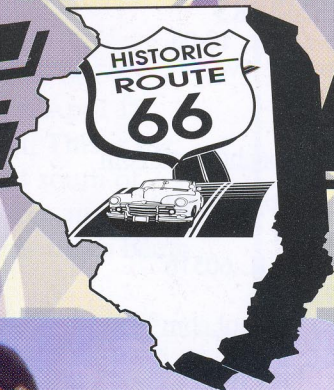


ROUTE 66 ASSOCIATION OF ILLINOIS

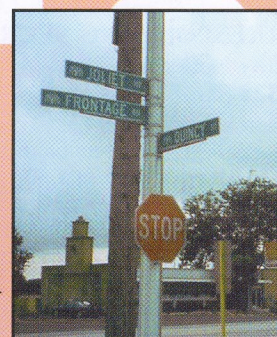
THE NEWS



SPRING 2004



PAUL ARRIVES! NEW HOME IN ATLANTA



REDISCOVERING IT!
JOLIET ROAD
TO JOLIET ROAD



POSTCARDS
FROM THE ROAD

ILLINOIS - WHERE THE ROAD BEGINS

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The Route 66 Association of Illinois is a not-for-profit organization. Its purpose is to preserve, promote, educate and help people enjoy the road in this state. Officers and board members are available at most reasonable times to answer questions and hear comments about Route 66. Please feel free to contact them when you need to. The date to the right of each person's name is when his or her term expires.

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ROUTE 66 ASSOCIATION OF ILLINOIS

THE 66 NEWS 

2 SPRING 2004

▼ NEXT BOARD MEETING

The next board meeting of the Route 66 Association of Illinois will be Sunday, April 18, 2004 and will be conducted in Virden. This is the first time that this community located south of Springfield on Illinois Route 4 will host an Association meeting and we look forward to being their guests.

The meeting will take place at Momma Dee's Kitchen located on the corner of Illinois Route 4 (Historic Route 66) and Jackson Street. The board meeting will begin promptly at 10:30 a.m. and then we will break for lunch at 12:00 noon. Lunch will cost \$10.00 tax and tip included and the meal will consist of fried chicken, BBQ ribs, mashed potatoes, salad, cole slaw, dessert and drink. Sounds like a real feast! The general meeting will convene at 1:00 p.m. Contact Ollie Schwallenstecker at 618-585-3081 if you have questions. Both meetings are open to all Association members and the public so please feel free to attend. We hope to see you in Virden on April 18.

Directions from the North and South: *Depending on the direction you are traveling from, take Illinois Route 4 into Virden. Look for Jackson Street and Momma Dee's will be on the east corner of IL 4 and Jackson.*

▼ CALLING ALL MOTOR TOUR VETERANS

The Route 66 Association of Illinois turns 15 this year and this June's motor tour will be our 15th annual tour. We are looking for those of you who have been on all 15 tours including this year's tour. We would like to compile a list of all of you who have participated in every tour since the beginning. We would like to honor those of you who have been dedicated enough to attend all 15 tours at our Motor Tour Banquet on Saturday, June 5 in Springfield. If you have been on all the tours and plan to attend the tour this year, please contact Jeff LaFollette at the contact information on page two of "The 66 News!". Please contact Jeff by May 15, 2004 so that we may assemble our list so that you may be properly honored at our tour banquet. And we look forward to seeing you in June on the motor tour.

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POSTCARDS FROM THE ROAD

It has been a while since we have had this feature in "The 66 News", but I have had these sitting here by my desk for a while, and haven't had the opportunity to place them in the past two editions because of the many good stories we have received.

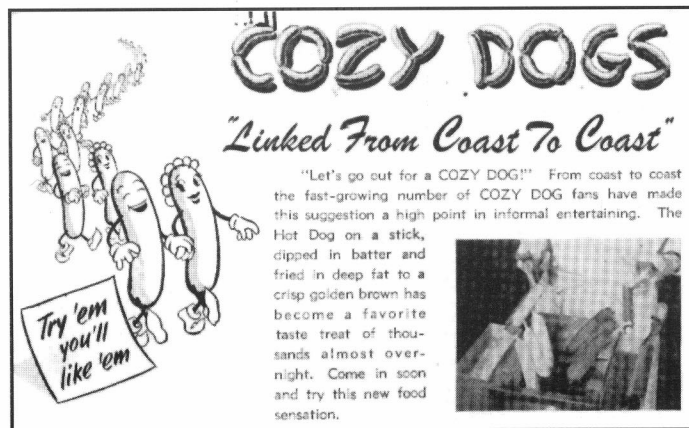


Cozy Dog Restaurant circa 1955

But for this issue I thought we needed to revive the postcard segment. From the Jeff Meyer collection we have for you today, postcards of the Cozy Dog Restaurant in Springfield. Two of them are photo postcards from the 1950's of the Cozy Dog building and the other two are postcards with the Cozy Couple and a little story of the Cozy Dog Restaurant. With spring here and the weather getting warmer, these pictures beckon me to get out the old car and make a trip to Springfield for a Cozy, fries and some of that great chili! Well, I'll be in Springfield soon, so I know I'll be stopping there for lunch. Make it a point to stop in for some Cozy Dogs and say hello to Sue Waldmire while you're there. And thank you Jeff for your contribution from your great postcard collection.



Cozy Dog Restaurant at Night circa 1955



Cozy Dog Postcard



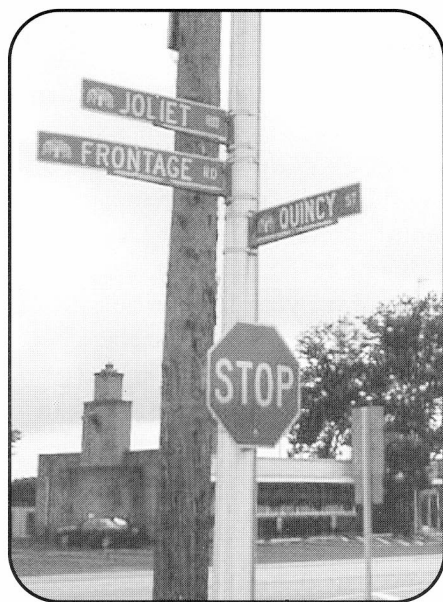
Color Cozy Dog Postcard



REDISCOVERING IT — HIDDEN ROUTE 66

From Joliet Road to Joliet Road

By Carl Johnson



**Joliet Road in front of
Dell Rhea's Chicken Basket**

***Signed Historic U.S. 66 enters I-55 off of Joliet Road
in Indian Head Park. 7.8 miles later, it departs I-55
onto Joliet Road in Bolingbrook.***

In this short span, one leaves Cook County, drives thru DuPage County and then enters Will County. But where is 66 and why am I on an Interstate, you might ask?

Well, guess what, you haven't left 66. From the Joliet Road entry ramp

onto I-55 all the way just south of the Illinois Route 53 exit ramp at Gardner (a distance of over 50 miles), I-55 sits smack dab atop the very last alignment of U.S. 66 in Illinois: The divided 4-lane alignment was built in 1955. I wasn't talking about the 4-lane alignment, you might say; I was talking about the original 2-lane alignment. Well, that's another story and that's the story I'm about to tell right here and now. . .

Much of the original 2-lane through this area can still be found and all 4.6 miles still existing can still be driven. It is all frontage now, sometimes north frontage and sometimes south frontage. And it sure beats driving the Interstate. So let's take a drive on old 66 from Joliet Road to Joliet Road on as much of Joliet Road as is still there.

But, before we take this drive, let me make two interjections: 1.) In previous Rediscovering It articles, I have intentionally avoided mileage-meter counts. A good description of the road — I felt (and still feel) — makes for a smoother read. This article is an exception to that rule. Joliet Road (original 2-lane 66) is so broken up through these parts; I decided mileage-meter counts were a necessity. 2.) I could not have written this article without the selfless help of our DuPage County representative, Bill Gwodz. Both Bill and I have driven up and down these sections numerous times. But,

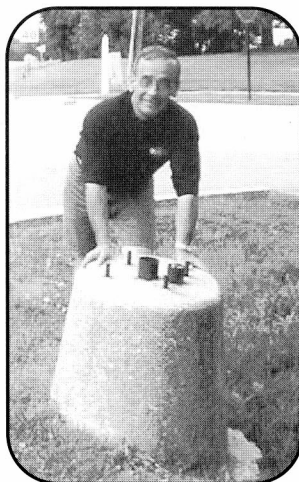
on August 9th, 2003, Bill and I drove these sections together for the first time. We spent 7 hours driving, walking and exploring the old road through these parts. At times we were both teachers and students to one another. But, most importantly, we both became faster friends. So, thanks, Bill: Thanks for writing the notes as I drove, thanks for noting my commentary; but thanks, even more so, for jotting down your own commentary as well.

So to begin we'll start at the intersection of Wolf Road and Joliet Road (Historic U.S. 66). At this intersection, Countryside is to our east and Indian Head Park is to our west. At the southeast corner of this intersection is Lyonsville Cemetery (a very historic cemetery with tombstones dating to the mid 1800's). Zero your mileage meter at this intersection and let's head west on Joliet Road.

Wolf's Head Inn is to your immediate left (good food with an eccentric, eclectic décor — including a 66 shield (among many, many other things, including an airplane hanging from its rafters)). At 0.7 miles we enter I-55. Stay in the right lane. At 0.9 miles we exit I-55 at exit 276B (County Line Road heading north). We are now in Burr Ridge. At 1.4 miles (the first stoplight) turn right onto Carriage Way then turn immediately right again onto Tower Drive. At 1.7 miles we begin a sweeping left. At 1.9 miles (with the newly-built Olympia College to our left),

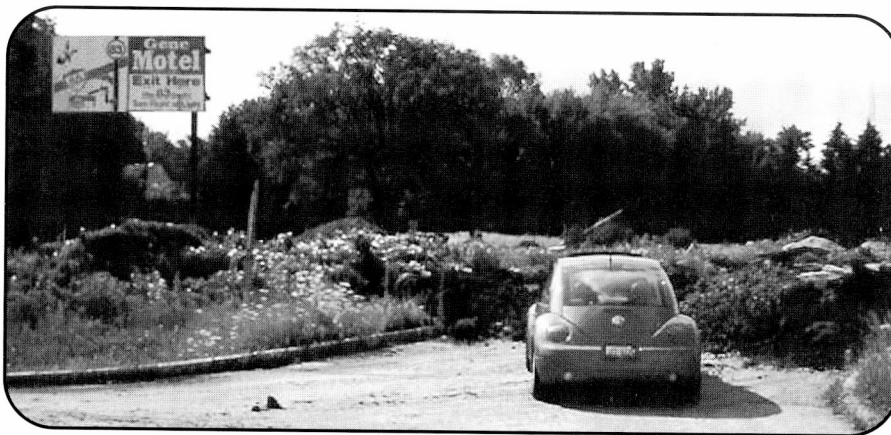
the road straightens. We are now on original 2-lane Route 66. At 2.2 miles Route 66 ends (the road then curves to the left and ends). Turn around and return to the intersection of Carriage Way and County Line Road. (This is the first of only two major double backs we'll need to take on this alignment.)

Crossing this intersection (on Carriage Way), zero your mileage meter. At 0.1 miles (at the stop sign), turn left onto Frontage Road. To our right, we'll pass Amerisuites Hotel at 0.2 miles and a borrow hole (now lake) at 0.3 to 0.5 miles.



Bill Gwodz at Ghost Stoplight

Continued on page 6



Site of the old Genc Motel (note sign on left)

clothing store (after the original store, a bit farther west, was buried by the newly built 4-lane 66).

We'll need to make a quick turnaround here and head back past the Kerry Piper. Don't turn left at 79th Street; but head to the next intersection, Quincy Street. Turn left on Quincy Street. Follow this road past the Village of Willowbrook Village Hall to your left as the road curves slightly right. Then turn left at Midway Drive (a stop sign). Then at the stoplight, get into the second lane from your left. When the light turns green, turn left into the

right-hand lane of Illinois 83. Cross over I-55 and head to the next stoplight (Central Avenue) staying in your right-hand lane. At Central Avenue and IL 83 turn right while zeroing your mileage meter.

We are now in unincorporated DuPage County. At the second intersection, first stop sign (0.1 miles), turn right onto Sunrise Avenue. At 0.2 miles, is Sunshine Park to your left. At 0.4 miles, we will tee with Bonnie Brae Lane. Look to your right here: That is old 66 dead ending as it once headed back through what is now the I-55/IL 83 interchange. Thus turning left, we are now back on old 66. To our left, at 0.6 miles, is the site of the recently-demolished Genc Motel. At 0.7 miles, we'll sweep left. Old 66 did not make this sharp sweep; instead it proceeded under present-day I-55. But two old 66 remnants exist still up ahead. At 0.7 miles (to our left) is the Hidden Gardens Nursery. Notice how the barn and farmhouse are askew to our present-day frontage (because they are fronting a road no longer there). Finally at 0.8 miles we come to (on our right as we make a sharp turn left) present-day ISI Telephone and Data Integrators. This was once a grocery store when 2-lane 66 ran through these parts (and it, too, is severely askew to the present-day road).

Continue following the Frontage Road past ISI as it turns a sharp right (becoming Fern Street) and comes to a stop sign at Clarendon Hills Road. Turn right and cross over I-55. At the first road on your left (North Frontage Road), turn left and zero your mileage meter. We are now in Darien.

We'll turn left and then a right. At 0.5 miles, we'll veer right discernably (thus no longer paralleling I-55). We are now, once again, on old 66 (notice how much wider the paved shoulder has become). At 0.7 miles, on the front lawn of the house to our left, is a second "STATE" R.O.W. marker. At 1.1 miles (also, to our left), is Joanie's Dry Dock Inn (a great place for a

At 0.6 miles we'll sweep right. At 0.9 miles (at intersecting Hamilton Avenue), old 66 begins again. Then at 1.5 miles, 2 historic sites exist to our right.

In 1927, when right-of-way posts were first placed in the State of Illinois, those posts were not marked vertically, "R.O.W.," as they are today. The earliest state right-of-way posts in Illinois were marked vertically, "STATE," for State Bond Issue Route. These old "STATE" markers, although rare, exist up and down old original two-lane 66 — all the way to Edwardsville. This old weatherworn post to our right is the closest of all those old "STATE" markers still existing to the City of Chicago. Behind this old marker is a wonderful onetime old grade school, the Gower School, circa 1927, built the same year our "STATE" right-of-way marker was probably placed.

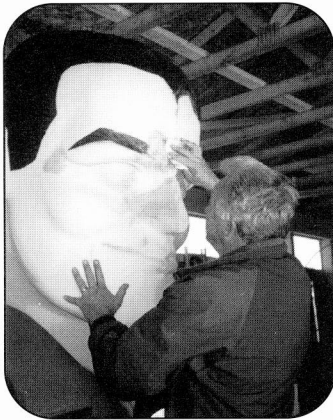
Now at 1.6 miles we come to the Madison Street junction. To our right (on the northeast corner) is an old roadhouse, now Tessos' Porterhouse Steaks & Seafood (this was, originally, Patrick's). At the northwest corner (where the business park begins) was once Hinsdale Airport. (The last remnant of Hinsdale Airport is now a Heliport just north one block on Madison on the west side of the road.) Crossing Madison, we now enter Willowbrook.

On our left at 1.9 miles is an old paved parking lot. This was once the site of the Country Kitchen Restaurant. At 2.0 miles to our left is Dell Rhea's Chicken Basket (world famous and an Illinois Route 66 Hall of Fame member). Highly recommended! On our right at 2.1 miles is the Kerry Piper restaurant, presently an Irish restaurant (this, too, is an old roadhouse and it was originally named Woodbine's). The road now makes a quick veer to the left and then dead ends looking straight ahead at the present-day interchange of I-55 and IL 83. To our right at this dead end is present-day Vis-O-Graphic. This building was originally built in 1955 as a discount men's

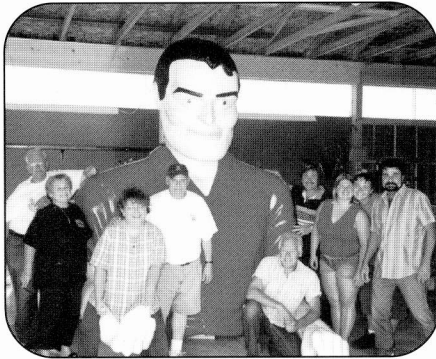
THE BUNYON GIANT — PART 3

By John Weiss

Tall Paul spent his first months in storage. He also needed some sprucing up. His right eye was blown out with a shotgun. Other parts of his body had arrows and bullet holes. Yes, he was a victim of many drive by shootings.



John Weiss working on
Paul's Makeup



Paul and his crew

Also, he had never received a coat of paint. So the first part of Paul's adventure was repairs. He had many patches already.

Next came fresh paint. This was furnished by Dale Johnson of Ace Hardware Corp. He was also able to provide the technical advice along with custom mixed paints.

On August 13, 2003, a group of volunteers gathered to bring Paul to his next storage location in Lincoln. He would reside here under the watchful eyes of paramedics until his new home in Atlanta was ready for him. He now is located on the main street, Route 66. This one block area is being developed as a unique tourist must see destination. Too much is happening on this street to mention at this time.

Now Tall Paul is in his new home. A grand unveiling will take place. Then we can write parts four and five of this one of a kind preservation adventure.

Volunteers and donations are what makes all this possible. The enclosed trailer, truck and driver (non-members) were donated. Storage in Lincoln is also being donated. Volunteers who helped load Paul on his trip to Lincoln were Lou and Rosie Vargo, John and Kathy Miller, Bill and Barb Gwodz, John and Lenore Weiss, Ike & Brandon Widner, with girlfriend Jenny, and Larry Libersher. The enclosed large trailer was loaned to us by Randy Martin, from Western States Construction (who also donated his time and employees to install the roof at Odell) and truck driver Mark Ramsey from Turf Specialists who also donated trees and planting at the Odell station.

When we arrived in Lincoln, many local folks were also present to help unload and store Mr. Paul Bunyon.

Continued on page 8

PRESERVATION ALERT! YOUR HELP IS NEEDED!



Historic Meadow Gold Sign
in Tulsa, Oklahoma

A businessman has bought the property that houses the historic Meadow Gold sign on Route 66 in downtown Tulsa, Oklahoma. Although he needs the property empty to make way for an expansion of his business, he has generously agreed to donate the sign to historic preservationists, who plan to relocate it to another spot on Route 66 and restore its long dimmed neon.

Unfortunately, moving this enormous sign and the huge framework that supports it is going to be an expensive proposition, and time is of the essence. The property owner has been gracious enough to put his expansion plans on hold temporarily, but he can wait only a few weeks.

To save this historic landmark, the time to act is now. The Oklahoma Route 66 Association is asking any and all of you to

assist the Tulsa Foundation for Architecture with its efforts to relocate the sign by sending a donation in any amount you can afford. Checks or money orders can be made out to the Tulsa Foundation for Architecture and can be mailed to:

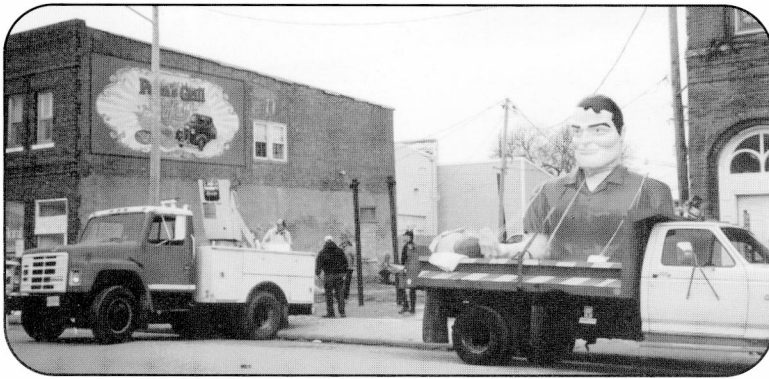
TFA/ Save the Sign
c/o Tulsa Foundation for Architecture
2210-R S. Main, Tulsa, OK 74114

Questions can be directed to Rick Schmigle at 918-492-2822 or by e-mail at route66@webzone.net. The foundation is a non-profit organization so your donation is tax deductible. The Oklahoma Route 66 Association website is

www.oklahomaroute66.com,
and the Tulsa Foundation for Architecture website is www.tulsaarchitecture.com.

THE BUNYON GIANT MAKES THE MOVE

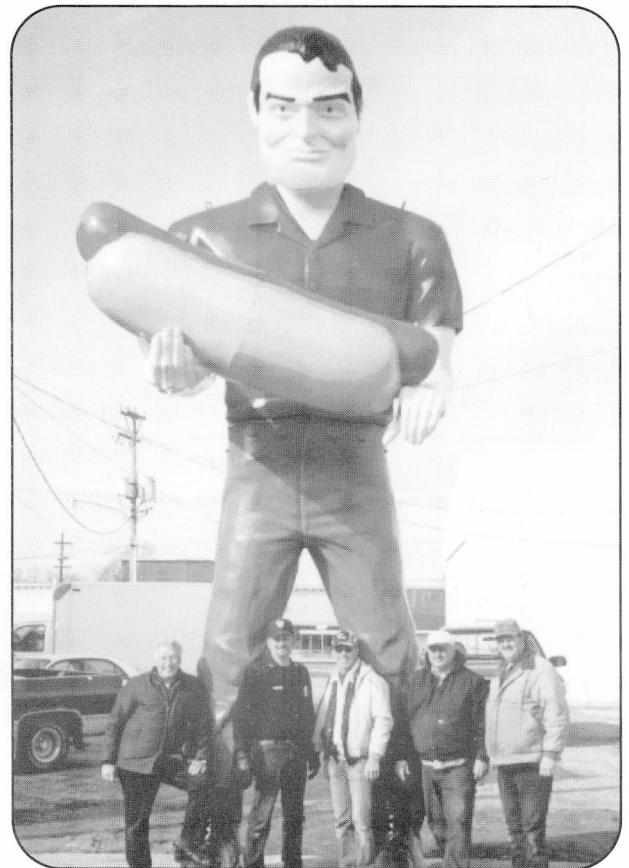
by John Weiss



Paul waiting to be placed on his new spot



Paul's upper half being installed



Paul overlooking Route 66 in Atlanta

On a very chilly day in November, Lenore and I traveled to Atlanta to provide some technical advice on how to re-erect Mr. Bunyon. Plans were to lay out the new leg braces before the concrete base was poured. At this time electrical work would also be installed in order to light up the statue at night.

On December 8, I returned to assist the Atlanta crew with actually putting the Bunyon Giant onto his new home base. The original iron leg braces were installed first as we had prepared it in November. Next, the lower half of his body was placed over the brace and attached. The next part to install was the upper body. In order to make the attachment of the two, a worker was placed inside. Then came the famous hot dog. It was carefully reattached to the giant's arms. Finally the back was

sealed and the job was complete. Just then the noon whistle blew. It was very appropriate.

It only took four hours to install the giant. His location is directly on original Route 66 in downtown Atlanta. He will be surrounded by large evergreen trees and other landscaping. A story board telling about this historic icon will also be installed. An official unveiling and dedication will take place in the spring of 2004.

This project is a wonderful example of preserving a small piece of history. It now serves a completely new purpose. Tourists and children will be rewarded with new opportunities for future, fond memories. Please take the time to bring your family for a visit to Atlanta. And don't forget your camera.

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ROUTE 66 ASSOCIATION OF ILLINOIS
THE NEWS

burger, if you don't mind eating at a bar). This old establishment very well once might have been Virgil's Truck Stop (it was certainly right here or very close to here). And, at this spot, 66 once again ends as the frontage road swerves sharply right.



Vis-O-Graphic Printing on old Route 66 (Joliet Road)

look a bit farther and straighter right down our road. What you'll see is old 66 disappearing then reappearing once again on the south frontage road. This is the last place that the old road was torn asunder by the new 4-lane 1955 route 66. So let's turn around

here and head back to the

At the next stop sign (Hinswood Drive), turn left.

We're immediately upon the Cass Avenue intersection (and a stoplight). Drive straight across Cass Avenue and zero your mileage meter.

We'll make a sharp left and then a loud right. At 0.3 miles the road straightens and once again the paved shoulder widens. We are back on old Route 66.

At 0.4 miles, Castle Eden, Aylesford, the Carmelite Visitors Center and the National Shrine of St. Therese Museum and Gift Shop are to our right. You should stop and walk these grounds. This is a very major highlight of this original alignment. It is a place worthy of an article in and of itself; and, luckily, such an article has been written. In the Summer, 2003, issue of The Route 66 Federation News, John Weiss (beginning on page 22) has published just such an article, entitled, "The Castle on Route 66, Illinois."

Find this article and read this article. I can't say anything more about this wonderful spot (or I'd make my own article twice as long). Read John Weiss's article and then visit this fascinating and historic place. *(Author's note: John Weiss's wonderful article was also reprinted in the last issue of our Illinois Route 66 News, Winter 2003 - 2004.)*

At 0.5 miles, we come to the Bailey Road intersection. And, at this intersection, there are three things of importance: At the northeast corner is the base of an old stoplight (this was a major intersection at one time). At the northwest corner is our third "STATE" R.O.W. marker. And at the southwest corner is the long-vacated Glen's Café.

At 0.6 miles (to the right) is found historic Cass Cemetery, founded 1836. Two more "STATE" R.O.W. markers (our fourth and last) can be found along this cemetery's fence.

At 0.7 miles (along both the north and south sides of the road), the remains of old wooden guardrails still exist.

At 0.9 miles, pull off onto the wide right shoulder. Look straight ahead. Straight before us is I-55; but

intersection of Cass Avenue and Hinswood Drive.

At this stoplight turn right. We'll be crossing I-55 for the very last time. Just before the prominent Waterfall Glen Nature Preserve sign (to our right) is our South Frontage Road. Zero your mileage meter as you turn right onto this road.

We'll make an immediate right. At 0.2 miles, on our left, is the new Parkhurst Army Reserve Center. Back in the 1950's/60's, this was once a Nike air-defense missile base. At 0.9 miles, we'll curve left. At 1.2 miles, old Route 66 begins again on this south side frontage road (just look behind you across I-55).

At 1.3 miles there is an old culvert to our left. And at 1.8 miles there exists a fascinating non-place, the old Hayes farmstead. Look left right here and you'll see the ornamental (and now quite tall) evergreens which once fronted this farm. More amazingly, look right and you'll find that farm's old (and abandoned) mailbox still standing alongside our road. Other than that, nothing else exists of this place.

At 1.9 miles, 66 ends — so follow the frontage road left to the stop sign. At Westgate Road (the stop sign), turn right. At the stoplight, cross Lemont Road (DuPage County Road 9) and zero your mileage meter. Past the stoplight, immediately turn right onto this next frontage road.

At 0.2 miles, we'll sweep left. At the end of this swoop (0.4 miles), old 66 begins once more. At 0.7 miles, look to your left for another old culvert. Then, at 1.0 miles, we'll make a slight (hardly noticeable) veer to our left, heading closer and closer to the telephone poles to our left (because they don't veer at all). We are leaving 66 as we make this veer and I'll explain this all in a bit. At 1.2 miles we'll pass an original farmhouse then make a hard left. We've left old 66 completely now and we won't be back for a couple of miles. But we're not going to take the Interstate as we head on over to Joliet Road (the Joliet Road that leads to Joliet). Those 0.2 miles of I-55

GHOST HUNTING ON ROUTE 66

By John & Lenore Weiss

On October 29, 2003, we accompanied staff reporter Kim Smith of *The Joliet Herald* on a ghost tour of supposedly spirit active locations around Joliet on Route 66. This article was to coordinate with Halloween on October 31. Two experts in the field of the paranormal were invited to join us. We had hopes they might be able to get some vibes or feelings.

Dave Black and Jason Nhyte are from the SUPERNATURAL OCCURRENCE STUDIES INC. of Chicago. They do not refer to what they are doing as ghost hunting. They try to find a logical, scientific answer to unusual happenings. Their research is based on the principle of energy. But their goal is to identify their energy sources. Dave Black is the confirmed medium. He is the one who can, at times sense the "hot spots" in a given location. With no prior knowledge, Dave will simply do a walk through and see if he can sense anything out of the ordinary at any given location.

We began our adventure at the magnificent Rialto Theater in Joliet. It is located on original Route 66 also known as Chicago Street. It has been rumored that a ghostly figure had been experienced years ago. Our host, Nancy Bartnick of the Rialto, said she has been employed here over seven years, but has never seen or heard anything out of the ordinary even though she has many times been alone at night in this historic theater. She had recalled only one story that has been around for a long time. For some reason, the ghostly story has the name of a female spirit known as Rachel. Only a few locations provided some activity but in reality, nothing truly noteworthy.

We then went to the Eagle Hotel in Wilmington. It was built in 1836 and is being completely restored at this time. We did not inform Dave that we possess an actual ghost photograph recently taken by the new owner. It is a figure of a lady in a shawl. This figure is also surrounded by small balls of light energy commonly associated with spirits. These are called ORBS. Unfortunately a construction crew was working on each floor of this historic building at the time of our arrival. This disturbance hindered the delicate mood needed to sense anything paranormal or unusual. As a result of

an abundance of activity, the lady in our photograph did not make an appearance. The story is that a new bride who was pregnant fell and passed away before the horse and buggy carrying the doctor could arrive.

Our final location was the Riviera Roadhouse Restaurant in Gardner. From the parking lot Dave said he sensed something from the upstairs area. We first went out back to the streetcar/diner we are restoring. At one time it was used for a funeral and a wake. At the time of the funeral and wake, the streetcar was in a different location. Dave was unaware of this bit of information. He immediately sensed something. It seems that when anything sad occurs, the energy will remain.

We then went into the Riviera, but limited to only the downstairs restaurant area. Dave did say he felt nothing downstairs, only upstairs. Bob and Peggy Kraft who own the Riviera say they have a jokester ghost they call Charlie. Peggy says whenever anything goes wrong, they just blame it on poor Charlie. He has been seen several times by different people. One waitress mentioned to us that she was talking to who she thought was Bob, but when Bob did enter the room, she realized the image behind the bar was Charlie who then disappeared. He locks and unlocks doors, turns lights on and off, and has also been seen simply sitting on the steps.

When asked where the strongest sensations were received, Dave Black, the confirmed medium said it was in the turn of the century streetcar/diner. All in all it was an interesting adventure. No new ghosts were reported, but maybe next time we will encounter one. Who knows? Visit these places yourself, and let us know if you discover anything.

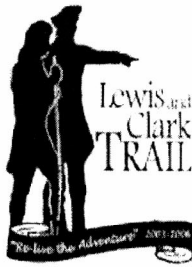
For information on the Supernatural Occurrence Studios Inc. you can reach them at www.soschicago.com.

JUNE 4 - 6, 2004 ILLINOIS ROUTE 66 MOTOR TOUR

AND HALL OF FAME BANQUET

15th Annual Motor Tour

***"Celebrate, Discover
and Explore Route 66"***



Chain-of Rocks Bridge to Hofmann Tower

SPONSORED BY THE ROUTE 66 ASSOCIATION OF ILLINOIS

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1939 PLAINFIELD ALIGNMENT

HOFMANN TOWER MUSEUM

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"Southern Buffet"

Southern Fried Chicken

Baked Cod Fish

BBQ Spareribs

Assorted Salads, Fresh Vegetables,

Potatoes, and Relish Tray

Dessert, Coffee and Ice-Tea are included.

Cash Bar, Liquor & Soft Drinks extra

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

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Route 66 Association of IL

2743 Veterans Parkway #166

Springfield, IL 62704

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Non member Motor Tour Fee:
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Hall of Fame Banquet tickets, Max. 2
must be registered on the Tour _____ @ \$15.00 each _____

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The Route 66 Association of Illinois is not responsible for any accidents or misconduct.

ROUTE 66 ASSOCIATION OF ILLINOIS



SPRING 2004

ROUTE 66 ASSOCIATION OF ILLINOIS

MOTEL LIST FOR THE 2004 MOTOR TOUR
ALL MOTELS HAVE ROOMS BLOCKED FOR THE ASSOCIATION
BE SURE TO MENTION THAT YOU ARE WITH THE ROUTE 66 MOTOR TOUR

FRIDAY JUNE 4,

Drury Inn Collinsville
602 North Bluff Road
Collinsville, IL 62234
800-378-7946 or 618-345-7700
\$65.99 plus tax
Free Continental breakfast
20 rooms blocked

Comfort Inn at Edwardsville
3080 S. State Route 157
Old Route 66
Edwardsville, IL 62025
618-656-4900
\$66.00 plus tax
35 rooms blocked

Extended Stay Suites
6 Gateway Drive
Collinsville, IL 62234
618-345-0800
\$45.00 to \$65.00 plus tax
Free Continental breakfast
20 Rooms blocked

HAMPTON INN
7 Commerce Drive
Collinsville, IL 62234
800-426-7866 or 618-346-4400
\$66.00 Plus Tax
Free Continental breakfast
20 Rooms Blocked

Book all rooms by May 14

Route 66
Internet web site
www.il66assoc.org

HOLIDAY INN
1000 Eastport Plaza Drive
Collinsville, IL 62234
800-227-6963 or 618-345-2800
\$66.00 Plus tax
Free Continental breakfast
20 Rooms Blocked

SATURDAY JUNE 5,

HALL OF FAME BANQUET at CROWNE PLAZA SPRINGFIELD

Crowne Plaza
3000 South Dirksen Parkway
Springfield, Illinois
800-227-6963 or 217-529-7777
\$69.66 a night plus tax
2 complimentary breakfast buffet,
200 rooms blocked for Route 66 Motor Tour
Book by May 6, 2004

Holiday Inn Express
3010 South Dirksen Parkway
Springfield, Illinois
800-227-6963 or 217-529-7777
\$65.66 a night plus tax
Free Continental breakfast
50 rooms blocked
Book by May 6, 2004

SUNDAY JUNE 6,

Ramada Inn
300 South Frontage Road
Burr Ridge, Illinois
630-325-2900
\$66.00 per night plus tax
Free Continental breakfast
30 rooms blocked

Baymont Inn
855 West 79th St.
Willowbrook, Illinois
630-654-0077
\$66.00 per night plus tax
Free Continental breakfast
30 rooms blocked

Hampton Inn
6251 Joliet Road
Countryside, Illinois
708-354-5200
\$80.00 per night plus tax
Free Continental breakfast
20 rooms blocked

BOOK SUNDAY NIGHT ROOMS BY May 14

"ILLINOIS - WHERE THE ROAD BEGINS"

KRUZIN' WITH THE BILECKI'S

IF YOU DON'T GO — YOU WON'T KNOW

Well 2003 and some of 2004 has passed on down the road but we have so much to look forward to in the coming months. We started off our year with fellow 66'ers Alex and Marilyn Bakalet and John and Catherine Dixon (of Polka-Dot fame) cruising the Caribbean. Here's our favorite word that describes this fabulous seven days of nostalgia and memories "Wow". We can only describe again the excitement of our second 50's cruise and the great professional shows by the pros of our youthful years. If you are interested in booking next year's 50's cruise Jan. 30 to Feb. 6, 2005, please contact us. Remember our association will receive a rebate for each cabin booked.

Now we look forward to our Illinois Route 66 Motor Tour, June 4th thru 6th, and the many diverse events scheduled throughout the year. We hope our CALENDAR OF EVENTS is received with pleasure in mind and will help all who use it to support and attend Route 66 Community events throughout 2004. The wonderful folks along the road have graciously offered to us so many different events for the year 2004 — please enjoy them.

As a great American comic, now passed on, always signed off his shows "God Bless", we are so blessed to have this country as our home and Route 66 for Kruzin' in the land of the free. THE ROAD AWAITS YOU!!!

Keep Kruzin', Marty and Geri Bilecki

P.S. Please pray for our troops and those who protect us so we may enjoy this land.



Marty & Geri Bilecki

REDISCOVERING IT.continued from page 10

were enough (even in the right-hand lane).

Following the frontage we turn right and end up at a stop sign. We are in Woodridge now. Across the road is a Lowes Theater Multiplex. We are intersecting Woodward Avenue. So let's turn left. Let's go to the second stoplight (Internationale Parkway) and turn right. We'll follow Internationale Parkway all the way to Joliet Road and then zero our mileage meter (at this intersection) one final time and then turn right.

At 0.1 miles we'll cross some railroad tracks. At 0.2 miles we'll pass Montana Charlie's Flea Market to our left. At 0.6 miles there will be a road to our right (the old frontage road) — turn right. At 0.7 miles we'll be on old 66 once again and then at 0.8 miles the concrete ends and then there are gates denying us farther access down this road. But that's okay; because that road up ahead was never 66. What was 66 through this area was destroyed in the late 1980's. And a whole lot of it was destroyed.

When the Illinois Tollway Authority created I-355, they created a huge interchange at I-55. To create this interchange, they completely wiped out the entire I-55 south side frontage from Woodward Avenue to where we are parked right now, just ripped it out. And that entire frontage was at one time original Route 66, Joliet Road. It's all gone now. Just this one-tenth of a mile still exists west of I-355. (*Author's note: This was true in August, 2003, when I wrote this article. Unfortunately, in October, 2003, this last remaining bit of concrete was torn out.*) And east of Woodward Avenue, two more lanes were added to the south side of I-55. To accommodate those lanes, original 66 needed to be shaved off a bit — thus the slight veer as we drove that road (but, of course, they didn't move the telephone poles).

Turn around and head back to Joliet Road. Turn left here and follow original 66 to continue your journey west. But I must emphatically mention one last thing: Be extremely careful turning left here; because I've left you at a very, very dangerous intersection.

"Carl, I can see it; it's still there." These are the words my father spoke to me over three years ago concerning this section of old 66 (as we drove down I-55 together through DuPage County). Without those words from my father, I probably wouldn't be rediscovering our old road today. So I dedicate this article to my father, Mr. Robert W. Johnson. And, Dad, I can't say thanks enough. Those words did not just lead me to hidden sections of U.S. Route 66; they've led me to many new friendships. Once again, Dad, thanks. This article is dedicated to you.



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ROUTE 66 ASSOCIATION OF ILLINOIS



THE NEWS

14

SPRING 2004

BURMA SHAVE TRIVIA - DID YOU KNOW?

1. Four states, not counting Alaska and Hawaii, did not have Burma-Shave signs along their roadways. Name them.
2. There were two other sets of colors of Burma-Shave signs besides the familiar red and white. What were they?
3. What year was the last one that signs were posted on American roadsides?
4. Burma-Shave was born in which state?
5. Young men who installed the Burma-Shave signs were called "qualified PhDs". In this case, what did PhD stand for?

ANSWERS

1. Arizona, Massachusetts, Nevada and New Mexico.
2. Orange and Black, and a special white on blue sign for South Dakota since red was to be used exclusively for danger signs
(Editor's Note: I have one of the orange and black signs)
3. 1963
4. Minnesota
5. Post hole diggers

And those jingles that didn't make it. . .

My man
Won't shave
Says Hazel Huz
But I should worry
Dora's does

Listen, birds
These signs
Cost money
So roost a while
But don't get funny

The wife
Of bristly
Brushmug Zaymer
Bought twin beds
Who can blame her



JINGLES

His brush is gone
So what'll we do
Said Mike Robe I
To Mike Robe II

Altho
We've sold
Six million others
We still can't sell
Those coughdrop brothers

My job is
Keeping faces clean
And nobody knows
De Stubble
I've seen

Her chariot
Raced at 80 per
They hauled away
What had
Ben Hur

She kissed
The hairbrush
By Mistake
She thought it was
Her husband Jake

Drinking drivers
Nothing worse
They put
The quart before
The hearse

2004 MOTOR TOUR PLATES AVAILABLE

It's not too late to get your set of plates for the 2004 Motor Tour. These plates are the real thing; they are special event plates and can be displayed for 60 days prior to the Motor Tour, beginning in early April. The design of the plates is shown below. The colors are orange and blue (Go Illini or Bears) and they will be on a white background with blue letters and numbers. The plates are back to a cost of \$30 per set and we are ordering only 150 sets this year. With the advent of a permanent Route 66 plate, there is a possibility that the special event plate sales will not be as strong as in previous years. If we find that there is a demand to make 200 sets again, then we will consider doing so in 2005. To get a set of plates, contact Jeff LaFollette at 563-843-3666, or by e-mail at ajon66@netins.net. You can also send a check for \$30 to Jeff along with a note stating if you wish to display the plates or get for souvenirs. Mail checks and inquiries to Jeff's address found on page 2 of this issue.



SPRING 2004





Larry Libersher installing plaque
at Odell Station

STANDARD STATION IN ODELL GETS A BRASS PLAQUE

By John Weiss

Larry Libersher is shown installing the new brass plaque at the Odell Standard Station. It commemorates the fact that the 1932 station is on the National Register of Historic Places. The funds for the plaque were generously donated by Route 66 Association of Illinois member, Carl Johnson, of Hillside, Illinois.

TALES OF THE ROAD

By Ted Giovanazzi

(Editor's Note: This is part two of a three part series of columns that the late Hall of

Famer, Burt Parkinson, ran in the Gardner Chronicle in 1939.)

THE WINDOW AND ITS PAIN ON WEDNESDAY

(Part 2 of 3)

January 26, 1939

By Burt Parkinson

Here's that man again gazing out the office window. If the boss catches me I'm sunk. If he does, do any of you farmers need a rotten hired hand. I don't know how many sets of teeth a cow has do you?...Shorty Hannon just followed a fellow with a checked jacket into the PO (post office). There goes several dogs making their postal rounds. Everything is quiet now and we are sparring for the time. The ground is covered with about 2 inches of snow and is approximately 10 above zero. Sophie Hanson just walked out of the PO reading her mail. Joe Kewin ran into the PO after getting out of his car. The way the sun is beating down out of a clear sky it won't take long to melt this white blanket. Now Joe is driving away with his mail. the way the sun is shining across the office window I find that it is badly in need of a good washing. Someone just drove up in a '30 Chevy while I was writing that last line. Oh yes! It's Thom Kaldem. Robert Vignocchi just sauntered by. Now Thom is driving away. Bolivar Thompson is now entering the PO. Here's Charlie Treasure in his Buick covered with snow. An airplane is going over town. Charlie just left the PO smoking his ever present pipe. Here comes Sophie across the tracks. A load of coal on the tracks block the view across the street, so I must be content

with what goes on out in front. The time is 9:30 Wednesday morning. Mons Mathison just came after his mail. Here comes Elsie Barr away across the street. Boy, Mons has a mess of mail in his hand. Boy, the way the smoke is rolling out of the chimneys around here it should keep everyone warm. Pardon me while I cough. Mr. & Mrs. Fred Quimby on their way to somewhere stopped for their morning mail. Clarence Clover just pulled away from the curb some place down the street in his Ford. Don't forget farmer's day at Bally's Garage Friday. How do you pronounce the word Kadjo?...There goes Mrs. Barr on her way home. I had to get up and look down the street for this, Earl Adams car is parked with a log chain hooked to the bumper. I found out who the little red Chevy belonged to, Clarence Wise. There goes Mr. Perkins over to the depot. Everyone has their coat collars turned up this morning. Is that Int Hout's truck or Emory Wise's truck that just went around the corner, I couldn't tell which. Russell Stevens just barreled it around the corner for home. Well I guess I'm going to have to give up again this week as I have used all this good paper saying nothing. I'll be back next week with some more. Sticks and stones may break my bones, but names will never hurt me.

CHECK OUT ROUTE 66 VIRTUAL ART GALLERY ON THE WEB



If you've driven Route 66 within the last decade or so, you have probably seen Jerry McClanahan's Route 66 artwork reproduced as color postcards in stores and gift shops along the way.

Perhaps you have used his illustrated set of Route 66 maps to navigate the Mother Road. You've witnessed the glow of the neon mural he designed for the city of Gallup, New Mexico, or seen his artwork and photographs reproduced in books and magazines. The artwork of Jerry McClanahan has become a part of the Route 66 experience.

Now you'll find Jerry McClanahan's new virtual art gallery of old-road icons and classic automobiles on display at www.mockturtlepress.com. Click on the "store" link and then click "original art". Mock Turtle Press (est. 1998) publishes fine travel books and *AMERICAN ROAD* magazine.

Jerry McClanahan began painting and writing about Route 66 full time in the early nineties. His artwork is found in private and corporate collections in this country and abroad. A three by five foot oil painting commemorating the original Big Texan restaurant decorates their lobby. McClanahan has done work for Shell Oil of Houston, and was recently commissioned to do a painting of the Chevy SSR pickup for their nationwide SSR "Street Art" promotion. Jerry's work has been exhibited in shows in Gallup and Albuquerque, New Mexico, Chicago and Springfield, Illinois and Irving, Texas.

AMERICAN ROAD magazine proudly features McClanahan's work regularly in the quarterly publication. He is a contributing author to the Route 66 department slated to begin in the Summer 2004 issue. McClanahan is also well known for his artistic road maps — which *AMERICAN ROAD* frequently prints. *AMERICAN ROAD* brings the country's highway heritage alive from coast to coast, tracing the pathways and telling the tales of the Lincoln Highway, Route 66, the National Old Trails Road, and a full array of other auto roads with historic significance or nostalgic appeal.

Veteran Road writer, Thomas Repp, is the magazine's Executive Editor and heads the creative team at Mock Turtle Press. Repp is a writer and photographer who has authored two highly acclaimed books documenting the historic roadside establishments of Route 66. *AMERICAN ROAD* boasts a staff of several seasoned designers and writers, including McClanahan (co-author of "The Route 66 Map Series"). Repp says, "When you look at Jerry's artwork, you see a vivid picture of America — you see the American dream and the open road. Jerry's work is an American treasure and belongs in *AMERICAN ROAD* magazine. McClanahan is a good fit with the rest of the *AMERICAN ROAD* staff — that all together hold more than 100 years in travel-writing experience. You could almost say we're as old as the automobile!"

If you enjoy road trips, classic cars or history—you'll love McClanahan's artwork, *AMERICAN ROAD* and our other fine travel books. Call Mock Turtle Press for more information toll-free at 1-877-285-5434, or visit www.mockturtlepress.com, or write Mock Turtle Press; PO Box 3168; Lynnwood, WA 98046.

Note: Please review our web site and Jerry McClanahan's virtual art gallery at <http://www.mockturtlepress.com>. Images are available upon request. Long Live America's love for "going somewhere!"

THE PHILLIPS 66 STATION AT HAMEL

By Bernard A. Paul

My father and I used to run the Phillips 66 station along Route 66 at Hamel, Illinois. This was in the late 1930's and I was only about three years old, so I'll rely on my Dad's remembrances a bit more than mine.

During the summer of 1938, my father, Fayette F. Paul was laid off from the Consolidated Coal Company's mine number 15 at White City, Illinois. As a member of the Progressive Mine Workers Union, Dad could earn \$3.00 per day or \$12.00 per week, a significant sum during those Depression days. It was enough to feed and clothe the three of us, pay our rent, and allow Dad to own a spanking black and yellow 1929 Essex coupe. But coal mining was seasonal work.

Mom's brother, Uncle Bud Streeb, had a job delivering Phillips 66 petroleum products from the bulk plant in Gillespie. He told Dad of a gas station for lease at Hamel which Dad could run during the summer. It would keep us fed until the mines reopened in the fall. Dad took the lease. He agreed to pay one cent per gallon to the distributor for rent.

The one room frame building was painted in green, trimmed in orange. It had the steeply pitched roof typical of Phillips 66's cottage style stations of those days. There were two bathrooms with flushing toilets behind outside doors located on opposite sides of the building. In the front driveway stood two orange hand cranked gas pumps with glass measuring bowls at the top. The customer had his choice of "Unique" or "Regular". Dad would turn the crank drawing the gasoline up into the bowl until the desired amount was visible. Then the hose nozzle was placed in the car's tank and the gas flowed by gravity out into the tank. There was no lube rack or service bay. We just sold gas and oil, plus a few auto-related items like tire patch kits and radiator stop leak. Dad wore khaki work clothes with Phillips 66 patches sewn on, and a khaki uniform hat with an emblem.

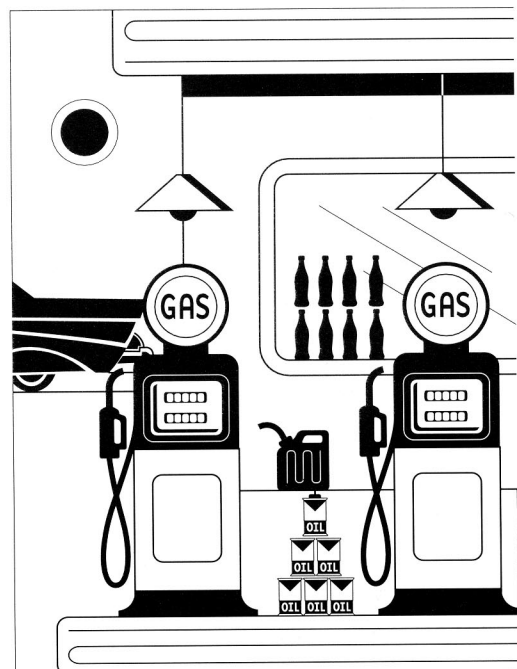
The station was located on the west side of Route 66 near the southwest corner of the Hamel intersection, next to the two storied frame house with an enclosed front porch which housed Bob Foley's restaurant and bar. North of the intersection the elevator still stands today where it stood in the 1930's. On another corner, Cassen's garage sold Essex and Hudson cars and had gas pumps, too. (Now-a-days you can spy Cassen's Trucks on the interstates hauling new cars from the auto plants.)

The Illinois Terminal Railroad Lines ran along the

east side of the road. Most people rode the streetcars from Carlinville, Gillespie and Staunton on through to Hamel down to Edwardsville and St. Louis. And the bus would stop at Foley's whenever someone hung out a flag on the front of the building.

There weren't many long haul truckers in that era. The highways were used most by farm trucks and businesses hauling livestock, produce and goods into and out of the city. They hardly ever stopped at our station. They would buy their gas from their hometown stations (which obtained a guaranteed trade base by agreeing to give them discounts.) Most auto travelers were local residents. No one could afford to travel very far by private car, even when gas was only 18.9 cents per gallon. Under the circumstances, Dad was lucky to sell 100 gallons of gas a day. He made a three cent per gallon profit for our family to live on.

In 1941, Dad got a chance at a "good job", working as a prison guard at Menard Penitentiary near Chester, Illinois. So we gave up our petroleum enterprise, Dad and me, and moved to Southern Illinois away from Route 66. But then old road is still in our minds. It was tough, but we think of those as the "Good Old Days".



2004 CALENDAR
OF COMMUNITY FESTIVALS AND EVENTS
ON ROUTE 66 OF ILLINOIS
APRIL THRU JUNE

APRIL

April 3 & 4 • Re-Enactment of Life Pre 1840
Lake Lou Yaeger • Rendezvous Camp • Litchfield
Contact: Tonya Flannery 217-324-5253

April 17 - 18 • Annual Redbud Festival • Auburn

April 24 • Earth Day Walk • Edwardsville

MAY

May 13 • Lewis & Clark Opening Ceremonies
Madison

May 14 - 16
3 Day Motorcycle Show • Niehdus Cycle
Litchfield • Contact: Tonya Flannery 217-324-5253

May 15 • 4th Annual Heritage Days • Staunton

May 22 • Noon to 4 p.m.
Heller's Car Show • Pontiac

May 29-30 • Spring Festival • Carlinville
Contact: 217-854-8916 or 854-8500

May 30 • 1 p.m. • 100th Birthday J.H. Hawes Grain
Elevator Museum • Atlanta
Contact: Bill Thomas 217-648-2056

May 31 • 10:30 a.m. • Memorial Day event
Veterans Ceremony • 1 p.m. Antique Tractor Parade
Atlanta • Contact: Bill Thomas 217-648-2056

JUNE

June 4 - 6 • **Route 66 of Illinois Motor Tour**
Chain of Rocks Bridge to Hoffman Tower, Lyons
Contact: Ollie 618-585-3081 or John 708-389-3823

June 5 • Hall of Fame Banquet
Springfield Crowne Plaza
Contact: Ollie 618-585-3081 or John 708-389-3823

June 4 • Black Diamond Coal Festival, Gillespie

June 6 - 13 • International Carillon Festival
Springfield

June 12-13 • International Horseradish Festival
Collinsville

June 12 - 16 • Heritage Tractor Adventure
Begins at the Chicagoland Speedway • Joliet

June 12 • Fine Arts Festival • Dwight

June 13 • Car Show • Wolf Pack Car Club
Library Park • Litchfield
Contact: Tonya Flannery 217-324-5253

June 13 • Historic Cemetery/House Walk • Dwight

June 17-20 • Corvette Classic Car Show
Swap Meet • Cruise-in • Regional Airport (Old
Terminal) • Bloomington
Contact: Amy Watson 800-433-8226

June 18 - 20 • Come Home to Mt. Olive • Mt. Olive

June 18-19 • Chatham Homecoming • Chatman

June 18 • 5 p.m. • Cruise-in • Pontiac

June 19 • 8 a.m. to 4:30 p.m. • 50's-60's Car Show
Rustic Auto Club • Courthouse Square • Pontiac
Contact: Tom Dunham 815-844-7219

June 25-27 • Rt 66 Festival and Car Show • Litchfield
Contact: Tonya Flannery 217-324-5253

June 27 • Annual Tractor Show and Games
Carlinville • Contact: 217-854-8916

June 27 • Chenoa Road Rally • Chenoa
Contact: City Hall 815-945-7619

**IF YOU WOULD LIKE YOUR COMMUNITY
EVENT ON ROUTE 66 OF ILLINOIS
LISTED IN THE NEWSLETTER
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ROUTE 66 CORRIDOR ACT GRANT INFORMATION FOR 2004

By Michael Taylor, Program Manager

The National Park Service, Route 66 Corridor Preservation Program is dedicated to preserving the rich and diverse resources of the historic U.S. Highway 66. The program provides funding assistance to support the preservation, restoration, and rehabilitation of the most significant and representative buildings, structures, and road segments in the eight states through which Route 66 passes. Funding assistance is also provided to support research, planning, oral history, and education outreach projects related to Route 66. The program will be accepting applications for the cost share grant cycle until April 30, 2004. Notification of awards will be made in early July, 2004. Application packages will be available for printing directly from the website

www.cr.nps.gov/rt66

or you may request an application directly from the program office at (505) 988-6701. If you have any questions about the grant program, eligibility requirements, or the application process, feel free to contact the program staff at (505) 988-6701.

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
Family: \$25
Business: \$30
Foreign: \$35
Lifetime: \$200

U.S. funds only, please

\$15 fee for returned checks

Send to:

Membership

Route 66 Assn. of Illinois

2743 Veterans Pkwy., Room 166

Springfield, IL 62704

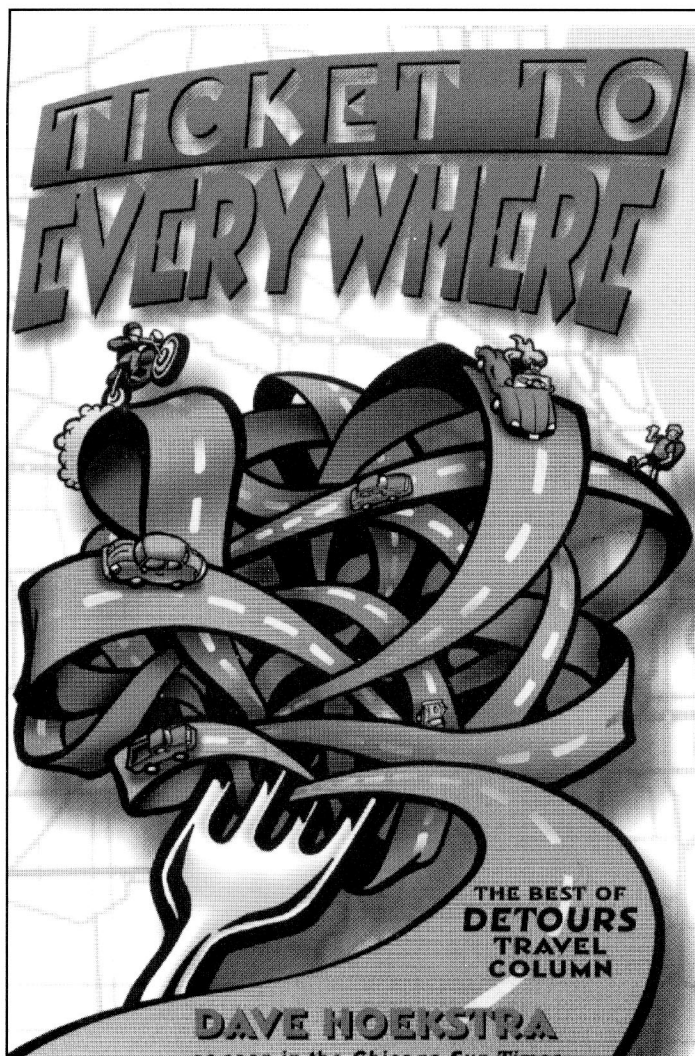
Membership runs May 1 - April 30

Send address changes and questions to Membership at the address above or e-mail changes to blitz66@chicagonet.net

TICKET TO EVERYWHERE

THE BEST OF *DETOURS* TRAVEL COLUMN

By Dave Hoekstra



*"Within this vale
Of toil
And sin
Your head grows bald
But not your chin.
Burma Shave"*

THE MIDWEST, ROUTE 66, DOWN SOUTH, AND MORE

Join **Dave Hoekstra**, award winning columnist of the *Chicago Sun-Times*, on 66 of his best road trip explorations into the overlooked and offbeat people, places, events and history of the greater Midwest, Route 66, and Dixie highway areas. *Ticket to Everywhere* commemorates the little known treasures of small town America, such as Route 66 Hall of Famer Dell Rhea's, and the birthplace of the drive thru hamburger Red's Giant Hamburg.

EXPLORE THE NATION'S NOOKS AND CRANNIES

Re-route to Richmond, Indiana, birthplace of recorded jazz and Illinois' last Route 66 Drive-In Theater. Whether joining up with Wisconsin's Magical Mustard Tour or stopping by the Museum for Questionable Medical Devices, Dave Hoekstra turns detours into destinations with his witty, insightful appreciation of offbeat Americana.

TAKE A DRIVE DOWN MEMORY LANE

Remember the legendary signs and rhymes of Burma Shave? From 1925 to 1963, the Burma-Vita Co. planted more than 600 of these couplets on rural highways across the United States. Says Cincinnati filmmaker Jim Delaney, "Here's a company that had only 35 employees...yet, they got into the consciousness of America." Take a drive with Dave and discover the many tiny places which shaped the face of popular American culture today, one roadside icon at a time.

TAKE THE ROAD LESS TRAVELED MAKE THIS BOOK

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Get Your Motor Runnin'.

Cruise America's Main Street, see hundreds of hot rods, classics, Mustangs and more, talk to famed-author **Michael Wallis** and take a trip down memory lane – all during the 3rd annual **International Route 66 Mother Road Festival** in Downtown Springfield, Illinois, **September 24-26, 2004.**

But that's not all...

Munch on an original **Cozy Dog** while you bee-bop to the non-stop, **FREE** entertainment. Shake hands with **Martin Milner** and put on your poodle skirt and bobby socks for the **World's Largest Sock Hop!**

Show us what you've got.

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Don't miss the Mother Road's best event of the year!

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ROUTE 66**

**ILLINOIS
U.S. ROUTE
66**

**MOTHER ROAD
FESTIVAL**

SPRINGFIELD, ILLINOIS

SEPTEMBER 24-26, 2004

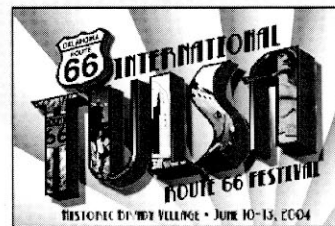
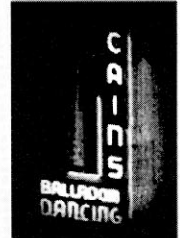
ILLINOIS

Get Your Kicks at the 2004 International Tulsa Route 66 Festival

Take a Trip
Down

**The Will Rogers
Memorial Highway
and America's Main
Street for 4 Fun-Filled
Days of History &
Nostalgia in Oklahoma**

- The Mother Road
- Native America
- Cowboys
- Oil Wells



Street Fair • Classic Cars • Route 66 Exhibits • John Steinbeck & Cyrus Avery Awards Celebration • Route 66 Tours • World-Renowned Museums • Art Deco Wild West • Indian Powwow • Western Swing

See Cyrus Avery • Thomas Hart Benton • Henry Ford Pawnee Bill • John Steinbeck • Bob Wills & More!

Experience the Sapulpa Route 66 Blowout, Catoosa Blue Whale, Claremore Will Rogers Memorial, J.M. Davis Gun Museum & More!

A Route 66 You Haven't Seen Before!!!

June 10-13, 2004
Tulsa, Oklahoma

**For Festival Facts & Information,
Route 66 Trivia & More, Visit:**

www.tulsa66festival.com

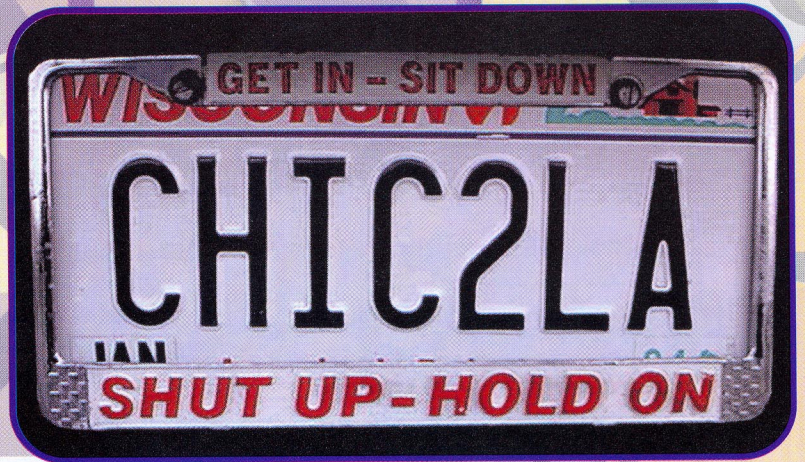
**Call Toll Free: 1-877-Tulsa66
or Local: 918-447-6405**

▼ SPEAKING IN PLATES

This quarter's plate submission is from Gordy Durocher from Germantown, Wisconsin. Gordy is an Association member and sent this picture of his special plate. Although the plate does not have "66" in it, it does tell the story of Route 66. Gordy writes in his note:

"This picture of my personalized plate is on my 1995 Ford Mustang GT which I took on the Route 66 tour twice this summer, once as far as Flagstaff, Arizona and the second time to the Illinois/Missouri picnic. We had a great time on both trips. The Association Magazine and e-mails from Jeff helping to route the trip helped find a lot of the road. I plan on making the Illinois Motor Tour in June with an extension of that as far as time will allow. Thanks."

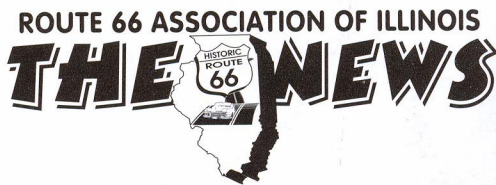
Thank you Gordy for your submission and the kind words about "The 66 News". It is our aim to



Gordy Durocher's Route 66 Plate

help our members in traveling Route 66 as much as we can. And when traveling west, do not hesitate to contact the other seven state associations for maps and travel tips as well. They will be most happy to help. Keep sending in those license plate pictures and we'll keep featuring them.

ILLINOIS - WHERE THE ROAD BEGINS



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THE NEWS

Special Edition - Summer 2004



Photo of Chain of Rocks Bridge - Photo by Kathy Miller

ILLINOIS - WHERE THE ROAD BEGINS

OFFICERS AND BOARD MEMBERS

The Route 66 Association is a not-for-profit organization. Its purpose is to preserve, promote, educate and help others enjoy the road in this state. The Board Members are available to answer questions at most reasonable times. Below is a list of the Board Members and the terms in which they expire.

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Ollie Schwallenstecker & Jim Jones

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Photos Credits this issue:
Kathy Miller

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The Association publishes The 66 Neil's in March, June, September, and December as a service to its members, other people and related organizations. Contributions are welcome, but we do not pay. However, authors retain all copyright privileges. Submit all stories, photos and ads at least six weeks prior publication.

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Publisher: Kathy Miller
Editors: James R. Jones & Kathy Miller
Email : Kathleen708@hotmail.com
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For more information visit
the Association Website
www.il66assoc.org

2004 Calendar Of Community Festivals And Events On Route 66 Illinois

AUGUST 19th THRU SEPTEMBER 10th

August 19-22 – Bolingbrook – Jubilee

August 21 – Chicago – Air and Water Show – Grant Park

August 21 – Chicago – Grant Park Music Fest

August 21 – Dwight – Cruise Nite

August 27-29 – Lincoln – Logan Art & Balloon Festival

August 28-29 – Normal – Downtown Corn Fest – Contact 309-665-0033

August 29 – Lincoln – 1800's Craft Fair

September 2- Chicago - Jazz Fest – Grant Park

September 2-6 – Pontiac – Thresherman's Reunion – Contact - 815-249-5024

September 2-5 – Sherman – State Farm Classic – LPGA Golf

September 3-5 – Springfield - Prairieland Roundup – Grand National Mustang Show – Contact – 217-498-9869

September 3-6 – Benld – Centennial Celebration – Contact – 217-835-2953

September 10-12 – Joliet – 66 track – ARCA/IRL weekend

September 9-11 – Atlanta – Fall Festival – Contact 217-648-2145

September 10-12 – Lexington – Taste of Country Festival– Contact 309-365-9006

September 10-12 – Collinsville – Cahokia Mounds – Pow-Wow- Contact – 618-346-5160

September 9-12 – Odell – Sesquicentennial – Rte 66 Assoc. of IL. Picnic at the Odell Pool Park in Odell, IL on the 12th

September 10-12 – Missouri Motor Tour – Contact – e-mail – r.Welborn@worldnet.ATT.net

IF YOU WOULD LIKE YOUR COMMUNITY EVENT ON RT. 66 OF ILLINOIS LISTED IN THE
NEWSLETTER – PLEASE SUBMIT INFORMATION TO; Marty Bilecki – 4200 Bargo Lane, Morris, IL 60450

APOLOGY

On behalf of The Route 66 Association of Illinois we would like to apologize for The 66 News Summer 2004 issue not being printed and mailed in a timely manner.

As the new editors starting in Fall 2004 we were unable to edit and publish a Summer 2004 issue. Please accept this Summer 2004 Special Edition instead with our most sincere apologies.

The Fall 2004 issue is on time and will be published shortly. Look for it in the mail mid-September.

Again, please accept our apologies,
The 66 News Co-Editors
Kathy Miller and James R. Jones

Motor Tour Summer 2005

The Route 66 Association of Illinois is proud to present the Annual Motor Tour June 2005.

The 16th Annual Motor Tour returns to the 2nd Weekend in June! Come join the fun June 10th through June 12th 2005. For further information check the Route 66 Association of Illinois website at: www.il66assoc.org

Association

Picnic In Odell

Sun., September 12

Come join the Route 66 Association of Illinois share in the celebration of the Odell, IL Sesquicentennial at the annual association picnic.

The picnic will be held at the Odell Pool Park on Sunday, September 12th at 11:30 am. Bring your antique vehicle and join in the Odell Sesquicentennial Parade at 1:00 pm.

The Association will provide the hamburgers, hot dogs, buns, condiments, and beverage free. Bring a side dish to share or a dessert. Don't forget your lawn chairs!

Directions: Exit I-55 at exit #209 from the north turn left, from the south turn right onto 2600N go to Angell St. the first street you can turn left on past the stop sign. Go to Odell Pool Park Entrance. Parking is on east side of the park. Look for the Association in the Pavilion! Hope to see you there!

IF YOU DON'T KNOW
- YOU CAN'T GO!!!!

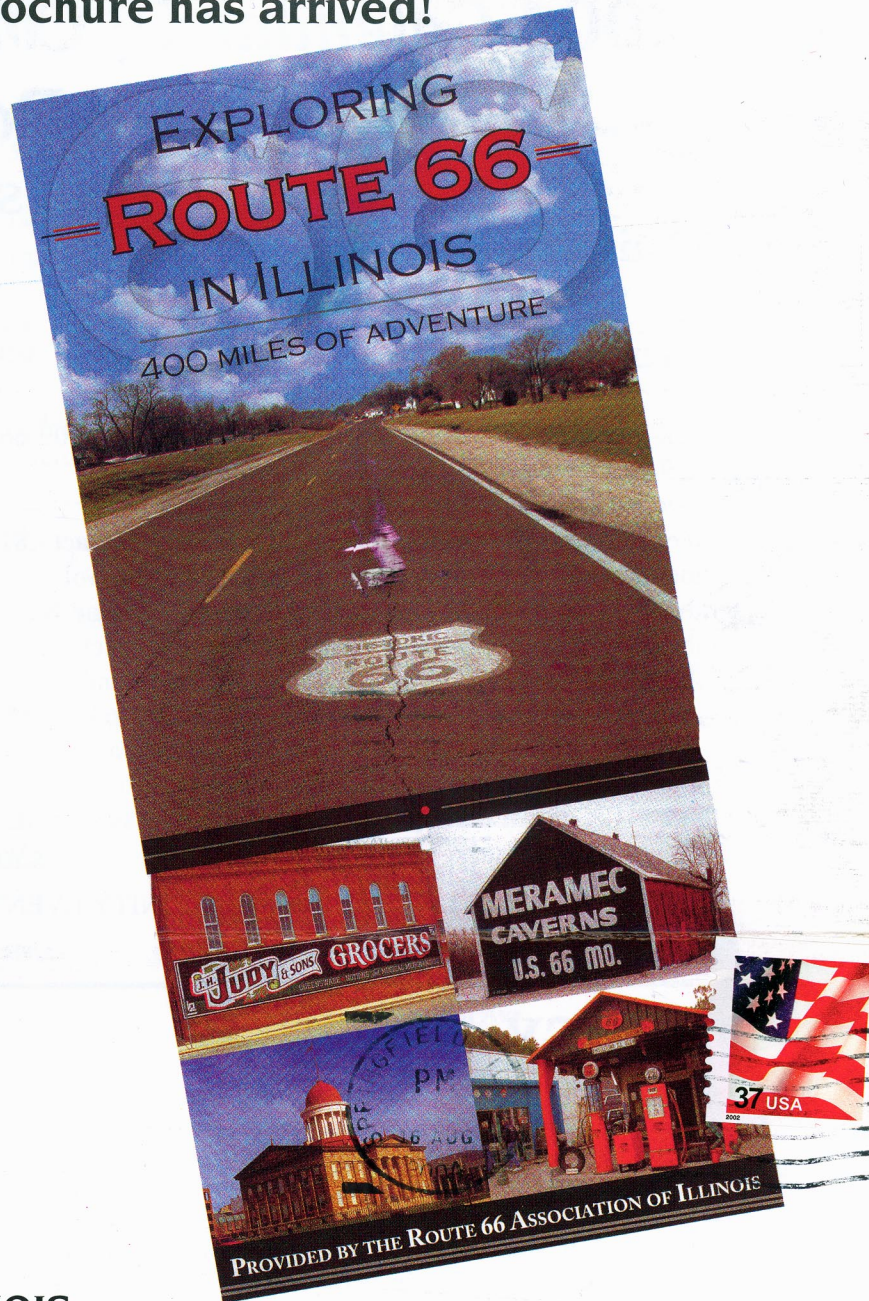
The New Illinois Route 66 Brochure has arrived!

The Route 66 Association is please to announce the release of this brochure. Designed by Chilidog Graphics in Savoy, IL and printed by Custom Color Graphics in Champaign, IL the new brochure is a sight to behold. Bold and bright, the colors stand out and grab your attention.

The Route 66 Association of Illinois would like to thank Hampton Inns and Suites for funding that helped make this brochure possible. Our thanks to David Clark, John Murphy, Carl Johnson and Jim Jones for allowing us to use their photographs.

The sites listed in this brochure are only a sample of all that Route 66 has to offer in the state of Illinois. We would also like to thank John Weiss author of "Traveling the NEW, HISTORIC ROUTE 66 OF ILLINOIS!" for his aid in choosing the sites mentioned in this brochure.

The Association would also like to thank Jim Jones, editor of this brochure.



ROUTE 66 ASSOCIATION OF ILLINOIS THE 66 NEWS

2743 Veterans Parkway, #166
Springfield, IL 62704

ROUTE 66 ASSOCIATION OF ILLINOIS

THE 66 NEWS

Fall 2004



Mystery Celebrity Visits Route 66 Hall of Fame Museum

ILLINOIS - WHERE THE ROAD BEGINS

ROUTE 66 ASSOCIATION OF ILLINOIS

THE NEWS

Tom Teague Memorial Cover – Fall 2004



Thomas J. "Tom" Teague
September 11, 1943 - September 11, 2004

ILLINOIS - WHERE THE ROAD BEGINS

In Remembrance of Tom Teague

In 1926, Route 66 rose from a mere concept to become the world's most famous highway. It was a blue-collar, mom and pop road that inspired Americans to dream and then gave them the chance to realize their dreams along its 2448-mile length. Although the interstate system has replaced it, millions of people from all over the world still make pilgrimages along 66 each year hungry for the history of this famous road. Among them was Tom Teague. Sadly on Saturday, September 11, 2004, Tom Teague of Springfield, Illinois passed away. Route 66 and especially the Route 66 Association of Illinois suffered a tremendous loss. The Route 66 Association of Illinois wishes to remember the accomplishments of Tom Teague.

On March 5, 1989, Tom Teague called 15 people to meet in Pontiac. From there a core group of Illinois Route 66 fans began meeting to form an association in Illinois. That association was formally established in October 1989 in Dwight, Illinois. At that founding meeting, the association elected officers and adopted bylaws to govern its operations. Tom Teague was elected the first president of the Route 66 Association of Illinois.

Tom represented many firsts in Illinois. Among them he was the first Illinois recipient of the John Steinbeck Award (1998) that is awarded by the National Historic Route 66 Federation with the family of John Steinbeck. Tom was the first publisher/editor of The 66 News, he continued on for 18 issues (more than 4 years) where he established the design layout, format and cover style that the membership respected and appreciated. Tom also wrote for "It Online" at www.illinoistime.com an online publication of the Illinois Times and was published in many other magazines. Tom Teague received an M.A. in communication at Sangamon State University. He is the author of "Searching for 66", a collection of stories about people that he met during his trips along the mother road. Tom also presented the history and examined the future of Route 66 in a digital slide presentation/lecture in over 12 states. Development of this state-of-the-art program was supported in part by a grant for the Springfield Area Arts Council. He presented hundreds of tour/lectures by bus on Route 66 in Illinois.

Knowing the importance of preservation Tom was also the founder of the Soulsby Station Society, a preservation group working to save the historic station in Mount Olive, Illinois. He was the chairperson of the Association Hall of Fame committee until October 2003. Tom managed the Hall of Fame in the Dixie Truckers Plaza and the Funk's Grove Rest Area on I-55 in Illinois.

The Route 66 Association of Illinois cannot express adequately the overwhelming loss the passing of Tom Teague represents. Tom shall always be remembered and revered by the association and it's membership.

We wish to extend our deepest sympathy to the family and friends of Tom Teague.

Tom's photo by Marilyn Pritchard

OFFICERS AND BOARD MEMBERS

The Route 66 Association is a not-for-profit organization. It's purpose is to preserve, promote, educate and help others enjoy the road in this state. The Board Members are available to answer questions at most reasonable times. Below is a list of the Board Members and the terms in which they expire.

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Betty McLellan
John & Kathy Miller
John & Lenore Weiss
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**THE 66
NEWS**

Fall 2004

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Pontiac, IL 61764

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**For more information
visit the
Association Website**

www.il66assoc.org

**Magazine Designed by
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Editors: Kathy Miller & Jim Jones
Email: Kathleen708@hotmail.com
or
ng9c@route24.net

The Route 66 Association Of Illinois Fall Quarterly Meeting

The Fall Meeting will be Sunday, October 18th, 2004 at The Chateau, 1601 Jumer Drive, Bloomington, IL 61704.

The Board meeting will begin at 10:30a.m. following with a break for lunch at 12:00 noon

The General meeting will convene at 1:00p.m.

Contact John Miller for information (see Officers and Board Members).

Directions: From the South: Take I-55 North. Take the VETERANS PARKWAY EXIT 157. Follow I-74, stay to the left exit onto Veteran's Parkway. Stay on Veteran's Parkway approximately 7 miles to the Chateau, it will be on the right

From the North: Take I-55 South. Exit 167 to the stop light. Turn left onto Veteran's Parkway, approximately 2 miles to Jumer Dr. Turn left onto Jumer drive, turn right into Chateau Drive.

Both meetings are open to the public. Please feel free to attend. We look forward to seeing you in Bloomington!

John Steinbeck Award June 2004

by Kathy Miller

Bob Waldmire won Route 66's most prestigious honor, the John Steinbeck Award at the National Route 66 Federation John Steinbeck Awards last June in Tulsa, OK. Bob is the third consecutive winner from Illinois and the fourth overall. The previous Steinbeck winners from Illinois are: Tom Teague (1998), John and Lenore Weiss (2002), and Jeff Meyer (2003). The National Historic Route 66 Federation along with the family of John Steinbeck presents the award annually.

Bob Waldmire grew up on Route 66, it's been rumored his last "real" job was around 1969. Since then he's been a traveling artist, driving the Mother Road, selling postcards, maps, and other creations out of his Volkswagen Mini-bus.

When he's not on the road, you'll find Bob at the Cozy Dog Drive-In on Route 66 in Springfield. Bob's dad is the inventor of the corn dog, which the Waldmires named the "cozy dog". Ed Waldmire got the original idea for a corn dog on Route 66 in Texas, and later brought it to Springfield, IL The Cozy Dog Drive-In is home to what many consider the world's best and first corn dog.

Jeff LaFollette Resigns

by Kathy Miller

In a letter to the Officers and Board Members of the Route 66 Association of Illinois, post marked August 20, 2004 Jeff LaFollette resigned as President of the association leaving Vice-president John Miller to fill his position and serve out the remainder of his term. In his letter Mr. LaFollette stated differences with the current board and officers as a key issue in determining his decision to resign.

"Upon receipt of this letter by Vice-president John Miller, he shall assume the duties of President." Mr. LaFollette stated in his letter.

The Association would like to thank Jeff LaFollette for the years he served as President and wish he and his wife Annette well in the future.

John Miller became Vice-president of the association in 2001 after the then current Vice-president had resigned. John ran the following year serving his full two-year term and had planned to run again for Vice-president this September at the Annual meeting. Prior to serving as Vice-president John was both Cook County and an At-large board member. John has been co-chair of the motor tour two years in a row with Ollie Schwallenstecker. He serves as a member of the Preservation Committee and the Executive Committee.

John has also been a member of the Posen Park Board serving as president of the park board for six years. John resigned from the Posen Park Board when he became Vice-president of the Route 66 Association of Illinois. John is also a member of the Road Runners, an informal group that travels America's Highways in the spirit of fun, friendship, and relaxation.

"I will do my best to fulfill the duties of President of the Association for the duration of term that Jeff LaFollette vacated. I would like to call upon all board members and members in general to help me in keeping the association function as a whole, and to remain a role model for all other associations along Route 66!" Said John upon learning of the resignation.

Regards,
Kathy Miller
Corresponding Secretary
Route 66 Association of Illinois

Illinois, we preserve the past for the future!

Route 66 museum: You haven't been?

The 66 News offers special thanks to John Faddoul, staff reporter, Pontiac Daily Leader for permission to reprint his article about the Route 66 Association of Illinois Hall of Fame and Museum in Pontiac. John's article ran in the July 29, 2004 issue. Thanks again John.

Have you visited the new Route 66 museum in Pontiac?

If not, people from New Zealand, Canada, Germany, Denmark and states from Maine to California already have beaten you to it.

This columnist knows that, because he is among those with



Jim Jones, standing, Kailey Fritz, left, of Pontiac and Lori Nimke of Streaor enjoy time at the Steak & Shake booth in the Route 66 Museum in Pontiac, Illinois.

the compulsion to look at guest books at wherever they're kept: national and state parks, minor museums, or any place the passing public might visit. It's always interesting to see where people who share your interest in some attraction come from.

With signs near Pontiac on Interstate 55 now alerting people that the Illinois' Route 66 Hall of Fame and Museum is in this city, it's truly remarkable to see the far-flung places visitors come from. A recent count by association officials showed people from 30 states and at least 12 countries have visited the museum since it opened June 6.

A look through the guestbook pages for July shows visitors from many towns in Illinois. At the national level, cities or states from which visitors have come include Ohio, Pennsylvania, Michigan, Minnesota, Idaho, Wisconsin and cities including Corpus Christi, Long Beach and Anaheim, Calif., Chandler, Ariz., and Montreal, Quebec.

A visitor from Spokane, Wash., drew a smiley face and wrote, "Loved your knowledge and willingness to tell the stories."

Other comments signed during July included: Wow! Neat!; Cool!; Great Job; Great display. Thank you; I lived near 66 for many years. Very interesting; Great History! You did good!; and What a great tribute.

While the city of Pontiac provides the old fire station rent-free for the museum, the people responsible for the operation of it is the Route 66 Association of Illinois.

They're doing a good job of promoting it on their Web

site, www.il66assoc.org. As of Wednesday, the museum was about the second page down on the site, complete with an outside photo of the old fire station and six photos of the interior of the museum.

The association's secretary, Cathie Stevanovich, wrote in accompanying text that "We've had tables, photos, and other items donated by Brad from the Log Cabin Restaurant in Pontiac and have also received more items and personal visits from our Hall of Fame members!!! The last two Saturdays we've had over 60 visitors not only local (Illinois), but also from Massachusetts, Maine, California, Canada, Ohio, Pennsylvania, Washington, and Texas. As of June 26, being open only 20 days, we've had over 500 guests who've registered and left their comments! We were a 'special stop' on a family reunion, and family members of Hall of Fame members have stopped by with additional photos and items to enhance our displays. ... The Museum is also open every Saturday from 9 to 5 (unless we're full of visitors, we stay open until everyone leaves). ... Again thanks to everyone for their support!!! And as a visitor said Saturday, July 3rd, when leaving, 'I can't wait to visit again and see and meet more nice people. This museum is truly a vibrant, changing tribute to the road.' I couldn't agree more."

Any local who has passed by the museum on the weekday knows that it is opened by request, any time between 8 a.m. and 5 p.m. A visitor is directed, by a notice on the door, to go to the tourism office a couple buildings down, or to the Old City Hall Shoppes, in the part of the building adjoining the museum.

One nice aspect of the association's Web site is that it includes a Yahoo map showing the location of the museum - and through which you can get driving directions to the museum from just about anywhere you live.

Typing in "Chicago" provided directions that said the museum was 96.1 miles and 1 hour, 47 minutes driving time from that city. Directions included taking the Illinois 23 exit off Interstate 55, "turn left on Howard Street" and go 0.5 miles.

As the Daily Leader reporter who has covered the museum's relocation to our town, this columnist was happy to see some of the new items that have been put on display since the moving-in period in June. They include a solar-powered car and tables and chairs, from the original Steak & Shake restaurant in Bloomington, with two waitress-uniformed mannequins on duty.

The association is fortunate that Jim Jones is also frequently on duty at the museum. A Pontiac resident and member of the association's board, Jones is a gracious host to any museum visitor - and a walking encyclopedia of Route 66 history and minutiae.

So it seems that so far, so good with Pontiac's newest tourist attraction. We often take for granted what is permanently in our own back yards. It's nice to know that we can pop in, on a whim, to the Route 66 Hall of Fame and Museum, while some of the visitors who so far have been most impressed with it may have only a once-a-year, or even once-in-a-lifetime, opportunity to enjoy our little piece of memory and memorabilia about a road that intrigues so many who live so far from here

New Hall of Fame Members!

The Route 66 Association of Illinois is proud to announce the Hall of Fame Inductees for 2004.

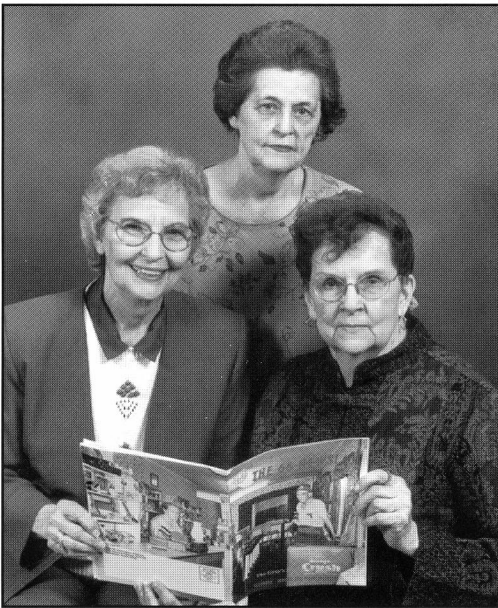
They are Forest Gray Family Gas Station & Cafe in Braceville, Luna Cafe in Mitchell, Rita Erickson Owner & Operator Odell Shelter, Inc., Odell, and Streetcar Diner in Gardner.

We welcome them to be the first inductees into the NEW Route 66 Association of Illinois Hall of Fame and Museum in Pontiac.

Congratulations!

Gray Family, Braceville

(Alice Gray Creech, Ruth Gray, Mary Leona Provance)
Alice is the daughter of Forrest and Bernice Gray. The Gray family operated Gray's Station from 1923 until 1968 on Route 66 and its predecessor Route 4. Over that stretch of time, which included some very dark days in the Depression, the Gray's provided services to the motoring public. We are looking forward to Mrs. Creech telling us of her experiences while growing up on the Mother Road.



Streetcar/Diner at the Riviera Roadhouse, Gardner



The century old horse drawn Streetcar/Diner at the Riviera Roadhouse north of Gardner on Route 66 has been restored by the Association's Preservation Committee. The Riviera was inducted into the Hall of Fame in 1994.

Luna Cafe, Mitchell, Illinois



The Luna Cafe is a favorite restaurant and tavern on Route 66 just a few miles east of Chain of Rocks Bridge. It has been in operation since the 1920's with an interesting history. As with many of the old roadhouses along the Mother Road it has had a colorful past.

Rita Erickson, Odell

Rita is a native of Odell and has spent her life living and working on Route 66. She went to school at St. Paul Schools and worshiped at St. Paul Church, both on Route 66. She worked at a restaurant on 66 in Odell and later owned and operated the Odell Shelter, a nursing home, for many years also on Route 66.



COMMUNITY FESTIVALS AND EVENTS ON ROUTE 66 IN ILLINOIS

SEPTEMBER - NOVEMBER 2004

IF YOU DON'T KNOW - YOU CAN'T GO!!!!

September 16-18 - Atlanta - Fall Festival
September 17-19 - Dwight - Harvest Days
September - 17-18 - Collinsville - Italian Fest
September 18 - Willowbrook - Cruise Night at Dell Rhea's
September 18-19 - Carlinville - Fall Festival - Contact - 217-854-8916
September 18-19 - Lincoln - Railsplitting Festival
September 24-26 - Pontiac - Threshermen's Bluegrass Festival - Contact - 800-835-2055
September 25 - Benld - Fall Festival - Contact - 217-835-2953
September 24-25 - Bloomington - Harvest Bloom Festival - Contact - 309-829-9599
September 24-26 - Springfield - International Route 66 Mother Road Festival
October 3 - Bolingbrook - Oktoberfest
October 9-10 - Carlinville - Broom Orchard's Pumpkin Festival
October 9-10 - Springfield - Indian Summer Festival
October 16 - Edwardsville - Harvest Wine Fest
October 18 - Auburn - Harvest Festival
October 20 - Wilmington - Victorian Christmas ornament workshop - Contact - 815-476-1875
October 23-24 - Litchfield - Halloween Parade & Farm Show
October 30 - Springfield - Art in the Park - Costume Competition
October 30 - Pontiac - Halloween Costume Parade
November 6 - Cahokia Mounds - Raptor Awareness Day ñ 2:30 p.m. ñ Contact 618-346-5160
November 12-13-14 - Pontiac - Jolly Trolley Holiday Open House Downtown Shopping District ñ Contact 815-844-6692
November 19 - Litchfield - Holiday Walk 5 to 9 P.M. ñ Contact 217-324-5253
November 26 - Pontiac - Santa arrives ñ Downtown 10:00 a.m.

LIST YOUR ROUTE 66 OF ILLINOIS COMMUNITY EVENT IN THIS NEWSLETTER!

SUBMIT INFORMATION TO:

Marty Bilecki
4200 Bargo Lane
Morris, IL 60450

They're back

Now you can get an official Route 66 Association of Illinois name badge. Association members can order them for \$8.00 each, which includes shipping. The badge will be engraved with your name on it. You can wear it proudly to Association events, car shows or wherever you go and want to show that you are a proud member of the Route 66 Association of Illinois. To order your badge, send a check or money order for \$8.00 payable to the Route 66 Association of Illinois to Association President John Miller (see Contact Information). Please include with your check exactly how you want your name on the badge.



Elections!

The Route 66 Association of Illinois will hold elections on Sunday, October 18, 2004 during the General Meeting at the Chateau in Bloomington, IL.

The offices of vice-president and treasurer along with the following board members will be up for election: DuPage, Livingston, McLean, Sangamon, Macoupin, Madison, and St. Clair counties and two At-large positions.

The Route 66 Association of Illinois meetings are open to the public. Please feel free to attend.

12th Annual Oldies Cruise 2005

Jamaica, Grand Cayman, Key West, and Cozumel
Sock Hops, Autograph Sessions, and More!

January 30 - February 6, 2005

You may contact Tammy Sallee at Harmon's by
phone - 1-866-364-3437

or visit <<http://www.oldiescruise2005.com/>><http://www.oldiescruise2005.com/>

The 15th Annual Motor Tour with The Mother Road Widow, DH and the She-Child!

By Kathleen J. Miller a.k.a. The Mother Road Widow

Those of you who took the 15th Annual Motor Tour this past June might have seen DH and myself cruising the Mother Road with our new addition a Black Chevy Malibu convertible or ragtop as some folks call it, with some kind of 327 engine (rolls my eyes) and of course it's a '66. VROOOOOM! But, in addition to DH and myself you would have seen DH's newest victim the "She-Child" our daughter!

Yes, Yes, DH has spun his web around our daughter Nikki and she has become a card-carrying member of the Route 66 Association of Illinois! She-Child has a bubbly personality that oozes charm and whit. She is a graduate of The 2nd City Improv located in Chicago the same place famed comedians like John and Jim Belushi, Bill Murray and many more have learned to make people's sides split with laughter. So, what was she doing on the motor tour you ask? The same thing her parents were doing. Enjoying the Mother Road. She's hooked, oh yes she is, hooked, line and sinker and there is no turning back!

We live in a Chicago suburb and drove down to Edwardsville on Friday working our way down Route 66. We stopped in Wilmington to take a picture of She-Child with the Giant at the Launching Pad (Hall of Fame Member). Then onto the Polka Dot Drive In (Hall of Fame Member), in Braidwood where we took some very animated photos of the She-Child and the life size Elvis figure that adorns the outside of the Polka Dot. Making our way down state we stopped at the Cozy-Dog. You cannot be in Springfield and pass the Cozy it's like a sin or something! Arriving in Edwardsville just in time to check into the hotel and then speed to the park to open registration for the motor tour. She-Child loved everything about the motor tour, including working registration. What a trooper this kid is!

When we finally arrived back at the motel what a surprise to see a Jacuzzi suite. She-child was sharing the room with us, you know how cheap kids are! She bolted into the room sees this Jacuzzi tub and screams "DIBS! I get first bath!" ah but it was then that she noticed the tub was open to the rest of the room with only a small curtain between nature and her FATHER! She cried out, "DAD GO TO BED! MOM WATCH THE CURTAIN!" with that I heard a rush of bubbles and 2.75 hours later she emerged out of the Jacuzzi a five foot prune.

Saturday

Nothing can compare with watching her face as we cruised over the Chain of Rocks Bridge. She loved it! What excitement, you could feel the electricity in the air as the parade of cars crossed over the mighty Mississippi on the wonderful

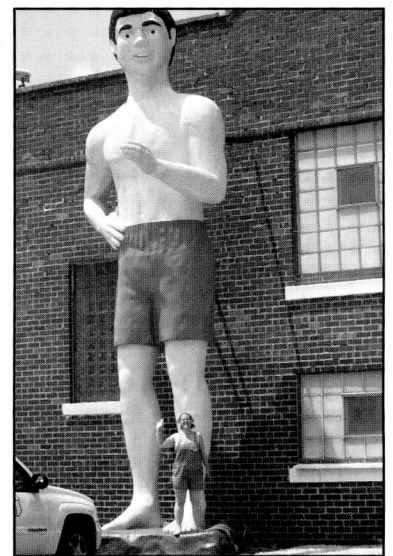


Kathy, Nikki and John Miller
on Chain of Rocks Bridge

old bridge. Then onward, to the Lewis and Clark site to learn the history of these two explorers. We bought the She-Child a mouth harp with the promise she would master this musical instrument. The only thing that she did was hum a few bars of Route 66 (she hummed it because she doesn't know the words yet!) which sounded very similar to a cat in pain after she chipped one of her pearly whites trying to play the thing! OOPS! Next time I'll buy her a triangle!

She loved driving through the towns on Route 4 in rural Illinois. We made our way through Hamel continuing north happily pointing out different sites, taking each and every side road available. Mid-morning we arrived at De Camp Junction in Benld. The She-Child's eyes lit up with excitement as we neared this Hall of Fame business. "A BAR! YIPPEE!" she screamed in delight. Once inside I pried the beer from her 10:30am hands. Our hot and sticky bodies were cooled nicely from the cold brisk ice-tea exactly as I told her they would when I finally freed her grip from the beer.

Saying goodbye to De Camp Junction (sober) we stopped at the Coliseum Antique Mall (Hall of Fame Member) long enough to take a picture of She-Child with another Giant (there are 4 on Route 66 in Illinois). Photo op over, we



Nikki Miller and Giant
at Colosum.



Nikki Miller and
Launching Pad Giant.

continued on our way to the park in Benld for a lunch of spaghetti and home baked treats. YUMMY! She-Child and DH walked to the Russian Orthodox Church while I manned the lunchtime registration listening to the entertainment that was provided.

After lunch we continued north on Route 4 showing her the Nilwood Turkey Tracks while explaining the legend behind them. Stopping on the Red Brick Road in Auburn, the She-Child laid on the ground, her body half under the front of the car so we could take her picture (shrugs, I gave up trying to understand her humor long ago!). Finally reaching Springfield we found the hotel and settled in to take showers and prep for the Hall of Fame Banquet. Good food and good friends sharing this event led to a wonderful time that was had by all at the Hall of Fame Banquet. Saying goodnight to everyone, we headed off to our room for a nights sleep.

Sunday

"RISE AND SHINE!" the She-Child SCREECHED at 6:00am Sunday morning. "LET'S GO!" she hollered. And off we went to start the last day of the motor tour! We met a group of friends in the hotel restaurant for a free buffet breakfast. Talking, eating, and laughing! Friends together enjoying the camaraderie as we embarked on today's glorious trek up our Mother Road. The She-Child looked at her watch, jumping up she said again "LET'S GO, WE'RE LATE!" and off we went. Chairs flying, people running to pay their bill and check out of the hotel all in a hurry because she had spoken (actually she hollered). I thought to myself as I watched everyone clambering to make it out the door and onto the road, "Oh yes, yes indeed, she is the obsessed one's child!"

First stop was to see Ernie and Francis Edwards at the Pig Hip Museum "THE ONLY THING MISSING IS U!" in Broadwell. The She-Child LOVED this couple, but I knew she would (puffing on my nails and rubbing my shirt). After paying homage to Ernie and Francis with photos taken, off we drove to Lincoln, IL. What a delight awaited us in Lincoln. Chris Graue of Graue Motors allowed us to drive over a piece of Route 66 that lies unused at the back of the dealership. What fun it was! The boy scouts passed out treats as you waited in line to drive down this piece of history, asking for a "donation" as a toll to let your wheels touch this piece of heaven. Picture taken, off we went to Atlanta the new home of the Bunyon Giant!

We posed the She-Child in front of the Bunyon Giant for another picture. Shortly after, the festivities started. Marty Blitstein and Cathie Stevanovich furnished hot dogs that Bill Thomas and his crew, cooked n served along with soft drinks to everyone. The town of Atlanta invited the original owner Mr. Stephens to have the honor of dedicating the Giant to his new home. A paintbrush with a really really really (giant worthy) long handle with mustard on the end was given to Mr. Stephens instead of champagne. Mr. Stephens lifted the brush to the giant hot dog and spread across it. The crowd

roared with applause. The Bunyon Giant is home! An aerial photo take by our own Tom Flasch and then off to Miller Park in Bloomington!

There we had the chance to rest and relax as we gathered in Miller Park with cookies and beverage to quench our thirst. The She-Child was in awe of this magnificent gem of a park. She-Child was beginning to understand there is life outside of Chicago!

On the road again, making our way north to Pontiac where lunch was provided free by this wonderful city! What a delightful time was had by all in this wonderful town square. The USPS was selling special "Postmarked" post cards and envelopes to commemorate the day. Lunch, then the ribbon cutting of the new Pontiac Hall of Fame Museum at the historic Firehouse! After the ribbon cutting we were able to behold the most wonderful event of the entire motor tour. Marty Blitstein (our treasurer) proposed marriage to Cathie Stevanovich (our recording seccey) right there in the museum with all of us as witnesses. Everyone clapped and applauded as Cathie gave a tear filled "Yes" to Marty (everyone in north America knew this was going to happen except Cathie). Congratulations you two! I eyed my lovely She-Child and thought to myself "Hurry up I want grandchildren!" I think She-Child read my mind, because I saw that all to familiar look on her face that means "MOTHER!"

I turned slowly and asked She-Child, "Are you having fun yet?" "YES! YES! YES!" She replied and onward we traveled north! Pulling up the rear and arriving in Odell at the Hall of Fame and Cyrus Avery Award winning Standard Oil Station later then the rest, we took advantage of the thinning crowds for photo ops. A few quick pictures and zooooooooom off we went to the Midewin Tall Grass Prairie for our second to last stop.

Our final destination Hofmann Tower could be seen in the distance. "Spooky Ookie Ookie!" the She-Child exclaimed. As we entered the Hofmann Tower Museum we walked over the staircase that leads up the six stories. I watched smiling as She-Child made her way up flight after flight! A quote from a Mel Brooks movie came to mind, it went something like this, "Climb climb you s..." On second thought this is a family magazine I better not quote Mel Brooks!

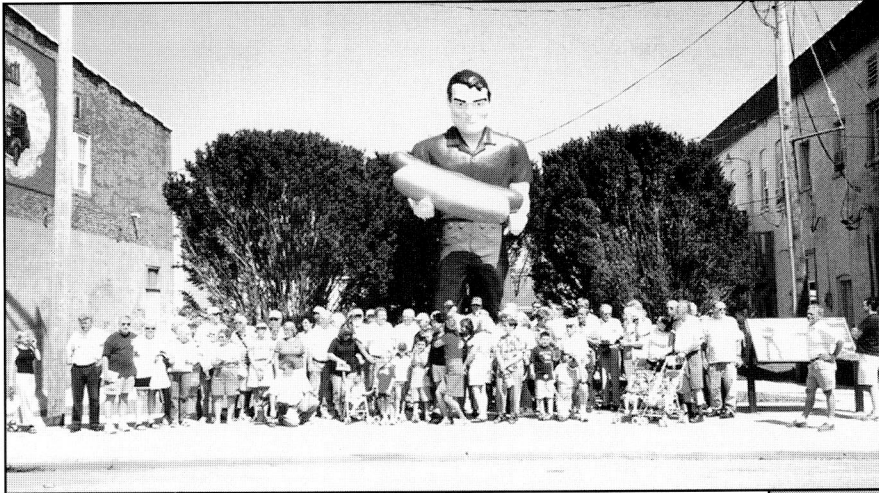
Sadly this wonderful Motor Tour ended there at Hofmann Tower. I thought back about the last three days and wondered if we achieved all we wanted to achieve with the She-Child. Then it hit me, "NO NO NO" I said in disappointment. My goal with She-Child was to take her picture I front of every Giant on '66 in Illinois and we missed Springfield!!!!!! "OH NO!" I cried. My DH and my She-Child looked at me with the same evil grin and then She-Child said the words that made my DH most proud, "Don't worry Mom, we'll just have to go again after all we "Get our Kicks on Route 66!"

BUNYON GIANT DEDICATION

By John Weiss

The Stephens family is reunited with their famous giant. What a wonderful fun, yet emotional, moment it was.

Bill Thomas of Atlanta, along with his A TEAM of volunteers, felt that the dedication of the Bunyon giant should be held during the 2004 Route 66 Motor tour. It was a good idea.

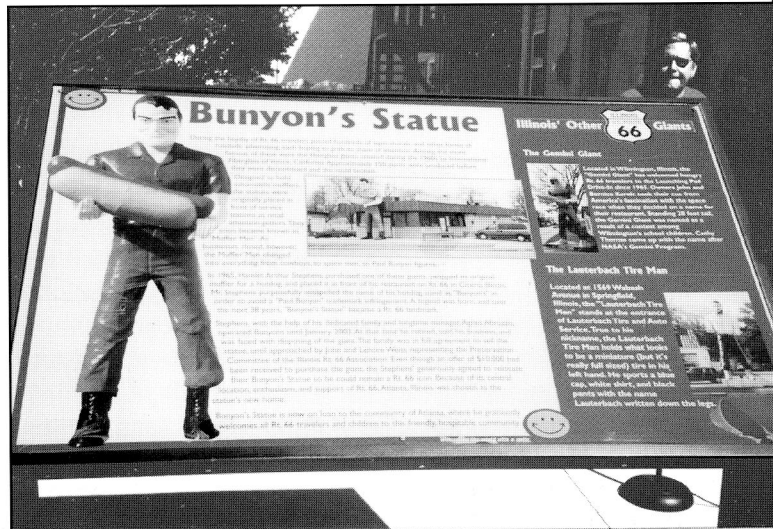


Group at Dedication

sibilities were provided by the famous A TEAM. The weather was perfect for the christening of the famous giant.

The question of exactly how do you christen a 19 foot tall fiberglass giant was answered by Bill Thomas. He said, "Since he is holding a hot dog, let's christen him with mustard instead of champagne." The mayor of Atlanta, Bill Thomas, President Jeff LaFollette, John and Lenore Weiss all said a few words before the big moment.

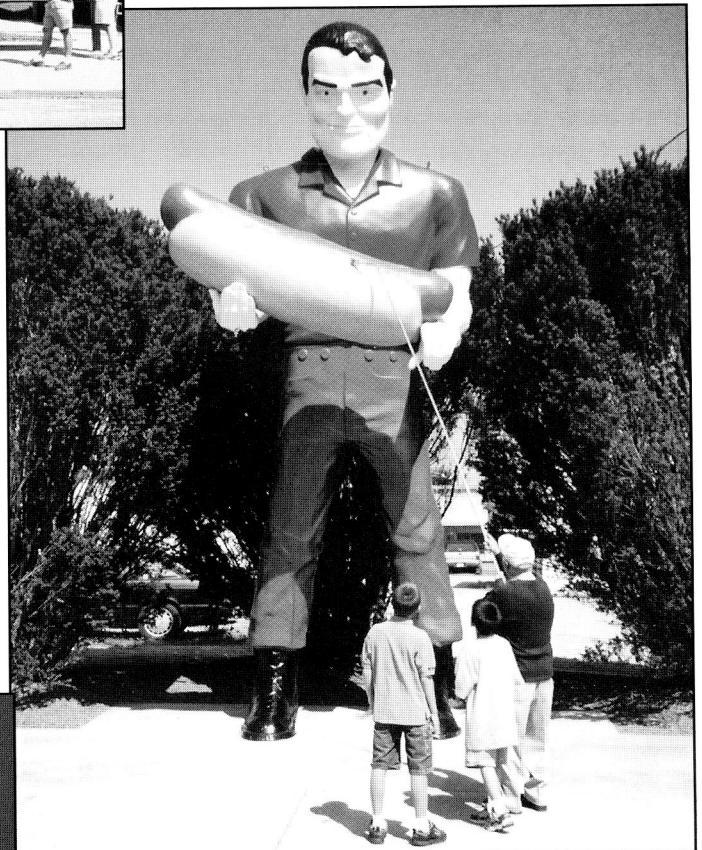
Mr. Stephens was introduced along with his family including grandson, Joey. A long pole with a paintbrush attached, was presented to Mr. Stephens. Mustard was generously applied to the brush. Then Mr. Stephens ceremoniously raised the mustard laden brush up to the hot dog. It was a very delightful and imaginative moment!



A plaque tells the story of the Giant

The original owners of the famous Bunyons in Cicero, Illinois, had never been to the town of Atlanta. When the family arrived and saw their adoptive son standing proudly on Route 66 in the downtown area, they knew they had made the right decision. They were very impressed.

Free hot dogs were provided for everyone courtesy of Marty Blitstein and Cathie Stevanovich. Soft drinks and the cooking respon-



Owner Hamlet Arthur Stephens spreads mustard on the hot dog

Since the Bunyon giant arrived in Atlanta, it has been visited and photographed by thousands of tourists from many other states and several countries.

When visiting this unique Route 66 icon, be sure to also investigate the other wonderful attractions, restaurants and businesses in town. Information can be obtained at the historic, octagon library. Enjoy!

Kids at Lewis University Get Their Kicks on Route 66

by Dr. Nancy J. Kennedy

What do Route 66, Lewis University, The Route 66 News, Generator and Distributor Magazine, Classic Chevy World Magazine, and Dr. Kennedy's Integrated Reading and Language Arts Class have in common? Is there really an answer to this question? And if there is how much sense does it make? Read on to find out about the interesting and unique connections between the five seemingly uncommon subjects.

Lewis University, a Catholic and Lasallian University is located on historic Route 66 and was founded in 1932 by Bishop Bernard J. Sheil and the Chicago Archdiocese. At that time Lewis University was called Holy Name Technical School, a boys' school that opened with 15 students. In 1934 the name of Lewis was changed to Lewis Holy Name Technical School and then in 1935 it became the Lewis Holy Name School of Aeronautics because of its highly regarded Aviation School. Changes continued to be made at Lewis caused by repercussions of World War II. The campus was donated to the U.S. Navy for development of its flight instructor's program where ultimately 1,200 men received pilot training. In 1944 when the school reopened it focused on a traditional arts and sciences curriculum. In 1949 women were allowed admission to the school and the name was appropriately changed to Lewis College of Science and Technology. In 1960, the Brothers of the Christian Schools took over administration of the College and in 1962 another name change occurred this time calling the school Lewis College. With the rapid growth of higher education Lewis experienced an explosion of growth and in 1973 the school became Lewis University, as it is known today. Over 4000 students attend Lewis University and its satellite campuses. Lewis University continues to grow and is able to offer students a wide variety of career choices provided by the College of Arts and Sciences, College of Business, College of Nursing, and the College of Education.

Slowly the connections are being made! We know that Lewis University is located on historic Route 66 and has been an historic landmark for over seven decades. Now, on to another connection that will tie together The Route 66 News, Generator and Distributor Magazine, Classic Chevy World, and Dr. Kennedy's Integrated Language Arts and Reading Methods class.

As I drive to the university each day where I am an assistant professor in the College of Education and Program Chair of the Elementary Education Department, I notice the many Historic Route 66 signs located at several points along the way. In addition to the signs I also pass the new Joliet Historical Museum housed in the former Ottawa Street Methodist Church (incidentally where Mr. Kennedy and I were married 37 years ago) which is also located on Historic Route 66 in downtown Joliet, Illinois. The repetition of seeing Historic Route 66 signs, hearing my husband talk of route 66 and even taking adventures in our '57 Chevy along route 66 encouraged me to start thinking. My thinking was also encour-



The Kennedy's '57 Chevy entering Lewis University.

aged by the ample supply of The Route 66 News, Generator and Distributor Magazines and Classic Chevy World Magazines, which my husband avidly subscribes to and hopelessly leaves scattered around the house, even shuffling them in with some of my reading methods textbooks and materials!

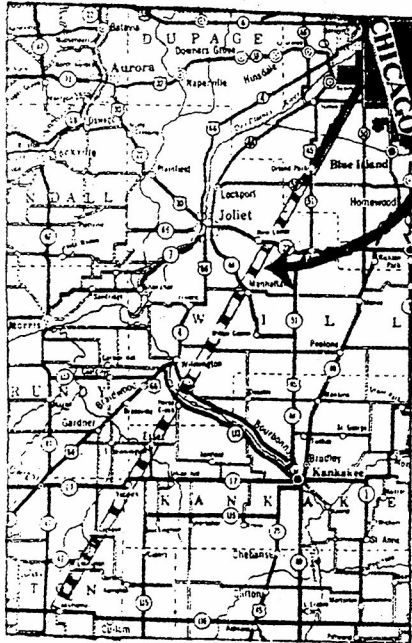
Little did I think that the magazines would ever be used to help my students develop lesson plans that would provide middle school students with authentic reading experiences. However, that is exactly what occurred. I always try to incorporate real reading experiences for my students as I teacher my classes. I also stress the importance of making reading interesting for the students and try to help them make connections with their personal lives. This is exactly what I had been looking for, a vehicle with which I could teach reading and make interesting connections with real life. What a way to motivate my education students! And, what a way to enable my education students to be able to motivate their own students someday! The education students were challenged to develop authentic reading activities that they would someday use to teach the students in the middle school where they would eventually be employed. The challenge came from tossing aside the traditional basal textbook and other traditional pieces of literature and use as the basis for the lesson several issues of The Route 66 News, Generator and Distributor Magazine and Classic Chevy World Magazine.

Many exciting things transpired with this assignment. First of all the education, students felt challenged and questioned whether they could realistically teach reading using an authentic piece of literature such as a magazine. Secondly when the shock wore off, the students became excited at having the opportunity to use a piece of literature that they knew would immediately interest and motivate the middle school students they would be teaching. Thirdly, the students were able to apply their newly acquired skills and strategies for teaching reading to something authentic that was stressed during the class. Fourth, and foremost the students made reading fun and interesting for their future students.

Success was awaiting the students as they handed in their extremely interesting and worthwhile lessons. Students were able to integrate so many things simply by taking the topic

Southwest Highway The Shortcut to St. Louis

By John Weiss



WE ARE BOOSTERS FOR THE THE SOUTHWEST HIGHWAY "An Emergency Route"

The Southwest Highway is a 40-foot pavement and is built from Chicago to Orland. It starts at 74th St. and Western Ave. and continues to Orland. From Orland to Saukemin, there remains a gap of 55 miles which should be completed at once. When finished it will be a straight and direct route from Chicago to St. Louis. It will shorten the distance over 50 miles. This route will all be paved this year, between Chicago and St. Louis, with the exception of the 55 miles between Orland and Saukemin.

The Southwest Highway starts at Chicago, passing through Oak Lawn, Chicago Ridge, Palos Park, Orland, New Lenox, Manhattan, Symerton, Ballou, Ritchie, Horse Creek, Custer Park, Essex, Reddick, Cardiff, Campus, Emington and Saukemin. At Saukemin, it joins with Route 47, going by Wing, Forrest, Strawn, Sibley and Gibson City. At Gibson City, take Route 48 to Balfour, Farmer City, Parnell, Weldon, Cresco, Argenta, Oreana, Decatur, Blue Mound, Stonington, Taylorville, Clarkdale, Palmer, Morrisville, Raymond, Litchfield. At Litchfield, take Route 4 to Mt. Olive, Staunton, Hamel, Edwardsville, Granite City and St. Louis.

The following is a copy of a bill introduced in the Senate by Senator Barr of Joliet

SENATE BILL NO. 621

1. Introduced by Mr. Barr, April 30, 1931.
2. Read by title, ordered printed and referred to the Committee on Roads and Highway Transportation.

A BILL

For an Act providing for the construction of a durable hard-surfaced road along a designated route and making an appropriation therefor.

Be it enacted by the People of the State of Illinois, represented in the General Assembly:

SECTION 1. The sum of (\$) or so much thereof as may be necessary is appropriated to the Department of Public Works and Buildings for the purpose of constructing a durable hard-surfaced road beginning at Marley, in Will County, and running in a south-westerly direction along the right-of-way of the Wabash railroad through New Lenox, Manhattan, Symerton, Ballou, Ritchie, Custer Park, Essex, Reddick, Cardiff, Campus, and Emington, to connect with State Bond Issue Route No. 47, at Saukemin, being an extension of what is known as the Southwest Highway.

SECTION 2. This appropriation is subject to the provisions of "An Act in relation to State finance," approved June 10, 1919, as amended.

RITE YOUR SENATORS AND REPRESENTATIVES TO VOTE FOR BILL NO. 621.

In 1931, there was an attempt to reroute traffic through Illinois to the 1933 World's Fair in Chicago. House Bill number 621 claimed that if 55 miles of new road were constructed, it would shorten the distance between Chicago and St. Louis by over 50 miles.

Route 66 was, at this time, already using its new routing south of Springfield. It no longer followed the original Route 4 alignment.

You can use a current map to follow what was Route 66. Essentially that would be comparable to I-55 today. You can also chart out the proposed Southwest Highway extension. I found when using my compass to calculate mileage, that it is almost identical. I

cannot see how it supposedly would have shortened the trip by over 50 miles.

It is also interesting to see it called, "AN EMERGENCY ROUTE." The meaning is not explained.

This road project was never built. Southwest Highway, Route 7, still runs from 74th and Western in Chicago to Orland Park at 143rd street. It has been extended to Joliet on paper by following Route 6. Essentially it ends at Route 66. Route 6 continues on its own way.

What does all this mean? Not a thing really. It is just interesting. We can only speculate that something political was motivation the proposal.

Continued from Page 10 Kids at Lewis University

Historic Route 66 and finding a magazine (The Route 66 News, Classic Chevy World, and Generator and Distributor Magazine) that offered many types of writing in the genre of non-fiction. Students used the advertisements, articles, and other ads for generation of their lessons.

Imagine coming to reading class and being given the opportunity to learn geography by tracing Historic Route 66 across the United States! Along the way students learn about rivers, cities, and the terrain of the land in which they live. History was taught through places route 66 passes through, songs, signs, and cars that were once found along the historic highway. Math was incorporated into calculating the length of the historic route and mapping out a scale model of the

road. Poems were written about traveling Route 66 and of course music was of great importance with the song made famous by Nat King Cole. The motivating and interesting lessons seem to be endless with students commenting that they could have easily made many more lesson plans for the topic. Ideas quickly grew from students' application of the strategies they were applying to an authentic piece of literature. Ah, the sweet smell of success in Integrated Reading and Language Arts Class!

Well, there it is a connection between five unlikely topics. More importantly students have learned how to apply reading strategies to authentic reading materials, a skill that will serve them well as they enter the teaching profession. And once again Historic Route 66 serves another important purpose in life.

Kruzin With The Bilecki's

IF YOU DON'T GO - YOU WON'T KNOW

By Marty & Geri Bilecki

Yes, how true these words above have repeated themselves again this year. We, as a nation, community and a great Association have much to be thankful for. We started off 2004 spreading the word of Route 66 on an oldies cruise and then to Europe for a ten-day tour of Poland. How surprising to find Route 66 so well known in towns and cities there. Another 66 Motor Tour added more pleasure and not to mention all the people waiting to join in the Association as members and then more events. On all of these occasions we spread the word and the excitement of the Mother Road.

Litchfield's first annual festival was a great success and our fellow member Tonya Flannery, and her people did a fantastic job. We only wish more of our members would have participated. Next year awaits you. The Wolf Pack was great hosts.

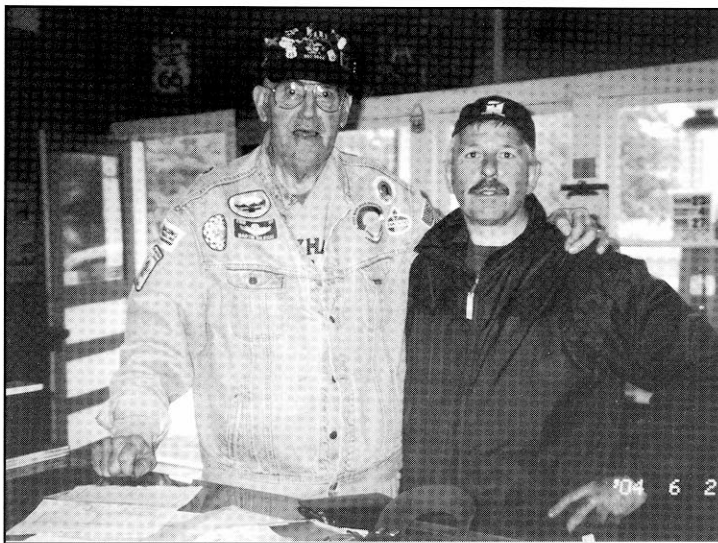
Once again we have met and greeted Europeans in Odell at the Standard station. They were on mountain bikes doing Route 66 from Chicago to L.A. Unfortunately, one of the bikers met with an accident right outside of Los Angeles and returned home with a broken leg. He is recovering nicely, thank God.

The news media has really caught fire with articles about the road, its travelers and our Association's efforts in preservation and restoration. Our most recent success was the July Wilmington Catfish and Route 66 Tribute Festival. Our Association, lead the parade in classic cars, behind the leading American Legion color guard. What an honor!!! Plus, we congratulate our members John and Lenore Weiss as Grand Marshals.

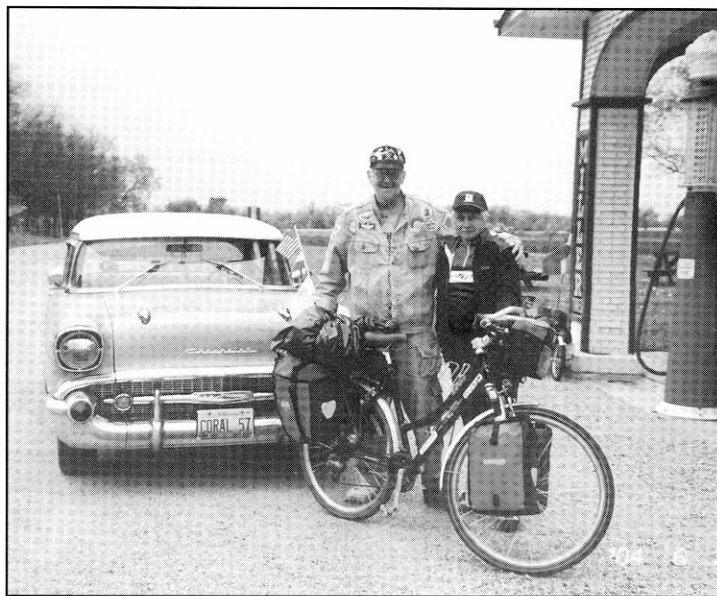
Lest we forget the fabulous work of so many dedicated members that has made our new Hall of Fame and Museum in Pontiac, IL become such a success at the Howard Street location. What can we say but "Keep Kruzin" - we still have lots of activities and the road awaits your arrival. Every trip brings new excitement and something we may have missed before. Our trip to Michigan 50's Festival was also a great one - only thing missing (not on 66) OUR MOTTO REMAINS - IF YOU DON'T GO YOU WON'T KNOW.

P.S - Please submit events on 66 in IL. at least three months in advance for consideration and publication in our Calendar of Events. - Stay tuned.

Marty and Geri Bilecki, August 2004



Marty Bilecki with European Cyclists!



European Bikers Travel Route 66

Last May Marty Bilecki (Grundy County) was out kruzin the Mother Road and stopped at the Odell Station. Two men who were also kruzin '66 pulled into the station, but they weren't in a 1957 Chevy like Marty was. They were on bicycles and traveling from Chicago to

L.A. on Route 66. Rabier Dominique of France and Maciej Solksi of Poynan, Poland vacation together each year and ride their bikes in different countries. Mr. Solksi's nephew, Darak Zukowski, lives and works in Chicago and suggested Route 66 to the duo.

"They're use to traveling in a country where you have to provide for yourself, here we have hotels and motels, all that kind of stuff!"

The pair expected to arrive in L.A. by June 10th.

Memories of Rt. 66 and Atlanta

by Betty McLellan

It wended its way through city and farm, past Mom's old home with age and charm.
And when I was a kid and spent the night, my eyes wouldn't close and I shivered with fright
When the big old trucks shifted their gears, their noise was so loud it rang in my ears.
But they sped on by carrying apples and wheat, and other things for our nation to eat.
To eat and to wear, things for work and for play, they drove many miles both night and by day.
The cars filled with people following a dream, kept flowing by in an unending stream.
It ran from Chicago to California, so far!
I wished for a dollar for every car.
As some people went west and others came east, The Lone Pine Inn served many a feast.
Irvin's Sinclair sat the town's north curve.
Sold lots of gas and would also serve, a bottle of pop and bar of candy,
For a county kid this was just dandy!
As the wheels rolled down arch street or old "66".
There was Phillip's Garage waiting to fix, flat tires or an engine that started to clang,
Or even a "back fire" that made a loud bang.
And when I was 12, many long years ago, the People's Bank clock at 2am was aglow.
As the Plymouth turned south and we were on our way, we drove long hours and it took us two days.
Grandparents, Aunt Rose, and Auntie Mad, little cousin Dareyl, he wasn't so bad.
A dream trip come true, twelve dollars paid my way.
That wouldn't go far in this age and day.
We crossed the Mississippi on the Chain of Rocks, and into Missouri for the first of our stops.
Webb City, Missouri was quite a town, as "66" veered and turned around and around.
Then just into Kansas just a corner small, but the wheat it grew was so very tall.
Oklahoma came next and we spent the night, at a motel in Afton, lit up so bright.
We rose again long before day began, on to Amarillo to see Aunt Tot and Aunt Anne.
Everyone hugged and cried and hugged again, a very strange way for a visit to begin.
We spent a week and then headed home, Oklahoma's red

The Old Home Place

By Rosemary Young 12/19/01

The old home place stands at the edge of town
It's been there for years like some others around.
It's changed a great deal, as I'm sure most did
It's been home for many families through thick and through thin.
It was home for the Crihfields'; so I've been told
With only four rooms before very old,
Put up in the '50's we've always imagined
Well past 90 when the centennial happened.
Mrs. Irvin owned it and later sold
After a while son Albert made it his home.
For many years as his family grew
There were happy times and sad times too.
Additions were made and yard kept well.
A testimony of Molly's tending of flowers for which she was adept.
As he grew older and no longer could tend
The place became run down and looked bad back then.
Irene inherited and with Ralph and boys moved in
Their home it became and the place was in the family again.
Doing a little as time allowed,
Looks improved and improved as efforts avowed.
When Dad let it go to a descendant it went,
Tom and Rosemary to it their talents lent.
It's their home now, with a girl, and a boy
700 North Ewing Street, Atlanta, Illinois



Old Memories in Atlanta, Illinois

mud caused a Granddad to moan.
But a farmer was found with a mule so strong, he pulled us out and sent us along.
We slept that night in a motel in Missouri, up again at dawn to hurry and scurry.
Anxious to see Illinois with it's fertile loam, a "66" trip is great, but there's no place like home!

MARCH 5th, 1989

by Betty McLellan

It was a Sunday morning, March 5th, 1989 and I was driving up the service road on my way to a meeting at the Log Cabin restaurant in Pontiac, Illinois. I had seen a notice of a group interested in preserving and promoting old Route 66 in Illinois. I was much interested in the old road, as my mother had grown up beside it in Atlanta, Illinois.

The home place just beside the route had first been owned by my great grandmother, Minerva McCarrell Irvio in 1891 when she purchased it after the death of my great grandfather. She paid \$500 for lots 23, 24 and 25. She moved there with her children, 5 boys and 1 girl ranging in age from 23 down to 10. The daughter as the eldest may have been married by this time, I am not sure. My great-uncle Elmer and my grandfather Albert Hurley were 16 and 14 in 1885 when their father died in Iowa. I am not sure where they lived before the mother purchased the place at 700 N Ewing Street in Atlanta but from the time of their father's death they did custom threshing and corn shelling using a steam engine to power the thresher and sheller. In 1900 Minerva sold the property to a William Cook and his wife for \$1200. I know you are wondering what all this has to do with Route 66 but please be patient with me as it all has a bearing on what came after

In 1903 my grandfather Albert and Mr. Cook decided to enact a trade. The place at 700 N Ewing for grandfather's farming machinery. They each wrote a figure on a piece of paper and then traded papers. It so happened that the prices were so close they signed the deal without any money changing hands and my grandfather again owned his mother's former property. My mother Irene Irvio Brandt was 3 months of age when they moved back to the old home at the north edge of Atlanta. At this time as near as we can determine the house was about 45 years old.

Mom grew to adulthood here and when she was about 20 years of age the state of Illinois proposed to build an all weather highway called SBI# 4 or Route #4 for short which would eventually exist from Chicago to Santa Monica, California and become named US 66, the Mother Road, and the Main Street of America as well as various other names. It was also known as the Illini Boulevard in Illinois before it was changed to US 66.

Now as I have stated before my grandfather did lots of

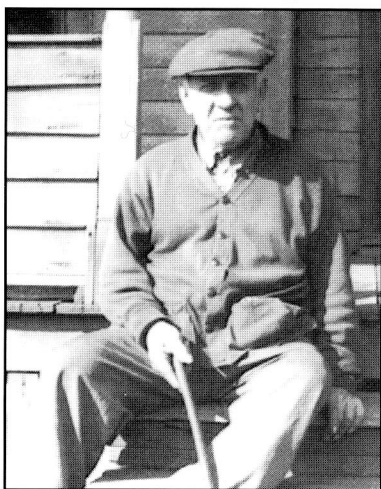
custom work and with a family of 11 children was always looking for ways to increase his income. He always liked to use mules in his operations and he treated them almost as a part of the family. He could get them to do almost anything and one story told is about the bet he won when he was helping build the Brokaw hospital in Normal, IL. Grandpa had stated that his mules would go anywhere. Another man bet him he could not get them to climb the front steps at the hospital. Now I am not sure how many steps were involved (possibly only a few) but the bet was made, the mules went up and grandpa won the bet.

Now we are going to my interest in Route 4 and US 66. (I can hear you saying, "About Time".) These were the same mules, which he drove when he was a grade foreman building Route 4. Grandpa Irvio as Grade Foreman and my three uncles worked from Bloomington to Lawndale, during this construction. I have in my possession several pictures taken of the construction work, grading etc. One particular picture is of the cook shack (and shack is the operative word) at Lawndale, IL where the meals for the workers were prepared. Can you imagine what today's health department would make of a dirt floored tar-paper shack being used to prepare meals?? One of these photos is shown on page 33 of "Route 66, The Mother Road" by Michael Wallis. The man on the right is my grandfather, Albert H. Irvio.

I think this explains why I take such a great interest in the Route 66 Association of Illinois. It had it's beginning at that March 1989 meeting which was attended by 13 people and has grown to approximately 1000-1100 members. I am proud to be a charter member of such a great organization.

Now if I may take the risk of being too long-winded, I would like to add that the old house at 700 N. Ewing is still standing as of this date. It is empty as my son and his wife moved out in July of 2000 and he will be tearing it down sometime in the near future. His children (my grandchildren) were the 6th generations of our family to live there. Another interesting side-light is the fact that my son did custom farming for several years thus following in his great grandfather Albert's footsteps although his tractors and combines were a far cry from the steam engine, sheller and threshers used by Grandpa. My head knows it is time for the old house to go but my heart will be sad to see it taken down. I can remember when I was a child and a kid from the farm how the sound of the cars passing all night long would keep me awake. It was exciting to wonder who was traveling this road and I loved to spend the night with my grandparents even if I couldn't sleep. If walls could only talk can you imagine what this house, which we think to be approximately 146 years old, could say. Perhaps it could even tell us more of the people and their stories who passed by it's front door on old US 66 from 1926 until the four lane bypass detoured around Atlanta in the late 40's or early 50's.

I think my story and the thousands of other stories will keep the memory of Route 66 alive for many future generations to enjoy.



Visit the Route 66 Hall of Fame and Museum in Pontiac

110 W. Howard Street ~ Follow Route 66 to Route 116 (Howard Street)

See the Team
PRISUM Solar Car

11:00 am - 3:00 pm
Monday through Friday

Artifacts of Hall of
Fame Members
Travel the highway by
visiting Route 66
towns on our
flip-rack library

Route 66
State Farm Arch



Plus much More!!



Route 66 items may be brought in for donation or loan on Saturdays from 10:00 am to 12:00 noon.

Preservation Meeting Scheduled! *Greetings All*

As the new Chairperson of the Preservation Committee along with my Assistant Chairperson Lou Vargo we'd like to invite everyone to the first meeting of the new fiscal year.

The meeting will take place on September 18th at Feddersen's Pizza Garage on Old Route 66 in Dwight, IL. Please join us for a buffet dinner at 5:00pm the cost is \$8.00 per person. The meeting will follow at 6:00pm.

I am pleased and excited to accept this position of Chairperson as is the Assistant Chairperson Lou Vargo.

Illinois is at the forefront of preservation receiving national awards for the Standard Oil Station in Odell, IL. under the leadership of John and Lenore Weiss. Both Lou and I look forward to working closely with Weiss' and all of the members of the preservation committee. We hope to gain knowledge from the past experiences and wisdom from the expertise in preservation that the Weiss' have.

Lou and I invite everyone to become involved with the preservation of Route 66 in Illinois. We look forward to working with old and new friends to join and help us with current and future projects. Bring with you any ideas you have. Lou and I plan to follow in John's footsteps working beside everyone nail-to-nail, hammer-to-hammer. We are anxiously awaiting the chance to explore the possibilities to preserve the past for the future on Route 66 in Illinois!

Regards, Larry Scinto & Lou Vargo
Chairperson & Assistant Chairperson

The Route 66 Association of Illinois Preservation Committee

Preservation Team Takes Their Appointment Seriously

By Lenore Weiss

New co-chairmen of the Preservation Committee, Larry Scinto and Lou Vargo, met with John Weiss, previous chairman, found out what needed to be done, and got to work within 24 hours.

Larry and Lou drove over 200 miles south to reinstall the Route 66 brown historic sign that had fallen down at the Merrimac Caverns barn in Hamel. They then researched one other possible project on Route 66 in southern Illinois. Their preservation journey has now begun.

Speaking for the Preservation Committee, we are thrilled that these two gentlemen have taken over the reins and plan to continue the preservation projects in the same manner we have for over 7 years. We look forward to supporting and working side by side with Larry and Lou to continue to preserve, promote, educate and enjoy Route 66.

Our website, <http://www.il66assoc.org> will have detailed information so you, too, can join us at a meeting and/or workday project. Give it a try. The rewards are great!

The 66 NEWS has new editors!

Jim Jones and Kathy Miller have joined together to form the new editing team of The 66 News!

Jim, now retired from the printing and publishing industry, lives in Pontiac, IL. A long time member of the Association, Jim is the Livingston County Board Member, Co-Chair of the Hall of Fame Committee, is a member of the Executive Committee, is a member of the Finance Committee and is on The Route 66 Association of Illinois Hall of Fame and Museum in Pontiac Committee. Jim is also an active amateur radio operator with the call sign of NG9E. In 1997 Jim's late father Dick Jones was elected into the Hall of Fame for having worked as a mechanic for over 50 years on Route 66. Dick finished his career on 66 as the owner of the Ford dealership in Odell, Dick Jones Garage.

Kathy Miller lives with her husband John (association president) in Posen, IL. She is the Corresponding Secretary of the Association, a member of the Executive Committee, Hall of Fame Committee and the Preservation Committee. Kathy has contributed articles to The 66 News previously and enjoys the written word! Kathy works at Governors State University where she serves as President of the Civil Service Senate, she is a member of the Coordinating Council, Budget Committee and is the Chairperson of the Grievance Committee. Kathy is the editor/publisher of the Posen Library Board Newsletter, while also serving as a member of the board. Kathy is also a member of the Road Runners.

Jim and Kathy want to keep the integrity of the newsletter while providing interesting and informative features. They hope to create their own style of editing as time goes on. As always, they request that members of the association continue providing stories to include in the newsletter.



As the new co-editors of The 66 News Jim and I hope to be able to publish many of the articles and photos previously submitted but not printed in past issues. We hope to be able to retrieve them for use in future issues.

Keep on submitting articles and photos, we look forward to working with you all!

Your Co-Editors, Kathy Miller and Jim Jones

Send your submissions to: Kathy Miller & Jim Jones
C/O The Route 66 Association of Illinois
2743 Veterans Parkway, #166, Springfield, IL 32704
Or by Email in a plain text format to:
Kathleen708@hotmail.com or ng9e@route24.net

Speaking In Plates



License plates of Kathy Miller and Jim Jones

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THE  **NEWS**

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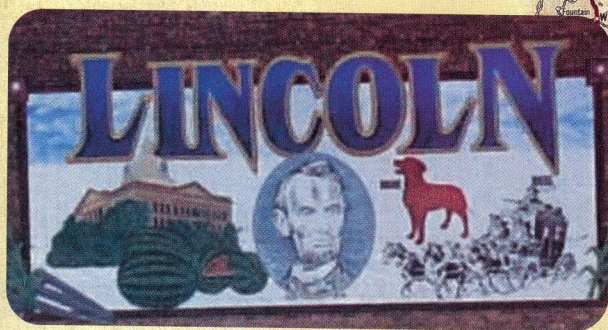
Winter 2004



Balloon Glow in Pontiac, Illinois



National Park Service Plaque Presentation



One of Murals painted by the Wall Dogs

ILLINOIS - WHERE THE ROAD BEGINS

OFFICERS AND BOARD MEMBERS

The Route 66 Association is a not-for-profit organization. It's purpose is to preserve, promote, educate and help others enjoy the road in this state. The Board Members are available to answer questions at most reasonable times.

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THE 66 NEWS

Winter 2004

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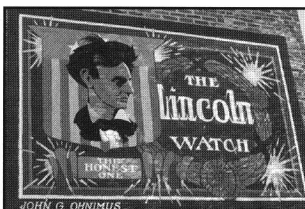
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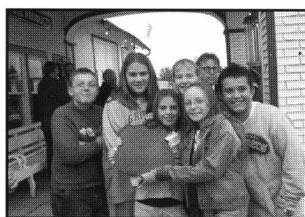
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The Luna Café
Elmo Page
Route 66
Lulu's Trip
Hitting the Road!
Kruzin' w/ Bileckis
Rev. Christianson

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Emily Priddy
Rte 66 Assoc. of IL
Ken Turmel
John & Lenore Weiss



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President's Report

July through October 2004

Greetings Fellow 66'ers;

On October 17th in Bloomington we held our annual meeting. The elections and committee appointments should prove to be most beneficial to the association. I'd like to welcome first time board members Joe Gniadek, Mark McBride, Travis Shadwell, and Kris Skinner. I'd also like to welcome back the returning board members and treasurer. I'd also like to welcome Bill Pryzbyski who was elected to serve as Vice-president. Special thanks to Larry Boyd and his nominating committee for doing a great job!

The association thanks treasurer Marty Blitstein for his diligence of providing a budget of operation for 3 successive years. We are now qualified to change our tax status. What does that mean for you? Well, if you are a volunteer you will be able to deduct your mileage to and from preservation projects or meetings, donations and other qualifying expenses if you file a long form for your taxes.

When Chuck and C.J. Beeler sold the Dixie Truckers Home over 2 years ago, there was a great deal of controversy with the corporation that purchased the Dixie. After the locks were changed and access to these items denied by the new owners the association attempted to regain access and recover these items. A committee was formed to create a "lease" that would be agreed upon by both parties per the request of the new owners. After much debating at the July 2004 meeting the board voted to stop negotiations and pursue other avenues to regain access and control of the Hall of Fame items. The association filed a lawsuit to gain access of items owned by and/or on loan to our association. The day after the lawsuit was filed I received a phone call from our lawyer that the Dixie had again changed hands and the new owner was more then willing to give access to the association and wants the association to continue to have a display at the Dixie. So I am happy to announce we once again have control of the items, and we will keep a presence at the Dixie.

I'm very proud to announce that the Route 66 Association of Illinois Preservation Committee, the Village of Odell, and the State Historical Society have been honored with a plaque from the National Parks Services for the preservation of the Standard Oil Station in Odell. The preservation of this station was under the leadership of John Weiss. On the front cover is a picture of a few of the school children that attended the ceremony holding the plaque. It was so good to see these children attending this event. The children are the future of the Mother Road.

At the October meeting the association decided to hold monthly outings at the suggestion of John Weiss. Various volunteers have offered to be tour guides each month. They will select events to attend. This is an excellent way to support communities along Route 66 and enjoy the road! Great suggestion John! Take advantage of these wonderful new Association outings and ENJOY The Mother Road!

Remember, Get your kicks on "66"!

John Miller
President, The Route 66 Association of Illinois

The Route 66 Association of Illinois Business Members

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Finch & Esper
First National Bank of Dwight

Through October 25th, 2004

Giovanni Tours
Greg's Motor Sales
Henry Old Route 66
Historic Eagle Corp.
Illinois Route 66 Heritage Project
Launching Pad Drive In
Lincoln Printers
Lindsey Electric Inc.
Lou Mitchell's Restaurant
Luna Café
Mainstreet Plainfield Inc.
Mans Energy Systems
Maverick Steak House
Mercantile Center
Mid Illinois Caliper
Midwest Digital Mapping
Miller Janitor Supply
Moscardelli Moving & Storage
Mustang Corral, Inc.
Northend Illini Bank
Old Log Cabin Inn
Old Route 66 Family Restaurant

Oldham Graphic Supply
Original Route 66 Accessories
Patterson Bros. Oil
Polk-a-Dot Drive In
Pour Richards
Rialto Theater
Riviera Restaurant
Route 66 Auto Body
Route 66 Hotel
Rub Olds, Chevrolet, Buick
Scotty's Route 66 Bar & Grill
Seguin Services
Shady Land Farm
Shea's Truck Cover People
Springfield Overhead Doors
State Farm Insurance
The Button Man
Trailnet
VFN Fiberglass Inc.
Watt's Bros. Drug Store
What's Your Hang Up
Wheelwright Inc.
White Fence Farm

Preservation News!

The Route 66 Association of Illinois

Preservation Committee

Larry Scinto, Chairperson

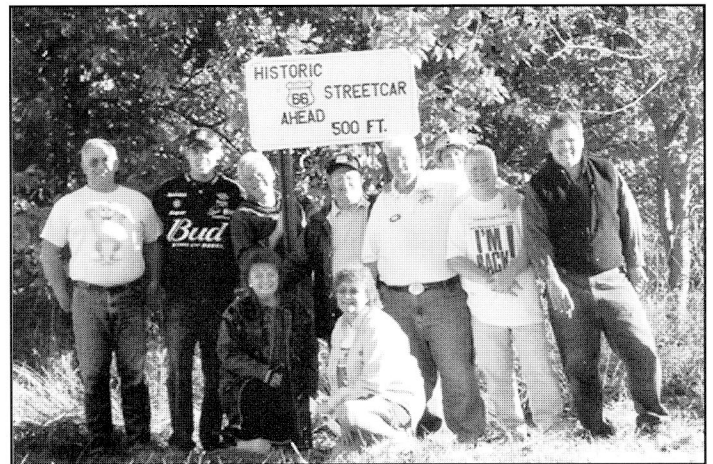
Lou Vargo, Assistant Chairperson

The first preservation committee meeting under the new leadership of Larry Scinto and Lou Vargo was held on September 18, 2004 at Feddersen's Pizza Garage in Dwight, IL. The meeting was well attended with over 40 people present.

On a Saturday in October Larry, Lou, and John Weiss went to a location just north of the Riviera Roadhouse in Gardner, IL to install a sign pointing the way to the Hall of Fame Streetcar/Diner. Also there volunteering to put up the sign were (alphabetical order) Lynn (Lulu) Bagdon, Joe Gniadek, Barb Nicholson, Bob Pintozzi, Marty Schleder, Larry Scinto, Travis Shadwell, Lou Vargo, John Weiss, Dave Zima and Linda Zima (not pictured). This proves what John Weiss says is true, "People want to work to preserve, just find them something to do, and feed them!" All had wonderful time eating at the Riviera Roadhouse afterward.

Great Job!

On Wednesday October 20, 2004 Michael Taylor



Preservation volunteers installs street car sign

and Kaisa Barthull of the National Park Service Route 66 Preservation Program of Santa Fe, NM came to Odell Station to present a plaque. Children from St. Paul School and Odell Community School in Odell, IL were present for the brief program.

Plans are in the makings for the next preservation committee detail. Watch for dates on the association website at <http://www.il66assoc.org>

Respectfully,

Lou Vargo *Larry Scinto*

PUT THIS DATE ON YOUR CALENDAR

SATURDAY - APRIL 30TH, 2005

"SPRING FLING"

THE ROUTE 66
ASSOCIATION
OF ILLINOIS

Dealing
9:30 - 1:30 PM

7 Card Draw, Best 5 Played!

BEST Hand \$500

WORST Hand \$100

2nd Place \$300

3rd Place \$200



A Walk, Run, Bike, or Cruise
POKER RUN
TO RAISE MONEY FOR HISTORIC
PRESERVATION PROJECTS!!!

\$7 for ONE Poker Hand

3 for \$18 - 7 for \$35

Sign Up Bonus!

1 FREE Poker Hand for each MAIL-IN ENTRY!

Food and Soft Drinks!!!

Raffles, Door Prizes,
Split the Pot!
Winners Announced
at 2:30 PM

Customize your Poker Run
Museums, Antique Shops, Bars/Restaurants
You Choose Where to Draw!

SHAKE OFF CABIN FEVER WITH A FUN DAY FOR A GREAT CAUSE!

Watch for details in the
Spring 2005 Newsletter!

VOLUNTEERS NEEDED CONTACT CATHIE
BY EMAIL AT cathiesb@earthlink.net

ATTENTION ALL MEMBERS!

“NEW” MONTHLY OUTINGS!

Come join association volunteers who have offered to be your guide each month.
They have selected an event to attend and you're invited to join them.
This is a great way to have good old-fashioned fun!
Bring your friends!

DECEMBER THROUGH MARCH 2005

If you too want to volunteer to be a guide for an event,
please contact Marty Bilecki, Public Relations,
at 815-941-3312 or email at coral57@aol.com with the details.
Please allow 3 months advance notice.

December – Friday, December 3rd. Christmas in Dwight!

Meet in Downtown Dwight on Friday December 3rd at 5:45 p.m. for the arrival of Santa and the annual lighted float parade. Festivities will start at 6:00 p.m. The shops will remain open.
Dinner and/or dessert at the Country Mansion will follow at 8:00 p.m.
Contact Barb Gwodz for information at 630-910-3422 or by Email at mail to: BBGX2@aol.com

January 2005 – January 22nd. Visit Castle Eden in Darien!

On Saturday January 22nd at 1:00 p.m. join us on a private tour of Castle Eden at 8501 Bailey Road Darien, Illinois. We will be experiencing a privileged tour conducted by Father Kevin Shanely. Castle Eden is located on the original Route 66. There is a gift shop to browse and the National Shrine of St. Therese to visit.
After our visit we will then caravan to Dell Rhea's Chicken Basket at 645 Joliet Road in Willowbrook for a relaxing meal at 3:30 p.m. For more information you can E-mail Ike Widner at whitedancingwolf66@sbcglobal.net or by cell phone at 1-815-671-0257.

February 2005 – Remembering Abe

On Saturday February 12th (rain date February 19th) visit historic Lincoln, IL visiting all the historic sights. Meet at the Launching Pad Restaurant in Wilmington at 8:45 a.m. at 9:30 a.m. we caravan to Lincoln. Arriving in Lincoln we'll visit historical sights including the train depot, Lincoln College, Logan County Courthouse, and other locations as time permits. Lodging is available: Comfort Inn, Crossroads Motel, Holiday Inn Express, and Super 8 plus more! Contact Joe Gniadek at 630-690-4057 for information or by email at blackfrost04@netzero.net

March 2005 – March 6th

Visit the David Davis Mansion and the Aviation Museum in Bloomington

We will meet at the Route 66 Association of Illinois Hall of Fame and Museum in Pontiac at 9:00 a.m. Leaving at 9:30 a.m. we will caravan to Bloomington and visit the David Davis Mansion in a private tour. Contact Travis Shadwell at 217-868-2771 or by Email at shadwell@effingham.net

Route 66's Guide

September 26, 2004

By Dave Hoekstra

A modest wind will blow across Springfield this weekend. The state Capitol's downtown area is the site of the International Route 66 Mother Road Festival. Tom Teague had a lot to do with that.

Founder and first president of Route 66 Association of Illinois, Mr. Teague created the Route 66 Hall of Fame at the Dixie Trucker's Home in McLean, in the interstate prairie south of Bloomington. He led the drive to have 500 Route 66 signs posted in Illinois.

Mr. Teague died of sudden cardiac arrest Sept. 11 on his 61st birthday, surrounded by his family and friends who had come to wish him happy birthday in his Springfield home.

He was a small man who always dreamed big. He delivered. He was a high school teacher and a bait salesman. I did not know Mr. Teague well, but whenever I saw him, he was dressed more like a straight-laced teacher with a tie and less like a Lake Springfield bait salesman. He hung around you like a good conscience. During Vietnam, Mr. Teague served in the U.S. Army. He was stationed in Germany, assigned to translate intercepted Russian communications as a Russian Intelligence Analyst.

I came to know Mr. Teague when I wrote about The Soulsby Shell Station in Mount Olive, Ill. [Detours, Aug. 23, 1998]. Mount Olive is about 45 miles south of Springfield. The Soulsby Station is the oldest gas station still standing on Route 66, and its preservation was one of Mr. Teague's passions.

Mr. Teague started the Soulsby Station Society of Mount Olive to fund the restoration. After establishing an enthusiastic volunteer base, the gas station was recognized by the National Park Service as one of the best restoration projects of its kind. After that, the Soulsby Station was designated a National Historic Landmark.

I toured the gas station with Mr. Teague and Route 66 Hall of Famer Russell Soulsby, who helped build the 13-by-20-foot station in 1926. [Russell died in 1999 at the age of 89.] After Soulsby left, Mr. Teague told me, "We won't have Russell forever, so we're trying to offer a smaller pleasure. That's what Route 66 is these days, a road of smaller pleasures, not a road of Disney Worlds and Las Vegas pyramids."

Mr. Teague was one of the road's smaller pleasures. His work will continue. In 1991, he self-published the 337-page book *Searching For 66* [\$14 Samizdat House, 1208 W. Edwards, Springfield, Ill. 62704], which features the intricate artwork of Route 66 icon Bob Waldmire, whose father, Ed, invented the corn dog. It's also easier to chart old Route 66 now because of the new road signs Mr. Teague was instrumental in having erected. Mr. Teague was on the boards of the Springfield Arts Council and Downtown Springfield Inc.

"It was very easy to recognize Tom's passion and sincerity when it came to these projects," said Patty Kuhn, executive director of the Route 66 Heritage Project, based in Springfield. "It was easy to get involved once Tom was there. He viewed things with a honest, critical eye. I helped Tom with an application for a grant from the National Park Service for the Soulsby Station. When he got the award, this joyous e-mail came out. He was thrilled to share this news with all the people who helped along the way. You could feel his excitement in the words he had written."

Just by showing up at the International Route 66 Mother Road Festival is one way to celebrate Mr. Teague's life. A downtown street festival runs from 11 a.m. to 3 p.m. Sunday. Drag racing legend "Big Daddy" Don Garlits appears Sunday in a car clinic on Washington Street between Seventh and Ninth Avenues. Martin Milner, the star of the original "Route 66" television series, also appears this afternoon. A Route 66 Commercial and Nostalgia Marketplace is held on Fifth Street between Monroe and Capitol until 3 p.m. Sunday. [For a schedule, visit www.route66fest.com or call (866) 783-6645]. More than 50,000 people attended last year's festival in downtown Springfield. Bring a light jacket. I guarantee the modest wind will register a cool 66 degrees.

Mr. Teague was born in Kansas City, Mo., and graduated from Simpson College in Indianola, Iowa. Following military service, he attended Southern Illinois University in Edwardsville and then received a master's degree in public affairs reporting from Sangamon State University. Mr. Teague was employed as the public information officer for the Department of Children and Family Services. He retired in 2001 after 29 years of service.

He is survived by his wife, Beth, one son, Sean, of Seattle, Wash., two sisters and many nieces and nephews. Mr.

Teague was buried at Camp Butler National Cemetery in Springfield. Memorial contributions can be made to the Memorial Scholarship Fund in Memory of Thomas Teague, c/o Routt Catholic High School, 500 E. College, Jacksonville, Ill., 62650, or the Illinois Veteran's Home, 1707 N. 12th St., Quincy, Ill., 62301.

Mr. Teague's physical presence may be gone, but his love of Route 66 is proof that the road does go on forever.

THE MOTHER ROAD

by Tom Teague

There's something about Route 66 that confounds the "more is better" school of thought. It may be Illinois' biggest tourist draw, yet it's so small scale and affordable. You can spend a whole day on it and not let loose of \$50. In the process you'll probably make a friend or two. Almost certainly you'll meet some foreign visitors. High-tech amusements and grand hotels? Route 66 has a few. But for the most part it's a road of smaller, unexpected pleasures, of mom and pop entrepreneurs and idiosyncratic dreams made true. And the satisfaction people get by traveling it comes not from big events, but from the accumulation of these smaller pleasures.

No where is that principle truer than in the Land of Lincoln. Springfield's own international Route 66 festival enters its third year on the cusp of tradition. Classic cars, live music, and an artists fair will fill downtown streets the last weekend in September. And a new festival in Litchfield on June 24-27 will feature a classic car night at the Skyview Drive-In Theater. But for year-around pleasures on a smaller scale, you can't beat our part of the road, either. For example: In **Atlanta**, old signs on brick buildings have been lovingly repainted. A 100-year-old wooden grain elevator is grinding again. The Carnegie library has eight sides. Towering over most of this is an 18-foot fiberglass statue of a lumberjack holding a giant hot dog. It's a recent immigrant from the now-closed Bunyon's hot dog stand in Cicero.

In Broadwell, owner Ernie Edwards and the Route 66 Association of Illinois have converted the former **Pig Hip Restaurant** into a museum. It features Pig Hip memorabilia and plenty of tales from Ernie, an inveterate storyteller. At 87, though, he's looking for a younger person to run the place when he's gone.

Near a grain elevator, the **Williamsville Historical Foundation** joined two boxcars in 1990 to make a museum. Juanita Henderson hosts a fine display of local artifacts. Unfortunately, it's open only 10 a.m.-2 p.m. on Wednesdays. A block north on Elm Street, Frank Kohlrus makes time from his careers as a cemetery maintainer and guppy rancher to run Die Cast Auto Sales. He says he can get you a Tucker.

A long-abandoned stretch of early 66 forms the eastern border of **Carpenter Park** near Sherman. In 2002 it won listing on the National Register of Historic Places. Walk a hundred yards down this vintage, curbed concrete and you'll be in another era.

Big Boys' Toys occupies a former gas station on Peoria Road across from the Magic Skillet. Owner Jim Branham features elegantly restored gas pumps, dinettes, Coke machines and other '50s memorabilia.

With its various alignments, Route 66 wound around three sides of the **State Fairgrounds**. Don't wait until August to visit this piece of history. From Harleys to horses to home shows, there's always something going on. In the early days of beer can collecting, the cattle barns were the site of many major finds.

A block south of the Fairgrounds on Peoria Road, D-Day veteran Bill Shea has converted his Marathon Station into a museum of gasoline and oil memorabilia, **Shea's Gas Station Museum**. Not long ago, he had to move another old station on grounds to create more display space. Travelers from 63 countries and all 50 states have signed his guest book. He'll make sure you do, too.

At Eighth and Cook, another former gas station has become the **Just Off 66 Café**. It has an attractive '50s

atmosphere and an old-fashioned menu.

Across South Sixth Street from what used to be Allis-Chalmers, owner Sue Waldmire carries on a family tradition at the **Cozy Drive In**. Everyone knows you can get a corn dog there. But what fewer people know is that the Cozy has Springfield's best doughnuts. You can enjoy your food while reading a book from the Edwin Waldmire Memorial Library.

South of town, the **Route 66 Drive-In Theater** was never on 66. But it's part of Knight's Action Park, which fronts on an old, old stretch of the road. Before restoring and renaming the theater last year, the Knights held quarter-midget races there for aspiring young drivers. Occasional showings of *The Rocky Horror Picture Show* drew large crowds before, but it's all solid family fare now.

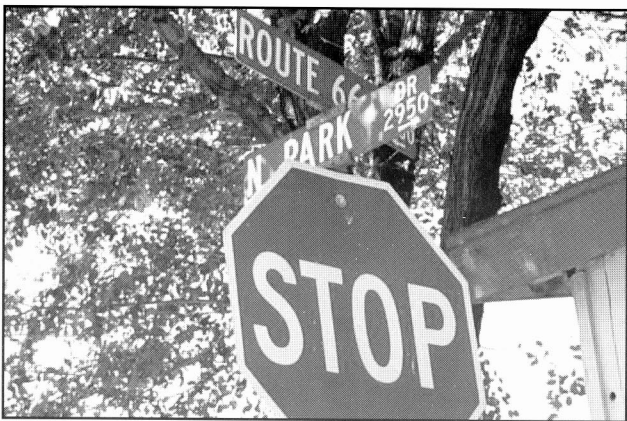
In 2002, Dave Bentley built a giant conestoga wagon near **Lisa's Antique Mall** at I-55 and Illinois 104. A proportionately sized Lincoln sat on the driver's bench, reading a law book. High winds took the wagon down last summer, but Bentley plans to have it up again soon. He hopes a souvenir store on site will pay his expenses.

Maybe you can't shuck and jive on I-55, but you can still get your kicks on Route 66.

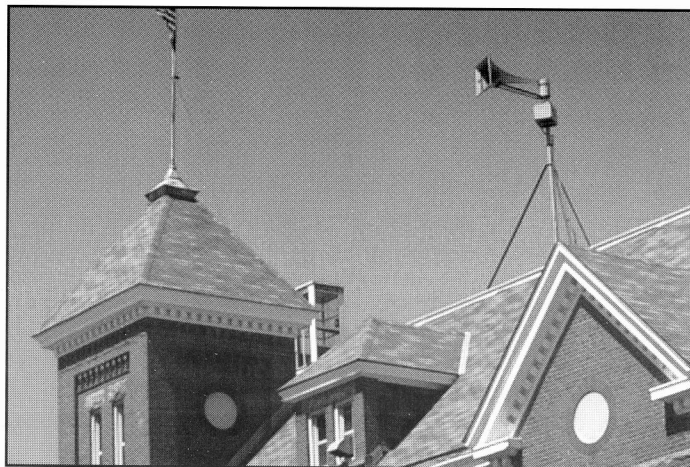
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This story first appeared in Illinois Times on June 3, 2004

PHOTOS OF INTEREST ON ROUTE 66



Street Sign in Flagstaff, Arizona



A telephone booth on top of City Hall is an eye catcher for many of tourist. The purpose of the telephone booth was to shelter an observer during storms and if a tornado was approaching Lincoln he would sound the sirens. Due to modern radar warnings, the booth is not in use. Over the years the City Council voted to have the booth taken down, but the people of Lincoln have strongly supported the booth stay.



Queen and Court in Odell, IL
during Sesquicentennial Parade

A Slice Of Americana In Illinois

By John Weiss

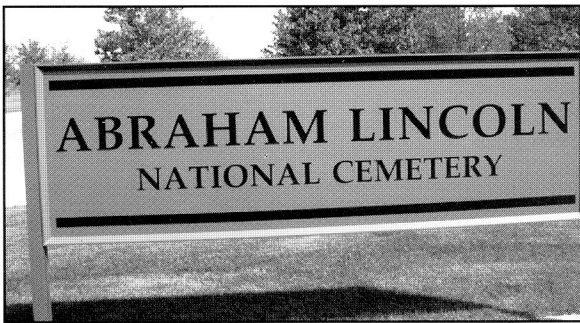
22550 W. Hwy 113 Wilmington, IL 60481 815-458-6616

We in Illinois like to describe our favorite road in this manner: “Route 66, a linear community of simple pleasures and simple treasures.

We are going to look at a 20-mile section of Route 66 south of Joliet. This is where Route 66 begins to show its character. Foreign travelers comment that this is what they were looking for. They want to leave the big city feeling behind and experience the real America. We are going to visit some of the Mom & Pop establishments that are the heart and soul of the Mother Road. Along here, time has stood still. The simple pleasures and treasures are in abundance.

We politely pass the Joliet/Chicagoland (NASCAR) Speedway and the Route 66 Raceway (drag racing). We now enter the time warp of the beautiful and serene sprawl of historic Route 66.

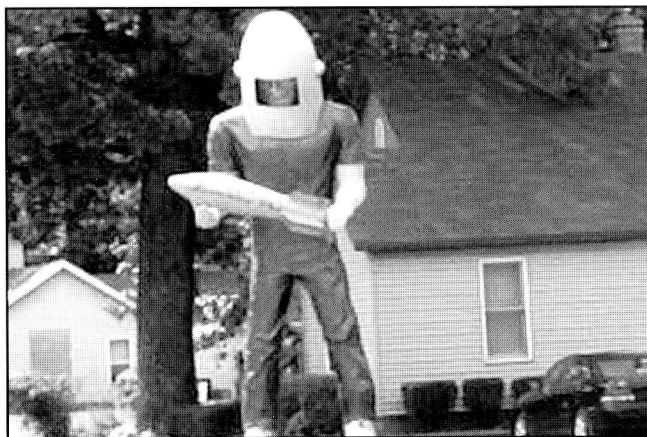
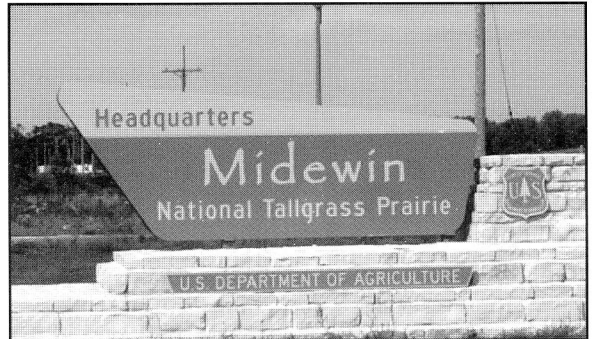
After passing the quaint town of Elwood, we enter into the site of the old Joliet Arsenal. These 23 thousand acres of history is being transformed into new and exciting uses. The first we encounter is the new 982-acre Abraham Lincoln National Cemetery. It is



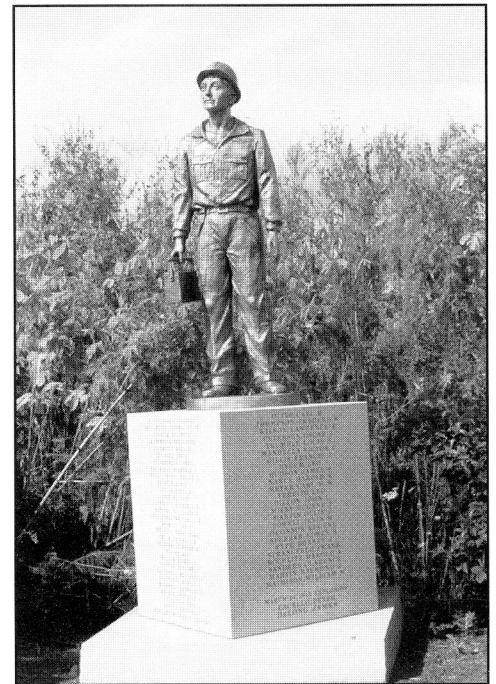
this country's second largest. The name is appropriate not only because Lincoln was from Illinois, but he also created the veteran cemetery system back in 1862. At the entrance is a statue dedicated to the 52 employees of the arsenal

who gave their lives during an explosion on June 5, 1942, and two killed in a second explosion on March 24, 1945.

As we travel, we are surrounded by rolling, wooded grassy terrain. Here we have another 19,000 acres of the old arsenal being completely transformed back to the way it was, even before it was inhabited and farmed in the 1800s. This area is known as the Midewin National Tall Grass Prairie. It is the largest natural prairie land east of the Mississippi. A stop at the new visitors center is a must. It is located on your left while traveling south. This expanse of land is a real history lesson.



Our peaceful, grassy, four lane, divided highway now narrows down to two lanes. Follow the curve into Wilmington, and there he is, waiting to greet you, the Gemini Giant. He is located at the Launching Pad Drive In. This is a wonderful family run



business, not a franchise cookie cutter fast food eatery. The gimmick of having the giant is typical of the ingenuity of these small town businesses to draw travelers off the road and into their great

establishments.

A few blocks down Route 66, at Kankakee Street is the Andrew's Manor Bed & Breakfast. A B & B is really a step back in time. In earlier days, it was a way to earn a few dollars from passing motorists. Signs would read, “Tourist rooms for rent” This one also boasts their home cooked food they serve in their Just Lovely Tea Room.

The next street south is Main Street. Here we have the Mar Theater. This original has been serving the community

since June 1937. It seats 300 in the main floor seating area, but it also has a 65-seat theater upstairs that shows a different movie. Only family oriented movies are shown seven days a week. Prices range between \$3.00 and \$5.00. They estimate 37,000 patrons a year enjoy the movies, popcorn and hospitality.

Travel one block south to Water Street and you are at the historic district of Wilmington. The storefronts haven't changed much from the 1800s and early 1900s appearance. Many are now antique shops. Numerous others, pizza, ice cream, coffee and a local saloon, are all fun to visit. The Eagle Hotel built in 1836 and 1847 is being completely restored and will soon open with a restaurant and overnight accommodations. Just a walk down Water Street and window-shopping will take you back to a simpler way of life. Even the Old Mill Race can be heard forever gurgling its way down to the Kankakee River.

One block further south takes you onto an island in the Kankakee River. Both sides of Route 66 are public parks. A drive through both is a pleasant experience. The South Park located on your left, contains a picturesque dam area and a quaint one-lane bridge over a hand operated lock with enough history to do a whole story on it. Be sure to drive across and explore the area.

We leave the island and discover many more Mom & Pop businesses. A stop at Dreamland for some delicious deli treats or ice cream is also a pleasant experience. Whatever you need as a traveler can be found in these Mom and Pop shops along here. Hardware, grocery, gas, repairs, food, shopping and even a not to be missed Ben Franklin Store for a craft person looking for a good buy or a souvenir.

We travel south along Route 66 as it curves to the left. Much of this old strip mining area has been converted into a golf course and family recreational facilities.

As we enter Braidwood you will notice on your right the neon Route 66 shield of the Polk-A-Dot Drive In. A real 50s - 60s family stop. Here you encounter life size statues of Elvis, Marilyn, James Dean, the Blues Brothers and Betty Boop. A photo with them is a must. Try a Green River, and visit the bathrooms to discover their eye catching unique decorations.

If you travel south to the stop sign, it is Route 113. Just for some fun, turn left, travel one half mile. On your left is a game farm. Here you can admire herds of a rare deer species along with other unusual critters. It is not an official tourist attraction, but they do not mind you viewing the animals from the fence area.

If you want a really unique experience, continue east on Route 113 for another 1/2 mile to turn right on Essex Road. Travel another 5.5 miles, and on your right you will find Metal Art by Jack. You won't believe what this man creates! His imagination is outstanding. His creations are outdoors so you can stop any time. If you are lucky Jack Barker will be there to show you his numerous displays inside a true "folk artists" paradise.

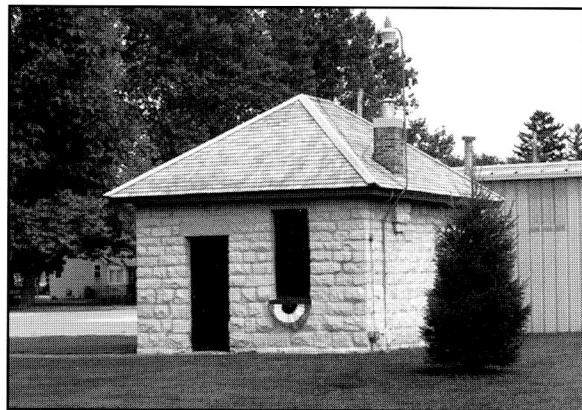
Return back to Route 66 and continue south. Note the Burma Shave signs as you pass through Godley. If you turn left at the intersection, it takes you to K-Mine Park. It is worth the visit.

Continue south on Route 66 to the Mazonia State Fish and Wildlife area. As you pass through the gates you will be simply amazed at the transformation from strip mining to nature's gift of beauty in abundant supply. Here land that was virtually destroyed by strip mining has been converted into a beautiful family destination. Fishing, boating and hiking are a relaxing experience.

A mile further, along the Mazon River, we have the Riviera Roadhouse. Very little has changed since its heydays. Super great home made food is still delivered on a dumb waiter weighted down by a World War One artillery shell. Stalactites hang above the bar area remind you of the days before cars had air conditioning. It was a pleasure to enter the cool basement as if it were a cave. It is easy to envision Tom Mix, Gene Kelly, Al Capone and brother Ralph sitting at the original bar. This is an experience like no other. Out back, nestled in the tranquility of the mighty oaks, is the original Route 66 Streetcar/Diner. This horse drawn relic has had many uses and has a ton of history. It is being restored in a whimsical manor by volunteers of the Route 66 Preservation Committee.

Our final destination will be in Gardner. A visit to the 1906 Two Cell Jail and the grounds surrounding it is a special small town Americana treat. This town celebrated its 150-year birthday sesquicentennial this year. The festivities were held on August 7 and 8, 2004. Plenty of small town hospitality and history was available to all of you lucky enough to attend. You experienced sites and attractions rarely seen.

Yes, simple pleasures and simple treasures. That is what Route 66 is all about. Come visit this 20-mile slice of Americana soon. Then experience all the rest that the Mother Road in Illinois has to offer.



Mr. Elmo Page was a Route 66 historian from Lexington, IL. He dearly loved to talk about the Mother Road and share his knowledge. Sadly Elmo Page passed away on September 22, 2004 at the age of 87 at the Meadows Mennonite Home, Chenoa, IL. The association wishes to extend our sympathy to the family and friends of Elmo Page!

Below, are the memories of Elmo Page from March 1991! Submitted by Fran Turgeon, Lexington, IL

An Oral History as told by

Elmo M. Page of Lexington, Illinois

Route 66 through Lexington

March-1991

The number 66 was given to a series of Highways that were to be connected together to form a good Highway that would extend from the Chicago waterfront of Lake Michigan to the Court House in downtown Los Angeles. The Road was later extended to Santa Monica, California. It was planned to be the easiest way for cars and trucks to travel across the middle of the Nation. The Route 66 traveled through Illinois, Missouri, Kansas, Oklahoma, Texas, New Mexico, Arizona, and into California. The planers tried to touch as many as they could of the big cities in each state and still keep the route as short as they could.

In 1915, a number of influential men met in Bloomington to help plan for more good roads so the automobiles that they owned could be driven in winter as well as in summer. Most of the roads outside Bloomington-Normal were almost impassable for autos in the fall, winter and spring because of the mud. Many cities in the East were putting in brick or concrete roads to allow for year around use, so this Committee was formed to help the State plan a good highway from Joliet to Bloomington. This planned Highway was later extended to Chicago and to Springfield before it was even started.

This Highway was given the Number 4 and was to follow the Chicago and Alton Railway through each town to bring them trade and money. This good concrete road proved to be both a blessing and a curse because as the traffic and the speeds increased, so did the wrecks and the casualties also increase.

In 1914, Bloomington had 5 Railroads running through the City and there were 3 Electric Interurban lines also which let a total of 49 Steam trains and 62 Electric cars go through each 24 hours. Today, there are no Electrics, 2 Passenger trains and 3 or 4 freight trains a day. But 50 to 60,000 cars, and trucks pass either around or through each day on Interstate 55, I-74, and I-39 or on Routes 150, 51 or 9.

Route 4 was started about 1921, I think at Joliet and went North and South reaching Lexington in 1925-26 after the State appropriated \$3,500,000 to build it all from Chicago to Springfield. That may sound like a lot of money and at that time, it really was. Later when I-55 was built around Lexington 50 years later, it cost a Billion dollars because they needed 3 Overpasses, 8 Bridges and culverts and about 10 miles of double lane Highway. The original Route 4 was not very wide compared to the new Super-highways. The pavement width for each car was only 8 feet, (Some roads it was only 7 feet wide) because the streets were only 8 feet for the wagons. The width was to prove a mistake because the autos traveled much faster on these hard roads like 25 to 50 miles per hour. (Only the bravest and the most foolish drove 50 miles per hour, but we still have them!) There was usually a rut along the outside of the highway because the distance between fleeting cars wasn't very much and autos wobbled around a lot more than they do now. Anyhow, when you met or passed a car, you were very careful. This 8 feet of roadway was the standard width for roads at that time, it had been used by the Romans for their chariots for a long time and seem to be good enough for the buggies and wagons.

The dirt shoulders on the sides were only 4 or 5 feet wide and were sloped to help drain the water off of the roads so if you had a flat tire, it was usually necessary to park partly on the concrete to hook up the jack and change the rim.

In 1925-26 the original road construction reached Lexington and followed the streets to make the flow of traffic easier. (Also, the roadway was free and didn't need to be purchased.) All of the work was hand labor. The workmen dug out the hills, scooped the dirt into wheel-barrel and the man pushing the wheelbarrow, pushed it over to where was told to, dumped the wheelbarrow and went back for another load. Sometimes a horse drawn digger, called the "SLIP" was used to help move the dirt. This "SLIP" would cut 3 or 4 inches of dirt at a time, slide along on the ground to the

dump place, the operator would lift the handles to flip the "SLIP" over and dump the dirt. The operator had the horse's reins tied around his shoulders and was sometimes very busy trying to control the horses and handling the "SLIP". If I remember correctly, the pay for a man with team, the pay was \$2.00 a day. Just a man, it was \$1.00 a day, but there was nothing deducted for taxes etc. There were a few Crawlers (Bate Jars) used but they were only used to pull the Road Graders to level off the dirt and form the shoulders. All of the digging for the bridges and culverts was done by hand with only once in awhile, a power shovel being used in the easy places.

All of the concrete was mixed in big drum type mixers with men scooping the gravel, sand and cement powder, an operator putting in the amount of water that he thought was correct and letting the drum turn to mix the batch. On the other side of the drum, were a number of men with iron wheeled wheel-barrels who moved the concrete to the roadway. Boards had been staked along the outside to keep the concrete at the measured width of the roadway. These boards were usually 8 inches high because the loads hauled then weren't very heavy. On the present highways, the side forms are 10 inches high. I'm not sure whether the reinforcement rods were used or not but I believe that they were. There was 6 to 8 inches of gravel put down first and the concrete was poured on top of the gravel. This gravel was tamped down by men using a heavy iron pad about a foot square in size, with a handle in the middle so using one of these tampers 10 to 12 hours was no easy task, but then, pushing a wheelbarrow or scooping the gravel wasn't either. Usually boards were laid down to wheel on except the first few feet when the barrow had to be tipped up to empty. Other men moved the wet concrete. With shovels and hoes and then leveled it with a long board. When it was almost dry, 2 men used a long piece of belting to smooth the top pulling the belt back and forth from either side. When it was almost quitting time, a board was placed across the road-way and the concrete was poured to the board, this always left a little hump that made the car jump when you drove over it. All of the rock was hauled in by wagon teams of horses or mules in special gravel wagons. The teamster drove to the gravel pit where it was dug by hand and shoveled into the gravel wagons. The driver drove the team to where it was to be unloaded. The sideboard was pried off to start the unloading, that each floorboard would be tipped up to let the gravel fall through, and the board set against the side until all were turned up with the gravel fallen to the ground. The area around Lexington had many gravel pits along the Mackinaw River and they were used long before the Highway was built. I can remember at least 10 of the gravel pits around Lexington but none are used today. The driver of the gravel wagon could make from 6 to 10 trips a day, depending on the distance that he had to travel or how fast the scoopers worked. If the weather was chilly, the wagon was loaded quickly, but some of the pits were deep and on a hot day, it took quite awhile to load. When the road was poured, there were expansion joints put in and since the concrete dried faster on the ends than it did in the middle, the cars jumped a little when it went over the expansion joints. Now days, the road is poured continually and then the expansion joints are cut later.

Since each car drivers side of the road was only 8 feet wide, (On some roads only 7 feet), most of the Highways would have a rut along the outside of the pavement where the wheels had slipped off of the concrete and the Highway workers would fill in the ruts with gravel from time to time. Later when these roads were rebuilt, they were widened to 10 or 12 feet and the shoulder to 6 or 7 feet. The present good surfaced roads are 12 feet wide with an extra 10 feet on the bridges and overpasses. The Interstate Highways are a total width of 300 feet, (The same as the full length of a football playing field.) with each driver's lane 14 feet wide and a total width of a bridge being 60 feet. When the concrete cracked up real bad, it was broken up with an Air-hammer and taken out. Then the workers took a mixer, the gravel, the sand powder and water to the hole. New concrete was mixed there to fill the hole. Barricades were put up to protect the concrete for a week to let it harden.

I remember hearing my Father laughing about a Farmer driving from Ballard to Lexington one evening, complaining about all of the gates that he had to open and close driving to Lexington. The next day, the Highway workers could see the rim imprints and hoof marks in the new concrete and all had to be replaced with new concrete.

Since old Route 4 was built mainly to follow the Chicago and Alton Railroad through the State of Illinois, it was to connect every town along its way with a year around good road. The Route through the towns used the City streets to save money because the streets were free.

The Highway (Route # 4) came into Lexington from the North, turned west on Wall Street going 4 blocks to Grove Street, turn south on Grove Street for 5 blocks to South street and then curved to follow the Railroad to cross the

Mackinaw River on an iron bridge that was so narrow that even the cars had trouble missing each other. Even though the trucks were not as large as they are now, many would tear away the front-right side of the trucks. The iron beams of the bridge were only as wide as the 6 feet width of the concrete road. When the floor of the bridge became very bad and it was necessary to replace the deck, a side plank bridge was built on the west side for the traffic and all the vehicles were routed over this plank bridge for several months while the new deck was being built. This new deck was made of square wooden blocks that stood on the end with the other end for the traffic to ride on. I believe that the blocks were either 6 or 8 inches square and soaked in Creosote to make them last longer in the weather, but because a lot of the traffic was wagons and teams of horses, the wooden blocks didn't last only a few years and was then was replaced with concrete.

Back to Route 4. The road turns at Wall and Grove streets was rather sharp for the cars, just a little better than the average street corner and because the headlights weren't very bright, a lot of the drivers would run off of the road at night on this corner. Not many were killed because the cars didn't travel very fast but because the windshield and the windows were made of plate glass, everybody was cut up rather perilously.

When it was decided to build Route 66 into a 4 lane Highway in 1936-37, it was planed to run the new Highway around the east side of Bloomington and bypass the city by going through the corn and bean fields by going in a big wide curve that could be driven at least 100 miles per hour. Also, since the Belt Line was so far out of town, no stoplights would ever be needed. This is now Veterans Parkway with 19 or more Traffic lights along the way and people still driving a 100 miles between the lights. Anyhow, this new 4 lane Highway called Route 66 was built at the edges of the towns to handle the increased traffic.

About 1980, Route 66 was down-graded to just little roads connecting the towns and the cities, so the longest Route in the United States (2,200 miles) was officially disbanded and the famous "66" signs were taken down and sold to the saddened collectors. There are numerous Museums along the original highway with the nearest one to us in the Dixie Trucker Stop at McLean, Illinois.

The National Route 66 Organization would like to have the Route designated as a national monument and then new signs would be put up along the complete Highway, the same as they are in the State of Illinois.

Along Route 4 and later, Route 66 thru Lexington, there were nine gasoline stations spaced along Wall and Grove streets. Starting at the North side of Lexington, there was Ross Harmon located at Wall & West streets, going west there was Charles Stevenson at Wall & Lee streets. At Wall & Grove streets was Douglas Ambrose. Going a block south on Grove was John Montgomery at Grove & North streets. On a block south was Nathan Hardman at Grove & Walnut streets. Going on to Grove and Main Streets was Dan Stamm. Next was John Farr at Grove & Chestnut streets. On the opposite corner of Grove & Chestnut was Tipton Gibson, and going south was William Oay at Grove & South streets. Ross Harmon had a garage and did all kinds of repair service work, he even sold canned goods and had a restaurant and so did Douglas Ambrose. John Montgomery sold candy and snacks. Nathan Hardman sold groceries and sandwiches, as did Daniel Stamm. John Farr had the only station built just as a Gasoline Station, and it is still standing and is the Laundromat now. Tipton Gibson sold only gasoline and William Day was also in charge of the farm service bulk tanks, which are still there.

They're back

Now you can get an official Route 66 Association of Illinois name badge. Association members can order them for \$8.00 each, which includes shipping. The badge will be engraved with your name on it. You can wear it proudly to Association events, car shows or wherever you go and want to show that you are a proud member of the Route 66 Association of Illinois. To order your badge, send a check or money order for \$8.00 payable to the Route 66 Association of Illinois to Kathy Miller (see Contact Information). Please include with your check exactly how you want your name on the badge.

RT. 66 ASSOCIATION OF ILLINOIS



The Route 66 Association Hall of Fame and Museum, Pontiac

By Marilyn Pritchard

What a great interest of all the individuals who have donated or loaned items (current through October 5, 2004) to the Museum since June 2004. The enthusiasm grows each week. A heartfelt thanks you to all!

ACE Hardware Corp.
Dick & Lynn Alderman
Pete Bachman
Chuck & C.J. Beeler
Chuck Benedict
Marty Bilecki
Marty Blitstein
Martha V. Bradley
Arnold & Nancy Brucker
Marshal Burton
Earl Cheese
Chicken Basket
City of Atlanta
Alice Creech
Bonnie DeMarse
District 6 State Police
Gale Donze
Andy Eckel III
Rita Erickson
Hazel Ferguson
Glaida Steve & Funk
Pat Gannaway
Cathy Goodman
Bill & Barb Gwodz

Chester Henry
Geraldine Holpin
Chuck & Susie Johnson
Dale Johnson
Bob Jones
Jim Jones
Bob & Peggy Kraft
Justin Legner
Lou Mitchell Restaurant
Ed Manik III
John McGlasson
Tim Mehn
Kathy & John Miller
Lawrence Nechele
Barb Nicholson
Elmo Page
Charles Peck
Tom Perkins
Durelle & Marilyn Pritchard
Gene & Jean Rarick
Rialto Theatre
Ed Schilling
Marty Schleder
Ray Seuter

Ronald Shoop
Larry & Mary Soule
Square West
State Farm Corp.
Steak & Shake Corp.
Cathie Stevanovich
Taste of Country Festival
Team PR ISUM
Mark & Rhonda Tissiere
Brad & Deb Trainor
Ken Turmel
Margaret Turner
Bud & Lou Vandiver
Lou Vargo
Michele Vissering
Sue Waldmire
Marilyn Weber
Bill Weidling
John & Lenore Weiss
White Fence Farm
David & Carol Winters
Dave Zima
(Alphabetical order)

Also, thanks to all of the people working with the museum, bringing in the items, sharing their tales of the highway. Plus thanks to everyone who has signed the guest book, just knowing how many miles people have traveled to find this location on Route 66 is thrilling.

December 13, 2003 was the ground breaking ceremony at the Museum in Pontiac. One of our special guests was Elmo Page from Lexington, Illinois. He was very thrilled to be present at the ceremony. He helped break the ground with a shovel that his father Clate used, while being employed by a construction firm, who built the road from Ballard to Lexington. This was the first donation to the museum; Elmo dearly loved to talk about Route 66. Elmo Page passed away on September 22, 2004 at age 87 at Meadows Mennonite Home, Chenoa, IL



Chuck Benedict and volunteers at the Route 66 Museum

Earl Cheese and John Miller stand besides a Conoco gas pump donated by Mr. Cheese



Every Trip on “66” Is An Adventure!

By Lynn “LuLu” Bagdon

As told to The Mother Road Widow

“I was only going to Springfield, but I wound up in Tulsa!” Said Lulu. This is the adventure of LuLu as she toured “66” along with the Norwegian motorcycle tour led by Trond Mohberg this past summer.

Michael Wallis was the guest speaker. When he came into the diner, as he was saying “Hello’s” He looked at me and said, “Lulu, you would be the last person I would expect here.” I replied, “me too!” As I was walking through the hotel earlier that night, I thought to myself, “If anyone had said to me a week earlier, “You are going to be in Tulsa next week.” I would have asked him, “What kind of drugs are you taking?” Every trip on “66” is an adventure!



The original plan was to meet Ken Turmel in Springfield, IL on Sunday night then make our way to Chicago. On the way heading north we stopped at the new Route 66 Hall of Fame and Museum in Pontiac. While there we met with Betty Estes, who is the director of Tourism in Pontiac. She invited the Norwegians to stop at the museum on their way to Springfield. Betty treated us to lunch at

the “Old Log Cabin”.

After lunch Ken and I hightailed it to Rosemont, IL near O’Hare Airport where we were to meet the “Norwegians”. As Ken and I walked into the hotel, there were four men hanging out at the door. They were joining the “Norwegian” tour and after talking to them a little bit they revealed they were from Pennsylvania. Next we met Trond Moberg the Norwegian tour leader. Ken and Trond left to pick up the U-haul truck, which was used as the support vehicle for the group. I stayed behind at the hotel and had dinner with the guys from Pennsylvania. They were a blast! At one point during dinner, I made a remark, that cracked up the. It was a bonding moment, if you will.

We waited at the door of the hotel, welcoming the Norwegians as they came back from dinner and sight seeing downtown Chicago. It was a magical moment to meet and greet them all. In the morning they would pick up the Harleys from a dealership in Elgin, which was about a half hour from the hotel. I live about a half hour away from the hotel. “I’m going home, I will meet you after you pick up your bikes.” I told the Norwegians. I woke up, got ready, and sat, waiting for a phone call. It’s 11:30 a.m. and I haven’t heard from them yet. I called and they are still checking out bikes. The upshot of this it took them 3 1/2 hours to get their bikes. I went to the spot that they would be crossing to get on I-55. They didn’t get to I-55 until 2:00p.m. What a late start.

Ken and Trond asked me to lead the riders to the Route 66 Hall of Fame Museum in Pontiac. Oh my Goodness, 10 years ago I couldn’t find or follow Route 66 to save my soul, now I am being asked to escort these people? When we got to the Hall of Fame Museum in Pontiac all 42 motorcycles made quite the entrance. The people at the Hall of Fame Museum went all out. Marty Blitstein, Marilyn and Durelle Pritchard, Betty Estes and Bob Karls were there to greet us. Cookies, water, pop, was offered to the Norwegians courtesy of the City of Pontiac.

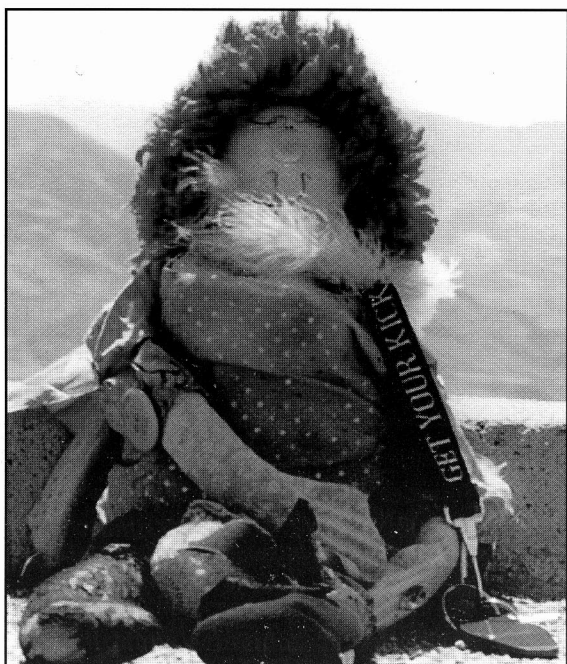


Trond asked me to call the Funks. He had told Glaida Funk earlier that they would arrive around 6 p.m. We were running late and we wouldn't arrive until at least 7:00 p.m. I asked Debbie (Glaida's daughter), "Do you want us to stop by? If you don't, as we are so late, we understand." "We'll be there around 7 p.m. to open up the shop." Debbie said. When the group got there, there were sirup samples for everybody. We were there what I like to call "Dark Thirty" It is not dark out, and it is not light out, it is "Dark Thirty".

Leaving Funks, we took I-55 to Springfield. I called the Cozy Dog to look for Bob Waldmire, I didn't know if he was in town or not. "He's here, do you want to talk to him?" the person that answered the phone asked. Of course I do! 12 hours prior he had just gotten into town from his travels out west. He asked me, "How did you know that I was here?" "I didn't!" I responded. I told him that the group was staying down the street at the Route 66 Hotel, which I highly recommend. It turned out that there is another group of guys from Norway doing Route 66 on bikes also. The Route 66 Hotel put out a spread to feed us and the other group as well.

As I was helping Ken bringing our things to our rooms Sue Waldmire, owner of the Cozy Dog walked up to us. We said, "Hi, where's Bob?" "He said he would be here in a few." Sue replied. I had spoken to Sue on the phone several times. It is nice to put a name to a face.

Ken asked me, "why don't you come with the tour to Rich Henry's Rabbit Ranch?" In the back of my mind, I'm thinking, I would love to see him, and if I take the interstate home it is only 5 hours. I can do that. The next stop was Meramac Caverns. I can still do that one too I thought to myself. Ken said to me, "We are staying at the Munger Moss tonight in Lebanon" so I stayed at the Munger Moss that night. For me it is still a 9-hour ride home. All of us hung out at the pool a tradition at the Munger Moss. We made bonds between different people that night. It was just a special time, and yes we were up late. One of the Norwegian guys took the shirt off of his back. It was a Harley shirt from a Norway Dealership. He told me, "I want you to wear this tomorrow!" And I did!



"Lulu"

The tour was gong to take off at 8 a.m. to explore the new museum in Lebanon. I never got my wake up call. I woke up at 8:20 a.m. I was up and out in 20 minutes. I missed them in Lebanon but caught up with them soon on the interstate. If it weren't for Jeff Meyer who was my mentor of the Highway, I would have not a clue where Route 66 is in Missouri.

Now headed to Tulsa, Oklahoma via Kansas where we had lunch at The Eisler Bros., and then onto The Rainbow Bridge. We visited The Baxter Springs Museum and ran in to Dean and Pauline Walker. Dean has a special talent, he can turn his feet completely around. His body is facing forward but his feet are facing backwards! Only on Route 66!

We made it to Oklahoma and I was into the state for just a few minutes the tune on the radio was "Living on Tulsa time" What a coincidence. I have not heard that song in years! Some things were meant to be. We stopped at the Buffalo Ranch. The old ranch is pretty much gone. There is a new modern restaurant there. The Pennsylvania guys were parting from the group. The Norwegians lined up their bikes and walked back to the Americans to say their good-byes. It was like a receiving line at a wedding. It was very cool.

Sadly, Laurel Kane who owns Afton Station wasn't there when we went past. As I headed back home, I stopped at Vinita, OK. It is the home of the World's largest McDonald's. You have to travel the Will

Rogers Highway aka "the interstate" to see it. The stats per the postcard I bought for all you geeks out there:

It has 29,135 square ft. and was built in 1957. It became a McDonald's in 1987.

I left at 10:30 am from Tulsa. I was at home at 1:00 AM. Almost 15 hours on the interstate! That is pushing it. I think about the travelers back then, no air conditioners, no food, and no coolers for cold drinks! A very old gent that I know used to travel "66" when he was a kid, he would sleep under the car while his parents slept inside. This was during the 1930's.

The stories this road could tell!

DO YOU HAVE A STORY TO TELL? HISTORY TO SHARE?

THE "66" NEWS

Just may be the place to tell your story!

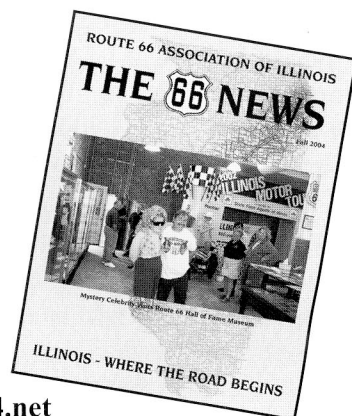
Send your submissions to:

The 66 News

C/O The Route 66 Association of Illinois

2743 Veterans Parkway, #166 • Springfield, IL 32704

Or by Email in a plain text format to: Kathleen708@hotmail.com or ng9e@route24.net



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Visit the Route 66 Association of Illinois Association Website at <http://www.il66assoc.org/>

HOW TO BE A GOOD FRIEND TO THE MOTHER ROAD

Reprinted with permission by Emily Priddy, President, Friends of the Mother Road

1. Wear a Route 66 T-shirt.
2. Put a Route 66 bumper sticker on your car.
3. Eat at a mom-and-pop restaurant.
4. Sleep at a mom-and-pop motel.
5. Notice neon.
6. Slow down and notice your surroundings.
7. Drive Route 66 every single time you have a chance, even if it's only for a mile or two.
8. Send a child a Route 66 postcard. Kids love getting mail, and you'll be helping to get the next generation interested in the Mother Road.
9. Join a Route 66 organization... or two... or all of them.
10. Instead of Christmas gifts, request donations to a Route 66 organization.
11. Go Christmas shopping at a Route 66 business.
12. Attend a festival, car show or concert on Route 66.
13. Participate in a Route 66 motor tour.
14. Encourage a college student to spend spring break on Route 66.
15. Write to politicians at all levels of government, asking them to support Route 66 projects, icons and pro-Mother-Road legislation.
16. Write a letter to the editor of your local newspaper, encouraging people to support mom-and-pop businesses. (This is a good thing to do even if you don't live near 66; a cool 1950s diner in New Jersey is just as much a part of American history as one in New Mexico, and the people who own it are working just as hard.)
17. Get involved with a Route 66 preservation project.
18. Send a thank-you note to a Route 66 property owner.
19. Take pictures of Route 66 icons and share them with non-roadies.
20. Ask an older person to tell you about his experiences on Route 66. Write down his story so you remember it later.
21. Buy a present on Route 66 and send it to a shut-in who can't travel Route 66 himself.
22. If another traveler seems to be having a bad day, pay for his lunch. If he asks why, tell him the Mother Road was looking out for him.
23. Stay informed by joining the free Yahoo! discussion group at www.groups.yahoo.com/group/route66.
24. "Adopt an icon" by cutting the grass and picking up trash around an abandoned Route 66 property. This will help keep it looking nice so the city fathers are less likely to declare it an eyesore and tear it down. If someone stops to ask what you're doing, explain to him why this property is important to you... and to our shared history.

Antique Tractor Road Show Traveled Up Route 66

By Lenore Weiss

On August 14th & 15th a fun event took place. Ninety-six antique farm tractors traveled from Lexington, Illinois on Route 66. After breakfast on Saturday, they slowly drove down Memory Lane, original Route 66 in Lexington, and then down to Chenoa on the Mother Road. Lunch was served along with some wonderful entertainment. Heading north on Route 66, they trekked along to picturesque Pontiac. The entire downtown historical district was scattered full of colorful tractors, craft booths, food booths, and thousands of people. The new Route 66 Hall of Fame and Museum was packed all day long. An ample dinner was served by the famous Old Log Cabin restaurant.

Near dusk, everyone drove out of town to an open field to witness the flights of the Hot Air Balloon Launch. Thirty of these majestic huge balloons gently lifted off the ground and diminished in size as they flew further into the sky. They slowly returned, and again partially inflated their individual balloons, complete with tandem baskets for an evening glow. One could experience the feeling of limited flight as tethered lifts were being offered to the public. An estimated 8000 visitors attended this entertaining event.

On Sunday morning the tractors headed north on Route 66 with the light from a beautiful sunrise to Odell. Each tractor driver was personally greeted and had their photo taken in front of the historic Standard station. Crowds of people gathered to enjoy the fleets' arrival. The antique tractors were then escorted to line up on original Route 66. The colorful Pontiac trolley was ready to



Balloon Glow in Pontiac, IL



Antique Tractor Road Show Started in Lexington

pick up the drivers and transport them to Pour Richards Restaurant & Bar in the downtown Odell area for complimentary refreshments. The trolley continued its route between the tractors, Pour Richards and the historic Standard station. The station was really crowded with a festive attitude and many tourists enjoying all of the activities.

The tour then proceeded north on Historic 66 to Dwight. When they arrived, the tractors filled the downtown area. The Pontiac trolley then again transported the drivers to the famous Country Mansion. Here they enjoyed the breeze from the beautiful grounds and filled up one last time on a very delicious lunch.

After their fulfilling meal, and some time to reminisce about their memorable experience, the awards were presented. The mayor of each town the tractors

traversed had the honor to choose their favorite tractor and presented the lucky winner with a plaque.

The weather was beautiful all weekend. The planning and hospitality that the folks in Pontiac, and all of their many assistants were outstanding.

This was an extraordinary event. It seems as if every participant was saying "Please do this again next year." It looked like so much fun that John and I said we want to buy an antique tractor just for this cruise.

Another ton of memories were made on Route 66, and near Route 66 when the tractor drivers took a time out to drive through the two nursing homes, one in Pontiac, the other in Dwight. The residents are still speaking about the excitement of that day and enjoying memories of days past.

Folks, this is truly what Route 66 is all about - a linear community of simple pleasures & simple treasures.

See photos and additional information on our website at <http://www.il66assoc.org>

KRUZIN WITH THE BILECKI'S

By Geri and Marty Bilecki

May – October 2004

May 2004

Boy did we get an eyeful on our first Road Tour of 2004. We had to fly to Europe and the capital city of Warsaw, Poland (just 35 kilos away was the home of my mother's birth, Ploch) to do this. The similarity of the Villages, town and cities and people are so much like our American heritage and the Mother Road. Everyone there knew about our Route 66!! We traveled with 13 American citizens and two Polish citizens who were our tour guides and did a Route 66 style motor tour to the southern Carpathian Mountains in Zaczopane. We traveled in a Mercedes bus on four lane state highways, similar to our interstates and even the double alignments of 66. The most impressive sight was no beer cans, bottles or debris on the roadways and an enforced speed limit of 70. Along the way we met people who have a 93 Pontiac and a 2003 Dodge Ram truck Outstanding also, was a 75 Caddy Coup de Ville – vinyl over midnight blue – cruising Krakow!! Another amazing sight was that most of the vehicles observed were of European origin with a sprinkling of American cars. We were also greeted (66 style) with refreshments and hugs and gifts from the different communities. Even though there was a language barrier (one of our guides was an interpreter) we spoke the universal language of smiles. There were only three franchises in Poland - McDonalds (with McKielbasas), Taco Bell and Kentucky Fried Chicken. All served Polish style sandwiches (figure that?)

We invited many of our new found friends to come to America and travel route 66 in Illinois and the entire route. We spread the 66 Illinois newsletters all over Poland. Also, thanks to the generosity of Patty Kuhn and the Heritage Corridor group we were able to distribute many Route 66 lapel pins to our newfound friends. When we ran out they were still asking for Route 66 flyers, pins and newsletters.

October 2004

Once again we echo our motto "If you don't go, you won't know!" A great summer of fun is now concluding with the fall and winter season upon us. Our travels on our "Mother Road" since our last writings have again brought out the best to those who travel on "66" and it was a pleasure to meet and greet them. On August 7th we traveled to Gardner for their celebration of 150 years. One of their own was honored, Reverend Christensen, who, for his knowledge of Norway and the fjords during World War II was called "The man who saved the World". John Weiss represented Route 66 of IL with dedication of a permanent display to honor him. Many members of the Association were present for this ceremony.

The Polk-A-Dot, in Braidwood, held their annual "Cruise nite" the same day. We were especially proud to receive an award from the management for our devotion to Route 66 and its preservation and enhancement. We thank them for the honor. The Polk-A-Dot drive-in is a Hall of Fame member. We have stressed through our news releases to the media to promote Route 66 of Illinois and all that our members and Preservation Committee have/and continue to accomplish. We thank those in the media local and statewide for your concern, help and interest.

On August 22 we represented Route 66 at a retirement home in Aurora for their annual Route 66 picnic and car show. We were lucky there to win a trophy for our Coral "57". Marty made a presentation about route 66 in Illinois and a question and answer period followed.

On September 12th the Route 66 picnic was held in Odell. The group and we participated in the parade, with the Red Hat ladies and all. At the gas station afterward we encountered two motorcyclists from Quebec City, Canada as they traveled to Los Angeles.

On September 24th, on our way to Fairmont, Indiana, for the James Dean Festival, we stopped at the Gas Station in Odell and encountered a group of seniors on a tour of 66 and led them to the new Museum in Pontiac.

Our next trip was off of Route 66 to upstate New York and Manhattan to march in a parade on 5th Avenue. Wearing a Route 66 jacket and patches can start a conversation anywhere in the world. We hope and pray that 2005 will offer us all the opportunities we have just enjoyed as the Association plans and pursues the goals of Route 66 of Illinois.

Remember, we need community news for the calendar at least six months in advance to insure publication on time. To our new Editors, welcome aboard, your class shows in your work! Before we close, we offer our sympathy to the family of Tom Teague. Keep Kruzin (It's Healthy and Fun)!



ROUTE 66 ASSOCIATION OF ILLINOIS

☐ **New or Renewal** ☐

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My particular interest in 66 is: _____

I would like to help the Association by: _____

Membership Fees: *(Please Check One)*

- ☐ 1 Person - \$15 a year, 1 Vote, 1 Membership Card, 1 Decal
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- ☐ Business or Organization - \$30 a year, 1 Vote, 1 Membership Card, 1 Decal
- ☐ Lifetime - \$200, 1 Vote, 1 Membership Card, 1 Decal
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*(Your application without **U.S. Funds** will not be processed)
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Illinois, where the road begins!

Cookbook

The Luna Café

By Emily Priddy

In its 70-odd years on Route 66, Mitchell's Luna Café has fed, sheltered and entertained a wide assortment of characters, from mobsters and prostitutes to European travelers and Granite City steelworkers. The Luna's history if not entirely factual is as colorful as the porcelain-enamel surface of the soon-to-be-restored neon sign out front.

The Luna was built in the late 20s, according to Alan Young, who for the past six years has owned the property with his business partner and fellow Granite City Steel retiree Larry Rooster Wofford. "I don't know when they erected the building" Young says. "I think it was built in 1927. Rumor has it 1924 and 1926." Rumor has it is a favorite expression of Young's. The Luna is full of history, but much of it consists of vague memories, tantalizing but un-provable rumors and probably more than a few out-and-out lies. "It's hard to separate fact from fiction," Young says.

Over a few Stag beers one afternoon, Young gave a rundown of the rich history that earned the Luna a spot among the 2004 Illinois Route 66

Hall of Fame inductees. "The deed goes back to 1806 a 160-acre land grant" Young says. He points to a pair of signs on the wall that make reference to Al Capone. "Rumor has it Capone stayed here he was afraid of the St. Louis Mob", he says. That could probably be disproven. "Rumor also has it that another famous patron once stopped at the Luna, Fornaszewski (a) music dealer in town said Elvis Presley came through here", Young says.

Young and Wofford bought the business from Vera Whyers, who with her late husband, Chester, had owned the property since 1974. "She



The Luna Café in Mitchell, Illinois

has the little scoop that they dug the basement of the Luna with in her yard", Young says, explaining that this early construction equipment was powered by a team of mules.

Max Forbes, who nominated the Luna to the Hall of Fame, said the building originally was constructed to house trainers for a proposed dog-racing track. When the state of Illinois failed to approve the track, the Luna became a grocery store and bed-and-breakfast operation, according to the nomination letter. Travelers some riding down Route 66 in buggies pulled by horses would stay overnight in the rooms above the store.

It's the Luna's past that motivated Forbes to nominate it to the Hall of Fame. It's kind of a historic place, you know, he said. I heard somebody say something about a Route 66 Hall of Fame. I said, "Shoot, we've got a lot of stuff down in this neck of the woods."

A 1931 photograph of the Luna shows an enormous Budweiser sign painted on the side of the building, along with a menu. "That sign is still there under the new siding", Young says. He isn't sure when the business acquired its famous neon sign, which advertises STEAKS CHICKEN SEAFOOD and includes a neon martini glass with a blood red cherry in it. The cherry is noteworthy not just for its use of ruby glass an expensive and relatively rare type of colored glass tubing used to enhance the red glow of the neon gas inside but also for the commodity it advertised. "This used to

be a house of ill repute, and when the cherries were lit, the girls were working”, Young explains. Further evidence of the working girls presence can be found on the buildings second floor, according to tenant Mike Brooks, who lives upstairs and in December told the Granite City Journal, “There was a bell in each room (above the bar). They would ring from downstairs to let the girls know who was wanted.” Brooks said the wiring for bells is still there.

As a few regulars start making their way into the Luna, Young talks about the days before it was a working-class watering hole back when it was a fine dining establishment so swanky most law-abiding citizens couldn’t afford to eat there. “This place had a lot of ties to the Mob”, he says, taking a drag from his cigarette. They got mostly St. Louis crowd, most probably shady characters.

Like so many other Route 66 survivors, the Luna has had to change with the times. We can’t compete with the big steakhouses, Young says. This is more of a working persons establishment.

That’s fine with the locals most of them dressed in blue jeans, gimme hats and T-shirts, some emblazoned with the words Proud To Be Union or similar slogans who come in every Monday and Thursday night for beer and free chicken wings. Young says he and Wofford have been known to give away as many as 400 pounds of wings in a single night.

The Luna’s customers aren’t all local, though. Many come from as far away as Europe and Australia. “We get a lot of tourists”, Young says. We’re way better known in Europe than we are in the States, for some reason. A little guy from Poland came in. He’s supposed to be sending me some bottles of schnapps from the old country. We’ve had people that run across (the country) that come in here. Bicyclists. We’ve had a lot of bicyclists. “A group of about 200 cyclists from France showed up recently on their way down 66 as part of a cross-country journey”, Young says. The Luna is popular with Harley riders and classic car enthusiasts, too. “We see a lot of old cars come through”, Young says, looking out the window at Route 66 and the tracks that cross it just west of the Luna. We had a steam engine come through a few years ago from St. Louis.

Since 1977, Young has lived six blocks from the Luna. He remembers when an enormous neon moon graced the top of the building. “They took it down and just destroyed it the last time they re-roofed, which was just a total shame”, Young said. He shakes his head in disgust. “You could see it from quite a distance.” The moon will rise over the Luna again in the not-too-distant future. The preservation group Friends of the Mother Road plans to make a new neon moon for the top of the building. The Luna’s long-dimmed sign an elaborate, neon-and-porcelain-enamel affair that includes an

arrow once animated with chasing lights directing travelers to stop for dinner is about to get a facelift, too. Though it’s neon lights burned out years ago, the porcelain-enamel surface of the sign, like the business itself, remains vibrant, and in the next few months, Friends will replace the burned-out bulbs and transformers and install bright new neon lights. The group hopes to have the work finished by next summer. Asked whether the ruby-glass cherries that once hinted of pleasures greater than wings and beer will light up again, Wofford who has been greeting customers while Young recounts the story of the Luna’s history laughs. “I hope so”, he says.

Donations to help with the sign project may be mailed to: Friends of the Mother Road, 3947 Russell - St. Louis, MO, 63110. Be sure to include a note



Luna Café Sign will be getting a facelift soon

indicating that the money is for the Luna Cafe sign project.

The Luna Caf□ is open from 7 a.m. to 2 a.m. Sunday through Friday and 7 a.m. to 3 a.m. SaturdayFor more information, call 931-3152.

Dedication

By John Weiss

In Illinois, we have been very successful in preserving structures and roadbeds. But just as important is preserving the stories and memories that give Route 66 its heart and soul. Structures such as the Odell station and the Auburn Brick Road will now be with us for many more years. However, the stories of the folks who lived, worked, visited and traveled at these locations are just as important.

One such outstanding story is about the Reverend Christian Christiansen of Gardner. It is possible that he may



Niece and great grandson of Rev. Christiansen with John Weiss

have been instrumental in preventing Hitler from possessing a nuclear bomb. We do know that he provided information that aided the British commandos to destroy Hitler's heavy water plant in Norway. The raid took place in February of 1943, and was named Operation Gunnerside.

We also know the Reverend helped save many people through the Norwegian underground. The King of Norway presented the Reverend with a certificate thanking him for his help. Unfortunately, Reverend Christiansen would never know about this honor as he died in 1947. Yes, Gardner, Illinois, was the site of an event that virtually changed the course of the Second World War. Who knows how many lives may have been saved.

Over one year ago, the Preservation Committee decided that a monument to this remarkable, yet humble man should be provided to the town of Gardner. With the blessing of the Route 66 Association and donations from member and preservation supporter, John Ruh, this dream became a reality.

On August 7th, 2004, during the Sesquicentennial Celebration of Gardner, we had the presentation and unveiling ceremony. Hundreds of people were in attendance, including many veterans and even a few in their uniforms. There was an eerie silence as I read the remarkable story of their hometown hero to the crowd. Also in attendance were the Reverend's great grandson and niece. An honor guard from the V.F.W. presented a flag and gave a rifle salute.

This was a proud moment for me. An important piece of history was relived. The story was told. Local citizens spoke of their pride. A couple that would soon celebrate their 65th wedding anniversary came forward. They were married by Reverend Christiansen in the Lutheran Church less than a block away.

The next time you are near Gardner, stop and read the heroic story on the plaque. You will find it in Memorial Park located across the street from the village hall and the fire station. While there, take a peek in the newly restored 1906 two-cell jail also located at the park!

Enjoy the ride!

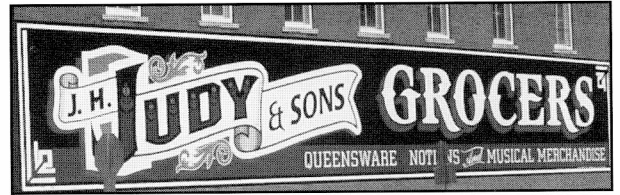


65th anniversary couple with John Weiss

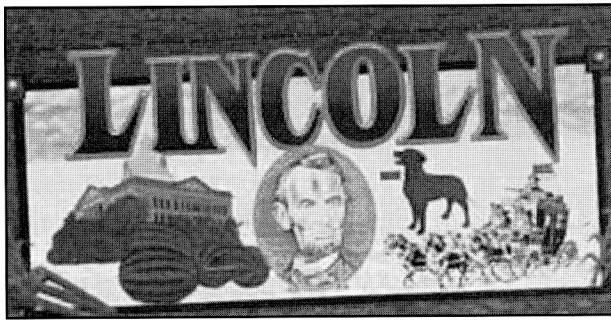
Hitting the Road!

By Kathleen J. Miller aka The Mother Road Widow

What does Atlanta and Lincoln have in common besides being located on the Mother Road? Letterheads! First Atlanta and now Lincoln! They did it again! Central Illinois has another town that can boast Historic Wall Signage thanks to Letterheads. These talented artists known for sign painting, have worked their magic in the city of Lincoln! In 2003 the Letterheads held the LetterRip On Rt. #66 in Atlanta, Illinois on July 11, 12, 13, 2003 and this past summer they held Lincoln Wall Dogs on July 21, 22, 23 & 24, 2004. Bob Borowiak of Lincoln Printers took Jim Jones and I on a tour of these wonderful murals in Lincoln in his truck. His truck that sits 300 feet tall and lil ole me who is 5 foot nothing had to climb in and out of it to take pictures of the signs. Where and when will their next adventure be? I don't know where, but I do know this, I'll view it from a car! Thanks Bob!



Painted signage in Atlanta, IL



Painted sign in Lincoln, IL

The perfect way to fill a hot summer Sunday in September is by going to the Association's annual picnic in Odell. What a great fun time! Odell celebrated their sesquicentennial with a magnificent parade and several of the association members joined in. John Weiss, John Miller, and Barb Nicholson drove the queen and her court in the parade. All of us who attended had a blast! We had a near record turn out for the picnic. Bill Przybylski our VP did his famous impersonation of a chef and did all the BBQing, lucky us! Thanks Bill! As always we had a split the pot (Louie Vargo won and didn't share any of it. Tsk, tsk, tsk!) We had door prizes, and a raffle. Thanks everyone for your show of support.

How lucky was I to be able to attend the rededication of Memory Lane. On Saturday September 11, 2004 in Lexington, Fran Turgeon hosted a ribbon cutting and welcome billboard unveiling at the north end of Memory Lane. There was a brief ceremony starting at 9 a.m. sharp. All



Memory Lane Unveils Sign



Sign on Memory Lane

attendees were then invited to drive down Memory Lane and see the new billboards recognizing Historic Route 66 businesses. My sidekick Lou Vargo drove as I took pictures leaning out of the car window of the billboards (he drove so fast I got dizzy a few times, at least I think I did, (shrugs my shoulders)). Our own

Randy Wierzgac painted many of the billboards along the road on Memory Lane as a donation.

On Friday September 26th I was at the Route 66 Association of Illinois Hall of Fame and Museum in Pontiac awaiting the Lt. Governor's arrival. The Lt. Governor of Illinois, Pat Quinn led a motor tour from Buckingham Fountain in Chicago to Springfield, IL. Several association members were at the kick-off in Chicago and caravanned with the Lt. Governor to Dwight. Once in Dwight, the Lt. Governor's motor tour met up with the Associations motor tour led by Bill and Barb Gwodz where they joined together to create one HUGE motor tour. After lunch in Dwight the now gigantic motor



Plaque received from National Park Services for preservation.

tour made its way south. Once at the Hall of Fame speeches were made and certificates awarded, then they were on the road again. Later that night John and Lenore Weiss led the parade in Springfield with Lt. Governor Pat Quinn and his assistant in their classic '66 Mustang Convertible.

And special congratulations to The Route 66 Association of Illinois Preservation Committee who received a beautiful plaque along with Odell and the Illinois Historical Society from



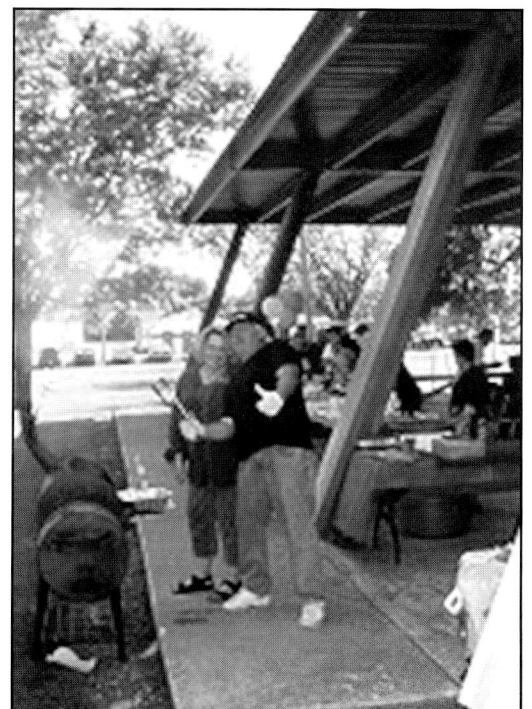
Odell students attend award ceremony



Members enjoying the annual Route 66 Picnic

Catholic School and Odell Community School. Also making a guest appearance was artist Bob Waldmire. The children were in awe as John Weiss showed them how the antique gas pump worked. Children are the future of Route 66 and it was so wonderful to see them in attendance and here the excitement in their voices in response to Lenore Weiss when she explained how special their town is and how people travel thousands of miles to visit their town. It was well worth a vacation day I took to attend (I was going to call in sick but the last time I did that I ended up being interviewed by the UPI and got caught in my little white lie bye one of the muckity ups at work (sad, sad, sad face!) But, in spite of the rainyish dismal weather, what a wonderful day!

the National Parks Service for the restoration of the Award Winning Standard Oil Station in Odell. It was a wonderful ceremony with the 5th, 6th, 7th and 8th grade classes in attendance from St. Paul



Cathie Stevanovich and Bill Przybylski enjoying themselves at the Route 66 picnic



12th Annual Oldies Cruise 2005!

January 30-February 6, 2005

Sail on the highly acclaimed Costa Atlantica exploring the Western Caribbean while enjoying the sounds of the 50's and 60's.

Featured Artists Include:



Paul Revere and The Raiders
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A Salute to Bill Haley starring the Original Comets



Nightly entertainment including dance music by
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Plus more artists to be added!



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Mon.	Key West	8:00 AM	1:00 PM
Tues.	Cozumel	8:00 AM	7:00 PM
Wed.	At Sea	-	-
Thurs.	Ocho Rios	8:00 AM	5:30 PM
Fri.	Grand Cayman	8:00 AM	5:00 PM
Sat.	At Sea	-	-
Sun.	Fort Lauderdale	8:00 AM	

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info@oldiescruise2005.com

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AND THE WINNER IS? – YOU!

Are you a printer?

Do you have a printing business on Route 66? Are you a member of The Route 66 Association of Illinois?

The Route 66 Association of Illinois Motor Tour Committee is in search of a printer for the 2005 Annual Motor Tour "Passport".

The Motor Tour Committee may be interested in your bid!

Bids should include costs for layout, printing, assembly, binding and envelopes! Approximately 300 copies, size to be determined!

For information contact John Miller, Chairperson Motor Tour Committee

C/O The Route 66 Association of Illinois

2743 Veterans Parkway, #166

Springfield, IL 32704

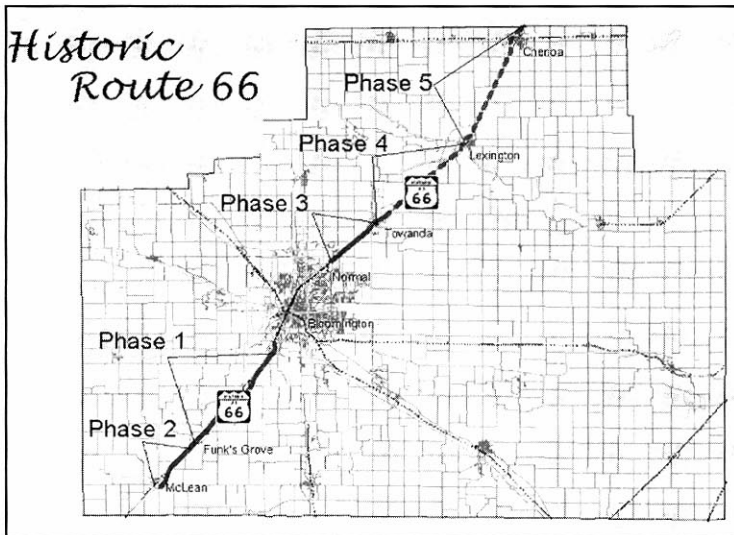
Phone: 708-389-3823 or by Email: kixonrte66@hotmail.com

The Historic Route 66 Bikeway in 2005

Submitted by Francis Turgeon
McLean County Board member

The Historic Route 66 Bikeway is a priority project of the McLean County Regional Greenways Plan. This bikeway will extend an existing bike system, the Constitution Trail in the Bloomington/Normal area, and serve as

an important greenways connection between communities in addition to providing increased opportunities for accessing natural and historic points of interest throughout McLean County. The future bikeway has been divided into five phases and when completed, would add 27 miles of trail to the existing 24 miles of the Constitution Trail. This future bikeway will provide a transportation and open space link between the county's largest tracts of forest - Funk's Grove and the Mackinaw River corridor. In addition, this bikeway will be used for access to areas of high quality prairie ecosystems and provide opportunities for photography and study of wildlife habitat.



Plans of the Historic Route 66 Bikeway

evolution of road engineering and help to preserve a piece of American road history for future generations to experience first hand. This bikeway would unite many of the Route 66 points of interest in McLean County. These include sections of historic alignment, the Route 66 Walking Tour in Towanda, and the legendary "Memory Lane" in Lexington as an "active transportation museum" experience.

Pre-engineering is completed on Phases 1 & 2 from Bloomington/Normal to Mclean. Construction will begin when funds are received from the Federal Department of Transportation on Phases 1 & 2. For more information, contact

Rick Nolan

McLean County Regional Planning Commission (309) 828-4331.

Community Festival and Events

December 2004

- December 2 – Lincoln – Christmas Parade
- December 3 – Pontiac – Annual Christmas Light Parade – Contact – 815-844-6692
– Dwight – Annual Christmas Parade
- December 3
thru 5 – Carlinville – Annual Christmas Market
– Carlinville – Macoupin County Historical Society Christmas Display
- December 3
thru 31 – Springfield – Dana-Thomas House Christmas
- December 4 – Litchfield – Holiday Parade – 1 p.m. – Contact-217-324-5253
– Elkhart – Chapel Candlelight Christmas Service
– Springfield – Annual Christmas Parade
– Gillespie – Annual Hometown Holly Days
- December 5
thru 26 – Pontiac – Christmas at the Jones and Yost House
- December 12 – Springfield – Christmas Caroling at the Carillon
- December 19 – Cahokia Mounds – Winter Solstice Sunrise Observance – 7 a.m. – Contact 618-346-5160
– Pontiac – Luminary Display – Dusk til 11 p.m. – Contact – 815-844-5131
- December 31-
January 1/05 – Springfield – First Night Springfield – Non-alcoholic New Year Eve celebration of the arts.
- December 31 – Pontiac – First Night celebration – Downtown Pontiac – Non-alcoholic – 6 p.m. with fireworks at midnight – Contact 815-844-6692
- If you would like your Community event on Route 66 of Illinois listed in the newsletter please submit information (at least 3 months in advance) to: Marty Bilecki – 4200 Bargo Lane – Morris, IL 60450

Winter Quarterly Meeting

Sunday, January 16, 2005 In Litchfield

Board Meeting - 10:30 a.m.

Lunch break - Noon

General Meeting - 1:00 p.m.

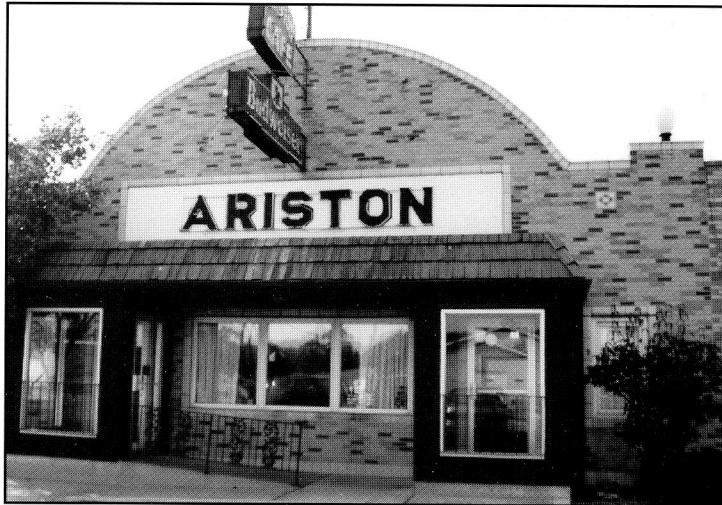
Maverick Steakhouse
I-55 & Hwy 16 Exit 52
Litchfield, IL 62056
(217) 324-2023
(2nd Stop light East of I-55)

Lunch Buffet
Cost - \$12.50 per person. Tax and tip included
Coffee & Rolls provided for morning meeting!
To reserve your lunch or for further information contact
Kris Skinner
Work phone: 217-324-5253 or
Email at: tourism@litchfieldil.com

Visiting Route 66 in Central Illinois this Winter?

By Kathy Miller

Spend some time in Litchfield! <http://www.litchfield.il.us> Litchfield is approximately one hour from St. Louis, Missouri and Springfield, Illinois. Known as the “hub” of Central Illinois, this small town community has many hidden treasures. Offering the best in Central Illinois recreation, lodging, dining and shopping, Litchfield has become the stopping point for travelers between St. Louis, Missouri and Springfield or Chicago, Illinois. The two alignments of original Route 66 attract many Mother Road enthusiasts. Two Route 66 Hall of Fame sites represent true nostalgia. Discover the treasures the City has to offer. Litchfield is a secret worth sharing.



Ariston Café in Litchfield, IL

The first Route 66 Association of Illinois Hall of Fame member since 1992 in Litchfield is the Ariston Café. Did you know the Ariston has been a favorite stop on Route 66 for dining since 1924? Demi and Nick Adam offer the traditional services you expect from a family owned restaurant. “We continue to believe in offering you the highest quality selection of food, while providing you with the first rate service that you expect, and at a price that continues to bring our valued customers back time and time again!” states Nick Adam. “Highway veterans think the cafe, still owned and operated by the Adam family, will always be the best the old road has to offer in Illinois.” Route 66 The Mother Road by Michael Wallis.

The Ariston Café is located at: South Old Route 66 – (217) 324-2023

Visit the Ariston Café website at <http://www.ariston-cafe.com/ariston.asp?p=home>

The second Route 66 Association of Illinois Hall of Fame member since 1998 is The Sky View Drive In. The Sky View opened in the spring of 1951 and has been in operation each season since then. The original owner/operator was Frisina Enterprises. It was then sold to Mid America Theatres and is now owned and operated by Norman Paul and his wife Del.

The Sky View is a seasonal operation dependant upon the weather. From April through Memorial Day and from Labor Day through the season close they are open on Friday, Saturday and Sundays only. From Memorial Day through Labor Day they are open 7 nights a week. With admission at \$2.00 per person and children under 5 free you can't beat the value! Located at the north end of Litchfield on Historic Route 66. Phone: (217) 324-4451 Email: skyview@consolidated.net Visit the Sky View website at <http://www.litchfieldskyview.com/SkyView/SkyViewMain.htm>

June 24-26, 2005 join Litchfield for the Route 66 Classic Car Festival! Mark your calendars!

The Litchfield Tourism Program is funded through the hotel/motel operators' tax and provides travelers with information on City attractions, accommodations and services. The Tourism Program can assist in meeting planning and motor coach travel. The City's Community Development Department provides a bridge between private and public sectors to assist with the economic growth of the community in areas of job creation and retention through recruitment and expansion of businesses and developments.

You can contact the Tourism office by the information provided below.

Kris Skinner, Tourism Coordinator
120 East Ryder Street
Litchfield, IL 62056

(217)324-5253
(217)324-5619 fax
tourism@litchfieldil.com

The Route 66 Association of Illinois
Presents
THE ANNUAL MOTOR TOUR!

Returning to The 2nd weekend in June

June 10th, 11th, & 12th, 2005

Travel Route 66 from North to South

Hall of Fame Banquet

Saturday, June 11th

At the Holiday Inn in Normal, Illinois

Watch for updates at <http://www.il66assoc.org/>

All License Plates go to Seligman!

As you take the Mother Road out west stop by the Delgadillo's Route 66 Gift Shop and Visitor Center in Seligman, AZ owned by Angel and Vilma Delgadillo. Angel was one of the moving forces in the founding of the Historic Route 66 Association of Arizona and in 1987 successfully lobbied the Arizona Legislature to designate and preserve Route 66 in Arizona as an historic highway. Following Arizona's lead, the rest of the seven states along Route 66 formed associations. Angel has become the unofficial spokesperson and "Guardian Angel" for Route 66. If you go into Angel's shop and look up you'll see license plates from around the world. One of our members found this plate hanging and submitted the photo below.

Apology

The 66 News would like to apologize to Betty McLellan. In the fall 2003 issue, in the article "Memories of Route 66 & Atlanta" by Betty McLellan the name Irvin was typed as Irvio. We would also like to apologize for listing the wrong author of "The Old Home Place"



ROUTE 66 ASSOCIATION OF ILLINOIS

THE  NEWS

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