfield for the Banquet and overnight stay.

Sunday, June 10, 2001

Auburn, Carlinville for lunch, Benld, Edwardsville, Chain Of Rocks Bridge.

Notes: Possible fireworks display at the Chain Of Rocks Bridge, and the Festival 66 at Edwardsville.

The main route of the tour will be to travel as much of the 1926 alignment as possible and to have a stop in each county if possible. Since the tour will be on Illinois Route 4 south of Springfield this year, the route will not be going through Montgomery County.

There may be an additional morning pickup stop in DuPage County at Dell Rhea's Chicken Basket but this is not finalized yet.

Thressia Usherwood from the Abraham Lincoln Tourism Bureau in Lincoln stated that she would be disappointed if the tour did not stop in Lincoln for the overnight in 2001, but she understood that with the road celebrating its 75th Anniversary next year that there would be a need to hold the banquet and overnight in a larger city. Jeff made an offer to Thressia that if the tour stopped in Springfield in 2001, then Lincoln would get the overnight in 2002.

The committee agreed and it was approved. Springfield will be the overnight stop with the Renaissance Hotel hosting our group and the banquet being either at the hotel or the convention center next door. The Renaissance has offered us a rate of \$65. per room. Jeff will contact the hotel and let them know that we will accept their offer.

John Miller will contact Chicago Police Department about getting some traffic assistance for the tour departure. He will report back to the committee at the next meeting. Marilyn Pritchard will do dash plaques and window decals again. Jeff will contact the town of Diamond to see about planning a stop there.

Jeff mentioned the 2001 license plates. 85 sets have been reserved already and we are well on the way to selling at least 200. Meeting dates were set for Sunday, November 12 and Sunday, December 10, 2000 at the Mount Hope Township Hall in McLean, Illinois at 12 Noon. Jeff will contact Glaida Funk to get the hall reserved. There being no further business, the meeting adjourned at 1:45 PM.

Hall of Fame Nominees Sought

by Tom Teague

Do you know a person or business whose career on Route 66 helped give it such special character in Illinois? If so, consider nominating them to our Route 66 Hall Of Fame. New members will be enshrined during the Association's annual Motor Tour in June of 2001.

The Hall Of Fame is located at Dixie Truckers Home in McLean, Illinois. It currently honors and preserves the memory of 44 members. It opened in 1990 and has never been closed a minute, making it the most visited tourist attraction along the entire road of Route 66.

The nomination process is simple. Just write a short description...about 250 words will do of the person, place or business that you want to honor. Be sure to establish their ties to Route 66. Include details on times and places if you can. Pictures and newsclips are welcome, but not necessary.

Please submit your nomination no later than February 28, 2001. Send it to Tom Teague, Hall Of Fame Chairman, 1208 W. Edwards, Springfield, Illinois 62704. If you have any questions, call 217-787-8839 or send E-mail to: teague66@eosinc.com

The Hall Of Fame Committee will meet in early March to select the Hall's Class Of 2001. Its members include the Association's Officers, some historian members, and several Hall Of Famers.

2001 Special Event License Plate Update

by Jeff LaFollette

The year 2000 is quickly coming to a close. With the dawn of a new century upon us in 2001, the New Year is also a special birthday for Route 66. On November 11, 2001 the highway will celebrate its 75th anniversary. And to help commemorate the event, the Route 66 Association Of Illinois will again offer special events license plates.

Many of you who purchased plates in 1999 & 2000 have received letters informing you that plates will be available in 2001. If you had purchased plates before and not received a letter, I apologize. But here is your chance to get your name on the list for the 2001 plates. 200 sets will be available this year, with the possibility of bumping the total up to 250. As of this writing in early October, 85 sets have been reserved. So you can see, these will be a hot item for next year.

If you are interested in purchasing a set of plates, what you need to do is either drop me a note in the mail, or send me an E-mail or a phone call and I will put your name on the list for plates. You can find my address, phone, E-mail, etc. on page 2 of this newsletter. These are legal plates that can be displayed for 60 days on your car, and they will coincide with the 2001 Motor Tour for displaying purposes. The price of the plates should be the same at \$30 per set, but I'll send out a letter informing you of the price sometime in January 2001. I'll also need a copy of your vehicle registration and your driver's license number. And if we're lucky, the State of Illinois won't add anything else to the list this year, like they did to me last year with the driver's license number. So get on the list and get one of these rare collectibles. If you have any other questions regarding the plates, feel free to contact me anytime!

Route 66 Association of Illinois Picnic News by John Weiss



The highlight of this year's millennium picnic were original Pig Hip sandwiches made by Ernie & Frances Edwards with help from Ernie's brother, Joe Edwards. This treat can not be purchased anymore since the Pig Hip Restaurant closed and Ernie keeps his prized sandwich sauce recipe under his chef's hat.

The location was the little known Kickapoo Park, located on Historic Route 66 in Lincoln. This is a pretty, serene, well-maintained facility complete with hiking trails. Add to that some perfect weather and many Route 66 enthusiasts, you have the ingredients for a memorable time. The abundance of great home made food and treats to go along with the sandwiches made the day extra fulfilling.

Now all we have to do is figure out a way to get Ernie & Frances to provide some of their famous pecan pies!

Route 66 Picnic News

by Jeff LaFollette

The Route 66 Association Of Illinois annual picnic was held on Sunday, September 17, 2000 at Kickapoo Creek Park just north of Lincoln on Historic Route 66. The weather couldn't have been more perfect...sunny skies & temperatures in the low to mid 70's greeted the 70-75 participants. There was enough food to feed quite a few more. And the star of the show, Ernie Edwards & his lovely wife Frances were there too, serving the hungry picnickers a Route 66 travelers delight, the Pig Hip sandwich. Ernie was wearing his trusty white chef suit and his tall chef hat, while sitting at the table carefully crafting his sandwiches like an artist creating his work on a canvas.

After the meal, many of the folks sat and socialized and caught up on how everyone had been doing over the summer. Some folks took advantage of the hiking paths that the park provided. And if you were lucky, you got to hear Ernie tell one of his stories. And he still had his sense of humor, too! Ernie had one of his cutout signs of the Pig Hip Chef that hung in his restaurant. Well, I was giving him a hard time as he took the sign down and put it in his car, telling him to bring that sign back. He came back to me and asked if I collected signs. Unknowing to what was going to happen next, I replied that I do collect signs.



He looked me in the eye and said, "Here's the two nails that held up the Pig Hip sign for you then." He got me on that one! Kickapoo Creek Park is a beautiful park with many trees and was just an absolute perfect setting for a late summer picnic. All I can say is what a way to spend a day on Route 66. We wish to thank Ernie & Frances for coming out of retirement one more time to serve up his famous sandwiches at the picnic. The Association thanks all of those who attended and enjoyed the day as well.

A Preservation Idea that Worked

by John Weiss

An interesting preservation project on Lincoln Highway was accomplished by Route 66 Association Of Illinois members...John & Judy Herder, and John & Lenore Weiss. This idea can be used in other Route 66 areas. Here is what took place:

An original, abandoned piece of Lincoln Highway ran parallel to the new Lincoln Highway in Frankfort, Illinois. A bike and hiking trail was planned along this old alignment. The Herders and Weiss' approached the village planners with the novel idea of splitting and removing only half of the old pavement instead of all of it. This way the heritage of the old road could be preserved and new, safe paving for the trail could run parallel with it for the public. This became a reality. A plaque explaining the historical significance of the Lincoln Highway will be installed. This is an example of preservation and progress working together.



National Route 66 Corridor Act Update

by David Knudsen

Well, it's the moment of truth. Last month, we asked you to fax four Congressmen on the Appropriation Committee asking them to approve the \$10 million appropriation for Route 66 preservation projects. Many of you followed through according to reports from their staff offices. I mentioned that I would let you know when the conferees final decision-makers were selected. We now have them and their fax numbers. (E-mail addresses are often difficult to get and we are told E-mails do not have the impact of a fax or letter anyway)

Senator Domenici is also a conferee and he will fight hard for us but he needs our help. We had a meeting recently with David Gaines of the National Park Service in Santa Fe and here is what he said: We can all but assure the money will be allocated if we will apply sufficient grass-roots pressure. There are many projects up for appropriation but grass-roots support is usually minimal because most of the public doesn't think that their input will make any difference to the politicians. So they don't take the time or make the effort. Of course, most don't know who the appropriation decision-makers are, either.

David also said contrary to what we originally thought, we only need to get this single appropriation approval and it will carry through for ten years. Just this ONE vote! I know in the middle of all your enjoyable topics that this sounds like hard work. But, between our faxes and Senator Domenici's personal persuasion that we can do it. Let's all be part of history in the remaking and pitch in together! Here are the conferees and their fax numbers:

Bud Cramer	202-225-4392
Norm Dicks	202-226-1176
Maurice Hinchey	202-226-0774
Jim Kolbe	202-225-0378
Pete King	202-226-2279
Jim Moran	202-225-0017
John Murtha	202-225-5709
Dave Obey	202-225-3365
John Peterson	202-225-5796
Zach Warnp	202-225-3494
Bill Young	202-225-9764
Robert C. Byrd	202-228-0002
Bob Bennett	202-228-1168
Conrad Burns	202-224-8594
Thad Cochran	202-224-9450
Byron Dorgan	202-224-1193
Slade Gorton	202-224-9393
Ben Campbell	202-224-1933
Dianne Feinstein	202-228-3954
Judd Gregg	202-224-4952
Fritz Hollings	202-224-4293
Patrick Leahy	202-224-3479
Herb Hohl	202-224-9787
Ted Stevens	202-224-2354

If you are wondering what to write, here is an idea:

Dear Senator:

As a Conferee on the Appropriations Committee, you will be asked to appropriate funds for the National Route 66 Corridor Act which was signed into law last August. The act designated \$10 million, in which \$1 million a year would be allocated plus 10 years in matching fund grants for those individuals wishing to restore historic properties along the legendary road. I urge you to comply with the act and allocate the first \$1 million this October. These are badly needed dollars for the restoration of one of America's most important historic treasures. Please don't let it disappear like so many historic byways.

(Sincerely, YOUR NAME)

For more information on this important subject, contact:

David Knudsen, Executive Director
National Historic Route 66 Federation
P.O. Box 423
Tujunga, California 91043-0423
Phone/Fax: 818-352-7232
E-mail: national66@national66.com
Web Site: <http://www.national66.com>

More Last Minute News: October 3, 2000

OK! Here it is. I've been on the phone to Washington a good part of the day and here is what has happened.

For the fiscal year 2001, \$500,000 has been appropriated for the National Route 66 Preservation Act. The year started last Sunday. The appropriation has passed the House by a huge majority. (They were the ones we concentrated on because they have always been the problem) It will likely be voted on by the Senate tomorrow where it shouldn't have a problem. Then the President will sign it in the next few days. At that point, the National Park Service will begin to put together the staff and guidelines to be able to review and issue grants. That will undoubtedly take several months.

The good and bad news is that an appropriation bill must be passed every year. Because \$10 million was in the Act, the following year we might get \$1.5 million if we push for it. Much will have to do with the education we have received going through this appropriation stage. We have learned a lot and can avoid some ball dropping. We also have learned that the head of the National Park Service forgot to put it in his budget and didn't request it. So we were fighting in essence to get money that was not requested. Guess who we'll target next year?

Here is something that you all should know. Senator Domenici's office said that to resurrect an appropriation like this that was not requested by the administering agency (NPS) and did not have a matching bill in the House is almost unheard of. It was clearly this group and our other members who got their attention. How do I know? Who else would have?

All the fans of Route 66...thank you and particularly the Mother Road! Thanks to you all!

I n O t h e r N e w s . . .

Bill Shea, of the world best 66 Museum in Springfield, Illinois is looking for a male mannequin for his new station. He has an old Phillips 66 uniform he would like to attire a mannequin with and display it in the station. If anyone knows where he can find one, please call Bill at 217-522-0475 (daytime) or write him at: 2075 Peoria Rd., Springfield, Illinois 62702.

Some news from Shellee Graham...her world-known traveling 66 exhibit will be in Massachusetts for the 75th year of Route 66 during February 20, 2001 to September 12, 2001. It will be at the Museum of Our National Heritage, P.O. Box 519, Lexington, MA 02420, Phone: 781-861-6559 ext. 107. Also, for yuns that didn't know that Shellee had a website that has some 66 information and other things of interest, try this next time you turn on your PC's: home.earthlink.net/~shellee66/sg.html

Ken Kemper, the man that rode a new E-bike on Route 66 earlier this year, put the special bike up for auction in August this year, and the proceeds went to Kids Across America. Ken rode the bike about 2,60 miles on Route 66. Ken also has a cool Route 66 website for you all to check out: www.ureach.com/motherroad66

Another noted member from the Missouri Route 66 Association, Jane Dippel, took her yearly trip down Route 66 and back from mid-October this Fall. She takes this long trip every year, and is one of the most knowledgeable people I know of information on Route 66. A friend named Fran traveled with her, whom owns the Route 66 Lounge in Cuba, Missouri. One of these days, your Editor will travel with her on a trip, since Jane is second to none on a tour guide through the entire route (*except for Illinois. Ha!*).

Rumor has it that Bob Waldmire brought home a friend from Arizona last time...a rattlesnake! He was going to take it back with him to let it loose in Arizona until the "government" didn't like the idea that he had a dangerous pet, and confiscating it. So Bob will have to travel solo out west without his rattly friend!

From Marilyn Pritchard comes some news: Our year 2000 Hall of Fame member Gussie Keller (of Pontiac, Illinois) was selected Grand Marshall for the 2000 Threshermen's Parade. This year's parade theme was "Contributors to the Twentieth Century". Gussie's dedication to our community with her various restaurants along Route 66 and serving food at the Threshermen's Park are very fitting to the theme. She always looks forward to every Threshermen's Reunion and hasn't missed one yet at the age of 90. It was heard by both Marian & Gussie what a joy it was to be in the huge Threshermen's Reunion Parade.

Also from Marilyn: Sunday, September 10, 2000 at the Taste of Country Fair, also known as the Route 66 Reunion in Lexington, Illinois were 10 Hall of Fame members that participated in the parade. They were Ernie & Frances Edwards, Jim Jones, Arline Winterland, Joe & Gladys Edwards, John & Loyce Stonecipher, and Chester & Nellie Henry. What greater way to represent our Association than our Hall of Fame members!

From Kathi Wellbacher at Trailnet: On January 20 & 21, 2001 Trailnet will host Eagle Days on the old Chain of Rocks Bridge. There is no admission charge for this event held on this historic Route 66 landmark. The hours each day are 9 A.M. to 3 P.M. This program is the sixth annual, and hundreds of wintering American bald eagles can be seen fishing in the river, roosting in nearby trees and soaring overhead in favorable weather conditions. The bridge gives eagle watchers a birds-eye view of our national bird and is safe, away from vehicle traffic unlike other sites along the river. A hand-held

eagle brought by the World Bird Sanctuary will allow visitors an up-close, personal look at our national symbol. Native American storytellers and Lewis & Clark re-enactors will entertain visitors in the warming tent. Trailnet, Illinois Department of Natural Resources, and Missouri Department of Conservation all are hosting this big event, which will attract thousands of eagle watchers. There will be volunteers to help visitors locate eagles in the viewing scopes provided or you can bring your own binoculars. Volunteers are needed for this program and if you can help with this event, call the Trailnet office at (314) 416-9930.

From John Weiss of the Preservation Committee: Lincoln Highway. The historic Lincoln Highway has been granted the distinction of being titled a National Scenic Byway in Illinois. Along with that, the distinctive historic route's red, white & blue logo signs have been installed by the highway department just like our Historic Route 66 signs.

Crossroads of America. This is what Joliet is now calling the intersection where historic Route 66 and the historic Lincoln Highway cross each other. A transportation museum and a Route 66 welcome center will open on the corner in 2001. Several million dollars has already been earmarked for this project.

Tourism Film. The 17-minute video that is being shown at the Route 66 themed rest area on northbound I-55 near Hamel has received rave reviews. This first class video was created by KRT Productions for the tourism bureau. It has also been used in various ways to promote tourism along the Route 66 corridor. KRT has been retained to add 10 more minutes to the video. When completed, it will be shown on public television channels not only in Illinois, but in all the states surrounding Illinois as well.

There is another new Route 66 book out, by Tim Steil. This book is very colorful, featuring color photography by Jim Luning. The book celebrates life that America's Main Street leads today from Chicago to Los Angeles. Tim was at the Hit The Road Store in Chicago on October 10, 2000 to sign copies of his book. For more information on getting a copy of this new book, call Annice Tatken at 773-388-8338 or visit her store at: Hit The Road Travel Store, 3758 N. Southport Ave., Chicago, Illinois 60613.

Late news from David Knudsen from the Route 66 Federation. The just-passed Appropriation Bill for the Route 66 Act is now Public Law Number 106-291. Stories elsewhere in this issue.

There was a Dedication Ceremony in Joliet, Illinois for the Lincoln Highway. It goes through Joliet, and has recently been given status as a Scenic Byway and has signs erected in the area similar to our brown Historic 66 shields.

Also more big news from Joliet. The city bought the Methodist Church next to the Renaissance Center for \$250,000 and it has 24,000 square feet. They are going to install a footbridge between the church and the Renaissance Center and then they are going to rename the church the Route 66 Welcome Center! It includes a Culinary Department and has banquet facilities for 400 people, which is attached to the church. It is being completely renovated and still has the pipe organ with the compressor for it in the basement. The church was built in 1909.

Another person most of us know, Dave Hoekstra, a staff reporter for the *Chicago Sun Times*, has ran a very nice large article in the October 8, 2000 newspaper on the Standard Station in Odell. Dave ran a nice slide presentation for us not too long ago at one of our General Meetings, and it was well received.

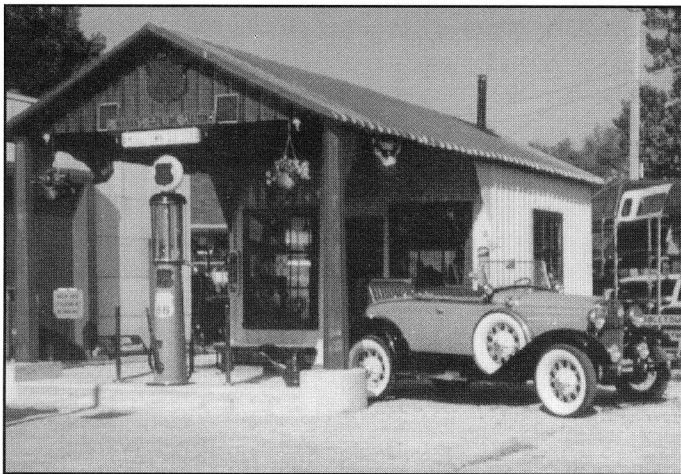
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Mahan's Filling Station Update

by Randy Smith

Since the Summer issue of *The 66 News* which featured Bill Shea and his new gas station he bought, Bill has made great progress on its restoration. He has an original early 30's Phillips 66 glass globe gravity gas pump out front, and so many other Phillips 66 original signs and what-nots to make it look just like it did in the early days of Route 66. But at that time, the station used to be on Route 136, between Easton & Havana on a corner known as Knuppell's Corner. Sometime in the mid 30's, it got moved from there all the way to Middletown, a few miles away from Springfield, Illinois. And for a good 60 years, it sat there on 105 Fifth St. in Middletown. That is, until Bill Shea saw it and started getting idealistic.

He made a deal on it, and bought it. Then he had it flat-bedded to his Marathon Station on Peoria Rd., also Route 66. So after about 5 months now, he just about has it all done, and it really does look good! His dual museums are open most of the time daily from 7 AM to 4 PM, and on Saturday from 7 AM until 12 Noon. He is not open on Sundays. So make sure you bring your cameras each time you stop in and visit this world known Route 66 Museum and have some time of chat with Bill Shea, too!



Next to Bill Shea's Marathon Station is Mahan's Filling Station. Bill has it all fixed up now, ready for show. In front of the Phillips 66 Station is a 1931 Model A rumble seat Ford.

In Other News, continued

In Vinta, Oklahoma there has been an unveiling of the Will Rogers Monument. It is six feet high made out of granite, and there will be 40 of these beautiful markers all along Route 66 by 2001. Vinta is the first one and more Oklahoma towns can expect more soon. Each marker is different, and the inscription placed on the monument is unique to each community that it is located, and a different Will Rogers quote is on each one. For more information, contact the Vinta Chamber of Commerce at 918-256-7133, and ask for Amber Egnor. Or write them at Vinta Area Chamber of Commerce, P.O. Box 882, Vinta, OK 74301

Our At-Large Board Member John Miller has been in touch with special events director James Law from Chicago to inform him of a request from the Association for traffic control assistance for our 2001 Motor Tour which will start at Grant Park, two blocks from Jackson & Michigan. The 2001 tour is to start there Saturday, June 9, 2001 at 7:30 A.M. and is to depart from Grant Park at 8:00 A.M. We'll know more later on how this request went, which I am sure was not a problem to arrange as it has been done before for us.

Preservation Meeting Minutes – July 8, 2000

by Lenore Weiss

John Weiss, Preservation Committee Chairman, called the meeting to order at 6:10 p.m. at Feddersen's in Dwight. 33 people were in attendance. The minutes were approved as received. Dorothy Seratt motioned, Jeff Geisler seconded.

Paul and Tami Panzuk along with Paul and Gretchen Wendt and Dorothy Seratt surprised everyone by announcing they spent the entire day at the Odell Station and finished the soffits.

John presented new stationary of Odell and Lenore mentioned the new Crusin' 66 Bear she will use to raise funds.

The original Steak & Shake gave us some souvenirs that Chester Henry obtained and is now saving them for us.

We purchased a pot belly stove that is on display at the Odell Station. A traveling group from Maine donated \$20 and helped move in the stove.

The Streetcar in Gardner, behind the Riviera Restaurant, will be our next project. Owner's Bob and Peggy Kraft will not sell it. Peggy also donated \$25 to Preservation. Tom Perkins of Gardner will work on it at no charge. We will furnish materials. An original hat rack from the streetcar was donated back to it.

We have received \$57 in donations for the Streetcar Fund. The bell works and Jeff Geisler will see if he can get the bell foot pedal.

Discussion of picnic tables followed. We are trying to get them donated. Pontiac High School will assemble them for us.

Grand total donations to Preservation is \$972. We also have \$221 cash. We have requested \$1,000 from the Association as a donation towards Preservation.

A Japanese film crew will be coming in tomorrow to film us working on the Odell Station.

We will also participate in the Parade in Gardner at 4:00 p.m. with antique and classic cars.

July 28 is the next work day. There were discussions regarding painting and woodwork. The village will power wash the soffits.

Jeff Geisler read a report from the state about the McCook Quarry.

Jeff LaFollette spoke about the \$10,000 grant project.

Ed Seal, Mayor of Odell, is working on a grant in Springfield for money to match what we earn for the station.

Marty Blitstein and Superior Coffee Co. donated a commercial coffee maker and all coffee to Odell. Cathie Stevanovich and Marty also want to donate a refrigerator in memory of Marty's father and Cathie's son.

The Poker Run will be held during Odell Days, August 12, and Hermie said the Lions Club want to work with us and support the Odell Station.

Re: Poker Run – Various needs from the Village of Odell. Discussion followed. Post cards were to be sent to Association members. Jeff LaFollette will donate pop. Marty Blitstein donating all food. A discussion of volunteers, dealers, donated raffle items, etc. followed.

Jeff motioned to adjourn, seconded by John (a.k.a. Dave) Miller.

Fundraising Poker Run, August 12, 2000

by John Weiss



As with any kind of volunteer projects, money is a controlling force. The Standard Filling Station in Odell is certainly no exception. We had a very successful fund-raiser last year so we thought we would try again. Did we succeed? You bet we did! We cleared approximately \$4,000 this time. What amazes me the most is not the amount of money we can earn, but instead it is how it all happens.

In order to be successful, we virtually need everything donated. We had free food & soda. We had over \$1,000 in raffle prizes donated. We also had some extra special items that went up for a silent auction. We had items donated that we sold and two Route 66 vendors who donated 10 percent of their sales. Add to this a small army of volunteers working with donated printing supplies at numerous Route 66 establishments, and you begin to see how it all works. Can I thank everyone who made this event possible? I wish I could, but the list is too long. They all know who they are. Their real reward is seeing the station's progress.

Here is how a Poker Run functions. Locations are selected along the route. The participants are given a map so they can visit any 5 of these places and draw a playing card. It is as simple as that. The best poker hand wins. This year, there were nine locations plus the station. Some were north of the station and some were south.

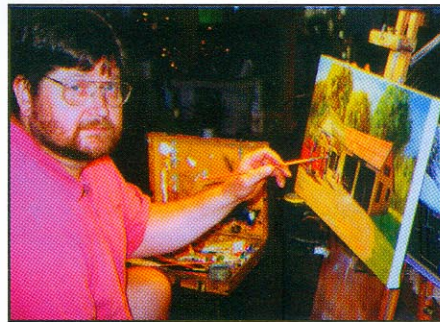
The station was #1. The Chenoa Antique Mall was #2. Pickles, Peppers, Pots & Pans were #3. The Holiday Gift House was #4. Numbers 3 & 4 were in Pontiac. The Old Log Cabin Restaurant was #5. Rentz's Tap & Restaurant in Dwight was #6. Feddersen's Pizza Garage was #7. The Country Mansion was #8. Numbers 7 & 8 were in Dwight. Coaches Pub was #9. Riviera Restaurant was #10. Numbers 9 & 10 were in Gardner.

The most common statement we heard was "I didn't know about all these great places!" My experience in business is that the number one problem is getting people to come through your front door the first time. Once that is accomplished, people will return if they liked what they saw or experienced.

Using the Poker Run concept accomplishes this task. It directs people to new places and makes them walk through the front door with no obligations. We need a lot more of this along all of Route 66. If our businesses on Route 66 are financially healthy, then the whole road benefits. This is true not only now, but it will continue into the future.



Volunteers and participants take a break during the Poker Run at the Standard Station in Odell.



A volunteer painting artist, John Tylk, did this beautiful painting of the station, and then donated it to the Poker Run silent auction. It went to the high bidder John & Judy Herder.



The "OLD" before photo of the Standard Station just a few years ago.



The "NEW" after photo of the Standard Station as it looks now today.

Preservation News Briefs

by John Weiss

On July 9, 2000, Preservation Chairman John Weiss arranged to work with a film crew from Japan. They visited the Standard Filling Station in Odell. The crew captured on film many of the volunteers working that day. This video is part of an hour-long program being prepared for Japanese Public Television about Route 66.

Afterwards, the film crew went to Gardner, Illinois to record the festival and parade that was taking place. Many Illinois Route 66 members participated in the parade representing our Association. As a result, Odell and Gardner will be seen half way around the world and will probably increase local tourism.

The original Steak & Shake in Normal is now closed. The site will soon have a pizza restaurant at this location. Preservation Committee Chairman John Weiss has been in touch with the new owners. He worked out an agreement to salvage some original items.

John then contacted Board Member & Hall Of Famer Chester Henry to ask for his help since he lives nearby. Chester reports that not a lot was still available but he did find some small items. He also was able to secure two original booths. He will store them until we find a suitable use for them.

Big news from Hamel, Illinois. Preservation Member & Association President Jeff LaFollette reports that he was able to talk to the owner of the other remaining Meramec Caverns barn in Hamel. The owners would like to see the old barn restored like the Preservation Committee did in Cayuga. John said he would get a crew together and plans to do the job next Spring. Our sign painter Randy Wierzgac has already agreed to participate.

Speaking of barns, the Mail Pouch Tobacco Barn in Elwood is now gone. But the boards were all saved with the lettering on them. The farmer has them all in storage for us. He also has some extra boards. Hopefully enough to use to patch up the Hamel barn. We don't know what we will do with this old sign, but it had to be saved. It will also be restored.

The Oral History Project has been very successful. Ted & Marilyn Giovanazzi have been doing a great job securing the histories from numerous people. What a fabulous collection they are gathering.

Preserving memories and lifestyles is just as important as preserving barns, buildings, and roads.

Lenore Weiss has been busy fundraising. With her own funds, she has purchased wholesale Route 66 Cruisin' Bears and the limited edition of Route 66 Snortin' Nortin Camels. She then gives the proceeds to the Preservation Committee. This has resulted in hundreds of dollars for preservation projects.

The Riviera Streetcar has been honored to be a part of the Society for Commercial Archeology. They printed the story of the streetcar diner located in Gardner. (See related story elsewhere in this issue.)



Preservation Chairman John Weiss poses with these two charming ladies from the television crew. Left is John Weiss. In the middle is Sachiko Sugiyama, Director. Right is Kayoko Mitsumatsu, Producer.



A television crew from Japanese Public Television sights in on the work at the Standard Station in Odell.



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Route 66 Preservation Project

The following is a report that was turned in to John Weiss by Preservation Committee members, Ted & Marilyn Giovanazzi. This is a result of an interview with Mr. Gordon Gunderson. It contains information about the streetcar behind the Riviera Restaurant in Gardner, Illinois, that we hope to restore next year.

The streetcar was purchased in 1932 by George Kaldem. A man named Tressure was hired to move the streetcar to its original location near the corner of Grundy Street and 66A. This section today is presently closed for overpass repairs. Gordon Gunderson was his helper. The car was moved and set up by Mr. Tressure & Gordon together, and it was hauled on a flat bed trailer, which was a rare sight in those days. The cost of the car was \$300. The movers charged \$100 for their services. This included creosoted railroad ties that were used as a foundation. The ties were secured from the nearby town and coalmine named Veronna. Mr. Gunderson participated in building of the add-on kitchen. There was a Shell Station next to the diner. This structure still stands.

The kitchen addition was placed where the two shorter windows are now located alongside a doorway. The windows actually served as a pass through for the food to the counter from the kitchen. The diner had a counter with 5 stools and 4 small booths. The coat-hat rack was located in the rounded section at the entrance end. The only source of heating was a small kerosene heater located to the left of the entrance door, and the heat of the kitchen. The diner had no running water. Water was carried in containers and supplied by nearby residents. Most homes in Gardner at that time had only private wells and cisterns. No municipal supply was available. The hours of operation back then were 7 AM to 8 PM daily. Lunch was their busiest time. A blue plate special was offered at 35 cents a plate, which consisted of meat, potato, veggie, bread and coffee. Soup was available only once per week, possibly due to the water problem. Fresh pies were made daily.

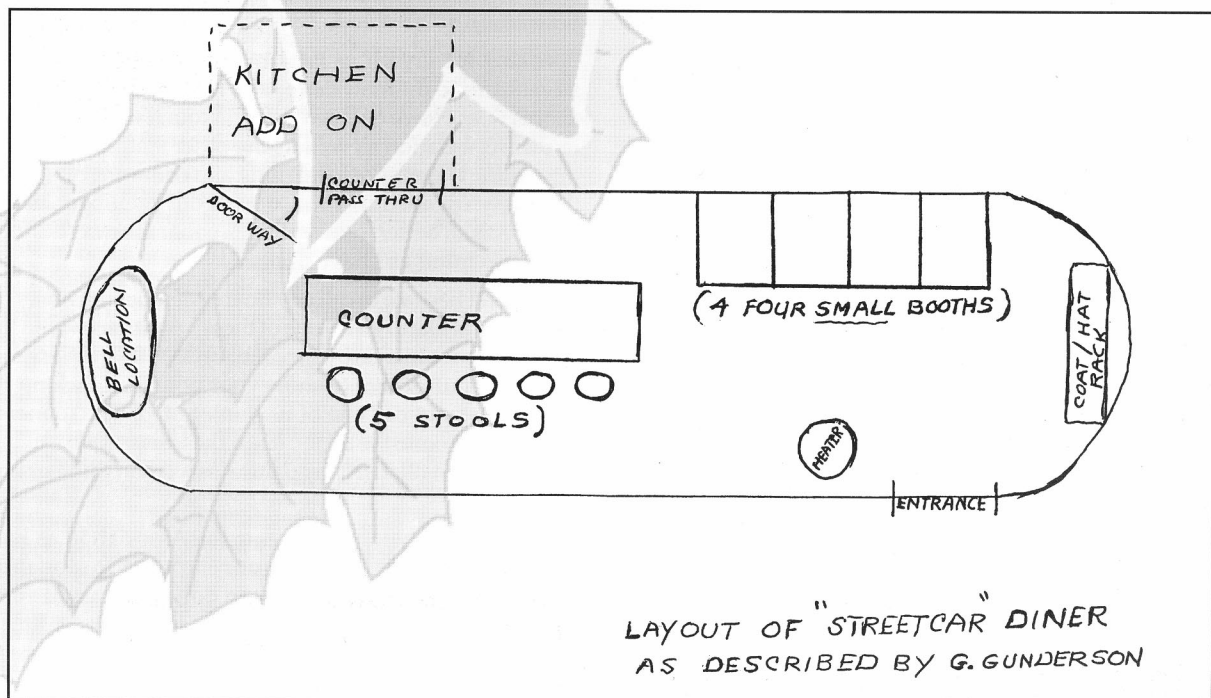
Patronage was mostly locals, but also truckers and travelers. The exterior was painted white and the interior was a light green. It is possible that the original white buttons used by passengers to signal the conductor to stop are still intact on sidewalls.



There were no signs to identify the diner from the roadway. It had a black coal cinder driveway and parking area. They couldn't afford high priced gravel. It's diner history ended in 1939. The factors seemed to be sickness in the family, the building of the Gardner Bridge, the building of a new bus stop up the road and possible other things. The diner was the original Gardner bus stop.

Gordon Gunderson again moved the streetcar and the add-on kitchen to the homesite of Minnie Springborn on 201 Grundy Street at the corner. There it began its history of lodging and children's playhouse as well as a summer cottage. The exterior was repainted yellow. The move this time was made on a steel wheeled trailer and pulled by tractor.

Gordon purchased the property in 1956 along with the streetcar and he moved it to the site behind the Riviera Restaurant. Jim Girot, who created the Riviera at the time was Gordon's father-in-law. Jim actually passed on around 1950 but the property was still owned by Rose Girot and her husband at that time. It was during this period of its history that Gunderson replaced the windows with the metal windows that are now in place. Until that time the actual windows of the streetcar was used. The eaves as we see them today were actually constructed when Gunderson helped move and set up the diner on Route 66 in 1932. The kitchen was not moved to the Riviera site.



Newsletter Editor Needed!

Randy Smith, the current Newsletter Editor for the Route 66 Association Of Illinois, is retiring after finishing the Winter 2000 issue of *The 66 News*.

He will have completed his 18th issue when Christmas comes later this year. Randy originally had it in his mind to stay on as Editor until he defeated Tom Teague's own record of whom did the most issues, and even if Tom comes back in as Editor, Randy will still hold the record for the most consecutive issues.

A few words from your Editor...

It is time for me to get back into some travel and adventure as far as Route 66 is concerned. Since taking over this very important job, I have been very restricted to travel and adventure both. I am looking forward to finishing some of my own unfinished business on Route 66, but it comes at a price...time off! I need a lot of that to accomplish my goals. I told myself to hold on as long as I can, and I did. Other commitments now demand that spare time so I will need to plan early for them. In order to do that, I have told the Board last year at the Summer 1999 meeting that if I do retire, I will give the Association 6 months advance notice so they would have time to start searching for a capable Editor to take up this bold job that is the pinnacle of the Associations' communication to our membership! This may not be an easy feat to accomplish so 6 months should be enough time for the Association to look for a good Editor. There is more to this position than most people actually realize. Not only will the Association need to fulfill the Editor position, but also it will need another Layout Person along with someone for the Mailing Duties as well. Currently, your Editor has been doing the mailing duties and had his own layout girl doing the final prep work getting it ready to print. So what we are really dealing with here is three different things that need to be worked out all at once in order to pull this entire operation off.

One suggestion I may make is for the Board to have a separate person do the mailing duties, which may require going down to Lincoln Printers in Lincoln to pick up the newsletters when finished, and getting set up with a Post Office in that person's area, and using your own funds to cover the postage. Once this person covers the postage, you send the receipts to the Treasurer for reimbursement. This job alone takes quite a bit of time and some travel, and the closer to Lincoln you are the better. I do not advise changing to a different Printer since Lincoln Printers has been doing our issues for about 10 years or more, and they are fully experienced in this newsletter as well as have been giving us the best rate for printing cost.

The layout person is another matter. That is the one that professionally sets up your work as a finished product by taking your text which you have on either a floppy disk or a CD, and putting it through a program to lay it all out neatly. Most volunteer Editors have not been able to do this in addition to the time it takes to get the type all set up, so it has always costed the Association for a layout person to help in this job. Currently, my layout girl Kim will be retiring with me since we came on together as a team, we are leaving on a high note as a team. She has only charged us a reasonable \$200 per issue, which usually can cost \$400 or more! She used the Adobe Pagemaker program to lay out our newsletter, and in addition to that, Randy and Bob Borowiac (from Lincoln Printers) also have the Adobe Pagemaker program. So as you all can now see, all three of us key players in the newsletter all had the same program to use, and were able to seamlessly put this product together in a way like never before.

We have repeatedly, over and over, been told that we have the very best Newsletter of all the 8 Route 66 States.

That claim is not doubted, but it will be critical to the Association now to be able to maintain, if not improve on that!

Tom Teague originally started this important job with his first issue, and later after Nancy Saul stepped down he took it back full time and for quite a while. Tom made waves when he started the "color" front cover, and it became the blueprint for all future issues. Tom left the position on a high note, and he was also very fortunate to have another highly qualified Editor lined up to take over where he left. Then came your current Editor Randy Smith, from Creve Coeur, Illinois.

Randy took a radical approach to the job. He found another layout person (which cut costs considerably in that decision as well as improved the quality of the issue 100 percent) and also took up the mailing duties as well. He also traveled to Lincoln twice each issue to drop off and pick up the newsletters when done. He never charged the Association for his travel expenses to do this job, so in the process he donated a valuable service. He also started to use his own IBM computer to do the Front Cover designing, and often did the Back Cover, too! It can cost more on layout to do that, so to save more money, he did it himself. He always believed in this old saying..."if you want it done right, do it yourself!" Randy also came up with so many different designs for the Front Cover, including some that turned the issue around sideways view! It will be an interesting challenge to the next Editor to keep designing more and better Front-Back Covers, since often it is the very first thing a member notices when you pick up your issue! First impression always counts when vying to be number one!

I am going to deeply miss being the Editor for the Route 66 Association Of Illinois. It has been a challenging job, and one of the hardest to do in any position, whether elected or appointed. It is not a job for just anyone, so if you might know anyone that would be interested in being Editor, Layout Person, or Mailing Duties, please don't hesitate to E mail or write me (address on page 2). I will be happy to advise the Board of any nominees and their credentials to this task to fulfill this entire operation, but this is an appointed position, not an elected one. So ultimately it is up to the Board to appoint someone for any of these three positions if subdivided.

Speaking for myself as Editor, I will still contribute stories and adventures to this newsletter and hope to keep in touch with you all this way. I have enjoyed being in touch with so many members in this Association as well as the other states, too. It has been an interesting experience in learning and communication. I also value the many friendships I made with our members and getting to know you all better. I sincerely pray that the next Editor will keep you all in mind as I have done.

Also, don't hesitate to call any Board Member or Officer to mention if you would like to go for one of these 3 positions within the Editor's job. We need someone by the January 2001 Board-General Meeting, so here's your chance to show your potential! Pick up the blower (telephone) and call one of us if interested! The sooner the Board can find someone the better, since the Editor's job can often be the hardest one to fill. Let's keep this Association number one as it has always been.

It has been a privilege to serving the Association as Editor, and I want to thank you all for your support in donating to this newsletter. It could not have been done without all your support combined! Let's all support the next appointed Editor and help out all we can to keep this success going and improve upon it as well! (Editor: Randy Smith)

Stories from Illinois 66

Compiled by Ted & Marilyn Giovanazzi

Here are some more great stories compiled by these two spirited 66 members from the Preservation Committee of the Route 66 Association Of Illinois. They go door to door looking for stories related to Route 66 and folks that grew up with the Mother Road in its heyday. We present to you some more good information to read and enjoy.

Some News on Joliet

by Louise Libersher

Located on Chicago Street (Route 66) between Doris & Mills Road in Joliet is Nowell Park. In its early days on Sundays, this was the place to go. There were baseball games for the adults in the afternoons and free movies were showing in the evening. We would have big family picnics there and fight off the equally big mosquitoes. What fun we had. The park is still there and still maintains its fine facilities, picnic grounds, and swimming pool.

Also on Chicago Street and the corner of 5th Avenue in Joliet, there was a large quarry located on the East Side of the street. Further South, just North of Nowell Park on the East Side was a building known as the American Institute Of Laundry. Although this was a working laundry, it also included an experimental laboratory where various cleaning fluids were tested on different fabrics. This building still exists and now houses the Joliet Equipment Company.

Short Stories about the Odell Station (1954-1976)

by Ms. Gert Wiemken, former owner, from Dwight

Running water in the winter was not always available due to freezing lines. Bob Close would get up early to get the fire going in the stove. He would heat up snow so that Gert would have the water she needed for metal sanding in their body shop. Even when they had running water, the only faucet available in the work area was located under the wood floor about three feet down. From this, they connected the hose used for dust control.

SUNDAY SCHOOL. It seems on Sundays the Odell gas station had almost as big a gathering as the local church. Bob Close would open the station to his male friends and neighbors for conversation around the potbelly stove, and the workshop for their use in repairing their own automobiles. They would bring beer for refreshments and with their combined expertise would keep their autos in good running condition. For this favor, anything that Bob needed as far as repair work around the shop went, the men were always willing to do. Neighbor helped neighbor. During hunting season, Bob always fired up the stove on weekends for the hunters to use as a warm-up station when they hunted for pheasant and rabbit.

Odell's Norwegian Visitors

by Dolores Scinto

On Saturday, May 20, 2000, my husband Lenny, my daughter Shelly, and I were visiting the Odell Station when we heard motorcycle engines coming upon us. We were joined by 11 men with foreign accents. They explained that they had flown into O'Hare Airport from Norway on Thursday evening. Friday was spent preparing the motorcycles that they had transported from Norway and buying travel gear. Each of them wore a black T-shirt with a flag of Norway and "Route 66" in the middle of the flag. We thought that was really neat!

We spent about 30 minutes chatting with these tourists. These men had come to the U.S. solely for the purpose of traveling along Route 66, from Illinois to California. The trip was expected to take approximately one week. However, the group was allowed three weeks in case of unexpected occurrences. Two of them left the group after two weeks.

Before the men left Odell, we were able to photograph them with my camera as well as many of theirs. As a souvenir of their visit to Illinois, Lenny gave each in the group a hat with "Chicago Mack Sales & Service" embroidered across the front. They seemed extremely pleased with the gift.

We really enjoyed our visit with these men. This visit proved that the legend of Route 66 goes well beyond the borders of the United States.

(Editor's Note) This is true, as I have met many of these foreign groups and I have supported them and kept them mentioned in my newsletter ever since I became Editor. Promoting tourism is also one of the focal points in this Association and putting in news from other countries and Route 66 states in this newsletter. Many thousands of dollars are spent by these groups and clubs, and it further promotes even more tourism as the word continues to get spread about Route 66. Let this story by Dolores Scinto be a good example to remember! (Randy Smith)



Anybody for Treasure Hunting?

by Burt Parkinson

The Rossi family of Braidwood built a gas station-grocery store on Route 66 (Rt. 53) shortly after the road was built. It was located where the entrance to the Com-Ed power plant now stands. In 1927 they built a dance hall and later added cabins. The complex was known as Rossi's Park. In its glory days, many of the famous bands of the big band era appeared at the hall. Tough prohibition had already ended when fire destroyed the hall in 1935, local wisdom claimed that they weren't buying the right booze from the right people. It seems certain that corrupt families still controlled the liquor business even after it became legal. The complex also became linked to the kidnapping of the cosmetic baron, Max Factor, in Chicago. Factor was reported as being held for a \$50,000 ransom. Right after he was released, rumors had it that one night a large chauffeured car was seen pulling into the dance hall area. A hood carrying a large metal case exited the car while the chauffeur remained. The hood went into the woods with the case and returned empty handed. They then sped north on Route 66. The next day, the Capone gang was involved with a rival gang in a gunfight at a North side flower shop in Chicago. The hood was one of the people killed. Rumor has persisted for years that the case the hood was carrying was the ransom money from the Factor kidnapping which he buried in the woods. If true, the burial location died with him. Since then, the money has never

Stories from Illinois 66, continued

been reported found. One could surmise that when the land was graded to build the power plant, it was either found or it is still there somewhere!

Mystery Solved on the 2000 Motor Tour

by Don Spadoni Sr.

The 2000 Route 66 Motor Tour was my 4th adventure on the old Mother Road, and for my son Don Jr., it was his 7th trip. Every time that we have made the trip, I would reflect when we would get into Livingston County. Back in the mid-70's a trip down old Route 66 was the road of choice on our annual Summer travels to the Lake Of The Ozarks in Missouri.

I can recall that when we traveled south on old 66, just south of Pontiac, was the Livingston County Home. It sat off on the right, up on a small hill with many stairs to climb on the front of the building to get to the front porch with stately looking, elderly gentlemen sitting in rocking chairs smoking their corn cob pipes and dressed in their bib overalls. As our annual trips came and went, one year the trip no longer took us down the Mother Road. The last section of Interstate 55 had been completed and like for many people, that became the road of choice for travel.

Probably close to 20 years had passed until I had made my next trip (in 1995) down Route 66 on my first Motor Tour with my son and we, of course, passed through Livingston County. My comment to him was that there was an old building somewhere north of the State Police Headquarters in Pontiac, but that the exact location had eluded me. During our Motor Tour trips, as we would pass the new Livingston County Manor, I would tell my son that this looked like the spot that the old, wood structure home was once on, but that the area was now completely changed in appearance, that the hill was gone and I wasn't sure if this was the same place where the very old looking Livingston County Home of years past once stood.

As we proceeded north on the 2000 Motor Tour, we passed the spot again where I thought the old home once stood but no real evidence of the location could be found. A little further north on this year's trip we stopped at the Old Log Cabin Restaurant, just north of Pontiac to see the sight. While we were there, we asked one of the waitresses, Mrs. Bert Kennedy if she was a native of Livingston County, and she indicated that she was a lifetime resident. We then knew that our answers were just minutes away. So Mrs. Kennedy told us that the site of the new home was the site of the old Livingston County Home and that when the old one was raised to make way for the current structure, that the topography was changed to make the site much more level, with the hill being cut back and removed.

Mrs. Kennedy's information filled in the blanks for all of the questions that my son and I have asked for many Motor Tour trips on old Route 66 over the past several years. My son doesn't remember the old home, so when I would relate this story to him, I think sometimes that he thought I was hallucinating and making up the story. So a special thanks to Mrs. Kennedy for clearing up this old mystery of mine, as I have vivid memories of those elderly gentlemen on the old front porch of the former home. I am sure that some of these men were Spanish-American War soldiers and World War I veterans and very proud of their contributions to our nation.

The 2000 Motor Tour was a memorable one for me, as I now have an answer to a question that I have asked since my first Motor Tour trip in 1995.

The Glory Road

by Millie Martin

Millie Martin is a poet from Hemet, California.
Here is a poem that Millie wrote about Route 66...

ILLINOIS – Take the magic highway U.S. 66.
Began in Chicago, ending in Santa Monica.
Two thousand four hundred miles West.
Just an Oakie, singing a song on
"The Glory Road" U.S. 66.

MISSOURI – The Main Street of America
Chugging on in black Model T Fords.
The "Show Me" State – see Joplin.
Just an Oakie, singing a song on
"The Glory Road" U.S. 66.

KANSAS – Sunflower State, cattle drives,
gunfights, cow towns, and Dodge City.
See Galena and Baxter Springs – dream on,
Just an Oakie, singing a song on
"The Glory Road" U.S. 66.

OKLAHOMA – The Mother Road – Touch N Go.
Hard driving up ahead, flat tires,
Over heated radiators, broken axles.
Just an Oakie, singing a song on
"The Glory Road" U.S. 66.

TEXAS – The Free Road – bridges single file.
When you see a wave, that's "Howdy."
See Amarillo, Shamrock, and McLean.
Just an Oakie, singing a song on
"The Glory Road" U.S. 66.

NEW MEXICO – The Land of Enchantment.
Weird rocks – volcanic formations.
Tucumcari, Santa Rosa, and Albuquerque.
Just an Oakie, singing a song on
"The Glory Road" U.S. 66.

ARIZONA – The road lures on – sign reads
to Holbrook, Winslow, and Flagstaff.
Still looking for a better life.
Just an Oakie, singing a song on
"The Glory Road" U.S. 66.

CALIFORNIA – Arrived on Santa Monica Blvd.
Don't let the dreams and visions fade away.
Guardian Angels watched over us & still do.
Just an Oakie, singing a song on
"The Glory Road" U.S. 66.

A California Trip In 1951

by Joe Martinek

Back in 1951, long distance highway travel was a lot different than it is today. There were no interstate "super slabs", no chains of fast food restaurants, and no fuel-efficient automobiles with cruise control or air conditioning to make our trips easy. There was only Route 66 at our disposal. But of all the comparisons that one could make between a trip to California in 1951 and now, I think that the cost comparisons of such a trip are the most astounding!

We began our family trip in July of 1951. The purpose was to visit my Grandparents and my Aunt who lived in North Hollywood, California. My dad took 3 weeks of vacation from Western Electric Co. to make the trip. There were 5 of us making the trip in a 1949 Pontiac without air conditioning, cruise control, or even a fuel-efficient engine. Of course, an average working man like my father couldn't afford a new car in those days. So we had to make do with a car that was not fuel-efficient and also burned a lot of oil on the trip (15 quarts!).

In looking over the daily log that my mother kept, I was really amazed at the price of things back then. Specifically, I compared the cost of travel in three separate areas...gasoline, food, and lodging. First, gasoline averaged about 28 cents a gallon. On the total trip of some 5,200 miles (which includes about 600 miles for sight seeing while in California), a total of \$102.13 was spent on fuel. What would be the cost of fuel for such a trip today? Well, if a newer car could average 20 miles per gallon, there would be 261 gallons used at an average price of \$1.50 per gallon. This would amount to \$392 for fuel. However, our car averaged only about 14 MPG on the trip.

Next is the cost of food. On our trip, breakfast averaged about \$2.25 for the 5 of us. Lunch was a little higher at \$2.85 and dinner for our group averaged about \$5.60. The total amount spent on meals on the trip was \$107.53. How much would a family of 5 spend today? Breakfast would probably cost at least \$25, lunch would be about the same at a fast food place, and dinner would require an expenditure of about \$45 at a family restaurant. Thus, an estimate of \$95 per day seems reasonable for food costs for a family of 5. Eight days at this rate would produce a total meal cost of about \$760 for the trip.

Finally, we must look at the cost of lodging. According to our log, a total of \$97.75 was spent on motels with an average cost of \$8.14 per night. Imagine \$8 to stay in a motel for a family of 5! At one place near Groom, Texas, we stayed in a motel with 2 rooms with 2 double beds each which had a cot included for a price of \$7. What would the lodging cost look like for a family of 5 today? For 5 people at a price of \$75 per night would be reasonable. This price would not mean that you were staying at a Holiday Inn or Ramada! Your stay would be at a Days Inn, Econolodge, Super 8, or Motel 6. Anyway, a family of 5 staying in motels for 8 days could easily spend \$600!

The total cost of our trip was \$304.26 not adding \$113 in car repairs. Today, such a trip would cost about \$1,752. To fairly compare costs of this trip, we should take a look at the differences between the economies of 1951 and 2000. The average salary in 1951 was a little over \$3,500 per year. Today, an average worker might earn \$40,000 per year. To spend \$300 on a trip in 1951 would require about 6 percent of a workers salary. Today, a trip that costs about \$1,800 would require about 4 1/2 percent of an average workers salary. If we compare the relative costs of things, maybe we are better off today! Of course this is very difficult for many of us to see because we can easily remember when costs were much lower.

The good old days should be remembered for what they were. Travel by car on Route 66 was much simpler in 1951 than navigating the interstates of today. Route 66 reflected a much slower, easier & simpler time. But in some ways it was a more difficult time. I remember quite clearly the slow, agonizing trip through the Mojave Desert. I remember the water bags strapped to our bumpers. I also remember that the motels were not nearly as comfortable as those of today. But I also remember the friendly service at diners, people from other places that would talk to you, and the service station attendants who would clean your windshield and even check your tires. Some things change for the better and some for the worse. Today, we spend money we don't even have yet. Back in the days of traveling Route 66, people had the money they spent and "plastic" referred only to the tile on the walls of some diners. Who can really say which time was better, then or now?

Route 66 Association of Illinois Membership Application

continued on next page

Name: _____

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Illinois County (if applicable): _____

Phone: _____ E-mail: _____

Interests in Route 66: _____

How I Can Help: _____

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2743 Veterans Pkwy, Rm 166
Springfield, IL 62704

*Membership runs May 1st through April 30.
Please submit U.S. Funds only!
\$10.00 charge for returned checks.*

MEMBERSHIP INFORMATION – Tom Teague is the Founder of the Route 66 Association Of Illinois.

He is now our Membership Chairman, and you can write to him on updates or status changes at:

Tom Teague, 1208 W. Edwards, Springfield, IL 62704 • Phone: 217-787-8839 • E-mail: teague66@eocinc.com

News on the U-Drop-Inn Cafe by Jay Firsching



I am a Preservation Specialist with ARCHITEXAS, a preservation based architecture firm in Dallas, Texas. We are currently working on a project to restore the Tower Station & U-Drop-Inn Cafe. I want to explain the project to you and call on your experience and expertise in helping us restore this important Route 66 icon.

The station has an interesting history. You can read about this National Register property on the Texas Historic Sites Atlas of the Texas Historical Commission (<http://atlas.thc.state.tx.us/>). Click on Atlas and perform a site name search for Tower Station.

This year, the City of Shamrock acquired the building with the intention of restoring it to a rest stop, visitor's center, and chamber-of-commerce office. The project is being funded primarily with federal highway enhancement funds channeled through the Texas Department Of Transportation by the TEA-21 program. This means that the building must be fully restored both inside and out following strict historical standards. The bad news is that the restored parts of the building can not be used for commercial purposes for 10 years, and therefore the cafe can not be reopened as a full service restaurant. The good news is that the city may run the cafe on their own, serving coffee, sodas, sandwiches, etc. as long as they run it and channel all profits into the maintenance and operation of the building. It is hoped that it will also become a hang out for locals to come in and play some Dominos and chat with visitors about old Route 66.

This week I attended a planning meeting with the city and the state highway department (Texas DOT). I am pleased to say that the city is swaying toward restoring the gas station and its service bay and opening it to the public as a sort of building museum. The project will also include a picnic area, travel and tourism center, 24-hour restroom facility and possibly an RV dump station. So hopefully in about 2 years you will be able to visit the building in its full glory complete with glowing neon, tour the station, have a cup of coffee in the diner or enjoy a picnic lunch.

The city and I can use your help in a couple of ways. First, in order to restore the building accurately we need as many historic photos as we can get. Most notably, we need photographs that show the neon. The tubing has all been removed, and along with it, evidence of the details of its design, colors and flash pattern. We have some ideas about the neon, but we are far from being able to exactly reproduce it. If you have any old 1930's to 1960's images of the station or the Shamrock strip, especially at night, I would love to see them!

Second, the station was historically a Conoco station. The intent is to restore it to about 1940 including signs, pumps, etc. If the

inside of the gas station is to become a museum of itself, the city wants to furnish it with period furnishings, oil cans and other similar items that might have been in the station at the time. They don't want a museum of displays. They want to set it up as it would have been so people can look through the windows or walk through and experience it as it was when it was a station. Unfortunately, Texas DOT can not fund these items as they are seen as "artifacts". If the city wants to put up period Conoco signs, pumps, and the like, they have to pay for or acquire them on their own. In 1940 the station had nine pumps, of which 4 to 6 were triangular and enameled Conoco signs and who knows how much stuff inside. If you think you can help in locating original or reproduction items for the city, we could use your help. If you would simply like to donate something, I think the city would appreciate that as well. Keep in mind that we really need to keep with the Conoco theme if we want to be truly accurate.

I must assume that the most appropriate thing to do for the exterior of the station is to use reproduction items. The pumps, for example, are not only expensive, but will be outside under the old canopies. It seems like it might not be the best approach to put a \$4,000 - \$6,000 artifact outside and expose it to vandalism.

Thank you for your time and your interest in the Tower Station and I look forward to hearing from you with any questions or comments. E-mail Jay Firsching at: jfirsching@architexas.com



NOTE...All 3 photos supplied by Newsletter Editor Randy Smith. Randy took these photos during his trip to the Run To The Heartland event in Texas in the Fall of 1996.



From the Editor's Desk...My Farewell Article

by Randy Smith

This is my last article as being Editor of the Route 66 Association Of Illinois. It has been an honor to have served as Editor for the last 4 1/2 years. I want you all to know what's on my mind as I reflect back on all the years I have served with the Association.

Since my first issue, it has been a real challenge to figure out how to go about this job. There were times things went perfect, and other times I had to face stiff opposition. In either case, each time I overcame all obstacles in my way to getting the job done, and ended up with a good issue. I made many changes to the issue inside and out, and it's hard to tell how it will look after this issue, but I have faith in the Association and all its outstanding members to see many talented volunteers come forward and take over this

very important aspect of Association business. One thing is for sure...the issue WILL go through change.

Mentioning changes, I will mention a few of my many milestones in this job that paved the way for the Association these last 4-plus years.

The largest change I can think of is when I recruited a charming young lady named Kim Kuman. She approached me with better ideas of how the layout can look with the issue, and I put her to work. Her first issue was the Spring 1997 issue that featured the big windmill at The Lodge in Dwight. Kim saved us a lot of money on her cut-rate price for professional work. We worked perfect together, so we stayed on as a team 'till the end.

The second change was in the Fall 1997 issue when I started to use my E-mail on page two. With today's computer age, nearly all households have a

computer by now, and after I did that, starting the next issue, several others cashed in on that idea big time. Today, about 75 percent or more have an E-mail on page 2 of the issues.



The Editor's newsletter-mailing room. This 15 foot by 30 foot room is too large to get in the entire photo, but it is stuffed full of several computer systems, networks, communications systems, video & audio equipment, encyclopedia sets, 12 foot Bar, etc. This room is quite secure with a solid steel door mounted into the concrete walls, with dual deadbolts. I am QUITE comfortable down here!



Earlier this Summer, I saw a Wheel Of Fortune show that had a road theme to it, and spied the Route 66 shield off to the right of the photo.



In this late 40's photo, this is what we were accustomed to seeing...to see a Police Officer napping off the rest of his shift after too many donuts and coffee.

continued on next page

My Farewell Article,

continued

The third change came when I started using my own IBM computer to design most of the Front Covers of every issue, and several Back Covers as well. Other changes followed, such as some issues that got designed with the Front Cover turning around sideways view. The ideas were never ending. That is what designing is all about. So with Kim's experience in Adobe products and Randy's raw talent in writing, it is no wonder this has been the best newsletter of all 8 Route 66 states...a claim that has NOT been doubted. An achievement well worth being proud of. Kim and I will continue to be lifetime friends regardless of our retirement, and Kim goes down in my book as one of my most valuable, right-hand gals.

Credit also goes to our printer, Bob Borowiak from Lincoln Printers. He has worked close with me on going over the issue to get it done to design as much as possible. He has been doing our issues for 10 years at least. Bob stuck with us through our good times, and hard times. He never let us down and was

there for us.

He gave us the best reasonable rate for printing cost, and has a very dedicated crew working for him. If things go right, he may be taking up our labeling and mailing duties to combine this service to what he's doing for us already, and eliminate some problems of who to do all the tail end of getting the product out the door and to your mailboxes.

Of course, Tom Teague is in the picture as well. Tom started this Association from scratch I think in 1989, and got it going and off to a good start with many numerous accomplishments of his own too numerous to mention. Tom was the original Editor, then Nancy Saul took over for awhile. Tom returned to being Editor and has done about 16 (?) issues, all of them very good ones!

He started the colorized Front Covers and some other neat ideas

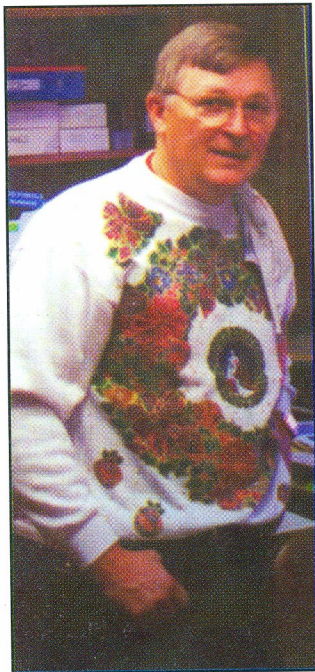
of his own. He retired from being Editor when he finished his Summer 1996 issue, and I think that was his first 20 page issue when most of them were 16 pages at the time.

Other information you might like to know...Jim Powell, of the Missouri Association has done about 14 issues, and also from Missouri, Skip Curtis also did about 14 issues. The point being here is it is well possible that your Newsletter Editor Randy Smith has done more consecutive issues than ALL of the Route 66 states!

If this is true, this record will certainly stand forever, and an



This young and rather charming lady named Kim Kuman has been the one instrumental in doing our layout for the last 4 years. Kim is also holding your Editor's latest license plate to go on his 1984 Ford LTD, and it clearly shows his trademark....NEWS 66.



*Bob Borowiak
from Lincoln Printers*

achievement well done for a single Editor. Not a bad record at all! My hair at that time was still brown, and has now turned a little too white on the sides since taking over! Time to also oil the squeak in my rocking chair at home, too!

Since Randy started to do the issues, there has been a tally: There were two 12-page issues, six 16-page issues, seven 20-page issues, two 24-page issues, and the almighty one to stand forever...the hefty 28-page issue that came out in the Spring 2000 run. That one will stand the test of time for any record.

The Boss, Frank Lozich (along with his charming wife Roxie) has made the direction turn for the Association in many ways too numerous to mention. Many major changes and shake-ups came down during his term. He shaped the right direction for us to go in, and he also formed the controversial Preservation Committee. This committee has been one of the most important of all in this Association and has many dedicated volunteers like Dorothy



My Farewell Article,

continued

Seratt and Terri LaMonte. They got Route 66 in Illinois on the National Register Of Historic Places, and added the Standard Service Station in Odell on the list as well. Many more followed, and then enter John Weiss, whom took over Frank's job as Chairman later when Frank retired. Today, they will be very instrumental in getting involved in that \$10 million dollar grant money for our state.

Another major change came about when Marty Blitstein took over as Treasurer when we were in the red. He has turned things around, and showed us a plus balance of \$24,000 or so. Quite an achievement to accomplish in just two scant years! Goes to show he knows the difference between a Lincoln penny and a dollar bill. So good to know someone knows how to pinch those pennies. However, finance matters need to stay in the Finance Committee and leave other Association business up to others that have managed other things before the Finance Committee got formed. My thanks also goes to Tim Palm for taking up the Treasurer position some time ago when no one would do it at all!

Another noteworthy person in my book is Shellee Graham (and her friend Jane Dippel). She has donated me some good articles and photographs for this newsletter, went with me on a momentous 4-day trip on 66 here in Illinois, and it was fun to argue with her over many goofy things, some that remain unresolved today. (Ha!) She has many fine books, postcards, galleries, etc. things too numerous to mention that inform us on things relating to Route 66.

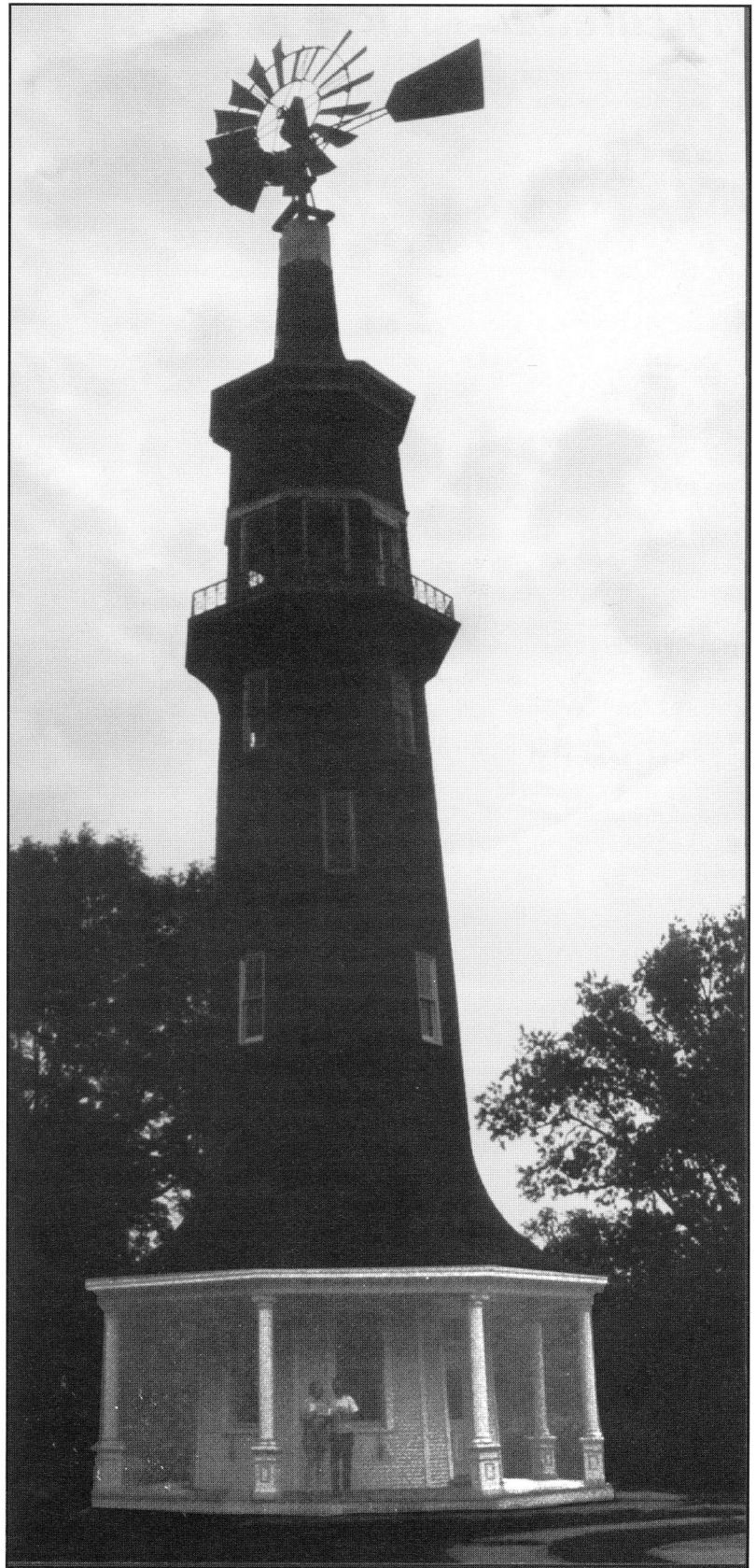
Other people come to mind....Bob Waldmire, his brother Buzz and mother Virginia plus the world-known Cozy Dog. Bill Shea and his world-best 66 Museum there on Peoria Rd. in Springfield.

My man of honor is Burt Parkinson from Gardner. His printing press equipment and cameras, some almost 150 years old, still work fine today and Burt still keeps on the job every day, regardless of his ripe old age. A real monument to history itself, that man.

Glaida & Steve Funk, from the Maple Sirup Farm in Funks Grove are another outstanding couple that has catered to a lot of tourists that stopped in their place. Marilyn Pritchard will go down in my book as the best Secretary I have ever known, and has also been very involved in this newsletter along with her husband Durelle. Some mention I will give to charming Lynnne Bagdon & LuLu, plus Jeff Meyer, who has helped out this Association in many numerous ways too many to mention. A salute to Russell Soulsby and Hubert Henry as well.

The Man From Iowa, Jeff LaFollette (along with his charming wife Annette) also comes to mind. A really decent kid who became the first out-of-stater that came on as an At-Large Board Member and then went on to Chair several successful Motor Tours, then became President.

continued on next page



Here is a silhouette photo of the windmill at The Lodge in Dwight. On the porch is my charming layout girl Kim Kuman and your Newsletter Editor Randy Smith. Kim lost a bet with me that I wouldn't make it to the steps with her on time when I had the Minolta set to the timer, and had to run almost 300 feet in just 10 seconds! At my ripe old age, I had NO problem winning the bet as you all can see! (smile)

My Farewell Article, *continued*

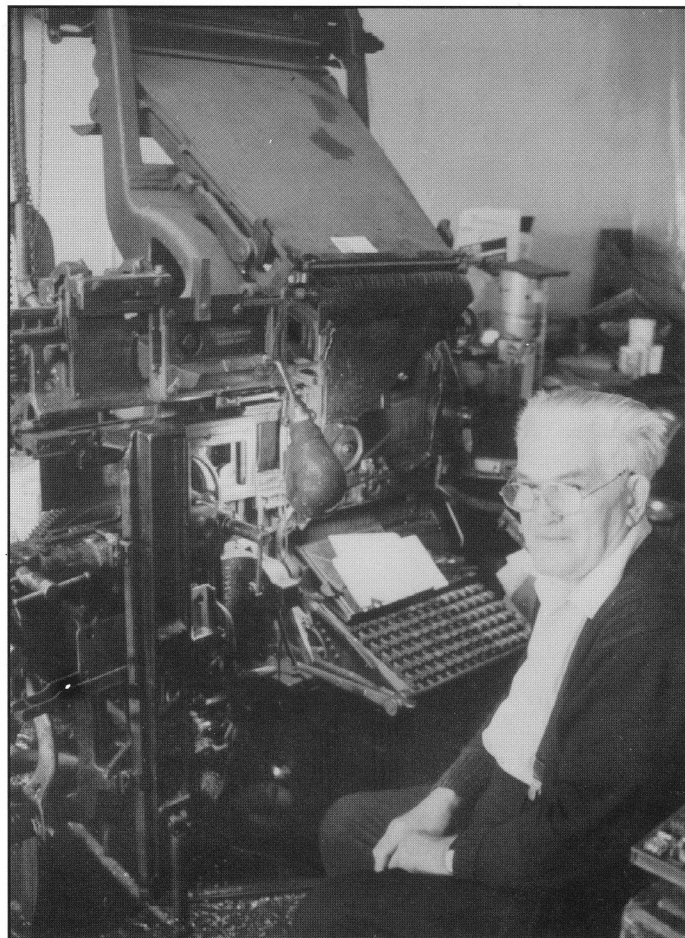
He has accomplished a lot for the Association and has not given me too much trouble with my newsletter. I could go on and on for hundreds of pages of many people so dear and very close to me in my work, and if you are not mentioned here, don't worry. It is not intentional, and I have ALL OF YOU in my mind, and a lot of good to say to you all.

To be an Editor, it takes a lot of qualities in a person to do this. You deal with a lot of people, all of whom have different opinions and personalities. A degree alone from College won't just do it...you have to know a lot of people personally and be able to play to a lot of different reaction to things. No two people are the same. You have to add some humor from time to time, and poke fun at some to get a few laughs going and to keep our readers from falling to sleep over boredom. Even when you do your very best, there is always going to be some that will not agree with you, your reasons, or other. I had friends and enemies both...you play to a variety audience here. And most important to remember is no one is perfect, and everyone makes mistakes. We wouldn't be human if this all wasn't true. So expect people to react each time they get an issue of *The 66 News*. But isn't that what this newsletter is all about? It is the REASON why it is so successful...you try some experiments of your own regardless of whether you think it'll pass muster or fail.

Biggest thing most of my members know me by, is the fact that I am up front with you, and tell you just how it is and like it is. My opinion may not be the right one at times, but people want me to tell them the truth and like it is, not an excuse in disguise. So that is what set me different than most others...my raw and rowdy way of getting the job done, and as of this day, there isn't too many that would object to my hypothesis. Fact is, it worked and worked well.



One of the old late 1800's box cameras that Burt Parkinson used to do his newspapers with.



My man of honor...Burt Parkinson

It kept the membership together as a close, informed family and has eliminated competition from others since we stood above most of the other organizations, but don't get me wrong here. There are MANY, very worthy organizations and clubs abroad from each and every state and in other countries that are very active in Route 66 and have been instrumental in its promotion, like from Lorrie Fleming of the Canadian Route 66 Association and our most noted foreign promotionist, Tyge Jantzen from Luxembourg. So many, and all the other fine people like Michael Wallis, and David Knudsen. Real crusaders of the Mother Road, those two are.

I also reflect back on my many adventures on Route 66. It was a lot of fun AND a lot of work, too! I really enjoyed the many hundreds of folks that I ran across in getting stories and articles for this number one ranked publication. I remember the many successful missions I had, and also I remember the missions I had that were NOT successful, and some trouble I ran into along the way. Not everything goes as planned.

I found myself changing plans all the time as the situation was always changing and unpredictable. Success and defeat went hand in hand with this job that I done. I felt up to the challenge each time and didn't mind some criticism. A lot of times I found myself doing things my way. All I know is that it all worked out, and still came out with yet another successful issue each and every time.

There is no doubt in my mind that THIS Editor is truly one of a kind, and will be hard to replace. I also know I will retain the title as the BEST Editor that this Association had. Of course, my best goes out to the next appointed Editor, and hope he-she can do a good and capable job for this Association. This Route 66 Association of Illinois is truly the best one out of all eight Route

66 states, but the other Associations are also doing a good job and the best that they can.

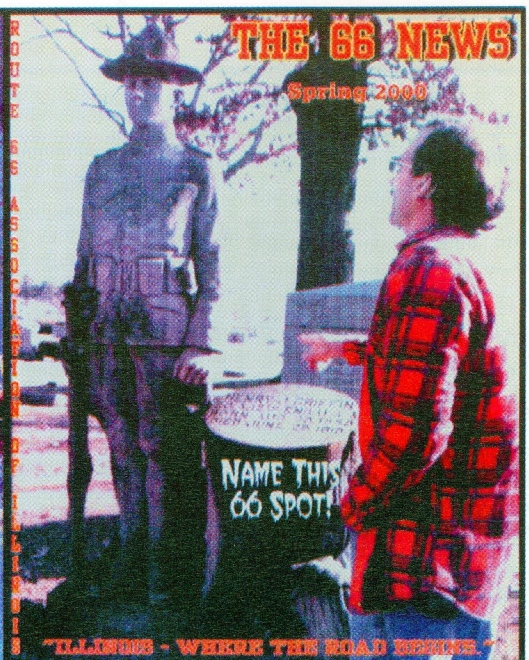
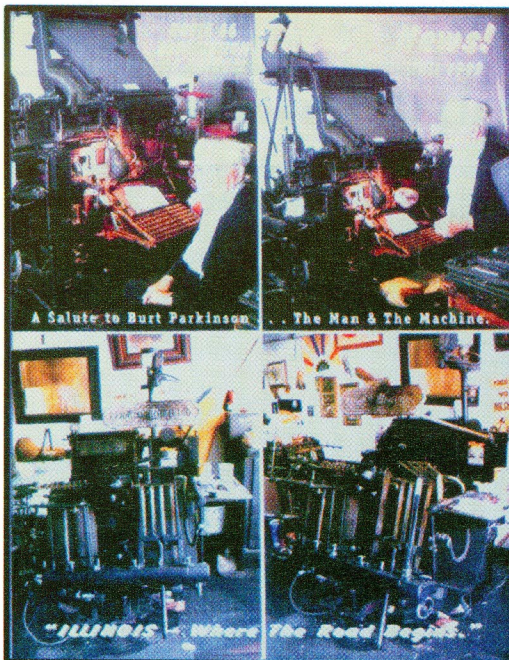
My support goes out to them all! I close my last article here, and reflect back on my times as Editor. What a job it has been, but worth it for the finest Association I have ever known. I now move on to other adventure and unfinished business on Route 66 with NO limits, rules, or boundaries in front of me as I travel to my unknown destiny on the Mother Road. I will drop an occasional article off to the next Editor and hope to keep in touch with you all through this fine publication. I will miss you all, and will keep you in my thoughts forever as I travel down Route 66 to yet another of my many missions yet to be accomplished. God bless you all, too, and I love you!
(Editor: Randy Smith)

My Farewell Article



Randy Smith

This is one good way your Editor will spend his retirement...by catching up on the music of his Country Sweetheart Lorrie Morgan. Randy got to spend some time with Lorrie while she was in Peoria, Illinois earlier this Summer of 2000.



Your Newsletter Editor Randy Smith, along with his charming layout girl Kim Kuman, has been the driving force behind this number one rated newsletter for the Route 66 Association Of Illinois for the last 4 1/2 years. The covers of this issue reflect the dedicated service that this duo has given to the Association, and they have taken high pride in developing a quality product that has kept the membership growing and well informed of Route 66 in Illinois as well as news from the other 66 states. A word from your Editor...I wish to thank the Association for its support in appointing me Newsletter Editor, and I am proud to have served a valuable service to its membership in terms of communication through each issue of The 66 News. It was a pleasure to have served with the Preservation Committee and all other committees & other major functions of Association business & meetings. I have met many outstanding volunteers, all whom have served dedicatedly to the preservation, promotion, education & enjoyment of Route 66. This has been a joint adventure in teamwork that has kept us growing together & well informed. This great newsletter could not have been done without all of your support. So, as this issue being my 18th and last issue, I leave on a high note and am proud of my own accomplishments in developing each and every issue for you all. So as I motor out west to get my kicks on 66, thrill and adventure awaits me. I will keep you all in my thoughts as I travel to my unknown destiny on Route 66, and hope for years to come that you will all remember me. As I said before, you pray for me and I will pray for you. Thank you, and God Bless you all!

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