

ROUTE 66 ASSOCIATION OF ILLINOIS

THE 66 NEWS

\$3.95

Spring 2006



As we remember the Ballard Elevator



Ballard Elevator tipping

Ballard Elevator rubble



01/20/2006



Three Caterpillar high hoers working on the Ballard Elevator. Route 66 is to the right.

ILLINOIS - WHERE THE ROAD BEGINS

The Route 66 Association is a not-for-profit organization. Its purpose is to preserve, promote, educate and enjoy Rte 66. The Board Members are available to answer questions at most reasonable times.

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President's Report

November 2005 Through February 2006

Greetings Fellow 66'ers;

Since my last report, we held our winter meeting in Pontiac last January. I'm proud to announce the appointment of Ron Pfister as the board member for Sangamon County, also Joe Gniadek has agreed to serve as the board member for Macoupin County. We are still searching for board representation in Madison and St. Clair Counties if you're interested or know of anyone who is, please contact me at 708-528-7866 or by email at kixonrte66@hotmail.com

Planning for the motor tour is on going and continues. We will kick off in Edwardsville on Friday night, the Saturday overnight is once again returning to Lincoln and a smash finish with a Sock Hop and Car Show in Pontiac on Sunday! Please join us in celebrating the 80th Anniversary of Route 66 and the 60th Anniversary of the Cozy Dog. We still have room available if you want to place an ad in the "Passport" and always we welcome items for the goody bags. I invite you to participate in the motor tour. Help us to make this the most memorable motor tour to date!

I want to thank the hosts of the "Monthly Events." In November we shopped on the "Glitz and Glitter Tour" in Wilmington followed by Christmas in Dwight in December. Lenore Weiss & Barb Gwodz arranged the "Monthly Outings" for November & December. Lenore kicked off the holiday shopping season in Wilmington with visits to antique shops, Ben Franklin where everyone received a goody bag, lunch at the Riviera in Gardner and dessert at the Polka Dot Drive In in Braidwood. In December Barb led us to Dwight where we enjoyed the Christmas Parade and some of us were even part of the parade. After the parade, we were given a tour of the bank designed by Frank Lloyd Wright then dinner followed at the Mansion. Many of us celebrated New Years Eve along Route 66 together. The festivities started at the Riviera in Gardner then at the Museum to ring in New Years with the fireworks at the river.

It's 2006 and we've already participated in two more monthly events. We met for breakfast in Morris at "R" Place then went antiquing together in doors in the Peru/Princeton areas hosted by Lenore Weiss. This past February we went to Pontiac and toured the new Livingston County Correctional Facility and the State Police District Six Headquarters hosted by Marilyn and Durelle Pritchard. We look forward to March when we search for the best Apple Pie in the USA hosted by Joe Gniadek, then grab your nearest ghost buster and join us in April with a Ghost Tour of the Joliet Arsenal with our host Ike Widner.

I invite you to become involved and be an active member in the association. The Preservation Committee is great way to get involved, help save Route 66 in Illinois. Also, help us plan our annual motor tour by joining the motor tour committee. Shape our association by attending the quarterly meetings where new ideas and opinions are always welcomed. And last but not least, take advantage of the monthly outings, they're a great way to see Route 66 and meet your fellow members.

Visit our website at www.il66assoc.org it's a wealth of information!

Remember, gets your Kicks on Route 66.


Johnny Miller

President, Route 66 Association of Illinois

Ballard Elevator is History!

By Jim Jones

It was midmorning Friday, January 20. The phone rang: it was Lenore Weiss. "A Jim, you won't believe it! They are knocking down the Ballard Elevator. John and I are on the way to Bloomington and there are these big machines tearing the elevator down."

With this news I called the local Pantagraph reporter, told her of the development, grabbed my camera and raced out the door. By the time I made my way

the railroad and the Mother Road.

Ken Lee of Lee Excavating in Onarga was contracted to dispatch the old landmark. It took him and his crew of 10 men about an hour to bring it down. Since the elevator was located so close to the railroad, the crew had to wait for three trains to pass before they could begin their work. Illinois State Police halted traffic on Route 66 while the heavy equipment tipped the 80-foot tall building to the ground. The photo on the front cover shows the three Caterpillar machines tipping the building to the south. After it was on its side, the high hoes were used to crush the old wood to small



CAT high hoes tearing into the downed bins.

to Ballard, the elevator was a large pile of rubble and three Caterpillar High Hoes were crushing the remains to nothingness.



Here you can see the high hoes crushing one of the bins after it is on its side.

As many of you know, the Ballard Elevator was a Route 66 icon for the full life of the highway. It had been the reason for the town of Ballard and survived after the highway had been decommissioned in 1977. It was located between Chenoa and Lexington, separating



Three buckets doing their work making ground wood.

pieces for trucking to the Livingston Landfill, north of Pontiac.

An interesting thing about the construction of the elevator, which was built in the very early 20th century, was that the grain bins were made of 2-inch lumber of decreasing widths as the bins increased in height. The lower bin walls were 12 inches, then 10 inches, then 8 inches and finally 6 inches at the tops. Each piece of lumber was hand-nailed to the board below and on up to the top. The outside walls of the bins were flush while the inner sides were stepped, as the boards grew narrower. Ken Lee commented that the east wall of the building had become rotted, but the other sides were still quite sturdy.

The elevator had been the property of the Prairie Central Cooperative, which also operates other elevators in the area. It had originally operated under the name Graham and Bennion Elevator and was closed before 1960.



Doesn't this remind you of the movie Jurrasic Park a T-rex?

In conversation with Ken Lee, we reminisced of the early things we had seen at Ballard. One that we both remembered was the large pile of corncobs that were on

the east side of the railroad tracks. As it turned out, Ken had trucked those cobs out of Ballard as a young man when he drove trucks for his father. I had heard that the cobs were ground finely and used in cosmetics. Ken stated that he had been told the cobs were used in more than 80 different products.

While we attempt to preserve the icons of Route 66, this was one that just could not be saved. It was too large of a project for preservation and had too many defects to be allowed to remain in its current condition.



See what we mean? The one on the left is devouring its kill.



Owned by Lifetime Association Member
Pete Blumberg of Nevada.

Win A Ride In A Tucker!!!

Folks attending the Rock 'N Rods on Route 66 event on July 22 & 23 will have an opportunity to win a ride in TUCKER #48. This generous offer is being made possible by the Harder family, owner of this famous car. All proceeds will be donated to the PRESERVATION COMMITTEE of the Route 66 Association of Illinois.

We do not believe an offer like this has ever been made available. Most people feel fortunate to just see one of the remaining Tuckers. Now, to have the opportunity to ride in one is absolutely outstanding!

There will be only three winners. Details will be posted at the Rock 'N Rods event in the ROUTE 66 PAVILION. For more information visit the website at www.rocknrodson66.com or phone 815-458-6616.

Attention all Members of the Preservation Committee

This also applies to anyone who would like to actively participate in Route 66 preservation.

On May 13 (rain date, May 27) volunteers will meet at the Odell station. We will then proceed down the street to the location of the tunnel under Route 66. It was originally called a subway.

The project will be to dig out a portion of the steps leading down to the tunnel. This will then clearly identify its existence. Then we will install a railing that matches the 1930s style. A display storyboard will also be installed that tells the story of the subway with a little more detail than the current sign does.

We will meet in Odell at 8:30 a.m. A unique special surprise event will also take place on the 13th.

Bring shovels, wheelbarrows, rakes, cameras, a strong back and a good, fun attitude! It is not necessary to let us know if you will be participating, but it would be helpful. Please call John and Lenore at 815-458-6616.

Kruzin With The Bilecki's

By: Marty and Geri Bilecki

Get Ready – Get Set – Let's Go! We participated in a very successful Monthly Event as we cruised Route 66 in Wilmington on November 26th for a Christmas shopping spree and a visit to a Hall of Fame Honoree's business complex. Angelo was a great host with refreshments and souvenir Route 66 mementos and Christmas gifts to all who participated. Note photo of the happy group. This was topped off with turtle sundaes at the Polka-Dot Drive In (another Hall of Fame Member)



November Monthly Outing in front of "Ben Franklin" in Wilmington, IL.

We are still recalling and telling our story about our early spring '05' Route 66 trip. As you read this article, we will have already participated in a series of talks, lectures and presentations being sponsored by the Joliet Historical Museum with a February presentation about that memorable trip. Other members of our association, namely John and Lenore Weiss, had a presentation about the Illinois road in January and John and Kathy Miller and others will follow us in March as the Historical Museum continues to enhance the stories on the Mother Road.

Our personal calendar for 2006 is rapidly filling up with dates and locations of an assortment of activities to be presented throughout the year. We hope that all

of our members take the time to participate and support the hard work that is put into creating and promoting our towns, villages and cities where Route 66 is a vital asset. As we have stated so many times in so many ways – our Association is only as strong as our members. Our membership is needed to participate and support all of these other groups who are a part of the history and heritage that has been created by Route 66. We hope to see a great many participate in this year's Motor Tour to be held on June 9, 10, and 11th. Rallying will be in Edwardsville and touring North to Pontiac.

Our motto - IF YOU DON'T GO – YOU WON'T KNOW! KEEP KRUIZIN 66! JOIN THE FUN!

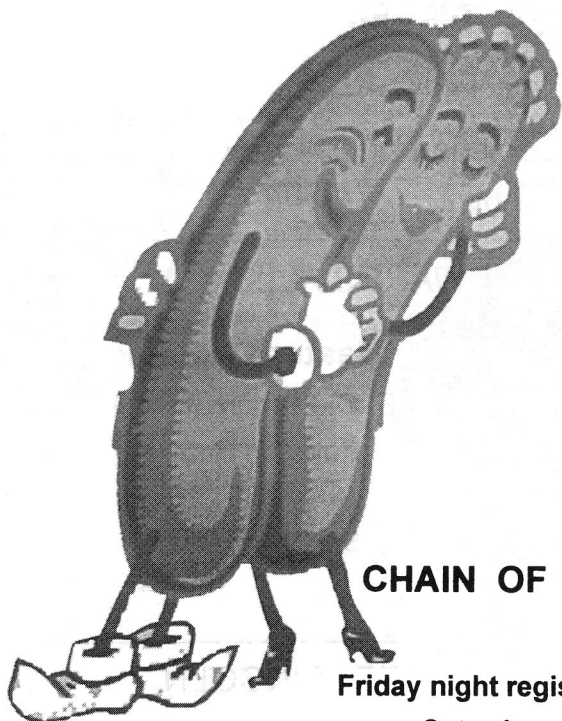
The editors of The 66 News wish to feature organizations that operate under the same precept as the Route 66 Association of Illinois, to preserve, promote and to educate! Below is the first in a series of organizations that uphold these principals. If you wish to be featured in our newsletter, contact the editors of this publication.

The National Historic Route 66 Federation

The National Historic Route 66 Federation is the worldwide, nonprofit organization dedicated to directing the public's attention to the importance of U. S.

Highway Route 66 in America's cultural heritage. We work with federal and state agencies, as well as public organizations to preserve the Route's historic landmarks and revitalize the economies of its communities.

The Federation accomplishes its goals through meetings and ongoing procedures with federal and state agencies, education, advocacy and membership activities. Public outreach strategies include publication of the quarterly magazine Federation News, the Adopt-A-Hundred Preservation Program, the EZ66 GUIDE, a worldwide web site, the Route 66 Dining & Lodging Guide, and assistance to the media, authors, learning institutions and production companies.



Come one - come all!

The 17th Annual
Route 66 Association of Illinois
2006 Motor Tour

*"Cozy on down Route 66...
80th Anniversary of the
Mother Road"*

CHAIN OF ROCKS BRIDGE TO PONTIAC!

June 9, 10, 11, 2006

Friday night registration Mother Road Festival - Edwardsville

Saturday - Drive-over the Chain of Rocks Bridge

This year we're following the Route 4 Alignment!!!

Breakfast in Litchfield * Lunch on your own in Springfield

Lincoln - Overnight Stop

Hall of Fame Program and Buffet Dinner at "After Shock"

Sunday - Breakfast in Atlanta

Pontiac - Rain or Shine Car Show & Sock Hop!

**Join us for a great end of tour party with
great cars * good food ***

Fantastic live band - 50's-60's music at the air-conditioned Rec Center!!!

Motor Tour Information:

John Miller.....708-389-3823

Bill Przybylski..... 708-672-7937

Jim Jones.....815-844-5657

Marty Bilecki.....815-941-3312

****YOU MAY JOIN OR LEAVE THE TOUR AT ANY POINT OR AT ANYTIME ****

Mail to

MOTOR TOUR

9280 Drummond Drive
Tinley Park, IL 60477

REGISTRATION

Motor Tour Registration Fee:

Route 66 of Illinois members \$25.00 _____

Non-Member Motor Tour Fee \$45.00 _____

Registration includes a \$20 single membership

Hall of Fame Banquet _____ tickets @ \$16 each _____

**TOTAL
ENCLOSED**

Please print or type:

(Must be registered on the tour - price includes gratuity - limited seating available)

Name: _____ **Address:** _____

City: _____ **State** _____ **Zip** _____

Phone: _____ **Please note: no refunds. Tour goes rain or shine!!!**

Please mail Motor Tour registrations separate from membership renewals!

**** Route 66 Association of Illinois is not responsible for any accidents, injuries, or misconduct ****

ROUTE 66 ASSOCIATION OF ILLINOIS

Motel List for the 2006 Motor Tour

Be sure to mention you are with the Route 66 Association of Illinois Motor Tour

"All rooms for all dates must be booked by May 15th!!!"

FRIDAY, JUNE 9th - REGISTRATION - EDWARDSVILLE

Comfort Inn	Super 8 Motel	Best Western Camelot Inn
3080 South State Rd 157 Edwardsville (618)656-4900 \$66.66 plus tax	2 Gateway Drive Collinsville (618)345-8008 \$59.99 plus tax	1240 E. Old Chain of Rocks Rd. Pontoon Beach (618)931-2262 \$65.99 plus tax

SATURDAY, JUNE 10th - HALL OF FAME BANQUET - LINCOLN

Comfort Inn	Super 8	Holiday Inn Express	America's Best Value Inn
(Changing name to Best Western) 2811 Woodlawn Rd. (217) 735-3960 \$64.95 plus tax	2809 Woodlawn Rd (217) 732-8886 \$64.95 plus tax	130 Olson Rd. (217) 735-5800 \$64.95 plus tax	103 Empire Atlanta (217) 648-2322 \$50.00 includes tax & breakfast

**** HALL OF FAME BUFFET DINNER & PROGRAM ****
at "AFTER SHOCK" - walking distance to Comfort Inn & Super 8

SUNDAY, JUNE 11th - RAIN OR SHINE CAR SHOW & SOCK HOP - PONTIAC

Holiday Inn Express

1823 W. Reynolds
Pontiac
(815) 844-4444
Call for rate

Comfort Inn

1821 W. Reynolds
Pontiac
(815) 842-2777
Call for rate

ALL WELCOME * ANY VEHICLE * ANY YEAR * ANY MAKE * RAIN OR SHINE

You may join or leave the Motor Tour at any time!

Please remember to mention you are with the Route 66 Motor Tour when booking your room!

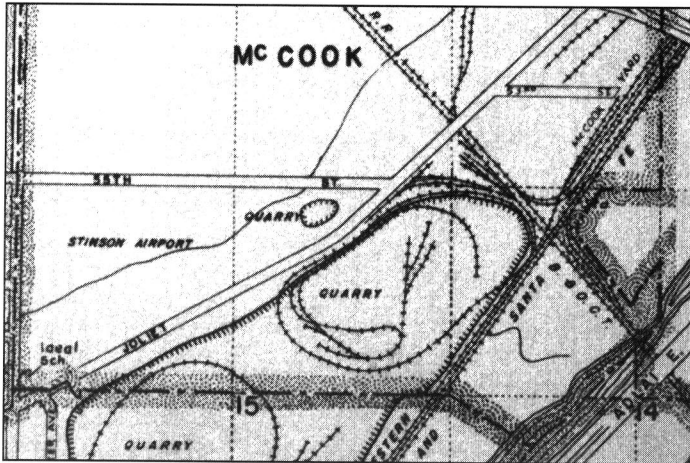
**Preregister by mail no later than May 1st. Registration Friday night
in Edwardsville, Saturday morning at the Chain of Rocks bridge.**

Please note change of mailing address for Tour Registration!!

A Look at McCook

By David Clark

Five miles west of Chicago, 66 follow Joliet Road through the Village of McCook. At 55th Street, you are greeted with “Road Closed” signs and forced west, then south onto East Avenue, bypassing one mile of the Mother Road. McCook’s closed section of 66 is unique among the 2448+ miles of our beloved highway—argu-



From the “Township of Cook County,” published by the County Dept. of Highways, 1974, this map mistakenly shows Stinson Airport in existence 16 years after its demise, 66/Joliet Rd. runs diagonally across the center, from bottom left to upper right. The Santa Fe railroad is shown below Joliet Road, and southwest of 55th Street, three of the quarries later owned by Vulcan Materials are also noted.

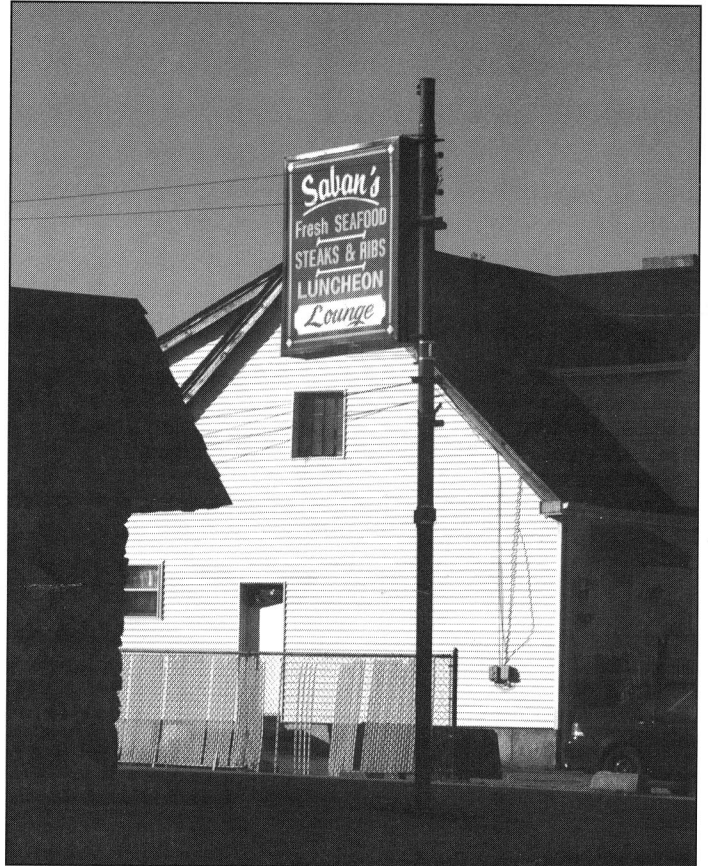
ably the only mile of 66 to boast having been part of (1) a Native American Trail and (2) the first public highway in Cook County, and home to (3) quarries and (4) an airport. It is possibly unique in a fifth way—it could be the only section of the road ever closed due to the allegedly destructive activities of a commercial entity along its path.

(1) The landmass that is currently McCook was once marshy wetland within Illinois’s vast tall-grass prairie. A native-American path, known to pioneers as the “high-plains trail,” traversed the area southwesterly, following a stony ridge—the direct overland route connecting the Chicago River to the navigable waters of the Illinois River below Ottawa, Illinois.

(2) According to Milo Quaife in Chicago’s Highways Old and New, in April 1831, “[The County Board of Commissioners] made provision for marking out the first two county highways of Cook County...One of these highways followed the high-plains trail.” For fifty years, the area that is now McCook would see passersby, but no known settlers. After 1852, the highway was called the Joliet Road.

(3) History and Progress: Village of McCook states that by 1883 the Chicago, St. Louis & Western Railroad

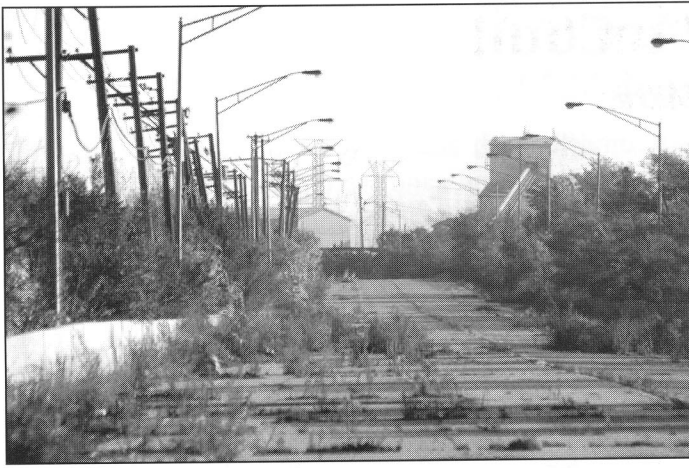
had come through and named the local depot “Limestone.” “Stone and sand were shipped from the quarries in the area... Mexican laborers were brought in to maintain the tracks and right-of-way, and were housed in bunk cars along the sidings.” The depot name changed to “Wentworth” and then “McCook” after officials of the Santa Fe railroad, which bought the CSL&W in 1888. The area was mined for crushed stone as soon as the railroads became available for hauling out the prod-



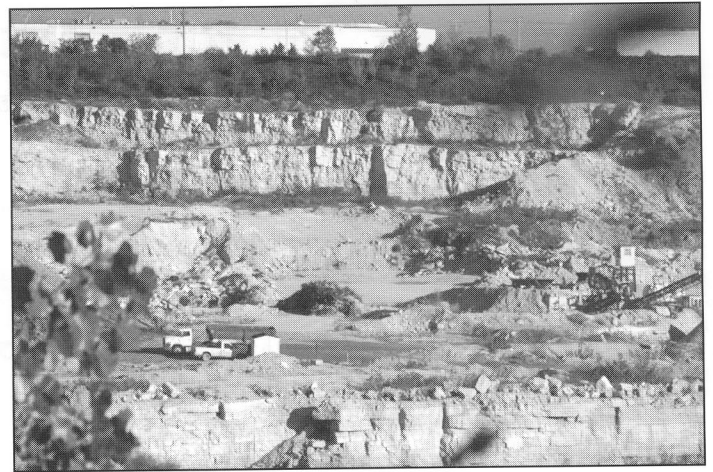
Saban's Restaurant has survived on the western dead-end of the closed section of 66 in McCook. They opened for business in 1962, and have been cut off from through-traffic since 1998.

uct. Today, Vulcan Materials owns the quarries north and south of Historic 66 in McCook.

(4) From the 1920s through 1958, Stinson Airport was located north of Joliet Road at East Avenue. “Arthur Killips, a Hudson-Essex automobile dealer on Ogden Avenue [early 66] in Lyons, and an aviation enthusiast, stunt flier and ‘barnstormer,’ is credited with the founding of the airport...In the days before television and extensive radio coverage, planes took off from the Midwest Flying Service at Stinson with long aerial sky banners. These advertised everything from shoe

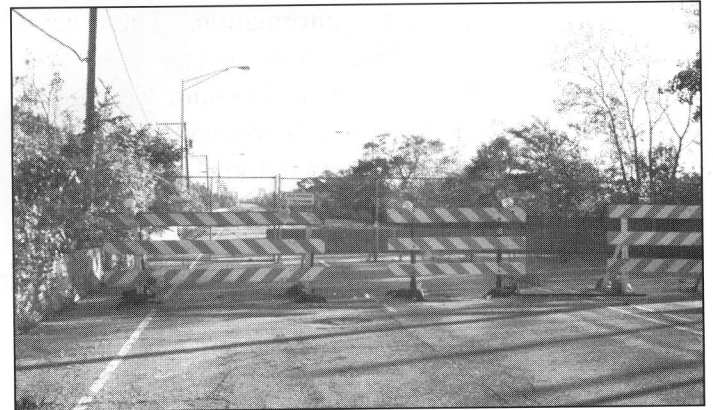


Looking northeast along the closed section of 66 in McCook. An A&W Root Beer Stand once stood to the right, opened in 1966 and still in business after 1976.



Looking north from 66, the current quarry where Stinson Airport once stood.

cleaners, beer, and sun tan oil, to swim suits." The navy trained pilots here for World War II, and the field had daily flights for the U.S. Weather Bureau. (History and Progress). A September 1, 1956 article in the Chicago Tribune stated, "the quarry company which owns the land [under Stinson] has informed the airport operators that they have 'another two or three years of operation at least,' before excavation of stone closes the field." The quarry closed the airport in 1958.



Looking northeast from just east of East Ave., the barricades and chain-link fence close off the damaged section of the Mother Road.

(5) In 2001, the Illinois Department of Transportation filed suit against Vulcan Materials Corporation, seeking injunctive relief and damages. The road was closed in May 1998, according to McCook Mayor Patrick Gorski, "because the road basically split in half and was actually moving, therefore causing certain sections of the roadway to sink, causing areas to crack, and concrete jersey walls to explode from the pressure of

the movement." (Route 66 Federation News, Autumn 2002)

The court proceeding of IDOT against Vulcan Materials is still pending in Cook County Circuit Court.

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Big Footin' on '66!

By Kathy Miller

When Grundy County Board Member Ike Widner emailed me telling me he had just seen and heard on the 4:30 pm news from Chicago on the ABC affiliate that Big Foot was spotted in Funks Grove. I was intrigued. I've had an interest in Big Foot ever since our niece, a San Francisco artist, was awarded a \$10,000 grant to find Big Foot in Northern California. She did not find him! After I received the email from Ike I quickly emailed our niece and told her, "No wonder you didn't find Big Foot, he's alive and scaring hunters on Route 66 in Illinois at Funks Grove!"

I started searching for information. There have been many sightings in Illinois over the years. Starting in the early 1970's, he's been in Decatur, Centerville, Bloomington, Heyworth, Pekin, Peoria, and Farmers City all in central Illinois. He's been reported as far north as



Westchester, in Cook County, and as far south as the Shawnee National Forest. In 2005, he was spotted in Essex and Funks Grove. He does get around! A research team has come to Illinois to search further.

Below is story about Tom Biscardi founder of Searching for Bigfoot Inc. It was originally appeared in the Peoria Journal Star on

Wednesday, February 15, 2006. The story is reprinted with the permission of Andrea Frampton who is the author and a reporter at the Peoria Journal Star.

Bigfoot Encounter in Central Illinois?

By Andrea Frampton

FUNKS GROVE - He has such names as Bigfoot, Yeti and Sasquatch, and he may be lurking around central Illinois, according to Tom Biscardi.

Biscardi, a California resident, believes Bigfoot is more than a legend and has been hunting the creature since 1973. The founder of Searching for Bigfoot Inc. is convinced a rural area near Funks Grove can support two of the creatures he says would weigh around 350 pounds each. After visiting the area this week, he said there are enough small rodents, grubs and vegetation for the hairy pair to munch.

"Nobody in the field is doing this like us. They're not in the firing trenches, not braving the temperatures, there's plenty of places that those creatures can be concealed," Biscardi said. "There may be a little hub there. Don't be too surprised to see a bear in the springtime. I have a feeling."

Biscardi and a four-man team of animal trappers traveled to Funks Grove early this week armed with infrared cameras, thermal imagers, motion picture cameras and tranquilizer guns.

The Bigfoot search team was drawn to the area this week by a phone call last summer from Bloomington resident Chris Vielhak. Vielhak said he saw a large

black creature he thought at first was a bear run behind his 1990 Mustang as he drove slowly down State Route 66. After he felt a slap to the side of his car, Vielhak said he was startled and sped away to discover five large claw marks on the trunk. Vielhak called Biscardi after doing some research on the Internet.

"It kept bugging me and fascinated me about what hit my car, and it ticked me off because paint jobs cost money," said Vielhak, 31. "Many people may not believe me, that's up to them. I walked with Tom and took him to where I saw it."

Bob Schmalzbach, secretary for Searching for Bigfoot Inc, said the marks are not distinct enough to indicate the kind of creature that may have made them. Vielhak said he has no plans for wildlife experts to inspect the marks.

Illinois Department of Natural Resources spokesman Chris McCloud said there has never been a public demand to check possible sightings of a Bigfoot. The IDNR deals with animals native to Illinois, and Bigfoot is not one of them, he said.

Andrea Frampton can be reached at 686-3041 or state@pjstar.com.

Bunyon Giant or is it Santa



Chris & Bill Thomas know how to bring the Christmas spirit to the town of Atlanta. If you were in Atlanta over the Christmas holidays, I'm sure you noticed that the Bunyon statue donned a Santa Cap for the season.

Chris sewed a Santa stocking cap, based on measurements of the Bunyon statue's head that Bill took. The City of Atlanta let Bill use their boom truck to get up to the statue's

head. He wrapped string around the Bunyon giant's head. Then

Bill measured the string in order to give Chris the info she'd need to cut out and sew the stocking cap. Chris designed the cap to have elastic in it to keep it snug against Paul's head. She also added an elastic strap that went underneath his chin for added security.

The Atlanta A-TEAM paid for purchase of the materials for the hat. Charlie Smith, one of the same City of Atlanta workers who helped erect the Bunyon Statue when it first came to town, put the stocking cap on the statue while he and the other city workers were putting up Christmas decorations.

The stocking cap is now off of Paul. It's been washed and stored away for use next holiday season.

Santa Monica: "Where the Road Ends"

By Jim Thole

My wife and I recently attended the National Federation's annual John Steinbeck Awards program in September 2005, held in conjunction with the 16th Annual Route 66 Rendezvous in San Bernardino.

Following those events we took the opportunity to drive the only remaining portion of the Mother Road which I had never traveled before - from San Bernardino to Santa Monica - a distance of about 80 miles, give or take a few depending on which alignments you choose to follow, especially in the Arroyo Seco section between Pasadena and downtown Los Angeles. Driving these last 80 miles does require a fair measure of patience and endurance as you proceed through 20 different communities, which essentially form one contiguous city for the entire distance. In fact, it took me a full day to drive it, with photo stops at all the significant icons along the road. However, for the intrepid Route 66 roadie, it is an interesting journey with a most rewarding feeling of accomplishment at the end.

Of course, "the end" is actually comprised of several different places. So, it seems to me that any Route 66 traveler who is attempting to "picture the end of the Mother Road" should include at least four photos in his collection.



Looking back east from Palisades Park on Route 66 in California

First, the actual, official end at the corner of Lincoln and Olympic Boulevards. As explained in Scott Piotrowski's book, *Finding the End of the Mother Road: Route 66 in Los Angeles County*, his research concludes that Route 66 really ended here at what was then US 101A (now Interstate 10) - just three blocks west of Santa Monica Boulevard on Lincoln Boulevard (the equivalent of 8th Street) - when it was decertified in Los Angeles County in 1964.

Secondly, the commonly accepted, popular end (photo 1) where Santa Monica Boulevard dead-ends at Ocean Avenue. Somehow, the Spirit of 66 requires that we be taken to the Pacific



Looking out to the Santa Monica Pier.

Ocean in order to fully complete the Mother Road experience.

Thirdly, the story-book ending (photo 2) at the Santa Monica Pier, just two blocks south of Santa Monica Boulevard, at the corner of Ocean Avenue and Colorado Boulevard. It is often pictured as the end of the Mother Road

- probably for the simple reason that it makes for a good "photo op". It satisfies our desire for a climactic and fantastic end to a long, fabled journey.

Last but not least, a photo of the Will Rogers Highway dedication plaque in Palisades Park at the end of Santa Monica Boulevard is the fourth essential picture since it officially marks the end of "this Main Street of America, Highway 66."

I, for one, was also seeking the traditional brown Historic Route sign with End above it, in order to complement my Begin sign in Chicago. But, alas, there was none to be found - not at any of the above locations. Perhaps they have been mounted, and unfortunately, removed by people unauthorized to do so. Or perhaps none have ever been mounted so that highway commission officials do not have to deal with the dilemma of choosing which of the above comers to identify as the end. In any event, don't bother to look for one. (Nor are there any Begin Historic Route signs if you turn around and face East at any of the above comers).

We actually stayed in Santa Monica for a couple nights, right on Ocean Avenue in between Colorado and Santa Monica Boulevards. There was something rather special in just lingering there and reveling in the accomplishment of finally having arrived at "the End of the Mother Road."

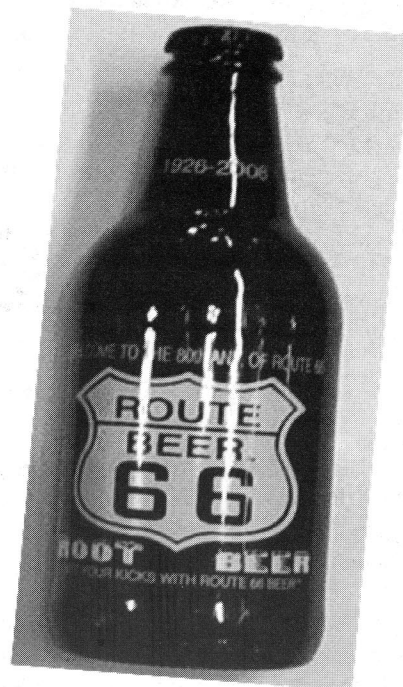
(PS: It's always nice to share Route 66 events with people you can relate to. When we sat down for the Steinbeck Awards luncheon/program, there right next to us were Marilyn & Durelle Pritchard. It's a small world!)

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We Went Antiquing

By Geri Bilecki

On Saturday, January 21st a group of twenty-six, braving the weather, met at R-Place in Morris and headed West on I-80. John and Lenore Weiss hosted this monthly



January monthly outing in front of a covered bridge in Princeton, IL.

outing. The seasoned travelers included four small 66'ers belonging to Joe and Andrea Coscino First stop - the huge Peru Antique Mall. The happy shoppers were all re-living

their pasts with so many things to gaze at and observe their prices. Many of the items some of us remember having years ago and hoping the trash man would take away!!! Of course, now they have mega dollar signs on them. Some people had specific items they were searching for to fill their collections (or start new ones). Of course, on everyone's list was any '66' memorabilia. There were only a few items from Route 66 found, which tell us that Route 66 enthusiasts everywhere are gobbling them up.

Next, we headed further West and found a charming covered bridge outside of Princeton. A snowfall the night before made our trip a winter wonderland with the frosted trees framing the roads. This scene was just too beautiful to pass up and to not have a group picture would have been a shame. Onward South to Princeton, where even a larger mall awaited us. Sherwood Antiques beckoned us. Some of the group chose to investigate the charming shops on Main Street in Princeton. Seems like everyone ended up with a bag to carry home of a long-lost treasure or two.

Dinner was enjoyed at the Country Kitchen in Princeton. Lots of laughs - good companionship and a wonderful mix of ages and occupations. What a fun way to end the day. If you have any suggestions for a monthly outing for September thru December (since the summer months are full of activities on 66) - please notify the publishers about your ideas for more fun things to do.

NEWS ABOUT ROUTE 66

Lenore Weiss has made a fantastic discovery! There is a highly respected travel organization known as the LONELY PLANET. They produce travel information books that cover the entire globe. Well over 100 books are currently available.

This year they have released a new book. It is titled THE BLUELIST. The purpose of this book is to list the ten best of many things and places related to tourism and travel. To quote a part of the introduction page "It's no easy task coming up with the debut list of things to do and places to go when you have the whole world to select from."

They have two (2) categories in the extensive contents page. Part one is, "THINGS TO DO." One listing is, "BEST ROAD TRIPS." On pages, 52 & 53 we find their selection of the ten best road trips in the world. The first one mentioned is "ROUTE 66, U.S.A." The nine (9) others are in Canada, New Zealand, Turkey, India, Scotland, South Africa, Australia, Italy and Egypt.

Yes folks, Route 66 has been officially declared as one of the ten best road trips in the world. That doesn't surprise some of us who are active in the preservation of this American icon. It is ironically appropriate that 2006

is also the 80th anniversary of Route 66. What a wonderful birthday present this is.

The book will probably lead to an increase in Route 66 tourism. Let's be prepared and roll out the red carpet. The world is coming to visit!

Information about Route 66 in Illinois will be in abundance on July 22 & 23. A special pavilion will be set up to showcase all the fun and excitement that still can be found on this historic highway. You can visit with authors and artists of Route 66. You can also obtain plenty of information about sites to visit on the Mother Road in Illinois.

Plan to attend the ROCK 'N RODS ON ROUTE 66 event at the Bloomington Interstate Events Center.

The Route 66 Pavilion hosts will be the award winning authors, John & Lenore Weiss. They will be available both days to answer all your Route 66 questions. For more information visit the website at www.rocknrodson66.com.

The Route 66 Association of Illinois Monthly Events will resume in September. In the meantime, enjoy this summer! Join us as we plan a joint venture with the Missouri association in July, the details are forthcoming. Don't forget our annual association picnic in late summer, date and location to be announced.

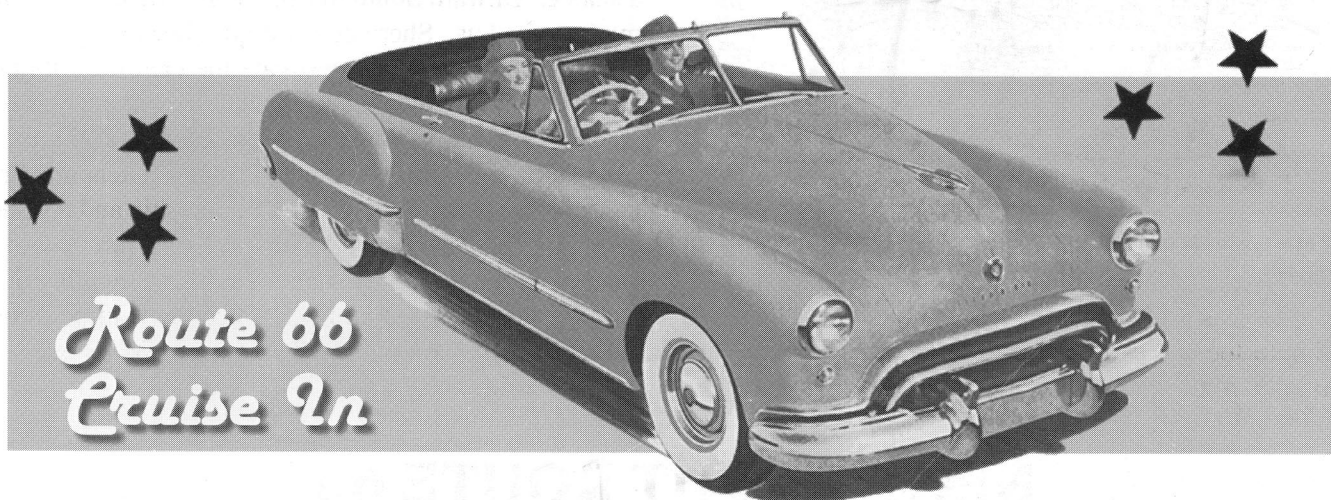
July 22&23

Second Annual

2006

ROCK 'N RODS ON ROUTE 66

**Route 66 - Bloomington Illinois
Car Show - Bike Show - Classic Rock**



The Route 66 Pavilion

Hosted by John & Lenore Weiss
Celebrating the 80th Anniversary of Route 66
1926-2006



Route 66 Memorabilia

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*The parent companies are gone
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Call 815-458-2514 for exhibitor information



Bloomington Interstate Event Center Vendor Spaces only \$49!
www.rocknrodson66.com Ph: 815-458-2594 info@rocknrodson66.com

Spring Quarterly Meeting

Sunday - April 23, 2006

**J. K. Harrison's
Pub & Grill
Old Route 66
Braceville, Illinois**

Board Meeting
10:30 a.m.

Lunch break - Noon

General Meeting
1:00 p.m.

Free Lunch
with RSVP before
April 16, 2006
to Ike Widner,
Grundy County
Board Member
815-955-9824 or
by email at
whitedancingwolf66@sbc-
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*Lunch provided by
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Don't miss an issue of

The Route 66 Association of Illinois 66 News!

Send your change of address to:
The Route 66 Association of Illinois
Hall of Fame & Museum.

Attn: Martin Blitstein

110 West Howard, Pontiac, IL 61767

Or

You can reach Marty: phone 708-444-1312, fax
708-444-1315. Email: blitz66@chicagonet.net

*Please note: The 66 News is not returned to the
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U.S. funds only, please.

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Send to:

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Rte 66 Assoc. of IL

Hall of Fame Museum

Attn: Marty Blitstein

110 W. Howard

Pontiac, IL 61764

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**

ROUTE 66 ASSOCIATION OF ILLINOIS

THE  NEWS

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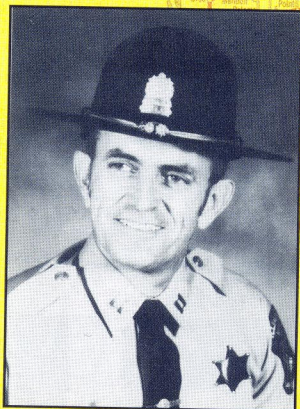
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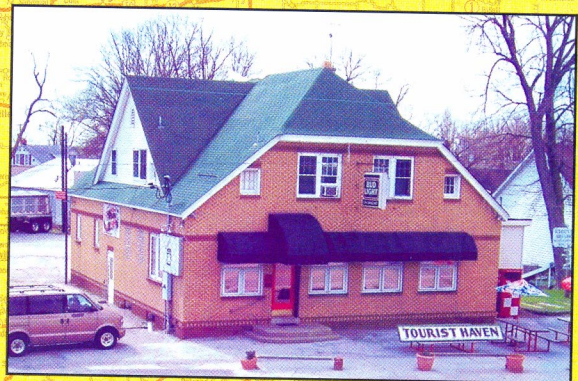
The Tom Teague Ambassador's Award
The Prichards - Pontiac



Durelle and Marilyn



The Berghoff Restaurant - Chicago



Scotty's Hamel

ILLINOIS - WHERE THE ROAD BEGINS

The Route 66 Association is a not-for-profit organization. Its purpose is to preserve, promote, educate and enjoy Rte 66. The Board Members are available to answer questions at most reasonable times.

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Summer
2006

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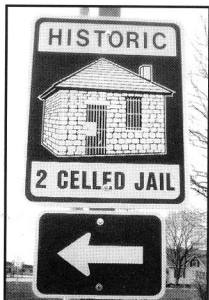
The 66 News Team
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Co-Editor: Jim Jones
Layout: Bob Borowiak

IN THIS ISSUE:

NEW Hall of Fame Elected
The Robber Baron
The Museum Club
Kruzin w/ the Bileckis
Headless Giant?

PHOTO CONTRIBUTIONS

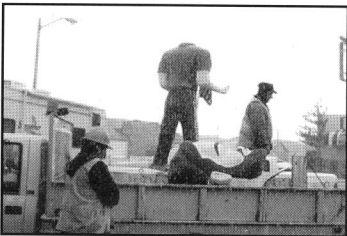
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Hall of Fame Committee
Jim Jones
City of Litchfield
Kathy Miller
Larry Scinto
John & Lenore Weiss



New Signage!
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Look, who's in Jail!
Monthly outing February
Page 15



Head Found!
Page 23

President's Report

March 2006 & April 2006

Springtime is here, come join us on Route 66 in Illinois;

If you have any questions please feel free to contact me at 708-528-7866 or by email at kixonrte66@hotmail.com

The motor tour is here, it's right around the corner. Kicking off in Edwardsville on Friday night, Saturday night Hall of Fame Banquet has returned to Lincoln and a smash finish with a Sock Hop and Car Show in Pontiac on Sunday! Please join us in celebrating the 80th Anniversary of Route 66 and the 60th Anniversary of the Cozy Dog!

I want to thank the hosts of the "Monthly Events." February was "Jail Day" in Pontiac hosted by the Marilyn and Durrelle Pritchard, March hosted by Joe Gniadek searching for the best apple pie in Elkhart and April was a ghostly tour of the Joliet Arsenal hosted by Ike and Cathy Widner in Wilmington. I also want to give my most sincere thanks to Larry Scinto for chairing the preservation committee. Larry is stepping down leaving the committee in the most capable hands of Lou Vargo. Thanks Larry!

This past March 18th the food network aired "BBQing with Bobby Flay" the segment entitled "Blast from the Past" which featured our preservation committee at a work day, BBQing and sprucing up the Odell Station. This presented great national exposure of the Odell Station and Route 66 in Illinois.

On Friday, June 9th, the long awaited national release of the Pixar film "CARS" featuring Route 66 and many of our friends and icons along the road. I hope you all get a chance to see it!

I invite you to become involved and be an active member in the association. The Preservation Committee is great way to get involved, help save Route 66 in Illinois. Also, help us plan our annual motor tour by joining the motor tour committee. Shape our association by attending the quarterly meetings where new ideas and opinions are always welcomed. And last but not least, take advantage of the monthly outings, they're a great way to see Route 66 and meet your fellow members.

Visit our website at www.il66assoc.org it's a wealth of information!

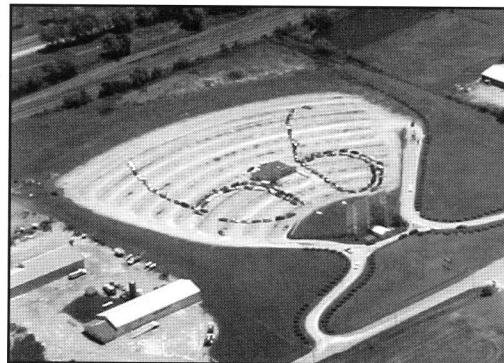
Remember, gets your Kicks on Route 66.

Johnny Miller

President, Route 66 Association of Illinois

Remember this?

The 2003 motor tour at
the Route 66 Drive-in in
Litchfield, IL.



Willie Anderson... he just keeps on truckin'

by Fran Turgeon

The writer's days in the cab with Lexington trucker Willie Anderson began with breakfast at 5:00 a.m. The Filling Station restaurants' round table was filled with fellow truckers and other early risers, who hid one another about the relative merits of various truck brands. Willie, an "International Man," defended his Detroit diesel powered 1997 model tractor with the appropriate one-liners.

Loaded with corn from the Lexington elevator we



Willie Anderson - Lexington

arrived at Prairie Central Coop's terminal north of Pontiac before daylight and enjoyed a second cup of thermos coffee while we waited for the elevator to open. As in his custom we were first in line to unload.



Willie Anderson Trucking was located in Lexington

In response to my questions, Willie stated, "I began trucking in 1945, hauling agriculture lime with a 1937 Ford flathead V-8 truck. It used 2 quarts of oil every load. That winter I completely overhauled the engine and it still used 2 quarts of oil per load."

Loaded with soybeans we left Pontiac for Gibson City's Central Soya grain terminal, where the writer got to see the operation of several convenience features Willie has installed on his grain trailer. The electrical and hydraulic powered devices take the labor out of hauling grain.

Our return from Gibson City took us back to Lexington's Prairie Central Coop elevator where we loaded screenings for delivery to ADM in Peoria. In route to Peoria we stopped at a truck service and supply garage near Congerville, where the owner inspected the customer 8" dual chrome exhaust pipes Willie installed on the International.

The writer commented that they make a '97 In-



A fleet of trucks from Willie Anderson Trucking

ternational sound like a new Peterbilt for about \$80,000 less.

On our return trip via I-74 the chatter on the CB radio entertained us. Our stop at the Carlock scales was like a reunion as the scale tender visited with Willie, inquiring about family and friends for so long that a line of twelve semi's backed up behind our truck. Apologetically, he waved us on.

Anderson has provided service over several decades to area companies such as Libby Foods, Myers, Inc., the former Funk Seed International, and Prairie Central Cooperative. Long-term relationships undoubtedly built on trust and service.

One observation that stuck with me was the fluid motion of Willie's hands, much like that of musical conductor as they moved from shift lever to toggle switcher, to signal lights and break levers.

As a senior member of a fraternity of 1.5 million truck drivers it was enjoyable to see the respect Willie received from everyone we had contact with that day.

The day ended as it began on Route 66... the road that has taken Lexington trucker Willie Anderson home for over 55 years.

The Berghoff Restaurant

17 West Adams, Chicago, IL 60603

Family-owned and operated the Berghoff Restaurant has provided service to the Chicago residents and visitors for 107 years. Herman and his wife Jan Berghoff are the third generation of Berghoffs to run the restaurant. Herman began working for his grandfather's restaurant in 1952. In 1986, he and Jan purchased the restaurant outright. The Berghoff Restaurant, Berghoff Cafe, and Berghoff Bar, is located on Route 66 at 17 West Adams Street in Chicago.

The Berghoff Restaurant offers a unique dining experience



The sign that hangs outside of The Berghoff on Route 66 downtown Chicago

in the heart of Chicago's Loop. The turn-of-the-century building and its Old World ambience suggest a vivid history and an enduring presence. From The Berghoff's beginnings as a cafe featuring Berghoff Beer to today's full-service restaurant, The Berghoff has become a favorite destination for generations of diners from Chicago and around the world.

Herman Joseph Berghoff opened the Berghoff Cafe in 1898 to showcase his celebrated Dortmunder-style beer. Originally located at the corner of State and Adams streets, one door down from its present location, the bar sold beer for a nickel and offered sandwiches for free.

THE EARLY YEARS (1887-1930)

The restaurant's founder, Herman Joseph Berghoff, an immigrant to America in 1870 from Dortmund, Germany, began brewing Berghoff Beer in Fort Wayne, Indiana, in 1887 as a family enterprise with his three brothers, Henry, Hubert and Gustav. A promoter by nature known for his sparkling blue eyes and determination, Herman dreamed

of expanding the market for his beer beyond Indiana. The Chicago World's Fair of 1893 proved to be a perfect introduction when he sold the beer to fair-goers on the now-famous Midway.

Inspired by the wide public acclaim the beer received at the fair, Herman opened the Berghoff Cafe in 1898 to showcase his celebrated Dortmunder-style beer. Originally located at the corner of State and Adams streets, one door down from its present location, the bar sold beer for a nickel and offered sandwiches for free.

"We'll give the Dutchman six months," said Herman's critics. He proved them wrong, and the bar prospered even during Prohibition (1918-1933) when it served near beer and Berghoff Soda Pop. Unable to rely on beer sales alone, the bar expanded into a full-service restaurant, which earned its own strong reputation by Prohibition's end.

THE SECOND GENERATION

Its historical facade, which has remained unchanged since 1950, both belies and hints at the extensive restaurant operation inside. Housed on four floors --- three of which contain vast kitchens --- The Berghoff is a modern, full-service restaurant complete with bakery, butchery and even a woodworking shop all on site.

Beyond the front doors, diners find a turn-of-the-century interior with bold woodwork, stained glass and checkered floors throughout the main-level dining rooms. Original brass light fixtures hang from high ceilings, and handcrafted murals overlook the famous stand-up bar. Throughout the restaurant hang photographs of the Columbian Exposition and Old Chicago from the Chicago Historical Society's archives.

Fixtures of The Berghoff in their own right, the restaurant's professional waiters, known for their briskness and decades-long tenure, take diners' orders from The Berghoff Restaurant menu, which changes daily and seasonally. The Berghoff has one of the most varied menu selections in Chicago and features innovative American cuisine, outstanding seafood and salads, and hearty German house specialties.

No meal at The Berghoff is complete, of course, without some of the selections that have made it famous. From a cold stein of Berghoff beer, a side order of the legendary creamed spinach or a piece of freshly baked apple strudel for dessert, The Berghoff Restaurant is a Chicago tradition. Because of a strong dedication to this tradition and

Continued on Page 6

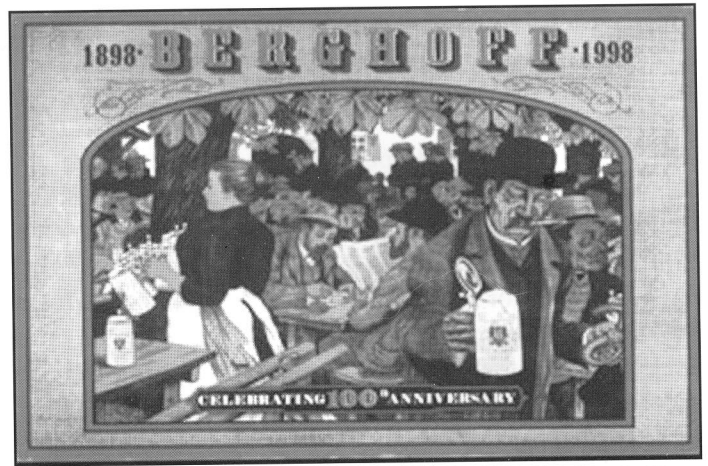
Continued from Page 5 - Berghoff

The Berghoff's unique historical presence, many diners have made the restaurant their chosen place for banquets and private functions, making The Berghoff staff one of the most experienced in serving special occasions.

THE THIRD GENERATION

Succeeding generations (3rd and 4th) of the Berghoff family continue to preserve the century-old ideals of its founder **Herman Joseph Berghoff** by consistently providing quality, service, and value for the generations of customers who return over the years. Carlyn Berghoff operates her own successful catering business, Artistic Events by Carlyn Berghoff Catering, Inc.

The Berghoff Restaurant's reputation for quality and individuality extends to its custom-made beverages. Berghoff Beer is famous for its full-bodied, all-malt taste based on an original, 100-year-old family recipe. Whether served on draft or in the bottles all of the Berghoff Beers are guaranteed fresh and produced with the same exacting standards brought by Herman Joseph Berghoff to America. Look for Berghoff regular, light, and dark, as well as distinctive seasonal brews such as Bock and Oktoberfest Beers. Savor "A Real Honest Brew."



Postcard celebrating the 100th Anniversary of The Berghoff

Since Prohibition's end, The Berghoff has served its own private stock, single barrel Kentucky bourbon. The bourbon is 90 proof, aged 14 years. Enjoy Berghoff Bourbon at the restaurant.

A descendant of Prohibition-era Bergo Soda Pop, Berghoff Root Beer has long been a favorite. For the past 50 years, this exceptional rich-tasting root beer could only be enjoyed on draft at the restaurant. Now, both regular and diet varieties are being bottled and can be purchased at The Berghoff or in retail stores.



The traveling display last month as it appeared at the Joliet Historical Museum.

This summer make it a point to stop by and visit with Ernie and Fran Edwards at the Pig Hip in Broadwell



Scotty's

Old Route 66 & Hwy 140

Hamel, Illinois (618) 633-2228

Scotty's is a significant fixture *along* Route 66 aside from the fact that "Lincoln never slept here." The historical marker next to our front door proudly claims, "In 1897, on this site, nothing happened." Well, this is absolutely true. Although, it may be true that Lewis and Clark camped near here before pushing on up the Missouri River on their little boat trip. And, we think Al Capone and his



Scotty's Logo

gang might have stopped in here once or twice on their way to St. Louis (we're not absolutely sure since they didn't sign the guest book). However, a restaurant and bar has been in continuous operation on this site for 69 years and has served the travelers up and down Old Route 66 and has been and is a favorite watering hole and eatery for the locals in the Village of Hamel and the surrounding villages in the area.

In 1937, Mr. George Cassens built the unique two-story building in the Village of Hamel for his wife, Louise, who became one of the first women in the area to run her own business (she retired in 1957). She named her business Tourist Haven and it became well known for its good home cooking and friendly service. Also offered to travelers were sleeping rooms upstairs. She was the mother of Albert Cassens, a Hall of Fame member. Mr. Wilton Rinkel, another Hall of Fame member, helped in the construction of this original Route 66 landmarks.

Since the *Tourist Haven*, owned by the Cassens and later by Dale and Betty Pickerill, the name was changed to

the *Village Inn*, owned by Homer and Lou Pickerill, then to *Eamie's Restaurant*, owned by Bob Earnhart, and now *Scotty's Route 66 Restaurant & Bar*, owned by Jim and Pat Allen.

Scotty's has been very active in Route 66 events. The village has been passport stops for the annual motor



Group photo from the ending celebration of the 2004 motor tour

tour and *Scotty's* was the final passport stop on the 2005 tour. When we were notified that *Scotty's* would be the final stop, we worked with the village and put on a festival for tour participants and village residents. We had food booths, a car show, a band, historical booths, and the First Annual Tricycle Race. All had a great time. Pat is a Trustee for the Village of Hamel and Jim is a member of the village tourism board.

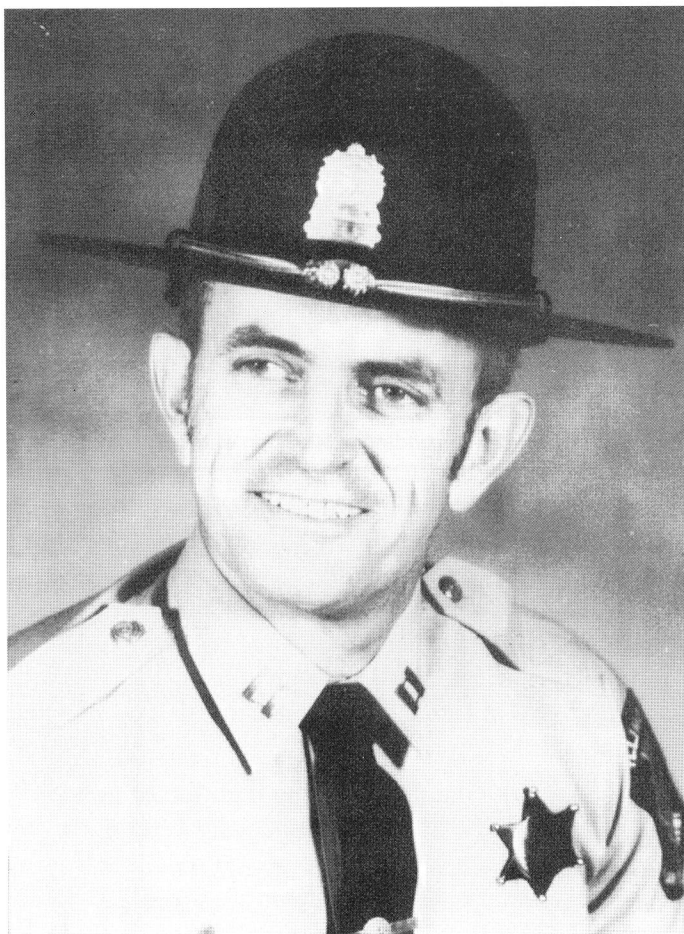
Scotty's continues the fine tradition of good home cooking and friendly service, especially catering to travelers along Route 66. We have served travelers from Argentina, Australia, Canada, Denmark, England, France, Germany, Japan, Italy, Luxembourg, Holland, Norway, Romania, Russia, Spain, and Sweden. Also, visitors from over 20 states have stopped in. We have enjoyed the fine company of many tour groups and individual travelers. Over the years, many celebrities have stopped in. These have included Waylon Jennings, Alan Bartledge, Jerry Reed, Frank Opinion, Dan Dierdorf, and others (we think Elvis might have stopped by - don't know for sure).

In addition to *Scotty's* collection of Route 66 paraphernalia and photos of early Hamel, of special traveler interest is the Route 66 signpost and the "Old Route 66 Golf Links in Lovely Downtown Hamel" (miniature golf course) alongside the building. We also have on display, the original signboard for *Tourist Haven*.

Leland Storm

In 1958, Leland Storm began a career with the Illinois State Police. His first 4 years with the department were spent in the Chicago area. In the fall of 1961 Leland was transferred to the Litchfield Sub-Post, where he spent the next 12 years patrolling "The Mother Road", in Montgomery and Macoupin Counties.

Troops were scarce in the 60's, often Trooper Storm would be the only trooper assigned to each of those counties, especially on the "mid-night" shift, 11 pm to 7 am.



Trooper Leland Storm - Litchfield

Of course, the action was on route 66 where traffic flowed from coast to coast. The sheriffs departments had no deputies assigned to night shifts, their departments only had the sheriff, chief deputy and a paper server or two. The sheriff's departments never became involved on Route 66; it was assumed that troopers handled things on Route 66.

Trooper Storm did get the action on Route 66. He treated the public like family, responded to requests for help, stayed with a situation until a solution was found, even if overtime was required, and, at a time when the Department did not provide overtime compensation.

Trooper Storm worked in all kinds of weather during all hours of the day and night. Often, at night, the only police officer for several miles. If he got into trouble, he was alone and had to find a solution alone. He knew many of the people who lived near Route 66, occasionally using their residences to allow accident victims to rest while waiting for an ambulance. Those same residents would call Trooper Storm in case of need, often at his home, and kept him informed of suspicious activities. Those who drove Route 66 knew Trooper Storm, and of his reputation for tending to the Mother Road and of his dedication to duty.

Several years ago, a film crew did a documentary on Route 66 for national broadcasting. Trooper Storm, who retired a few years earlier, was one of two retired troopers selected for the program. When asked to compare Route 66 with the new interstate highway, Trooper Storm said that when a fence was put along the highway it took away the personal relationship of those who lived along the road. When the main highway was Route 66, locals had a close personal feeling for the road, but the fence along the new interstate highway took that feeling away. It wasn't their road anymore.

Leland Storm retired on August 31, 1993, as Chief-of-Staff to the Department of Operations of the Illinois State Police after over 35 years of service. He maintained his "contacts" from Route 66; and continued his skills on his daily commute, often assisting patrol troopers while traveling from his home in Hillsboro to his office in Springfield. He was an asset to those who traveled Route 66, and a credit to the Illinois State Police. Trooper Leland Storm and "The Mother Road" was a perfect match.

One can only imagine the terrifying, interesting, heart wrenching and certainly humorous encounters a man like Leland had. He had presided over childbirth, recovered several stolen vehicles, escorted presidents and dignitaries. Trooper Storm treated the public like family, responding to request for help and staying with a situation until a solution was found. Working alone much of the time if he found himself in trouble, he would have to find a solution alone.

Those who lived along or drove the road knew Trooper Storm, and of his reputation for tending to Route 66 and of his dedication to duty.

Leland's ability to retell the stories of a troopers-life on Rt. 66 is both interesting and impressive. His personality and charisma makes him one the life's true storytellers and he reflects the true flavor and character of the Route.

The Route 66 Association of Illinois

Tom Teague Ambassador's Award



Durelle and Marilyn Pritchard

Pontiac, IL

tion of Illinois Hall of Fame Museum. She and Durelle have many friends and they have been able to obtain either through donations or loan many of the display cases. They procured the flip cases and the mannequins as well as many of the other display items. Marilyn tastefully displays the donated items and records each one faithfully. With over 175 persons having donated, it requires much time spent on each job.

It all began when Durelle joined in a meeting, together Tom Teague and others to form a small group of individuals proposing an association to promote, preserve, educate, remember, and enjoy Rt66. Thus, the Illinois Rt. 66 Association came into being. Since its inception, Durelle and Marilyn have worked tirelessly for the Route 66 association and now for the Rt. 66 Hall of Fame Museum in Pontiac.

In her years with Route 66 Association, Marilyn has served capably in a variety of capacities including at one time corresponding secretary, member of the finance committee, recording secretary, motor tour committee and serving on the Hall of Fame Committee. Durelle has served on the finance committee for over ten years.

But this is just the tip of the iceberg. Some of their duties have involved at least two weeks of prep work every night as part of the hall of fame and motor tour committee making arrangements for the annual motor tour. In the past, they have at one time or another taken responsibility for the advertising, tracking the reservations and fees, and mailing invitations to the entire former Hall of Fame membership. Marilyn has also preserved all the history of each of the more recent Hall of Fame members. They work with the hall of fame committee and work with the motor tour committee to take care of the banquet arrangements, and Marilyn introduces each of the past inductees.

Marilyn is the curator of the Route 66 Associa-

Many of the items they have procured are in need of some repair and that's where Durelle excels. Whenever you stop in you will find him doing the small mundane jobs like emptying the trash or the more desperate feats like fashioning a lifelike hand for the mannequins, or refinishing a display case, making arrangements to have someone help take it to the new rooms upstairs. Then there is wiring, which he recently completed on the new 66 shield signs in order for them to be properly spaced across the Museums front window. Previously he had installed lighting in the recently loaned display cases. Of course, we have all seen and admired his handiwork in wiring the stop and go lights.

Marilyn has presented programs at Evenglow for the residents to enjoy and remember as most of them at one time or another had driven on 66. She has arranged special days at the museum such as the one in which State Farm was honored for their contributions to the association. The display was such a plus and the museum is honored to have it remain. She was instrumental in soliciting the donation by State Sen. Rutherford presenting the museum with an Illinois State Flag.

It is an asset to have a couple with local ties. We are fortunate to have a civic-minded, multi talented couple, which continue to remain active since the conception of the association. With Marilyn and Durelle as a team, the museum will remain top notch

MEMBER'S LICENSE PLATES

From Illinois, Indiana, and Missouri

Illinois Plates of Steve and Glaida Funk
Funk's Grove — Shirley, Illinois



Illinois Plates of Marty Schleder
Evergreen Park, Illinois



Indiana Plates of Jo Ann Trusner
Clarksville, Indiana



Missouri Plates of Kirk and Tina Johnson
St. Louis, Missouri



The “Robber Baron” who saved Jackson Boulevard for US 66

By Dave Clark

When Route 66 was born in November 1926, its eastern starting point was the intersection of Jackson and Michigan Boulevards in Chicago, and the highway followed Jackson for its first two miles. Visitors to Chicago often wonder why 66 started where it did, and why Jack-

be paved with asphalt, and the smooth surfaces became the favored routes for the “wheelmen,” as the bicycling enthusiasts of the late 1800s were called.

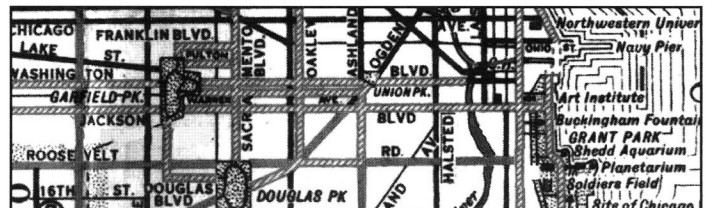
By 1888, street rail encumbered all east-west streets in the central business district EXCEPT Jackson, but the year before Charles Yerkes, the “Goliath of Graft,” had used his influence to obtain a franchise for a cable car along Jackson between Dearborn and LaSalle streets for his company, the West Chicago Street Railway. One of Yerkes’s common tactics was to grab franchises where available, even where he had no intention to build, just to keep the streets free of competitor’s lines. Here, the cable line was never built, but the move spurred a majority of property owners along western Jackson, between Garfield Park and Halsted Street, to petition the Common Council to turn over Jackson in their area to the West Park Commission for boulevarding. The ordinance passed



Postcard of Ashland Avenue, looking north from Jackson Boulevard, postmarked 1907. West Jackson went through a large upper-middle class neighborhood. The residents were not interested in street rail since most owned their own carriages or could afford to hire one as needed.

son was chosen over any of the other parallel streets in downtown Chicago. Today, there is little to distinguish Jackson from Adams, Monroe, Madison, Washington, or Randolph Streets in terms of width, pavement, or traffic. So, why Jackson? The answer to the question takes us back to the years 1888-1897, and involves bribes to Aldermen, back-door business deals, and dirty tricks among competitors. In other words, standard operating procedure in Chicago politics!

From 1834-1888, Jackson was a “street,” not a “boulevard.” In 1869, the Illinois legislature approved the formation of the North, West, and South Park Districts—autonomous governmental bodies that had their own taxing and bonding power—to create around Chicago a rectangle of public parks, with grand boulevards to connect them. The boulevards were meant for “pleasure drives,” a phrase in the pre-automobile era referring to horse-drawn carriages. Commercial traffic was prohibited, which meant no “teaming” of heavy cartage wagons along the boulevards, and no franchises for cable cars or electric street trolleys. Boulevards were the first city thoroughfares to



1932 Map showing Jackson Boulevard running from Garfield Park east (right) toward Halsted Street (1893 Boulevard limit) then continuing east over the Chicago River, to Michigan Boulevard.

October 22, 1888.

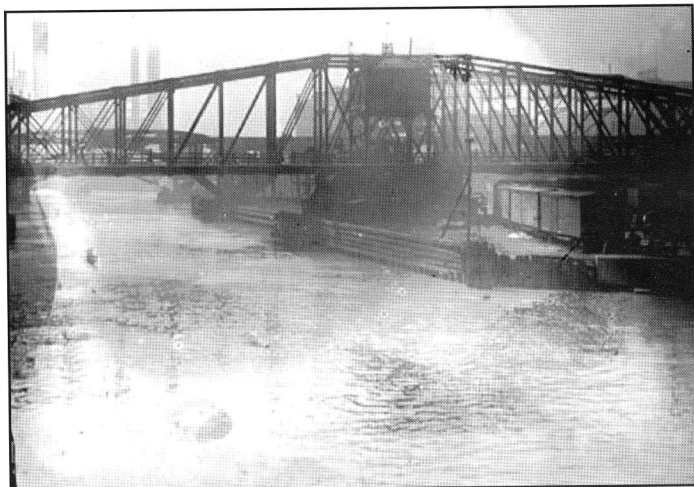
On June 29, 1891, the Chicago Tribune wrote, “For some time leading West Side property owners... have been discussing the problem of how the West Park (boulevard) system could be connected with the South Park system... At the present time the nearest points to which the West and South Side systems reach for connection are the intersection of Jackson and Halsted streets and the intersection of Michigan avenue and Jackson street.

“It has been frequently suggested that Jackson Street be made a boulevard between the two points indicated. This would make the connection complete. (Jackson) has also a magnificent double bridge, and there are

Continued on Page 12

few mercantile houses on it. Objection, however, was made by the team-owners and their friends in the Council, and the boulevarding project was abandoned."

A February 1896 Tribune editorial reported, "An electric street railway company, which desires to enter into competition with the West [Chicago Street Rail-



1909 photo of Jackson Bridge, replaced with current bridge in 1915. Swing bridges of this type pivoted 90 degrees to allow ships to pass. The bridge was steam-driven and had two 21-foot-wide lanes and two 6-foot sidewalks. DN-0007223, Chicago Daily News negatives collection, Chicago Historical Society.

way]...is anxious to get a right of way on Jackson street." The Chicago Central Electric Company needed entry into the Loop, and the Jackson Bridge was one of the few potential gateways remaining. Yerkes jumped into the fray, again seemingly to keep the street away from a competitor. West side improvement clubs canvassed property owners along Jackson between the Chicago River Bridge and Halsted Street. The majority favored the concept of boulevarding the stretch, but balked at signing a supporting petition because they knew the cost of improving the thoroughfare would be paid by a special assessment on them, at a cost of \$8.00 per frontage foot of property. Yerkes made offers to purchase frontage from the owners at \$20.00 per foot but found few takers.

An ordinance giving the West Park Commissioners the control of Jackson from Halsted Street to the Chicago River failed to win a majority vote in the Common Council in February 1896. The Tribune wrote, "Jackson Street is for sale. To boulevard, the street would be to take it out of the market and put an end to a chance of making a very profitable trade. Whoever has the longest pole will get the persimmons."

However, less than a month later, the boulevard ordinance was again introduced and passed easily. Curi-

ously, the ordinance specified that property owners along the new boulevard section would only be assessed a tax of \$1 per front-foot for the improvements. At this low cost, the property owners had gladly signed on to the supporting petition. So, why the sudden turnaround on the part of the Aldermen, and who would pay the \$7 per frontage foot that the property owners would not?

Charles Yerkes, President of the West Chicago Street Railway, was notorious for using graft and blackmail to get his way. In other deals, he had set up dummy companies, paid bribes to Aldermen, and had employed "professional vamps" to seduce and then blackmail lawmakers. In the case of the Jackson Boulevard ordinance, he had secretly agreed to pay the balance of the improvement costs from his personal fortune, thus blocking his competitor from winning the franchise.

With the western end of the river bridge now off-limits to rails, an ordinance transferring the remaining portion of Jackson to the South Park District passed eas-



Postcard view of the Metropolitan West Side Elevated Train crossing the Jackknife Bridge over the Chicago River. This bridge was located a 1/2 block south of Jackson. Charles Yerkes did not control the Metropolitan West Side Elevated, and did not want yet another competitor to use the Jackson bridge for a street railway

ily. The Tribune reported on May 20, 1896 that Mayor Swift had signed the ordinance, and "Jackson street east of the river will be under control of the South Park Commissioners as soon as they see fit to take action accepting the Council's offer."

The improvements to the east end of the new Boulevard began in June 1897, and Jackson was paved in asphalt by August. With the coming of the automobile, travelers would find that Jackson was the only downtown east-west thoroughfare, which could be driven without worry of dodging trolleys. Thanks to Charles Yerkes using it as a pawn in his game of bribery and dirty deals, Jackson became a Boulevard, and it then became Route 66 simply because there was no other choice.

Two Cell Jail

Gardner, IL

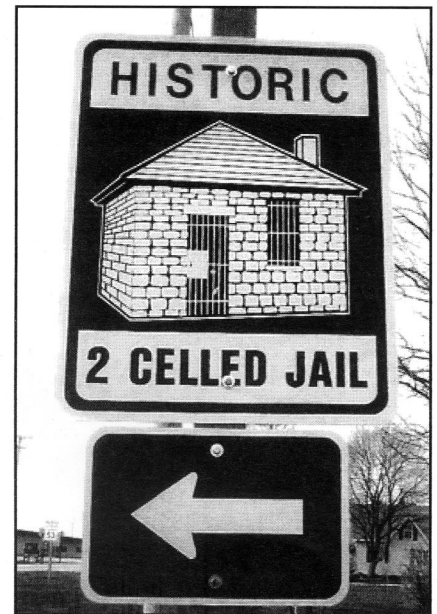
by John and Lenore Weiss

One of Illinois' fun, unique Route 66 stops is the 1906 two-cell jail in Gardner. Very few guidebooks even have information about it. As a result, the majority of travelers drive right past it. For the last year, the restored, one of a kind jail has been open and accessible during the day to the public. It provides a great photo opportunity as well.

To bring more awareness to this great attraction, the Village of Gardner has installed some attractive signage. If anyone misses this now, it is their own fault. The brown signs are real attention getters from both directions.

At the jail, folks can also learn about the local hero, Rev. Christiansen, the man who helped save the world from nuclear destruction. Benches and picnic tables are available for a restful stop in the tidy Memorial Park.

Congratulations Gardner on a job well done!



New signage goes up in Gardner, IL



June 23-25, 2006

1979 and older cars

Trucks

& Motorcycles

Takes place on the pavement of Route 66

2 Power Tours

Live Entertainment

Vendor/Exhibit Area

Visit the website at

www.litchfield.il.us

Showing at Sky View

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**"Two Lane
Blacktop"**

Contact: Kris Skinner 1-866-733-5833

3rd Annual Cruisin' Route 66 to Litchfield, IL Classic Car Festival

by Kris Skinner



Cars line up on Route 66 for the 2nd Annual "Cruisin Route '66" in Litchfield last year June 2005

Litchfield will be hosting the 3rd Annual Cruisin' Route 66 to Litchfield, IL. Classic Car Festival, June 23-25th. This premier event on Route 66 is all about experiencing the Mother Road and the nostalgia that comes with it. The adventure begins Friday with two cruises. Joliet, IL will be looking forward to greeting participants from the North as the tour will be leaving the Route66 Welcome Center at 9:00am and from the south the City of St. Louis will be sending off the tour from the Old Chain of Rocks Bridge into Illinois. After several stops, the tours will be arriving in Litchfield just in time for a Welcome Party that is sponsored by Pizza Man and Pepsi Cola.

Several car clubs have stepped forward to participate as groups this year. The local Wolf Pack Car Club of course will be on hand to coordinate the car placement on the pavement it self. The Daytona Super Bird Auto Club will be around all weekend, as will members of the Fabulous Fifties Chevy group.

Saturday is the main day of the event. Taking

place in one of the most unique locations, on Route 66 itself, has been a draw for a number of attendees. The Car Show will begin at 10am on Route 66 from Weir St. to Ferdon St. The Car Show is limited to vehicles 1979 and older. A number of Route 66 personalities, Erin Moran "Joannie" from the television series "Happy Days" will be on hand to visit with Festival-goers and sign autographs. The festival will have food vendors and merchandise booths. Come have your car tested in the "DYNO" area. The Car Show is open to the public for viewing. After a break from 4pm to 6pm the car show participants will

meet back on the Route 66 pavement to start a cruise through downtown Litchfield and on to the Sky View Drive In.

The group the "Big Shake Daddies" will perform from 6:30pm to 9pm prior to the showing of the classic "Two Lane Blacktop".

New this year, the City will be hosting a send off breakfast. This event could not take place without the generous support of our local sponsors. Litchfield welcomes all car enthusiasts to this weekend of fun times and great memories.

For more information on sponsorships, car registrations, and vendor registrations, please contact Kris Skinner, Tourism Coordinator, City of Litchfield at (217) 324-5253 ext. 147 or check out our website at www.litchfield.il.com

**MARK YOUR
CALENDARS FOR JUNE 23-25, 2006.**

February, Part of the Monthly Events Series

A Day in Pontiac

By Larry Scinto

It was a chilly day on February 19, 2006 when approximately 25 people met at the Route 66 Association of Illinois Hall of Fame and Museum in Pontiac for a trip to the new Livingston County Jail and the State Police Headquarters.

Marilyn and Durrelle Pritchard of Pontiac arranged this day trip to the jail and police headquarters for us. We left the museum at 3:00 p.m. After a short jaunt to the edge of town, we arrived at the jail. The tour of the jail took about an hour; we were shown all of the holding cells and the offices. At the time, the county jail was not open.

After the tour of the jail, we traveled a few blocks to the Area 6 State Police Headquarters where they toured us through the new facility. The old facility on Route 66 in Pontiac is a Hall of Fame Member and famous for being shaped like a revolver which is visible from the air.



Locked up in jail? No, they posed for this picture during a tour of the facility.

Following the tours, we all gathered at Bernardi II Restaurant in Downtown Pontiac for dinner. It would have been nicer if the weather was warmer but it was February. Everyone had a good time! Thank you Marilyn and Durrelle for the enjoyable trip.

March, Part of the Monthly Events Series

Searching for the Best Apple Pie

By Bill and Barb Gwodz

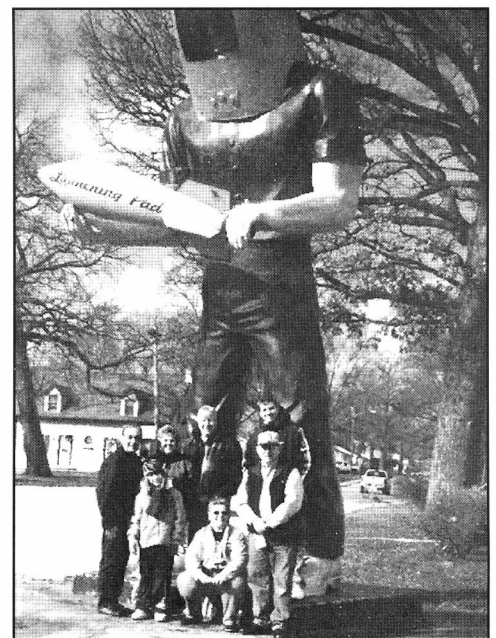
We want to give a special thanks to Joe Gniadek for planning the road trip on March 25, 2006 to Elkhart, IL to search for the best Apple Pie. After a hearty breakfast at the Dwight Family Restaurant, thirteen "roadies" from Crete, Burbank, Wheaton, Downers Grove, Joliet and Glendale Heights enjoyed the sights and each other's company.

Those who had not been there before found the Museum in Pontiac very impressive as well as the Mineral Museum in Elkhart.

A stop at Funk's Grove for sirup and antiquing in Elkhart and Williamsville provided the necessary shopping experiences.

Of course, no trip is complete without a special treat, which was provided by Joe at the Bluestem Bakery in Elkhart. After savoring their famous apple pie and other memorable sweets, he surprised us by playing his guitar and singing his rendition of "Get

Your Kicks on Route 66." A hearty round of applause followed. YOU GO JOE!



The group starts to gather at the Launching Pad as they start their search for the Best Apple Pie

April, Part of the Monthly Events Series

Joliet Arsenal Ghost Tour!

by Kathy Miller

Ike and Cathy Widner were host to a group of travelers on Saturday, April 8th as nearly 40 people met at the Midewin Tall Grass Prairie for a Ghost Tour of the Joliet Arsenal and cemeteries that are located on Route 66 just north of Wilmington. The tour lasted approximately 3 1/2 hours.

We were led in our cars – caravan style through the cemeteries and the Arsenal. Our tour guides talked about the history of the region relating stories of the past. We learned how the government relocated farmers with little to no notice as they claimed the land to build what was then two arsenals, located on both the east and west sides of Route 66. The guides led us to two cemeteries filling our heads with stories from yesterday.

Leaving Midewin John and Lenore Weiss led a convoy through Brooklyn, IL weaving a path for a brief stop at Jack's Metal Art in Essex, IL before arriving at the Hall

of Fame Rivera Roadhouse for dinner. The Riviera is located on Route 66 in Gardner, IL the Riviera is the home of the Hall of Fame Trolley Car Diner. Thanks Ike and Cathy everyone had a wonderful time!



Participants gather to hear folk lore and history from the guides at the Joliet Arsenal Haunted Cemetery tour.

Kruzin with the Bileckis

By Marty and Geri Bilecki

Are you ready yet? Did you get set? If you haven't yet – then – let's go!!! Already we are offered so many opportunities to re-discover 66 and all that awaits us. Treats like hometown cooking at local spots – that don't deep fry everything or package it in plastic. A smile at a small shop or business that continues to survive in spite of the commercial giants. A small parts store or hardware store that still has the missing bolt or screw that just dropped from your classic car or your daily rider!!

The February 26th program at the Joliet Museum gave us an opportunity to share our Route 66 journey of last year from Chicago to Santa Monica. Jim Jones along with Kathy and John Miller shared their stories of the road also. The audience of approximately 70 people asked many questions and were very enthusiastic about journeying on Route 66. We hope that we inspired them to do an adventure ride also!!!

We have another short story to tell of an early March-April ride south that put us on the Mother Road and past some of our haunts thru Illinois to the Mississippi River area of Collinsville and parts of our annual tour. Yes, the signs of spring were evident on our one-week trip to the Gulf Coast but also the sadness of the

Katrina disaster. We checked out some of the stops on the way down and back that awaits us on our tour in June and wish as many can make the trek in spite of fluctuating gas prices. As one of our members stated, "We'll always have the tour."

We made a lunch stop at the Cozy Dog and, as usual, Sue Waldmire and her crew were running at full throttle. Wherever our flyers and 66 info were not found we replaced the empty slots and counter tops with a "Thank You" thrown in. We hope that all will purchase and display our official Route 66 patch during the tour and also wear it proudly as we promote, educate and support the Route 66 roadway of Illinois. Info to obtain the patch is in this edition of the 66 news.

A final note – we have been in contact with a National Truckers Association and its P.R. people who will air a radio broadcast nationwide on a private truckers radio station. This program will honor the Route 66 Association of Illinois and the Willie Anderson induction into our Hall of Fame in 2006. I am told that this group is 100,000 strong and they drive the highways of the USA and Canada. Congratulations to our other Route 66 Hall of Fame Inductees for 2006 – The Berghoff Restaurant, Mr. Leland Storm and Scotty's. And not to be forgotten – Marilyn and Durell Pritchard - for the Ambassador's Award. Remember to Keep Kruzin and IF YOU DON'T GO – YOU WON'T KNOW!!!

A Trip Down Old Route 66

by Norm Griffeth

Part I

Early in 1999, just after my 66th birthday, I told my wife that this would be a good year to take a trip from Chicago to Los Angeles on old Route 66. I had been a member of The Route 66 Association of Illinois since 1993, and we had talked about making the trip, but had not done anything about it. We had driven parts of the route over the years, and in 1969 had driven from Chicago to LA, but none of those trips were for the purpose of retracing Route 66 through the eight states where it traveled.

ILLINOIS

We made our plans, I fastened a clean "Route 66" plate to the front of our car, and we left home on the morning of September 20, 1999. Our home is in the Chicago suburbs, about a mile off Joliet Road (part of the "Original Route 66"), so we drove to downtown Chicago to begin the trip at the corner of Adams Street and Michigan Avenue, where a sign reads "BEGIN Historic Route 66 Illinois". This was the year of the cows in Chicago, and we saw many cow statues on the sidewalks, colorfully painted and appropriately named. We followed Historic Route 66 as much as we could through several suburbs, most of which tried to have some tie-in to the route. For example, Berwyn had a flag on every light post which read "Berwyn, US 66".

We drove past the Wishing Well Motel in Countryside, stopped at Dell Rhea's Chicken Basket in Willowbrook, and at White Fence Farm in Lemont. The latter is owned by the Robert Hastert family. Their cousin, Dennis Hastert of Yorkville, IL is Speaker of the House of Representatives in Washington, DC. We continued on through Joliet to Wilmington, where we stopped to see the "Gemini Giant" at the Launching Pad Drive-In, then on to the Standard Oil Gas Station in Odell. Near Cayuga, north of Pontiac, we stopped to photograph the restored barn advertising Mera-mac Caverns in Stanton, MO. The sign by the road read "This nostalgic barn has been restored by volunteers of the Route 66 Association of Illinois Preservation Committee! Aug. 30, 1998".

At Funk's Grove in Shirley, Glaida Funk showed us around and told us why they produce Pure Maple Sirup, not syrup. "Sirup" was the preferred spelling when referring to the product made by boiling sap. "Syrup" with a "y", however, was defined as the end product of adding sugar to fruit juice. Pure Maple Sirup is a tradition that will continue at Funk's Grove.

We went on to the Dixie Truckers Home in McLean, which at that time housed the Illinois Route 66 Hall of Fame. A number of the places where we stopped were

members of the Hall of Fame, such as the Chicken Basket, White Fence Farm, and Funk's Grove. We were able to get autographs of several of the Hall of Fame members. We stopped that night at a motel in McLean.

On **day two** we had breakfast in Atlanta, and went on to Broadwell for a visit with Ernie Edwards, "The Ole Coot" himself, at the former Pig-Hip Restaurant (Hall of Fame). We spent an hour or so with Ernie and heard some of his stories about the old days on Route 66. We left with an autographed placemat from the Pig-Hip Restaurant.

We stayed on the old route for a while but had to re-join I-55 at Williamsville, then exit at Sherman to get back on the old route. Next stop was Bill Shea's Gas Station Museum (Hall of Fame) in Springfield, crammed with oil and gas station memorabilia. Then on to the Cozy Drive-In (Hall of Fame) in Springfield, for a Cozy Dog, (hot dog on a stick). That was a good lunch stop. The temperature was 66 degrees. South of Springfield, we stopped to take a walk across the Sugar Creek Covered Bridge, not open to auto traffic. On the trip, back home we had lunch at The Ariston Cafe in Litchfield.

A little farther down the road was the Soulsby Shell Station (Hall of Fame) in Mount Olive, being restored by the Illinois Route 66 Preservation Committee. It had not been used in many years, as shown by the picture I took of a rather large tree growing between the rails of an outdoor service rack. Down the road in Staunton is Rich Henry's Old Route 66 Emporium. Rich has a few of the remaining "Snortin Norton", "Humpin' to Please" trailers of the Campbell's 66-truck line. Rich's dad, Hubert, (Hall of Fame) ran his own trucks on Route 66 for many years.

As we approached Edwardsville, we saw a billboard along the road advertising Cassens & Sons, Inc, Edwardsville. The logo on the sign was 3M Media. This sign was of special interest to me as I worked for National Advertising Co. a subsidiary of 3M for over 33 years, retiring in 1992. We built highway billboards and advertising signs all over the country. 3M sold the subsidiary in 1997, and this was the only sign we saw with an old 3M logo. The Cassens (Hall of Fame) were the first people to haul automobiles on a semi-trailer, and they are still in business. In Hamel, we saw banners on the lampposts, which read "Get Your Kicks on Route 66 Hamel". When I worked for 3M National, we had offices and warehouses in Hamel and then in Edwardsville.

Continued on Page 18

Continued from Page 17 - A Trip Down Old 66

Next, we tried to find the Chain of Rocks Bridge (Hall of Fame), which crossed the Mississippi River between Madison, IL and St. Louis, MO. We didn't find the Illinois side, so crossed over into Missouri and visited that side. It is one of the longest continuous truss type bridges in the country, over a mile long (5,353 feet), and takes a 24 degree turn in mid-river. The bridge was built from both sides of the river, and when it finally met in the center, it was only 1/32" off, quite a feat for that time period. Renovation was begun on the bridge in 1997, and its use is limited to bicycle and foot traffic, and occasional special events.

While all eight states through which Route 66 passed have put up signage to mark the old routes, we felt that at the time of our trip, Illinois had done the best job of that, and we were able to drive more miles on old road bed in Illinois than in any other state.

MISSOURI

We followed the old route through St. Louis and found that the neighborhoods where we drove were badly deteriorated. (We took a different route on the way back and stopped at Ted Drewes Frozen Custard for an ice cream treat.) We drove on to stay in Rolla that night.

Our **day three** began with a stop at Fort Leonard Wood where I took Army Basic Training in early 1955. We

visited the World War II Museum Complex and took the Walking Tour. The museum contains uniforms and equipment used in training in the 1940's and 1950's, and has preserved a few frame buildings of the 1940's, such as a Barracks and an Orderly Room. We visited Waynesville, the nearest town to Fort Leonard Wood, which has changed a lot since 1955.

We drove several miles on the old road and stopped at the Historic Route 66 Mall at Phillipsburg for some Route 66 memorabilia.

KANSAS

Kansas has only 13 miles of Route 66, but they are well preserved and worth the time. We drove the route and crossed the March Rainbow Bridge. This is the last remaining Rainbow Bridge on Route 66, built in 1923, and saved by the Kansas Route 66 Association. A sign at the bridge read:

WELCOME TO KANSAS -- ROUTE 66 13.2 MILES -- TYING 66 TOGETHER -- FROM CHICAGO TO L.A. -- IN CONSTANT USE -- FROM 1926 - 1960 - A JOINT PROJECT OF CHEROKEE COUNTY -- COMMISSION AND THE KANSAS HISTORIC ROUTE 66 ASSOCIATION 1994.

Editors Note: Watch for Part II in the 66 News Fall 2006

Raffle

It's a Win/Win Situation thanks to the Coscino Family!

The Coscino family, active members of the Route 66 Association of Illinois and the preservation committee, is generously donating a custom prepared GO CART in the style of a 1956 T-BIRD. All proceeds from this raffle will benefit the preservation projects on Route 66. You Win and Preservation in Illinois Wins!

The Coscino family, Joe, Andrea, and their four children, won this fabulous prize last year at a Chicago Car Show held at Soldiers Field. A family discussion was held with the unanimous conclusion that the best use of this prize was to use it to benefit the road they all enjoy traveling on, historic Route 66. The children emphasized that they "Want to save those old buildings on Route 66." They have lots of fun when they go to them.

The final drawing will take place at the conclusion of the popular ROCK N' RODS ON ROUTE 66



The Coscino children pose in the '56 T-bird Go-Cart. Steven is seated in the go-cart. Standing behind the go-cart, from left to right, is Alyssa, Michael and Kaylie.

car show event on Saturday and Sunday, July 22 & 23. The Go Cart will be on display in the Route 66 Pavilion, one of the many highlights of this event. The winner will NOT need to be present.

For raffle information, contact John or Lenore at 815-458-6616.

WHAT ASSOCIATION MEMBERS DO!

Part of a continuing series featuring Association members who contribute to the promotion, education, and enjoyment of Route 66 in Illinois!

Windy City Road Warrior Announces Tours and Events

Dave Clark is a member of the Route 66 Association of Illinois, and he has extensively researched the highway history of Chicago and Cook County. Roadies interested in learning more about the places and events in the 66 corridor's past will have plenty of opportunities in the coming months Chicago Loop Walking Tours. Visitors to Chicago today find few obvious reminders of the city's past as a highway hub. The history of the highways of Chicago is best understood, ironically enough, when you park your car and put shoe leather on the sidewalks. 66 in the city comes alive when you take the time to savor the sights and sounds, venture into the buildings that line the highway, and look closer at things that fly by your car window too fast.

Dave Clark is now offering a regular schedule of daily, two-hour walking tours of Route 66 in Chicago's downtown business district, a.k.a. "The Loop." Learn where 66 did and did NOT "start" through the years; discover the place where Standard Time was adopted; visit interior spaces designed by Frank Lloyd Wright and Louis Tiffany; and find out where the world's first skyscraper was located—ALL on 66, and all just a few steps away!

Tours are scheduled for weekdays at 4:15 p.m. and weekends at 10:00 a.m. and 12:30 p.m. Advance registrations are REQUIRED. The fee is \$10.00 per person. For more information, to receive a brochure about the tours or to register: visit www.windycityroadwarrior.com, call 312-432-1284, or write to David Clark, Windy City Road Warrior Tours, 843 W. Adams Street #312, Chicago, IL 60607.

Slide Show "Tour" and Presentation: See it Now! Route 66--From the Iron City to the Loop Joliet Area Historical Museum -- Sunday May 21, 2:00 p.m.

Today's traveler can still drive most of old Route 66 from Joliet to Chicago's lakefront without encountering much expressway driving. But, historic structures and buildings are increasingly disappearing or are endangered because of development and "progress." From Joliet's Ruby Street Bridge to Chicago's Buckingham Fountain, Highway Historian and Route 66 author, David Clark, takes us on a slide show tour of the historic sights still seen on the road today as well as the sites where important structures once stood. This program is great for those interested in "doing 66," but who don't have more than a day to spare! The cost of this program is FREE for Museum members, Route 66 Association of Illinois members, and \$3 for non-members. Advance registration and payment is required and can be made by calling the Museum at 815-723-5201 ext. 235 or 226. The Joliet Area Historical Museum is located at 204 N. Ottawa Street, Joliet, IL 60432 www.jolietmuseum.org

Mother Road Bus and Walking Tour Elmhurst Art Museum -- Saturday August 26, 2006.

The Elmhurst Art Museum will be exhibiting RETURN TO ROUTE 66: PHOTOGRAPHS FROM THE MOTHER ROAD, a show of the photographic work by renowned artist and author

Shellee Graham. As a supporting program to the exhibit, the museum has organized a bus tour of Route 66 through Cook County, which will include a walking tour of a section of the Mother Road at its starting point in Chicago's Loop. Tour Guide Dave Clark will narrate during the ride along 66 from Indian Head Park to Cicero and on into Chicago, and then he will lead participants along Jackson Boulevard and Adam Street at the place where the road began. The return trip will explore portions of US 34, another original US highway that shared pavement with 66 in Chicago.

Cost for the trip is \$35 for an Elmhurst Art Museum member/ \$40 non-member. Reservations and payment must be made by Friday, August 18 by calling 630.834.0202 x 16. Payments are non-refundable after this date. The tour begins and ends at the Museum, 150 Cottage Hill Avenue, Elmhurst, IL 60126. www.elmhurstartmuseum.org



Windy City Road Warrior Tours


Chicago is where the Roads Begin...



Begin Your Mother Road Adventure with a Guided Tour...



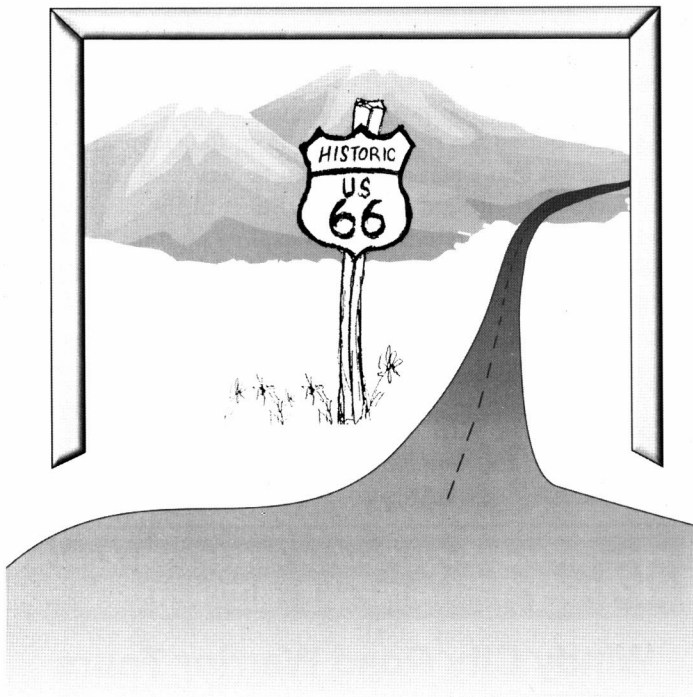
In the Loop on Route 66!



WHAT ASSOCIATION MEMBERS DO!

Part of a continuing series featuring Association members who contribute to the promotion, education, and enjoyment of Route 66 in Illinois!

As the Story Goes



“As the Story Goes”, this is the title of a new book written by John & Lenore Weiss. Most of you know them as the author of the only Illinois Route 66 travel guide. They have been actively involved with Route 66 for seventeen years.

For seven of those years they headed up the Illinois Preservation Committee of this association. This involvement has led to an explosion of interest in Route 66 and greatly increased tourism. During this time, they have given many talks and bus tours of this historic road. Many thousands of people have taken part. During this time, participants have casually mentioned numerous stories and quirky antidotes. John & Lenore began writing some of the more unusual stories down on scraps of paper. Others, like Ted Giovanozzi, gave them some items he also collected.

They soon realized that this collection is the missing link. This is what gives the road and the preserved structures some heart and soul.

“As the Story Goes” is “a unique collection of useless information that should not be lost to time.” They said, “Unfortunately we have forgotten more than we

have recorded.” But it’s not too late. They are aggressively gathering more tidbits of humanity. They have not tried to authenticate any of the printed stories. They are written as they were heard, or as they experienced them. That is why it is titled, As the Story Goes...

This 66-page booklet is available for \$6.00 plus \$2.50 for tax, postage & handling directly from John & Lenore, P. O. Box 616, Wilmington, IL 60481. Or visit their website at www.il66authority.com.

Their popular speaking program tells the tale of Route 66. This is accompanied by a slide show of what travelers can experience on the Mother road today. John & Lenore have spoken and performed in virtually every state and several other countries. John has entertained since the 1960s.

The very popular bus tours are provided for park districts, banks, historical societies, and other groups from Illinois and several other states. Each tour is custom designed. Some are historic others are shopping. They do summer garden and winter holiday tours, all on Route 66. This involvement brings tens of thousands of dollars into the restaurants, motels, and mom & pop shops and businesses along the road. This money would not have found its way to Illinois’ Route 66 if it weren’t for the Weiss’.

The tour guide, *Traveling the...NEW ROUTE 66 OF ILLINOIS* is often referred to as the “bible” of Illinois Route 66. Absolutely no one is more familiar with the Illinois road than they are. The book is currently in its fifth updated printing. Without this valuable book in tourist’s hands, folks would miss 70% of the great sites available in Illinois. Every book sold virtually guarantees increased involvement in our local attractions. This leads to tourism dollars directly into the towns along the road.

They are also the hosts of the Route 66 pavilion at the huge Rock N’ Rods on Route 66 car show event and exhibit in Bloomington on July 22 and 23. They also help with the Cruise to Litchfield held on June 23 to 25. John & Lenore firmly believe in the adage - “FIND A NEED AND FILL IT!” There is no doubt that they are doing a wonderful job of doing exactly that!

Summer Events at the Joliet Area Historical Museum and the Route 66 Welcome Center

Route 66 Giants Paper Mache Workshop

Monday, July 10-Friday, July 14 10:00 a.m.-Noon

From the Gemini Giant in Wilmington to the Big Blue Whale in Catoosa, Oklahoma, the “giants” along Route 66 are part of the attraction to this rustic road. In this workshop, students will learn about Route 66 by recreating some of the “giants” that add to the mystique of the road. Students will have a brief lesson about Route 66 and then recreate one of the giants on a miniature scale or design one of their own. They will also learn the basic elements of sculpture. Parents please arrive at the Museum at 11:40 on July 14th for a mini art show and refreshments! Minimum participants/5 Maximum participants/12 Register early to save your space!

The cost of this program is \$50 for Museum members and \$65 for non-members. Advance registration and payment is required by Monday, July 3. Call the Museum at 815-723-5201, ext. 235 or ext. 226.

WATCH FOR THESE EXCITING EVENTS!

Get Your Kicks on Route 66 Bus Tour with John and Lenore Weiss

Wednesday, August 9

Call the museum for information 815-723-5201, ext. 235 or 226

Coming This Fall - Date and Time to be announced

Historic Highways: Setting the Paths for Route 66 and the Lincoln Highway

Dr. Larry McClellan

Join us as we continue to explore the evolution of old roads to historic highways. In this presentation, Dr. Larry McClellan will use historic photos, maps, and documents to trace the evolution of old roads to paved roads and the rise of both the Lincoln Highway and Route 66. Dr. McClellan was a Professor of Sociology and Community Studies at Governors State University. He continues to be actively involved in historical research on the region south of Chicago, focusing particularly on the evolution of highways, the Underground Railroad, and regional history. The cost of this program is FREE for Museum members, Route 66 Association of Illinois members, and Lincoln Highway Association members, and \$3 for non-members. Advance registration and payment is required and can be made by calling the Museum at 815-723-5201, ext. 235 or 226.

Route 66 Bike Trail Guidebook Completed

by Ed Barsotti

Explore Americana and the “Mother Road” from Chicago to St. Louis using League of Illinois Bicyclists (LIB) new “Route 66 Trail User’s Guide”. Information



for self-guided touring includes cue sheets, maps, food, lodging, bike repair, and Route 66 attractions. “With Amtrak stops along the way, you can bike all or part of the route and then take the train back,” said LIB’s Ed Barsotti.

The Illinois Department of Natural Resources sponsored

the project to establish a mostly on-road, “interim” route that can be used to explore Route 66 today. Over time, the IDNR and local agencies along the way will refine parts of the route through roadway improvements and off-road trails.

The guide is available for download at www.bikelib.org/route66 with printed copies from IDNR at 217-782-3715. Similar guides for the Grand Illinois Trail (www.bikelib.org/trails/git, 217-782-3715) and Illinois’ Mississippi River Trail (www.bikelib.org/mrt, on-line only) are available. For information contact: League of Illinois Bicyclists - 2550 Cheshire Dr. - Aurora, IL 60504 - 630-978-0583

IT'S A BIRTHDAY PARTY MOTOR TOUR!

By Tonya Pike

Join the Route 66 Association of Missouri as we celebrate "80 years on Route 66" with our 17th Annual Motor Tour, September 8th, 9th, and 10th, 2006. This year's tour will be an east-to-west run, starting in Litchfield, Illinois and ending in St. Robert, Missouri. The festivities will kick off on Friday, September 8th, with registration at the Comfort Inn in Litchfield, Illinois. The motel, which is located at 1010 E. Columbian Boulevard N. in Litchfield, has a block of rooms reserved which will be available for a discounted rate of \$60.00 per night. Call (217)324-9260 to make your reservations, and be sure to mention you are with the Route 66 Association of Missouri Motor Tour to get the discounted rate. For those arriving early, there will be some optional activities for the evening as well as the normal roadie gathering in the registration area.

Tour registration will resume at 7:00 a.m. on Saturday, September 9th, and the actual Motor Tour will depart the motel promptly at 8 a.m. There will be a poker run, with hands costing \$5 each, for tour participants to play as they travel the route on Saturday, and poker hands will be available for purchase at registration and before the Motor Tour leaves the motel Saturday morning. There will be recommended stops along the tour route, but participants are encouraged to make the tour at their own pace and select their own stops.

Recommended stops and other planned activities will be detailed in the Motor Tour Agenda Folder, given out at the time of registration. All participants are, however, encouraged to be at the Chain of Rocks Bridge, on the Illinois side promptly by 11:45 a. m., so that the Motor Tour can drive, caravan-style, across the

bridge from the east (Illinois side) to the west (Missouri side). Saturday night the Motor Tour will stay at Meramec Caverns at Staunton, Missouri. All 32 rooms available at the Meramec Caverns Motel have been reserved for the Motor Tour and will be held until August 15. Room rates will be \$43.25 and \$62.24, depending on the number of occupants and availability. Phone (573)468-3166 or 1-800-676-6105 for reservations, and again, be sure to mention you are with the Route 66 Association of Missouri Motor Tour to receive the special rates. Other accommodations are available in nearby Sullivan and St. Clair, Missouri.

The Saturday evening meal will be an informal event, catered by the Meramec Caverns Restaurant, and will be held in the restaurant in the park headquarters. Sunday's activities begin with a nondenominational worship service at 7:30 a.m. on the Cave's park grounds. The Motor Tour will then proceed to Rolla, Missouri promptly at 8:00 a.m. From Rolla, participants will travel on their own to the Country Kitchen in St. Robert, Missouri, which will be the tour's final destination. The Country Kitchen is located at 379 Highway Z (old 66, behind McDonald's). Tour participants can purchase lunch there, and enjoy their excellent buffet. Final details, including times, planned activities, and directions, will be detailed in the Motor Tour Agenda Folder, given to participants at registration. For more information contact: Kip Welborn, (314)776-7385, rudkip@sbcglobal.net or Jane Dippel, (314)843-7132, vestaon66@cs.com or the Route 66 Association of Missouri's web site, www.missouri66.org.



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There will be some exciting summer events in 2006 where Historic Route 66 (Route 53) meets Route 102 at North Water Street, in Downtown Wilmington.

The Wilmington Rotary Club will sponsor two (2) Rotary Cruise Nights on North Water Street. The first is scheduled on Saturday, June 24th – the second is scheduled on Saturday, August 19th. The event will take place from 6:00-9:00 p.m.

There will be special T-Shirts for the 1st 50 cars; Dash Plaques for the 1st 100 cars and Trophies will be awarded at 9:00 p.m.

Entry fee is \$10.00 with all proceeds going to sponsor Rotary student scholarships, charitable and community projects. For more information, contact Mike at 815-458-2962 between 5:00-10:00 p.m.

On Saturday, July 1st, North Water Street will host a larger than large open air Flea Market and sidewalk sale from 9:00 a.m.-5:00 p.m. Lots of activities for the kids while Mom & Dad check out the shops & booths. For information on dealer space, contact Sherry at 815-207-9559. Stick around for the Wilmington 4th of July Fireworks Display that night in the South Island Park beginning at sunset.

Watch for the announcement of the dates for the

Water Street Farmers Market offering a wide array of garden fresh produce, herbs, flowers, etc. Current plans call for Saturday or Sunday mornings from 8:00am – 12:00 noon beginning in early July and continuing into the fall. Anyone looking to sell at the Farmers Market are invited to call 815-476-7008.

Don't forget the 8th Annual "CATFISH DAYS" celebration, Daily from Thursday, July 20th thru Sunday July 23rd. In addition to all the Catfish recipes available at the local restaurants, there is the yearly Catfish fishing contest on the Kankakee River, sensational outdoor Laser Light Show, Carnival Rides, Games, Live Bands, Refreshments and fun. Contact Marty Orr at 815-476-7957 or www.catfishdays.com for more information.

In conjunction with Catfish Days will be the 2nd Annual Motorcycle Show on North Water Street sponsored by Bike Wear in the Hobby Locker. Awards will be given in Four (4) classes, including "Best Women's Bike" – Special Guests TBA. For information call Mouse at 815-476-0129,

For more information on North Water Street or Wilmington upcoming events, www.route66wilmington.com or www.wilmington-il.com

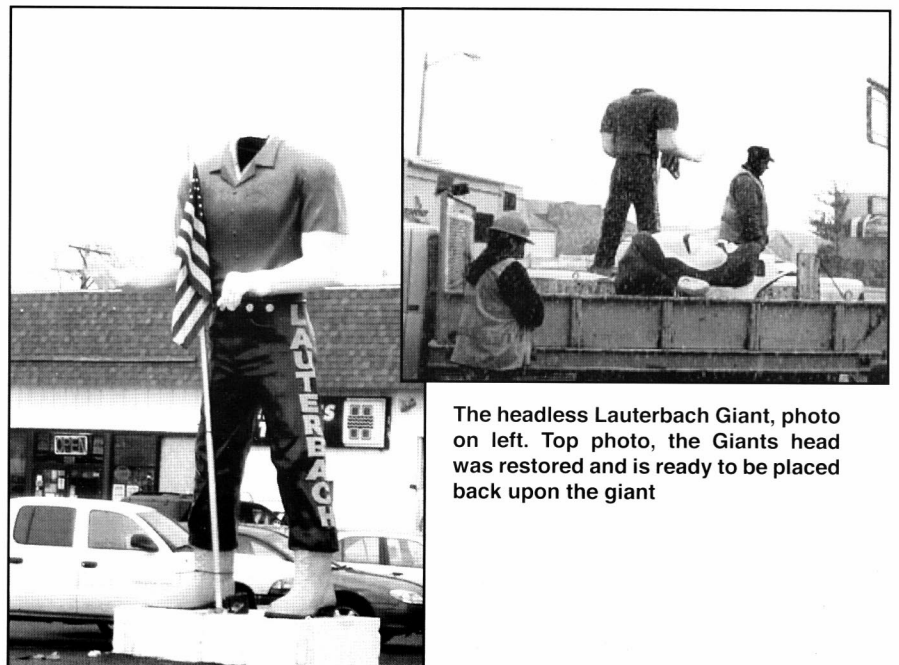
Lauterbach Giant

by John and Lenore Weiss

In March, a tornado devastated the small Route 66 town of Jerome, Illinois. The community is a suburb of Springfield. Jerome is also the home of the Lauterbach Giant.

During the storm, a section of roof from an adjoining building was blown off and struck the giant in the head. This completely decapitated our friendly tire guy. Word of this spread quickly.

We are happy to report that by now his repaired head should be reattached to his body. A nearby auto body shop completely restored the fiberglass head. When we passed by, the head was on the bed of a truck ready to be remounted. However, a sleet storm postponed this important task for a couple of days.



The headless Lauterbach Giant, photo on left. Top photo, the Giants head was restored and is ready to be placed back upon the giant

From Posen to Santa Fe Avenue or Route 66

by Kathleen J. Miller

aka The Mother Road Widow

In January 2004, DH (damned or darling husband depending on the day) said to me, "Let's plan our dream vacation!" Yippee! I thought to myself here we come that long desired cruise of the Greek Isles, or maybe my dream of visiting the Hawaiian Islands, I couldn't wait to start our plans! But no, we didn't cruise the Greek Isles and we didn't hop from Hawaiian Island to Hawaiian Island,



Martin Zanzucchi with Johnny and Kathy Miller under the horseshoe shaped entrance to the Museum Club

instead we drove from Chicago to Flagstaff on Route 66. I should of known!

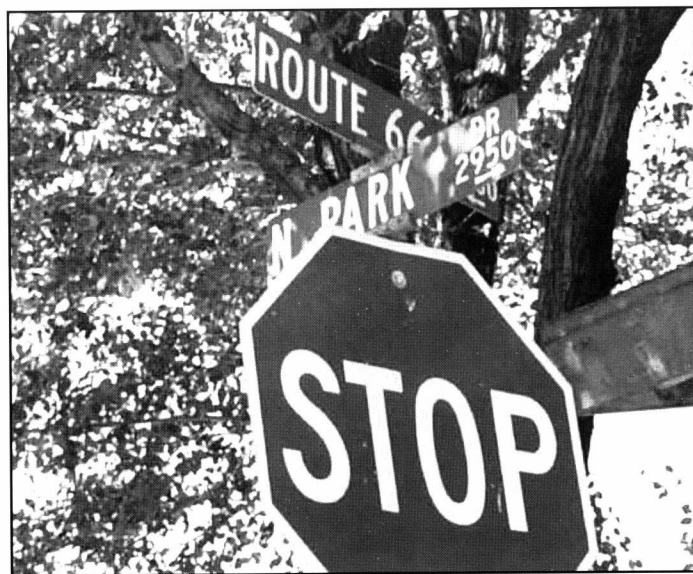
You might ask why Flagstaff? How did that end up being our destination? At the time, DH only had one week for vacation certainly not enough time to drive Route 66 from Chicago to LA and back? So, how far can you drive in one week and make it back to work on time? DH planned and figured and decided that he can drive 3,200 miles round trip in ten days. That would lead us too Flagstaff! 3,200 miles in ten days, that's 320 miles a day, each day, every day, for 10 days. Sounds like fun to some huh? Well all I could think of was that's like driving down to Ted Drewes from Chicago everyday for ten days. Except, there will not be any frozen custard waiting for me at my final destination each day!

As we (I really mean me) prepared for the trip, planning what clothes to take, washing them and packing them, DH had the oil changed on the car, had the car washed and oh yes, he actually put gas in it himself. Somebody got the short end of the preparing stick I won't name any names though (as I glare at DH). With our clothes packed,

camera loaded, snacks in the car we were all ready and set, "Let's Go!" yelled DH in excitement. Off we went driving through Illinois, did I mention it was still dark outside? I fell asleep.

We reached Springfield before sunrise. Rubbing my eyes as I woke up, I turned and saw the Lauterbach Giant realizing "Uh Oh, we're not on I-55 we're on the old Rte 4 alignment, this is going to be a long, long, day!" I smiled courageously as he continued on too Flagstaff all the while thinking, this is only day one!

As we drove along Route 66 I really enjoyed seeing all the sights I had only heard or read about, the Blue Whale, the shootree, then onward and into Texas past the Big-Texan and stopping at the Mid-Point Café for lunch and a piece of ugly crust pie! Riding in the car, day one, day two driving up, climbing higher into the mountains, and working our way to Flagstaff. Arriving in Flagstaff DH told me that we had to go to the Museum Club. I like museums this will be fun! Except that it's not your typi-



A street sign in Flagstaff that proudly displays "Route 66"

cal museum. You may be wondering what is the Museum Club? This is a bar, not your usual bar but a museum and a bar combined.

The Museum Club is owned and managed by Martin Zanzucchi, it is located at 3404 E. Route 66 and you can visit their website at www.museumclub.com. Notice the address is Route 66, at one time it was called Santa Fe Avenue. All of this leads up to how the street became named Route 66, that is the story I want to tell you.

Continued on next page

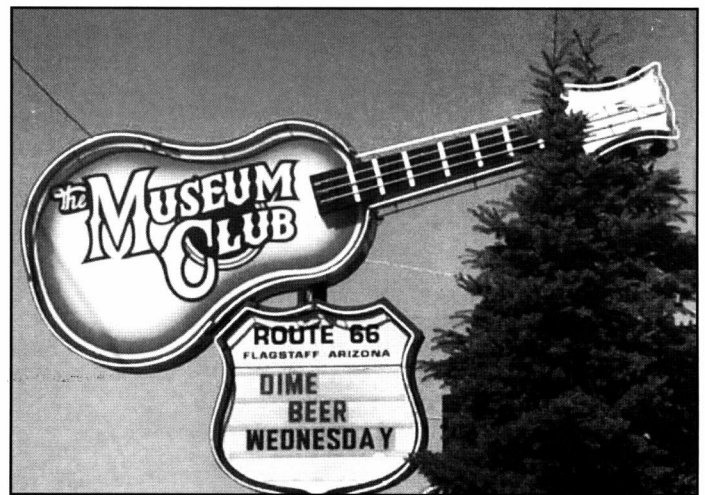
As we pulled up in front of the Museum Club, I saw it was a huge building made of logs. The entry way was a tree turned upside down, the shape reminded me of a horseshoe. We walked through the front door and entered a huge bar/museum with a most unusual stone fireplace greeting you as you enter. The bartender turned and saw us, smiling and waving she beckoned us closer. "Welcome to the Museum Club!" she hollered with a smile that told us she was genuinely glad to see us. She eagerly made her way to the end of the bar to meet us with a welcoming handshake as we approached her, she had a smile that was warm and genuine and she made us feel as if she was welcoming home old friends, not two strangers from Chicago. DH introduced us, telling her we were from Chicago and members of the Route 66 Association of Illinois. She told us it was our lucky day that the owner Martin was in. She called out to Martin telling him he had visitors. Martin came out of the office extending his hand in friendship, making us feel as if he was just waiting for us to arrive. After introductions, we presented him with a goody bag we had prepared for such occasions as we trekked along Route 66. Martin accepted the treasures thanking us and asking us if we had a few extra minutes, and offered us the "Nickel Tour" as he called it.

The Museum Club has such a rich history as do all the wonderful places on Route 66. Dating back to 1931 it was custom built by lumberjacks for the original owner for price of room and board. The bar has a massive dance floor and a large stage where many country western stars have played this venue over the years. Oh, did I mention the museum club came to Martin complete with ghosts? Martin told us this place is haunted. The two previous owners each died in the museum club, that's right IN the museum club. Martin told us they are frequent visitors as ghostly cold drafts from nowhere and even as ghostly visions. They often make their presence known, (as I hum eerie music sending chills down my spine).

As he showed us around the bar, he began to tell me a most interesting story. In 1990, a woman approached Martin and told him she was going to make a video with a new technique called "high definition". She wanted to use his bar to film a video that would feature Ray Benson and Asleep at the Wheel a well-known Texas swing band that would be performing "Route 66" the song written by the late Bobby Troupe and made famous by Nat King Cole. Martin agreed to let his Museum Club be the location to film this video. On the day of filming, Ray Benson and the band arrived along with the director and the production crew who set up the equipment for filming complete with a fog machine for special effects. After setting up, all the equipment they began taping, and taping, and taping, again and again. During the first five tapings when they played the song everyone was singing and clapping

along with them, the next ten times the enthusiasm waned, after 15 it started to get very old, after 20 tapings Martin stepped outside and sat on the steps under the large horseshoe shaped tree. As he sat there he could hear them singing and playing inside. After a long while it became quiet, soon after Ray Benson exited the building coming to sit beside Martin on the steps. As Ray sat down beside Martin and he asked him, "Martin? Isn't this Route 66?" Martin responded that indeed it was Route 66. Ray then asked him, "Why is it called Santa Fe Avenue? Why isn't it called Route 66?" Martin was pondering this question when Ray said to him, "I think it should be renamed to Route 66, not Santa Fe Avenue, don't you?"

This one single question "I think it should be renamed to Route 66, not Santa Fe Avenue, don't you?" caused this one man to work to change a street name in Flagstaff, AZ. Martin thought about this and decided he needed to act upon it. He created a petition to change the name from



The sign outside of the Museum Club

Santa Fe Avenue to Route 66 and personally took his petition to each and every single business owner and resident on Santa Fe Avenue for each of them to sign. Martin had an overwhelming response of support.

With the petitions in hand, Martin went to the very next city council meeting presenting them with the signed petitions. The council voted seven to zero, 100% in favor of changing the street name designation from Santa Fe Avenue to Route 66. But, and you know there is always a "but", this particular council was in session for the last time and would be replaced with a new council at the next meeting. They told Martin that it was only fair to let the new council vote on this issue (sigh). Alas, Martin had to once again present his proposal to the new council. Again, the vote was seven to zero. EUREKA! Thanks to Ray Benson for making the point, and to Martin Zanzucchi for his persistence and dedication to Route 66, Santa Fe Avenue now officially named Route 66! Thank you Martin!

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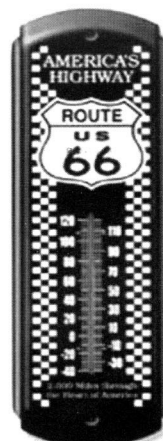
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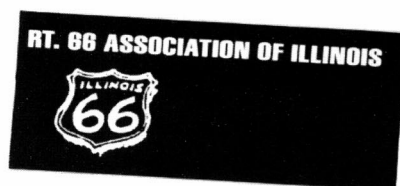
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 Route 66 Assn. of Illinois
 Hall of Fame Museum
 Attn: Marty Blitstein
 110 W. Howard St.
 Pontiac, IL 61764

Membership runs May 1 - April 30
 blitz66@chicagonet.net

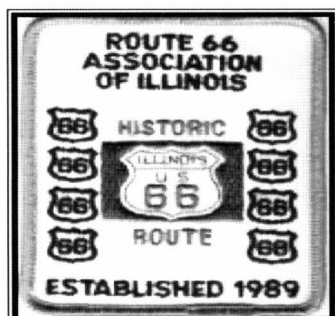
Send address changes and questions to Membership at the address above or e-mail changes to blitz66@chicagonet.net



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For information call Marty at: 815-941-3312

Summer Quarterly Meeting

Sunday – July 16, 2006

Maverick Family

Steakhouse

1403 West Stamer Drive

Litchfield, Illinois

Board Meeting - 10:30 a.m.

Lunch break - Noon

General Meeting - 1:00 p.m.

Brunch Buffet

\$7.49 per person

\$1.49 for drink

Plus Tax & Tip

To RSVP or for more information

contact: Kris Skinner

Montgomery County Board Member

217-324-8147 or by email at

tourism@litchfield.com

NOTICE:

We need your help. Some of our members have complained about the late delivery of their copies of The 66 News. Please send an email to ng9e@verizon.net giving us your name and the date you received your copy of The 66 News in your mail box. Thanks for your help.

ROUTE 66 ASSOCIATION OF ILLINOIS

THE 66 NEWS

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ROUTE 66 ASSOCIATION OF ILLINOIS

THE 66 NEWS



Celebrating Red, White & Blue - Mike Barrows (Red), Ray Reed (White) and Harry Sharp (Blue) use the Odell Station for a photo stop with their T-birds.



Association member, Marty Bilecki and grandchildren, Jeremy & Emily, future roadies, celebrating the 1st Annual Happy Wiener Festival in Atlanta, Illinois.



A living tribute to Burt Parkinson, this garden memorial sits roadside on Route 66 between Braceville and Godley.



Odell Subway Uncovering: Picture left to right - Loretta Dwyer, Linda Zima, Geri Bilecki and Lenore Weiss.

ILLINOIS - WHERE THE ROAD BEGINS

The Route 66 Association is a not-for-profit organization. Its purpose is to preserve, promote, educate and enjoy Rte 66. The Board Members are available to answer questions at most reasonable times.

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THE 66 NEWS

Fall
2006

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815-844-IL66 (4566)

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cyclone@verizon.net
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Director - Jim Jones
815-844-5657
ng9e@verizon.net

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PHOTO CONTRIBUTIONS

Marty & Geri Bilecki
David Clark
Jim Jones
Kathy Miller
John & Lenore Weiss



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An Apology

To all Hall of Fame members and motor tour participants as president of the association and representing the motor tour committee, I wish to extend a sincere apology for the disappointing Hall of Fame Banquet. Returning this year after a long absence to Lincoln, IL the banquet was held at Aftershock. Aftershock was highly recommended by Lincoln tourism. Due to circumstances that were beyond the control of the motor tour committee, the disappointing evening included a lack of food and a lack of service provided as promised by Aftershock. This caused what was to be an exciting 80th anniversary celebration to be a very unpleasant experience. I make a promise to all of you, as long as I remain president of the association I will not allow a fiasco like this to ever happen again! Once again, please accept my apology and I hope you continue to support the Route 66 Association of Illinois in the future as you have in the past!

President's Comments

The association is looking forward to an exciting fall and winter. We have many events planned and I hope you will join us! Coming in October we resume our monthly events, join us as we tour the Furrow Winery in El Paso and antique shop. Look for the details of the monthly events in this newsletter. Also, in October make note of the annual fall meeting and elections to be held at the Hall of Fame Museum in Pontiac. On November 11th we celebrate not only Veterans Day but will also celebrate the 80th Anniversary of Route 66. Working in partnership with Pontiac Tourism and the Joliet Historical Museum this will be an exciting event. In December, join us for the third annual Christmas in Dwight!

Visit our website at www.il66assoc.org it's a wealth of information!

Remember, gets your Kicks on Route 66.

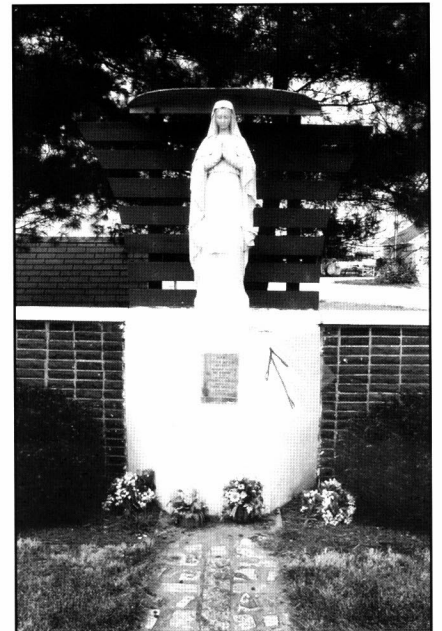
Johnny Miller

President, Route 66 Association of Illinois

Where is this?



Johnny, Kathy, Joe, Rosie and Lenore know!
(Answer on page 21)



Behind the arrow sits a cash donation left behind for preservation.

Preservation Moves Forward for Two Chicago 66 Landmarks

by David G. Clark

Historic preservation along Route 66 made the news in Chicago in early August, as one building moved forward towards acceptance on the National Register of Historic Places and another completed restoration.

As reported by Chicago Tribune staff reporter Johnathon E. Briggs on August 4, 2006, "Survival prospects for the shuttered and crumbling Cook County Hospital took a turn for the better when the City Commission of Landmarks found that the 92-year-old building met two criteria for inclusion on the National Register of Historic Places."

Briggs notes that the Hospital, located at 1835 W. Harrison Street (south of Ogden Av-

scheduled for demolition. When the Hospital closed in 2002, original plans were for the entire structure to be razed. The National Register nomination will next be forwarded to the Illinois Historic Sites Advisory Coun-



1938 Curt Teich aerial view postcard of Cook County Hospital. The county proposes to preserve and re-use the front section of the building, and to demolish the pavilions that project toward the back. The structures marked as 2, 3, and 4 in the postcard would also be razed. Card in author's collection.



A view of Cook County Hospital soon after it closed in 2002. The gothic details on the facade are considered beautiful by some, ghastly by others. No one disputes the historic significance of the building. Photo by author.

enue/Route 66 near I-290) was the site of the nation's first blood bank and trauma center, and was significant in advancing the fields of pathology and emergency medicine. It was built in 1914, and from the 1920s through the 1950s, it was the largest medical institution in the world. It has been dubbed "Chicago's Statue of Liberty," since it served the needs of so many indigent immigrants during the first decades of the 20th Century. Although some consider its imposing gothic façade to be overdone, Tribune architecture critic Blair Kamin described the hospital as "a sumptuous classical monument that symbolizes compassionate care for the poor."

Cook County has plans to reuse the main building. Four attached pavilions, which were added later, are



The Art Deco facade of the 1930 Board of Trade Building includes carved stone sculptures above the main entrance. The Native American figures on either side of the clock are holding wheat and corn, two of the commodities traded on the floor of the exchange. The entire limestone exterior of the building was cleaned and repaired during the restoration just completed. Photo by author.

cil. Briggs writes that a listing on the National Register does not guarantee against demolition, "but it would offer a significant financial incentive for developers", in the form an estimated \$12 million tax credit for reha-

Continued from Page 4 Preservation Moves

bilitation costs. The good news is that the County Board, which originally wanted complete demolition, is now on board to keep the main building intact.

Also reported in the Chicago Tribune, a “meticulous \$20 million restoration” has just been completed on the Chicago Board of Trade Building (On Jackson Blvd/Route 66 at LaSalle Street). Says Blair Kamin, “Its Indiana limestone exterior has been repaired and carefully washed. And its interior public spaces have been brought back to their original grandeur, especially the stunning three-story arcade, where new lighting accentuates the jaw-dropping, Jazz Age drama” (“Deco Resurrection,” 6 August 2006).

Over the last two decades, the Board of Trade had concentrated on constructing additions to the original building and moving most of their operations into adjoining structures. This has left much of their former space in the original building empty and in need of adaptation for re-use. The restoration project is part of their plan to entice new office space rental in the historic property.

Members of the Route 66 Association of Illinois who would like to view the Board of Trade restoration can join me on my regular walking tours of Route 66 through Chicago. All of the Windy City Road Warrior walking tours begin in the plaza next to the Board of Trade and visit the renovated lobby on weekdays, when it is open to the public.

More information about both the Chicago Board of Trade and Cook County Hospital is available in my newly-published book, *Exploring Route 66 in Chicagoland*. You can order the book or learn more about my tours on my website, www.windycityroadwarrior.com, or call me at 312-432-1284.



Postcard view of the Board of Trade building at the south end of the LaSalle Street Canyon. The card is postmarked 1969; the blurb on the pack states that it is “44 stories high and one of the tallest buildings in Chicago,” implying that the card was published after 1960, when the CBOT was eclipsed as Chicago’s tallest. Cameo Greeting Cards, Chicago, from the author’s collection.

The Questers

The Questers is an international, nonprofit organization which has two purposes. One is to educate by research and study of antiques. The second is to donate funds to the preservation and restoration of artifacts, existing memorials, historic buildings, landmarks, and educational purposes. In Illinois there are 57 chapters which hosted the International Quester Convention in April 2006. At this convention State President Judy Otis, a member of the Route 66 Association of Illinois, announced the State Project of donating \$500 to restore a portion of the pedestrian tunnel under Route 66 in Odell, Illinois. Unearthing four stairs and installing a 1934 matching railing in May provided a glimpse into a piece of Route 66 history. This project fulfilled both Quester purposes.

The Questers founded in 1944, accomplishes its goals through meetings, fundraising, and preservation and restoration projects. Membership is made up of both men and women and the chapters usually meet in the home or local history museum. People gather to gain new friendships, discuss the fascinating topics of antiques and history, and to share their collections and personal knowledge with others. The Illinois State President and her husband shared a power-point presentation on Route 66 to the many participants at the International Quester Convention in April and to the many Quester chapters which donate funds to Illinois Route 66 Preservation. For further information or membership, see The Questers website: www.questers1944.org.

Route 66 History Unearthed in Odell, Illinois

By John Weiss

When speaking of preservation, most folks think of projects that involve brick and mortar, sticks and stones situations. Another form of preservation is oral history. Then there are the preservation projects that fall somewhere between these two.

The Illinois Preservation Committee is well known for having members committed to all three.

On May 13, 2006, it was cold, damp and drizzly. That



Even our youngest preservationists were there!

didn't stop thirty-two preservation members from donating their time to a first ever project. The goal was to uncover the long gone, mostly forgotten entrance to the pedestrian subway that traveled under Route 66 in Odell, Illinois.

By the late 1920s, Route 66 was an extremely popular hard road that was used to travel from town to town. As a result, the community of

Odell was prospering nicely. Traffic through the area was virtually bumper to bumper. However, this did create a very hazardous situation. The Catholic church and school were located on the wrong side of Route 66. Most adults and children had to cross the dangerous Route 66 for church and school functions. A safe solution was required.

In 1934 a pedestrian tunnel was created to provide a safe way to cross Route 66. It was last used and sealed in the early 1950s.

The goal of the preservation committee was to expose part of the original staircase that led to the tunnel under Route 66. The volunteers then added railings like the style originally used.. This project was very labor intensive, but no one complained.

The Illinois Route 66 Preservation Committee believes we must save objects on Route 66 that emit a sense of time and place. They do not try to save things just because they are old. Projects must be preserved that help keep the memory and historical significance of Route 66 alive and vibrant. This is an excellent example of today's volunteer grassroots spirit highlighting the ingenuity of the people from the past.

A plaque will be installed that will tell the story to travelers who visit from around the world.

The Illinois Route 66 Preservation Committee invites all of you readers to explore our newest attraction, the Historic Odell Pedestrian Subway site. It is located only two

blocks north of our restored 1932 Standard Oil Filling Station.

The funds for this project were donated by Jim & Judy Otis. Additional funds were provided by Barb Gwodz.

Food was donated and prepared by Marty Blitstein and the Route 66 Association of Illinois. Donuts were donated by



The whole crew.

Casey's of Odell. Tea and lemonade were provided by Pour Richards of Odell. Coffee, brownies and more generously were provided by Kathy Miller and Rose Vargo. Village employees and machinery were provided by Mayor Tony Noonan.

ADD TO ALL THIS the wonderful folks who donated their time (in alphabetical order)

Jim Abry - Odell
Geri & Marty Bilecki - Morris
Marty Blitstein - Tinley Park
Loretta Dwyer - Chicago
Ted Giovanazzi - Palos Park
Joe Gniadek & daughter Megan - Glendale Heights
Bill Gwodz - Downers Grove
Dean Keeley - Plainfield
Bob Killackey - New Lenox
Don Kohl - Odell
Larry Libersher - Wilmington
Dorothy McMullen - Leesburg, GA
Kathy & John Miller - Posen
Barb Nicholson - Aurora
Tony Noonan - Odell
Tom Perkins - Gardner
Ron Pfister - Aurora
Rich Ribordy - Odell
Sandy Robertson - Normal
Larry Scinto - Oak Lawn
Nate Seratt - Odell
Cathie Stevanovich - Tinley Park
Rosie & Lou Vargo - Posen
Lenore & John Weiss - Wilmington
Ike Widner - Morris
Linda & Dave Zima - Mokena

WHAT ASSOCIATION MEMBERS DO!

Part of a continuing series featuring Association members who contribute to the promotion, education, and enjoyment of Route 66 in Illinois!

Fran and Ernie (the Old Coot) Edwards

The Pig Hip Museum

"Stories from the Pig Hip"

When traveling on Route 66 in Illinois a **MUST** see is the Pig Hip Museum in Broadwell. Broadwell is located north of Springfield and just south of Lincoln on Old Route 66. If you are on I-55, it is mile marker 119.

The Pig Hip and the Edwards have a long and colorful history working and living on Route 66 dating back to 1936 when Ernie opened the "Pig Hip" restaurant. They have hosted a variety of travelers. Col. Sanders of Kentucky Fried Chicken fame tried to sell his chicken to Ernie. Ask Ernie about it the next time you stop in, it is a wonderful story! Another guest was the late Chicago Sun-Times journalist Mike Royko, he himself was a colorful character. In the 90's, Fran and Ernie went on vacation and had a wonderful time. Such a wonderful time they decided to make the vacation permanent and closed the doors of the Pig Hip.

Since in retirement they have been anything but idle. They have played host to thousands of travelers who would knock on their door to visit and talk, learning about the history of Mother Road through Ernie's eyes. With all of these visitors stopping, wanting to hear about Ernie's life and experiences on Route 66, he decided to use all of his memorabilia in a museum and re-open the old "Pig Hip" turning it into the "Pig Hip Museum". With the help of the Route 66 Association of Illinois Preservation Committee under the leadership guidance of John Weiss, donations, and a matching fund, grant from the National Park Service the "Pig Hip Museum" was opened! This museum took several workdays by the preservation committee and Ernie's will to succeed. Ernie has always been innovative and to run this museum cost money, more money than two people on a retirement income can afford. When you stop at the Pig Hip help Fran and Ernie keep this museum alive. They accept donations for many collectable items including Route 66 Landmark figures, old Pig Hip menus, placemats, chef hats,

and smashed coins.

Stop by and visit Ernie, he has wonderful stories to tell and a visit with he and Fran will never be forgotten! If you cannot visit Fran and Ernie, I highly recommend you purchase **"Stories from the Pig Hip!"**

"Stories from the Pig Hip" written by Bill Kaszynski as told by Ernie Edwards is now in its third printing. The cost of the book is \$20.00 plus \$2.00 S/H in the continental United States. You can order your copy by sending a check or money order made payable to Ernie Edwards, 101 W. Oak St., Broadwell, IL 62634 or call him at 217-732-2337.

Remember, always support association members and help keep the history of Route 66 alive by helping Fran and Ernie! **Visit The Pig Hip Museum!**

Pig-Hip Restaurant



ESTABLISHED IN 1937

MONTHLY OUTINGS RETURN!

Come join association volunteers who have offered to be your guide each month October through April.
They have selected events to attend and you're invited to join them.

This is a great way to have good old-fashioned fun!

Bring your friends!

(All events subject to cancellation to due inclement weather)

October 2006 through December 2006

If you too want to volunteer to be a guide for an event, please contact Kathy Miller, at 708-860-5515 or email at Kathleen708@hotmail.com with the details. Please allow 3 months advance notice.

October 07, 2006 – Saturday – If this is El Paso we must be in Texas! No, it's El Paso, Illinois

Hosted by Kathy & Johnny Miller (This is a rain or shine event)

Join Kathy and Johnny Miller for breakfast (at your own expense) at the Route 66 Family Restaurant in Dwight at 9:00 am before departing to the Hall of Fame Museum in Pontiac. Meeting at the museum, at 10:30 am we will depart at 10:45 am and drive to El Paso. Join them as they tour the Furrow Winery and sample some of Illinois' finest wine. After the tour and wine tasting browse the antique shops and stop for lunch. The "Front Street Gourmet is a little place in downtown El Paso" it comes highly recommended by Wade Furrow of the Furrow Winery. **Registration is required** by September 29, 2006 - to register or for information contact; Kathy at 708-860-5515 or by email at Kathleen708@hotmail.com please put Route 66 in the subject line.

November 11, 2006 – Saturday - CELEBRATE the 80th ANNIVERSARY of ROUTE 66

Hosted by Kathy Miller & Rosie Vargo with participation of Pontiac Tourism and the Joliet Historical Museum (This is a rain or shine event)

Join Kathy and Rosie for this gala event as they celebrate the 80th Anniversary of the Mother Road. We will meet at the Route 66 Association of Illinois Hall of Fame and Museum in Pontiac at 8:30 a.m., donuts and coffee will be provided by Pontiac tourism. Enjoy the museum and brief program celebrating the rich history of Route 66. Departing at 9:30 a.m., we will caravan north passing the first preservation project in Illinois the Route 4 Bridge, as you drive north look for the Meramac Cavern Barn in Cayuga. Stop at the Odell Station for a visit and look for the "Subway" across from the church as leave. View the newest preservation project the "Betty Boop" sign at the Riviera Roadhouse in Gardner. Lunch is on your own but we suggest the Polka Dot Drive-In in Braidwood. Make sure you arrive at the Joliet Historical Museum Route 66 Welcome Center by 1:30 pm so you will be in time to sing Happy Birthday to Route 66 and enjoy some cake! Join fellow road enthusiasts as they dedicate a Lincoln Highway road marker gifted to the Joliet Historical Museum through efforts of John & Lenore Weiss and is installed in the back courtyard. In 1923, the Boy Scouts installed these road markers every mile along Lincoln Highway in Illinois. There will be a scheduled presentation about Route 66 (admission is free to association and, Joliet Historical Museum members, the cost to non-members is \$4.00 adults, \$3.00 seniors and \$2.00 youth). At 4:00 pm gather outside with the Friend of the Community Public Arts and be a part of the dedication honoring the Route 66 Brass Sculpture and Mosaic by renowned artist Kathleen Scarboro, the sculpture is permanently installed in front of the Museum. This exciting day will end with dinner (at your own expense) at Hall of Fame member White Fence Farm.

Pre-registration is requested by October 27, 2006 - to register or for information contact; Kathy at 708-860-5515 or by email at Kathleen708@hotmail.com please put Route 66 in the subject line.

December 01, 2006 – Friday – Back by popular demand, the Third Annual Christmas in Dwight!

Hosted by Barb & Bill Gwodz.

This annual event is always a delight to attend. Meet in downtown Dwight at the Railroad Depot Museum at 5:45 p.m. Festivities will start at 6:00 p.m. Cross over the tracks and join the crowd as they wait for the arrival of Santa and the annual lighted float parade. The shops will remain open for your enjoyment. Then join Barb and Bill for dinner and/or dessert (at your own expense) at the Country Mansion following the parade at 8:00 p.m. **Registration is required** by November 24, 2006 - to register or for information contact Barb at 630-910-3422 or by email at mail to: BBGX2@aol.com

A Trip Down Old Route 66

by Norm Griffeth

Part II

OKLAHOMA

Travelers will find nearly 400 miles of Route 66 in Oklahoma, more than any other state. About 10 miles into this state is the town of Commerce, the birthplace of Mickey Mantle, New York Yankees great. We had to drive on I-44 to Vanita, where a McDonald's Restaurant spans the Interstate. A sign tells us that this is the largest McDonald's. The next stop was Claremore and the Will Rogers Memorial, a very fine museum. The Oklahoma portion of Route 66 was dedicated in 1952 as the WILL ROGERS HIGHWAY. Now this road is State Highway 66 and I-44 is the WILL ROGERS TURNPIKE. Also, in Claremore we saw the former Will Rogers Hotel and Patti Page Boulevard. Just northeast of Tulsa is the Blue Whale Amusement Park (now closed) in Catoosa.

We went on to Tulsa for the night. Our fourth day began in Tulsa where the "Route 66: The Empires of Amusement tells the stories of those people who entertained travelers on America's favorite highway-running dance halls and roadside zoos, show caves and even a roller coaster on which drivers drove their own cars". Also in town is Ollie's Station Restaurant, which has a railroad theme and also Route 66 memorabilia. Owner John Gray gave us some good information and directions. Across the street from Ollie's is a sign which says that the first oil well in Tulsa County was drilled in 1901 about .4 miles west of this site. This well was the start of the oil boom that made Tulsa the "Oil Capital of the World".

Some curious things on down the road were the Rock Creek Bridge west of Sapulpa, a 1920's steel truss bridge with a brick deck; the "Route US 66 Shoe Tree" near Depew, a tree from which someone had hung a bunch of old shoes; and in Stroud were a couple of small shops, "Curious Gifts" and the "Rock Cafe". Also near Stroud was an Outdoor Museum of Oil Field Equipment, by the John Cassidy Companies. Apparently, they stored all this old equipment in a large field, but made it open to the public. There were some huge trucks, cranes, and derricks in this field. Near Stroud was a stretch of Abandoned Route 66 Roadbed, with the curbing on both edges of the pavement, which was common on much of the highway.

The next stop on Route 66 was to see The Round Barn near Arcadia. This unusual structure was built in 1898 and has been fully restored. It is one of the most distinctive landmarks on the Mother Road. We went on to see a rusty Steel Bridge in Bethany and the Canadian River Bridge near Bridgeport. This second bridge was built in 1933 and is still in use. It spans the South Canadian River and is

3,944 feet long. We stopped at Lucille Hamon's Service Station and Motel near Hydro, which has been in operation since 1936. We had a short visit with Lucille and went on our way to Clinton.

Clinton is the home of the Route 66 Museum of Oklahoma. We spent a fair amount of time looking at the displays and information in the museum. While at the museum we got a "Certificate of Achievement" which says in part,

"Traveled The Mother Road,
and Historic Route 66

Been There,
Done That

Got This Here Piece Of Paper!!!!!!

Countersigned This Date: 9-23-99 by Kim Watkins,
Director, Agent or Someone Who Was Standing Nearby."

TEXAS

Our fifth day on the road found us in Texas. There were originally 178 miles of Route 66 in Texas, and about 91 % of the Route is still in use. Only 11 miles is actually gone, the rest is sometimes very well hidden, like under exit structures. Basically, Route 66 is on the South side of I-40 from the Oklahoma state line to Amarillo, except for McLean, and on the North side of I-40 from Amarillo to the New Mexico state line. About 14 miles into Texas is the town of Shamrock and the Tower Gas Station and U-Drop Inn Café. The buildings date back to 1936 and appear to be in good condition from the outside, but are no longer in use. Farther down the road near Groom is the Largest Cross in the Western Hemisphere. This stands tall above the land and can be seen for many miles. West of Amarillo is the Cadillac Ranch. A number of years ago Stanley Marsh 3 (not III) buried 10 Cadillacs nose down on his property. The cars are now covered with paint and full of dents, courtesy of tourists. Old Route 66 continues on to Vega. A sign in downtown reads "...a number of abandoned concrete bridges are the only readily visible signs of the old route across the Texas Panhandle".

A little farther along in Adrian is the abandoned Bent Door Midway Station. The top half of the door bends outward about 25 degrees. The front window is lettered "Route 66 Café", an arrow points east to "Chicago 1139" miles, and another arrow points west to "LA 1139" miles,

Continued on Page 10

Continued from Page 9 A Trip Down

just before the New Mexico state line, in Glen Rio are the remains of the Last Motel in Texas/First Motel in Texas, depending on which way you are traveling. This dates back to 1950.

NEW MEXICO

About 40 miles into New Mexico is the city of Tucumcari. We had a good breakfast here at Del's Restaurant. Also, here is the Blue Swallow Motel, which has been on the route for many years. At Clines Corners is a gas station, restaurant, and souvenir shop, which has been here, and growing since 1937. From here we headed north toward Santa Fe. At different times, the route went straight west to Albuquerque, or north to Santa Fe. We were impressed by the adobe architecture common throughout Santa Fe, and how the colors of the buildings changed every few minutes as the sunshine and shadows came and went. Among the significant buildings in the city were San Miguel Chapel, the oldest church structure in the USA, dating back to 1610, and the Oldest House in Santa Fe. We saw a stone, which marked the End of the Santa Fe Trail 1822-1879, erected by the Daughters of the American Revolution and the Territory of New Mexico in 1910. Along I-25 south and I-40 west we got back on Historic Route 66 a few times, but soon ran into signs which read "Dead End" or "Road Closed to Thru Traffic". We stayed that night in Grants and the next morning, day six, we crossed the Continental Divide at 7,275 feet elevation.

We left the Route 66 trail in Gallup and took a side-trip north to the Four Corners area, the only place in the US where four states join at one point. The highway is designated US 666, and at one point we had to stop so I could take a picture of Milepost 66. We had pictures taken of my wife and I standing with each foot in a different state. The corners of Colorado, Arizona, New Mexico, and Utah meet here. We returned to Gallup and headed west to Arizona.

Watch for Part III in the next issue of The 66 News!



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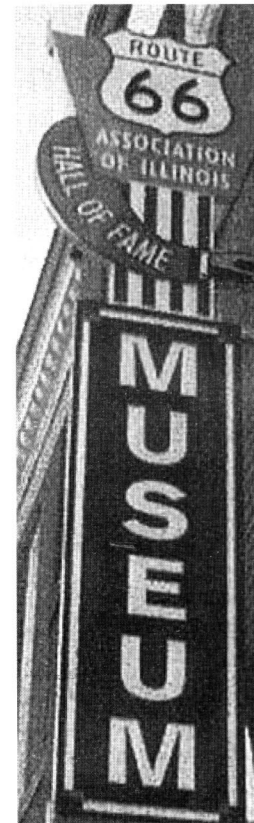
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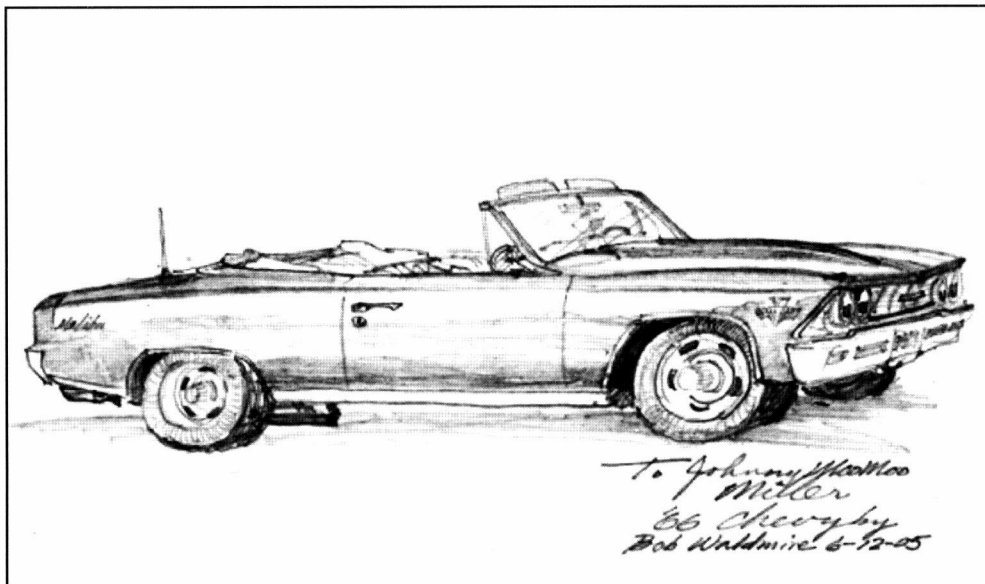
Visit our website at www.il66assoc.org

COMING SOON!

Bob Waldmire

Bob will be creating art some-time in mid-September at the Route 66 Association of Illinois Hall of Fame Museum in Pontiac!

Watch for Bob updates on the website www.il66assoc.org



WOMEN AT WORK

By Geri Bilecki

MEMBERS IN NEWS



Lenore Weiss, Hall of Fame Member and Scott Cameron of Camz of Wilmington, participate at the Blues Festival in Chicago.

On June 9th, Lenore Weiss, Historic 66 and Scott Cameron of Camz of Wilmington, participated at the Blues Festival in Chicago. A pavilion was set up on the intersection of Jackson and Columbus. This is the official beginning location of Route 66, it was called the Route 66 Roadhouse. The purpose was to serve on a panel and answer questions about Route 66. Joining Lenore and Scott were the Chicago Sun-Times travel editor, Dave Hoekstra and Bob Merlis.



The women pictured, left to right, are Loretta Dwyer, Linda Zima, Geri Bilecki and Lenore Weiss.

On Saturday, May 13, 2006, many of the workers helping in the effort to uncover the tunnel under Route 66 in Odell were women. They represent the many women who helped this day in the effort to uncover the tunnel. Their motto that day and every day is "We Can Do It." All of the preservation projects undertaken by the Route 66 Association of Illinois include many women who work along a side the men to help the group accomplish their goals.

The Preservation Committee, and the Association as a whole, appreciates the role of these women. They invite anyone who has a spirit of adventure and like to see things preserved and restored along the Mother Road to join them. As a reminder, the cookbook published by the Rt. 66 Association of IL, is entitled "We Work for Food." This is also our motto. Every one of the members of this committee are "doer's" they are not observers of life. Please join us! The Road awaits us.

The Route 66 Association of Illinois 17th Annual Motor Tour

Cozy on Down "66" Anniversary Celebration

Route 66 - 80 Years & Cozy Dog - 60 Years

Here we go again, another year, another motor tour, but not just an ordinary motor tour. This motor tour is the 17th Annual and that of anniversary celebrations, 80 years of Route 66 and 60 years of the Cozy Dog.

The festivities for some started Friday morning in Dwight with breakfast at the Route 66 Family Restaurant.



Pontiac Mayor Scott McCoy, Johnny Miller, Bob Karls, Jim Jones and from Pontiac tourists, Ellie Alexander and Betty Estes welcome motor tour participants to the museum.

A mixture of men and women and I was one of them, made up of association officers, board members and other motor tour volunteers who would form a caravan to make their way to Hall of Fame Museum in Pontiac to load up trucks and cars with t-shirts, cookbooks, goody bags and all of the supplies needed for registration. It was an uneventful yet at the same time, an exciting drive as the caravan made their way south to Edwardsville. We picked up a few cars that added to the caravan stopping here and there to see the wonderful familiar sights.

Once in Springfield, our group stopped at the Cozy Dog where Sue Waldmire warmly welcomed us. You cannot go through Springfield without making this stop. It is an unwritten LAW among roadies to stop here! We filled our tummies with cozy dogs and french fries. Then out of the blue, what a delightful surprise to see Bob Waldmire "Route 66 Artist" walk through the door! After we all caught up on his latest adventures we said good bye to Bob and Sue and continued on to Edwardsville. Note: Come visit Bob who will be at the Hall of Fame Museum in Pontiac sometime in September. Watch for Bob updates on the website at www.il66assoc.org

After a few more incidental stops we arrived in Edwardsville just long enough to check into the hotel then

speed back to the city park and set up registration while the "Route 66 Festival" took place. Inviting us to be part of this event allowed our participants the opportunity to spend a pleasurable evening amid entertainment to delight us, food vendors to fill the appetite and crafters to appease those of us with a need to shop. As always, the bulk of registration took place this evening. We were set up under a tent and also sold motor tour t-shirts, the association cookbook and chances for a drawing to win a wonderful Route 66 Quilt donated by Cathie Stevanovich who also designed and sewed the quilt. It was good to see old friends that would be joining us on the tour and exciting to see so many new faces too!

Saturday morning we arrived at the Old Chain of Rocks Bridge. It was a beautiful morning, the sun was shining the weather was gorgeous, just perfect for a day in a 1966 convertible. A minor glitch, this passport stop had no passport stickers. None, nada, nowhere, no place, no how, there were just no stickers to be found! After a bit of confusion and frustration the cars lined up to cross the bridge. This is always an exciting event. To be able to drive over our wonderful old bridge that hovers majestically above the mighty Mississippi.

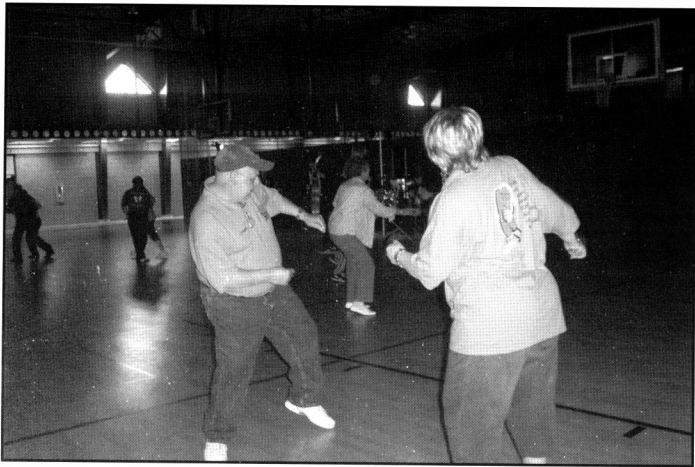
To see 100+ cars caravan across this bridge is definitely a remarkable sight!

We stopped at Hamel and welcomed Scotty's Bar & Grill into the Hall of Fame before we meandered our way up Route 66. Breakfast in Litchfield, followed by a brief stop in Carlinville. Moving north traveling and stopping visiting with friends, finding turkey tracks, driving over brick roads, waving at the Lauterbach giant that once again has his head, we stopped one last time for the day at the Cozy Dog. Sue Waldmire helped to celebrate the 60th Anniversary of the Cozy Dog and the 80th Anniversary of Route 66 by selling Cozy Dogs for 66 cents, YUMMY! Thanks Sue! Leaving the Cozy, we drove to Lincoln, IL for our overnight and the Hall of Fame Banquet.

As it has happened in the past and I'm sure will happen again at sometime in the future things went wrong from the start. To sum it up, this Hall of Fame Banquet was a disaster from the word go! Through no fault of the association or the motor tour committee there was not enough food, and what food there was, ended up served over a two-hour period from 7:00 pm to 9:00 pm. There was only one person there to serve the food, one bartender, one pot of coffee one tray of fruit, no dessert and to add injury to insult we ate on Styrofoam and used plastic utensils.

Continued from Page 12 - 17th Annual Motor Tour

Board members literally went into the kitchen to help the one girl that was suppose to serve 300 people. The motor tour committee was horrified, watching what is always a delightful evening of celebration become an evening of dread and regret. I was sitting with the Mayor of Lincoln and the Director of Tourism and they were equally horri-



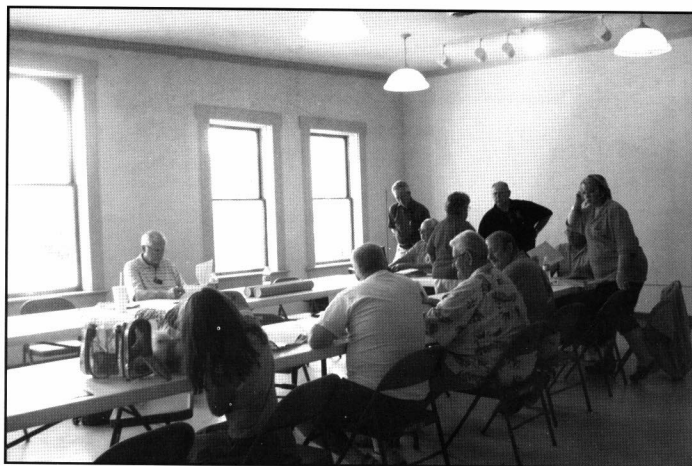
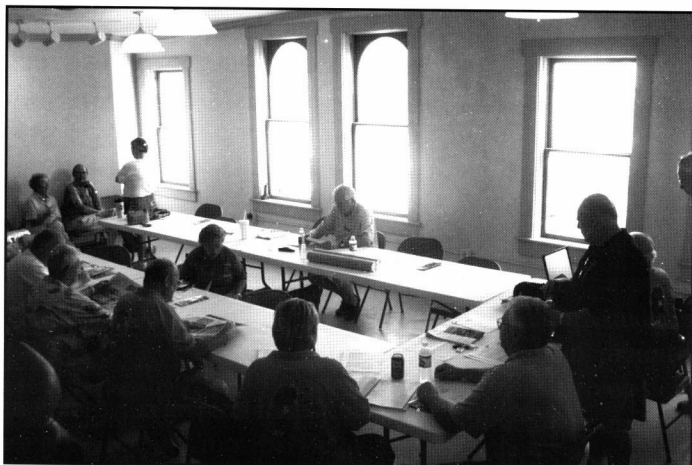
Johnny Miller and Cathie Stevanovich dancing the night away at the "Sock Hop".

fied. They had highly recommended the facility which is why the committee looked forward to returning the banquet back again to Lincoln. They both sat in shock and disbelief as this horrible night unraveled around them. When finally the fiasco ended and apologies offered, we said our good-nights wondering what was in store for tomorrow!

Sunday morning arrived and I was afraid to look out the window after the night before. Thank goodness, our first stop is Atlanta, home of the Giant! It is also home of the wonderful old Hall of Fame Library and in the near future the home of the Palms Café! As always, the town was a perfect host making me think the rest of the day would run smoothly. There was a rededication in Lexington to attend, and a stop at the Route 66 Association of Illinois Hall of Fame Museum. Pontiac Mayor Scott McCoy, City Administrator Bob Karls, and Pontiac tourism representatives Ellie and Betty and our own Jim welcomed us. The coffee, water and snacks provided by Pontiac tourism much to our delight was a much, welcomed treat. Then off to the Pontiac RecPlex for food and an old fashioned Sock Hop! Outside the RecPlex, food was sold to raise money for cancer research by "Relay for Life" and classic cars were parked for everyone to enjoy. Inside the band, "The Fenderskirts" performed while participants danced the night away! An added bonus?! Association president Johnny Miller sang his rendition of "Route 66" to an audience of a swooning fan! Of course, I needed help up off the floor after I swooned. All in all this motor tour was an experience to not be forgotten, it had it all, horror and delight, organization and chaos, but most of all fun, fun, fun!

I am ready to work with the committee to start planning, and I am looking forward to seeing what next year will bring. The motor tour co-chairs will be Cathie Stevanovich and Barb Nicholson with help from Geri Bilecki, Rosie Vargo and ME! Watch for meeting announcements and join us!

Summer Meeting at New Office/Meeting Facility in Pontiac, Illinois



REMEMBERING FROM TRIBUTE TO MEMORIAL

by Marty Bilecki

Recently I was cruising north on Route 66 after leaving a work session with other Preservation members at the Riviera in Gardner, IL. I was thinking of a cold green river at another Route 66 icon, the Polk-a-Dot Drive In, in Braidwood. That is when I became aware that I was passing a tribute on Route 66. This tribute, a shield and floral garden, on the south side are in a residential yard. The history of this garden is very simple. The family of Harold "Burt" Parkinson, a 1995 Hall of Fame Route 66 Inductee, dedicated it to him in 1995. He received the honor of admission into the Hall of Fame because of his dedication to country, community, family and the Route 66 Association of IL. Not to mention the 100's or possibly 1,000's of people he helped during his lifetime. His life story well documents his record of service to country, family, and others. Details about his accomplishments are on display at the Route 66 Hall of Fame and Museum in Pontiac, IL.

Next time you are traveling the Mother Road between Braceville and Godley and you approach Smith Road – slow down and say a prayer for a man who was and will always be a part of Route 66 of IL and the Association. I had the pleasure of meeting him and his wife and daughter at the print shop in Gardner. This was during my very first 66 Motor Tour in 1997. I enjoyed his vast knowledge and conversation. We lost Mr. Parkinson on May 18, 2003. His passing was a great loss to all who knew and loved him.



International Celebration of Pauline Linder's Second Anniversary as Tour Guide at Route 66 Hall of Fame and Museum

By Jim Jones

The Route 66 Hall of Fame and Museum was the site of an international celebration on Friday, August 4, 2006. The event was to mark the second anniversary of Pauline Linder being a Museum Guide. This was a surprise for Pauline and we truly did surprise her. The event was scheduled for 1:00 P.M., but we were so busy with visitors we were a bit late getting started.

About 10 or 12 visitors were at the museum at the appointed time, so we gave them tours until most of them left. With only two visitors remaining, we invited them to join us in honoring Pauline. Florian Weinhold from Nurnberg, Germany and Connie Reker from Salzburg, Austria were our visitors. Others with us to thank Pauline for her efforts over the last two years were Bob Karls, Pontiac City Administrator, Betty Estes, from the Pontiac Visitors Bureau, Laurie Fairfield, Pontiac PROUD Marty Bilecki, Route 66 Association Publicity Director and Jim Jones, Museum Tour Director.



Standing: Betty Estes, Marty Bilecki and Bob Karls. Seated: Florian Weinhold from Nurnberg, Germany and Connie Reker from Salzburg, Pauline Linder and Jim Jones.

Pauline has been a valued asset to the museum since the first day she joined us. Her ability to learn the stories of the more than 1,000 artifacts on display has been phenomenal. She has that very special personality that makes our visitors feel right at home. The many positive comments in our guest register testify to her skills at personal relationships.

Connie Reker has lived in Germany, America and Austria. She is a Christian actress, as well as being active in the marketing of health supplements. Florian Weinhold is a resident of Nurnberg, Germany. He is a facility manager and is active in the marketing of health supplements. They had been in St. Louis, MO for marketing training and decided to take a short trip on Route 66. Their first choice was to travel Route 66 to Tulsa, OK, but upon checking the distance, decided to instead travel the "Mother Road" to Chicago. They had very positive comments to make about the Route 66 Hall of Fame and Museum.

The Forgotten Towns of Rt. 66

by Ike Widner

Have you ever heard of the Forgotten Towns that were along a dirt path once traveled by horse and carriage or by foot? As the settlers came to Will and Grundy County seeking a better life for their families they built small towns and groves and worked the farm land that they bought. Starr's Grove once was a small grove that was located about 1 mile to the east of Rt. 66. It was a part of the Joliet Arsenal land, now the Midewin Tallgrass Prairie. Starr's Grove was named after Charles Starr. The first school consisted of only his children and one of the neighbor's children. The school was taught in a room of the Althouse dwelling by a young lady named Sarah



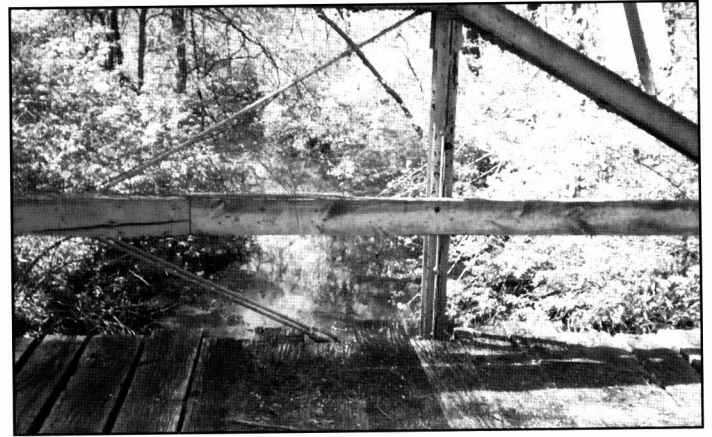
Starrs Grove cemetery bearing the name of Charles and Paullina Starr who the town and cemetery were originally named after.

Fisher who was employed by Charles Starr. Sarah Fisher was a pioneer educator of the school system and was a Principal of Starr's Grove Institute. Selah Morey built the first schoolhouse in 1849 for the amount of \$250.00. The church at that time was Quaker and the minister was Mr. Isaac Jackson. The church and the school are no longer standing, but you can see the remnants where the school and the church once stood. The foundation of limestone marks both the school and church. In this small town of Starr's Grove quite a few farm homes were built of timbers from their own land. During the 1800's the Underground Railroad brought slaves to Illinois. Each farm home made a quilt with a certain pattern, which was displayed to let the slaves know which houses were safe to travel too.

In Starr's Grove there is a cemetery up a gravel road bearing the name of Charles and Paullina Starr who the town and cemetery were originally named after. The gravel road circles around the cemetery where horses and carriages brought love ones to their final resting place. Starr's Grove is located in the township of Florence. It

was during the 1890's that Black Diphtheria raced into Florence Township killing several families.

Reeds Grove, is located about 3 miles west of Mide-



Iron bridge leading to Reeds Grove, is located about 3 miles west of Midewin in what today is the National Abraham Lincoln cemetery.

win in what today is the National Abraham Lincoln cemetery. You must walk up a dirt road crossing an old iron bridge with a wood platform. As you walk south toward the old railroad tracks on the right about 1/8 of a mile, you will see where an old log cabin may have stood. The foundation of limestone is still visible. Many pieces of old broken glass from dishes and old medicine bottles are scattered around the property. Reeds Grove is names after Charles Reed who lived in area in the early 1800's. There was a school named after Charles Reed located on the present day Hoff Road. Later when the Arsenal came the school and one other building were moved to the city of Elwood, Illinois. Charles Reed's cemetery was found in the year 1939 when the United States Government came to purchase the land to operate an arsenal for World War II. A small fence was erected to protect the cemetery, which is located in a grove of oak trees. The former Joliet Arsenal is now the Midewin National Tallgrass Prairie.

On the Illinois & Michigan Canal about 5 miles south of Joliet was a small town bearing the name of Birds. Mr. Bird lived near the bridge on Old Rt. 66 which parallels I-55 today. The bridge is no longer there. There were shops of various kinds, common to a country village. It was there in 1870, a Post Office was erected and named Bird's Eye Post Office, with M. Truby as postmaster. The mail was transported on the Rock Island Line and the mailbags were thrown off daily as the train passed through town. The Post Office closed its doors in 1905. Can you imag-

ine the mail being delivered by steam locomotive? An artifact displayed in Funks Grove depicts a hand painting of a cardinal. This is a plate with the town of Birds imprinted on it. All that remains of this old town is a grain elevator, which stands today. The Rock Island still runs through the small town that used to be known as Birds, Illinois.

As we venture further, we come to a town that once was Blogette, now a part of the Joliet Arsenal. A Post Office was erected in 1898, serving the little town of Blogette until it closed its doors in 1905. Blogette, was located in Wilmington Township. The Burlington Northern Sante Fe runs through the small town of what used to be known as Blogette. Maps show that Blogette Road ran east and west of Rt. 66 through the property that is now the Midewin National Tallgrass Prairie. You can see the old alignment where it uses to be a two-lane road coming through the woods and ending in Elwood, Illinois. It crosses over Rt. 66 and heads straight into the Joliet Arsenal and is visible from traveling along Rt. 66 going south through the town of Winchester, Illinois, later changed to Wilmington in 1836. Winchester changed its name because there was already a town by that name in southern Illinois. Wilmington is noted for its old buildings, such as

the Eagle Hotel, which still stands today. Wilmington is also known for its underground railroad and its mills along the Kankakee River. In January of 1849 a huge flood came roaring down the Kankakee River. Many families from Wilmington were compelled to leave their homes and sawmills, which were partly carried away, by ice. Another flood in 1867 carried off the railroad bridge depositing it within a mile of Morris, Illinois. Where the city parks are located today was once called Alden's Island and also known as Cox's Island

Before becoming Braidwood, the community was called Bucktown, and was settled about 1877. It was a coal mining town. A shaft was sunk at a point known as Keevervill where many men worked hard for a living digging the coal out of the mines. Braidwood was mostly African American in the 1800s with a population just a little more than two thousand. As the coal mining declined most of the people moved away and what was left were just old stripped quarries where the coal had been skimmed from the top. The owners of the coal mines raped the land, took what they wanted and left the holes filled with water. As we take our tour down Rt. 66 let's think about all the people and the towns left behind. Somewhere the stories about The Forgotten Towns that were along Rt. 66 do exist, the memories have just faded away.

GO CART RAFFLE A HUGE SUCCESS!

David Phipps of Bloomington won the raffle of the new, gas engine go-cart. The ticket was sold at the Rock N' Rods on Route 66 car show.

Kaylie, who is the oldest daughter of Joe and Andrea Coscino, drew the winning ticket. They are the family who generously donated the go-cart. The entire family was present at the drawing.

The financial results are tremendous! The raffle took in \$1270.00. 100% of all funds were given to the Route 66

Association of Illinois, to be used exclusively toward preservation projects on Route 66.

Second prize was donated by Mark Evans, of an overnight stay in the executive suite at the Route 66 Hotel & Conference Center in Springfield, was won by Lou Vargo. The third place prize of custom-made jewelry was won by John Masters.

We wish to thank Shane Syx and his airbrushing and pin-striping friends for personally customizing the go-cart during the event.



"David pictured in new Go-Cart,".

KRUZIN WITH THE BILECKI'S

by Marty & Geri Bilecki

If you haven't gone yet, what's holding you back? The spring and early summer have passed but there is yet so much awaiting us on the Mother Road during her 80th anniversary year.

One of the first Route 66 festivals we attended this year was the 1st Annual Wiener Fest held in Atlanta at the end of May. This Festival is definitely slated to be a year-



Marty Bilecki and grandchildren Jeremy and Emily.

ly attraction. Our two grand children, Jeremy and Emily, accompanied us on this one. Jeremy was determined to enter the wiener eating contest but once there decided he was not up to eating so many wieners! The music was great and we were fascinated to see the "Giant" lit up at night with spotlights watching over the Mother Road and all those who attended the festival.

On Saturday morning John and Lenore Weiss, were the presenters, with the City of Atlanta Mayor, of an award to the Stephens family, who, graciously donated the "Giant" – now adorning Route 66 in the City of Atlanta. A large crowd of grateful Atlanta residents were proud to be at this ceremony, along with us.

Early June brought us to the Annual Motor Tour with a kick off in Edwardsville, leaving from the Chain of Rock Bridge on Saturday and ending with fabulous music and a sock hop in Pontiac. The new Hall of Fame inductees for 2006 were installed at the banquet held in Lincoln.

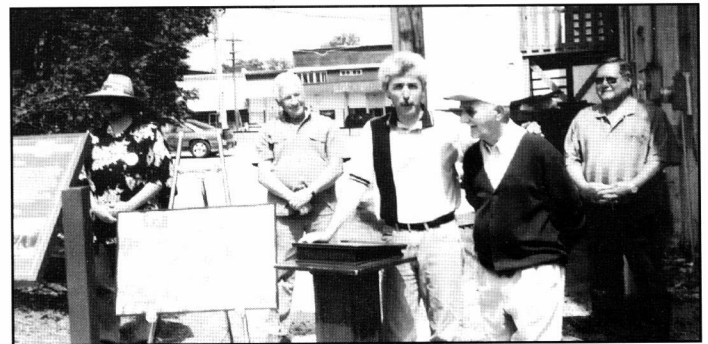
Since then many a mile has been added to a fabulous year of festivals, celebrations and first time ever events along the Illinois Route 66 corridor. Apparently our community leaders are realizing the valuable asset they have with Route 66 being the number one road trip tourist attraction in the entire world. This was recently published in the travel book "The Blue List."

Among the festivals that we and other members of

the Association attended was the 2nd annual three-day Litchfield Route 66 Festival. Highlight of the event for us was a cruise to the Drive-In to watch the movie "Two Lane Black Top." Also, we were honored to be presented with a "Kustoms of America" director's award for outstanding workmanship and design for restoring our 57 Chevy 210 – "Geraldine." Mr. Chuck Leighton presented us and another participant with a 1935 Chevrolet these prestigious awards. Kustoms is a national organization located in Nashville, TN. We thank them much. They thoroughly enjoyed their trip down the Mother Road to Litchfield.

On our three day, 600 mile, annual "Cruisin 50's" fest to Wisconsin and the Upper Peninsula of Michigan we carried some Route 66 road dust with us. Some of our potential Route 66 Association members were there also and as usual the Mother Road was promoted by us. More great music of the 50's. !!!

The Rockn'Rods event held in Bloomington/Normal this year seems to get bigger every year. Millions of dol-



Geoff Ladd, John Weiss, Bill Thomas, Hamlet "Art" Stephens, and Bill Martin.

lars in custom cars under one roof and good music to top it off. We represented the Association with Joe Gniadek and Bob Pintozzi at our booth and talked to hundreds of people about our 66 association and invited them to join us in promoting the legacy of the Mother Road. Many of our communities were well represented in the pavilion area of the show. Our preservation committee had a grand display monitored by John and Lenore Weiss.

We still have several months of good weather left and an abundance of community events that all relate to the road to attend. We hope that all of our members remain healthy and can join us in enjoying all that is out there to partake of. Our goal is to support the communities on Route 66, educate and promote the road. We also hope that in your thoughts and prayers that you will say some prayers for the safety of those who are giving of themselves to protect us so that we may enjoy our safe lives here. And - as you usually read - our motto remains - "If You Don't Go - You Won't Know" and Keep Kruzin!

I'm hooked! Route 66 does that to Ya!

by Elaine Stonich

Before our Route 66 Welcome Center, which is an integral part of the new Joliet Area Historical Museum, opened in the fall of 2002, I knew little of Route 66. I never read the *Grapes of Wrath* and couldn't watch the movie because it was so depressing. Like most people in the area, I just knew that Route 66 existed as an adjunct to the faster, sleeker Route 55.

However, the magic and lore of Route 66 has a way of sneaking up on you. Little by little, I began reading about the road that was so popular and that ran in front of



Elaine pictured at the gift shop located in the Route 66 Welcome Center at the Joliet Historical Museum.

the Museum. Since I'm in the Welcome Center, reading about the route was part of my job, right?

Then, because I am the Museum Gift Shop Manager, I began looking for Route 66 items to sell in the Shop. Route 66 was historical and educational. Our Route 66 Welcome Center is named for it. Therefore, I needed to research the route for appropriate items to tie in with that historical, educational part.

S-s-s-l-l-l-o-o-o-w-w-w-w-l-l-l-y-y-y-y, I turned into a Route 66 "groupie"--and I mean that in a good way. I think it has something to do with my age group. I remember the slower pace, the smaller towns, the mom & pop stores and the full-serve gas stations that are associated with "The Mother Road".

John and Lenore Weiss dragged me into the Route 66 "world" too. Who couldn't get interested and excited about all the fun things happening on the old road, after listening to John and Lenore?

I evolved. I joined the Route 66 Association of Illinois this last year and I just renewed my subscription to the great Route 66 magazine. I even ordered another subscription as a Christmas gift for my son. After all, someone has to drive while I point out all the points of interest to said driver. I have a Route 66 purse and I actually am looking

for a pair of Route 66 earrings. THAT'S IT!! I HAVE ARRIVED! I am now a Route 66 fan.

Just in time for the great things happening here at the Route 66 Welcome Center. This coming year, the Welcome Center will really come into it's own. Come see our new eight state mural of the route by artist Jerry McClanahan and our soon to be installed neon sign. Take pictures of the Route 66 bronze and ceramic art column in front of the Museum. In addition, we have a photo "op" that you can stick your heads in and become either the passengers in a convertible or the Atlanta "Bunyon Giant"! How cool is that?? This is a super place to begin or end your "trip", or just visit, so stop in and say hi! I'm always ready to talk "Route 66".

PRESERVATION - IT WORKS!

Joseph Caro, the editor of *The Route 66 Pulse* and Jim Conkle, preservationist from California, learned how we do it in Illinois.

They were visiting the historic streetcar/diner behind



Joseph Caro, the editor of *The Route 66 Pulse* and Jim Conkle from California lend a hand to Illinois preservationists.

the Riviera Roadhouse restaurant. With camera in hands, they were ready to move on to another Illinois icon. Just then John Weiss pulled up. He had a load of shovels and tools. Shortly, other preservation members would be arriving. John boldly told Joe and Jim that you don't just visit in Illinois, you participate. The cameras were replaced with shovels. The huge pile of dirt created from the work on the Riviera sign needed to be eliminated.

We all worked together and the job was finished in a very short amount of time. That is how things get done in Illinois. We all work together. Join the preservation committee. You will be glad you did!

PLANNING ON MOVING?

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RIVIERA RESTAURANT SIGN

By John Weiss

In the fall of 2005 a windstorm blew down one of two electrical signs at the Hall of Fame Riviera Roadhouse. The tall pole was too rotted to be reused. The members of the preservation committee decided that we must help in some way. What starts with a small idea often turns into a major project.

With financial assistance from the Route 66 Association and Mr. John Ruh, plans were made. We will forgo all of the little details and focus instead on the accomplishments of so many.



Ted Giovanazzi artist and preservationist painted the sign.

The huge sign survived the collapse but one glass side was shattered. The bulbs were broken, the electric line snapped and as mentioned, the pole was useless.

First, we purchased a new glass sign panel. Ted Giovanazzi designed the sign, then he spent weeks painting it on the glass.

Members of preservation cleaned the sign case. The mayor of Gardner, Tom Wise, donated materials for a new post. The village employees were utilized to weld it together and also weld a new ground base. They delivered the finished items. The Sistek Sales & Service Company from South Wilmington sent man and machine to the Riviera site to drill a new hole for the concrete base. Mr. Tom Perkins,

who secured those great donations, then donated his time to prepare the site. He then met the cement truck and did all the finishing work for the new base. The Gardner crew then came and installed the new post.

Tom Perkins again provided the scaffolding required to install the sign. With the help of John Weiss, Marty Bilecki and Tom's son, Steve, the sign was installed, the



John Weiss and Tom Perkins of Gardner installing that sign.

trees trimmed, the electric was reattached, and the bulbs replaced.

A little more signage is planned that will compliment this project, more about that later!

Many, many individuals are involved in a preservation project, those who shoveled dirt and cleaned the sign including those who drove many miles or spent time securing donations. We all work together and the job becomes a project of pride!

Stop and see the sign. Have your picture taken under it. Thank you one and all!

Where is this?

Uncle Sam is sitting on original Route 66 on the east side of the highway below a home. Located between Chenoa and Lexington.

Pictured: Back row: Assoc. President Johnny Miller, Newsletter Publisher/Editor Kathy Miller. 1st row left to right: Assoc. Board Member Joe Gniadek, Board Member Rosie Vargo and Hall of Fame Member Lenore Weiss

Why does it take 9 hours to get to Litchfield from Joliet? This picture is an example of why, it is what '66 roadies do best, find new things, back up their cars to get to them once they pass them up, and then investigate and explore!



CBS NATIONAL NEWS

June 28, 2006

Route 66 in Illinois received a great piece of national publicity recently. There was a news piece about the 50th anniversary of the Interstate Highway System. They wanted a news item that focused on how the interstates affected Route 66.

A crew from New York City flew in and met with John and Lenore Weiss in Wilmington. Due to a weather related flight delay out east, they started filming several hours later than planned. However, the city of Wilmington, the Launching Pad, and the Riviera Restaurant in Gardner, received great footage. Bob Kraft of the Riviera was a wonderful representative. The show's newscaster Sharyn Alfonsi wanted to kidnap him. Despite a steady drizzle, the Odell station also received some air time along with footage of our famous road.



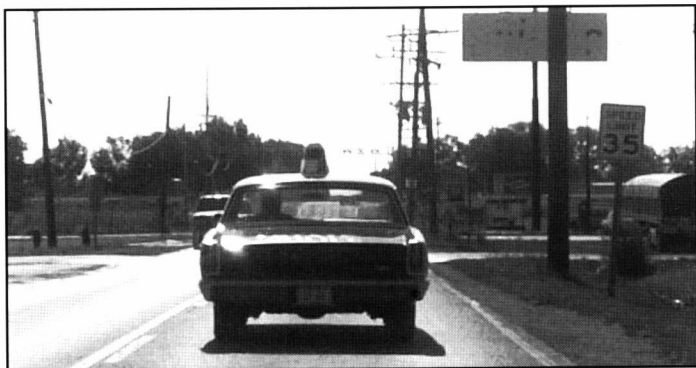
Sharyn Alfonsi of CBS news with John & Lenore Weiss.



John & Lenore made several appearances. On the CBS website more of their interview was being shown. The whole piece was about two minutes long. That is a great deal of time for a nationwide program.

Sharyn Alfonsi with Bob Kraft of the Riviera Restaurant.

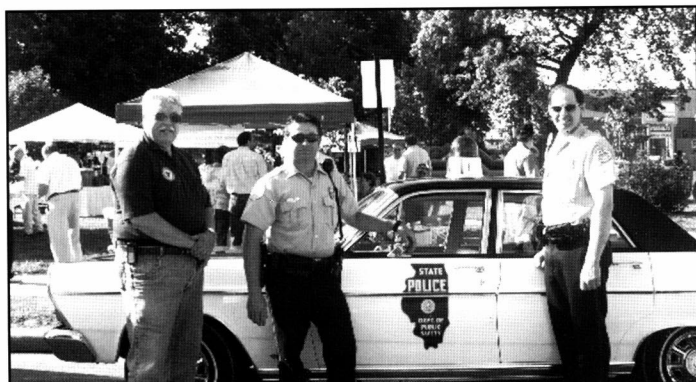
Picture This!



Retired Illinois State Police Trooper Heinz Mueller leads the 2006 Motor Tour in a 1966 Ford Fairlane.



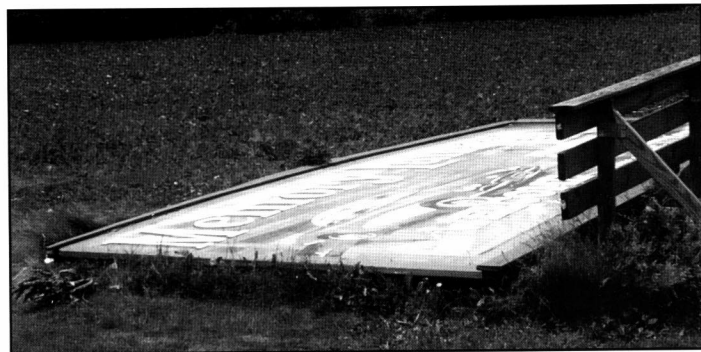
License plates from the 1966 Ford Fairlane.



Trooper Mueller with Edwardsville police officers.



Marty & Geri Bilecki receive an award for their 1957 Chevy at the "Cruisin '66 Festival" in Litchfield.



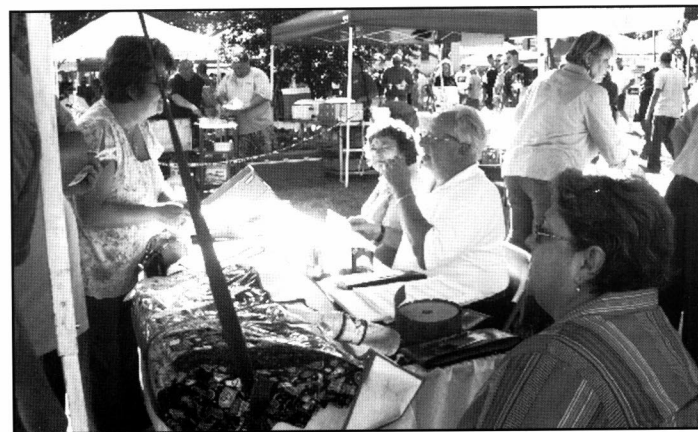
Downed sign on Memory Lane in Lexmngton is now erect once again.



License plates of association board member Joe Gniadek.



Route 66 members Barb Gwodz, Lenore Weiss, Linda Zima and Rosie Vargo show the reverse side of the Betty Boop sign.



Motor tour registration in Litchfield. Shown is the quilt that was raffled, donated and created by Cathie Stevanovich.

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Annual Dues

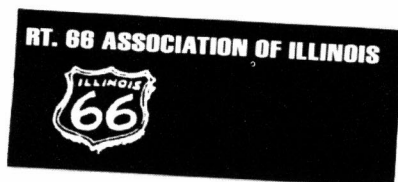
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U.S. funds only, please
\$35 fee for returned checks

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Route 66 Assn. of Illinois
Hall of Fame Museum
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Membership runs May 1 - April 30

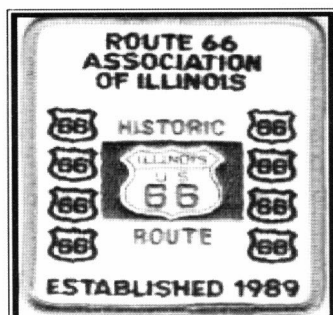
Send address changes and questions to Membership at the address above or e-mail changes to blitz66@chicagonet.net



Name Badges!
Only \$8.00 shipping included.
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Annual Association Picnic

Food, Fishing and Fun!

September 17, 2006

Wilmington Island Park 10:a.m to ??

Bring a plate to pass!

RSVP to Marty Blitstein 708-444-1312

email: blitz66@chicagonet.net

THE ROUTE 66 ASSOCIATION OF ILLINOIS ANNUAL FALL 2006 MEETING AND ELECTIONS

Sunday - October 15, 2006

Board Meeting at 10:30 am

Lunch – Noon

General Meeting at 1:00 pm

The Route 66 Association
Hall of Fame and Museum
110 West Howard Street
Pontiac, IL 61764

Join the Association for the
Annual Meeting
and
Elections!

Jim's Mystery Lunch!

RESERVATIONS ARE **REQUIRED**
MAKE YOUR RESERVATION **NO LATER THEN**
OCTOBER 6, 2006.

Contact Jim Jones for menu and price.
20 People Minimum Required
(lunch is subject to cancellation)

RSVP Jim Jones at 815-844-5657 or by
email at ng9e@verizon.net
please put "Lunch RSVP" in the subject line no
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ROUTE 66 ASSOCIATION OF ILLINOIS

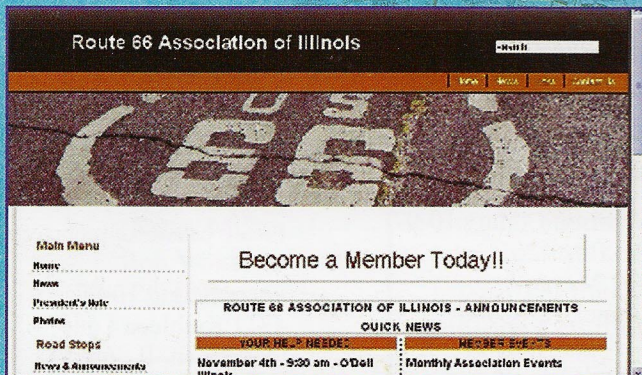
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THE 66 NEWS



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Winter 2006-07

Route 66 Association of Illinois

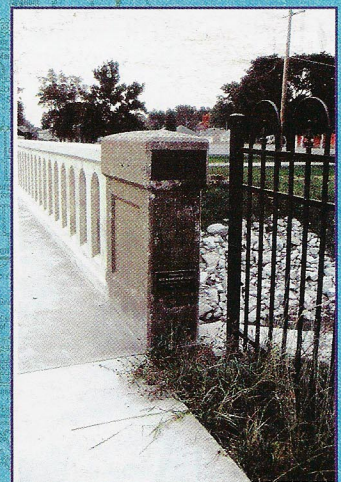
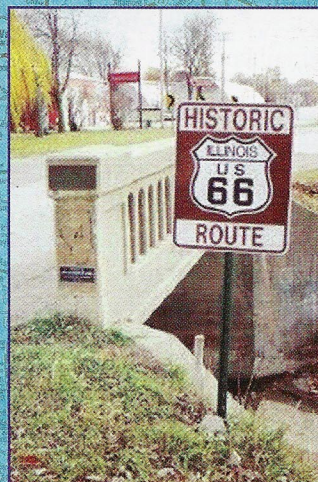
is a Proud Junior Member in good standing.
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"Illinois—Where THE Road Begins!"

Jr. Membership Is Here!!



Waldmire Mural now at the Hall of Fame in Pontiac!



The Route 4 Bridge in Pontiac, Before and After!

ILLINOIS - WHERE THE ROAD BEGINS

The Route 66 Association is a not-for-profit organization. Its purpose is to preserve, promote, educate and enjoy Rte 66. The Board Members are available to answer questions at most reason-

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Jim Jones, Kathy Miller, and
Bob Borowiak

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Winter
2006 -07

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The Route 66 Assoc Hall of Fame Museum

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815-844-6937

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Preservation Committee

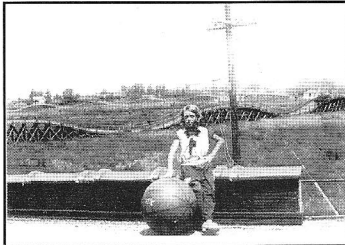
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Junior Membership
Rock Island Lines!
Which came first?
Waldmire Mural!
Norm Griffith - Final
Blue Star Memorial Marker

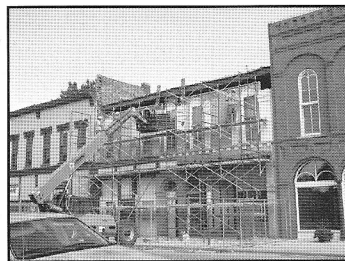
PHOTO CONTRIBUTIONS

Jim Allen
Marty & Geri Bilecki
David Clark
River Dukes
Jim Jones
Kathy Miller
Bob Waldmire
John & Lenore Weiss



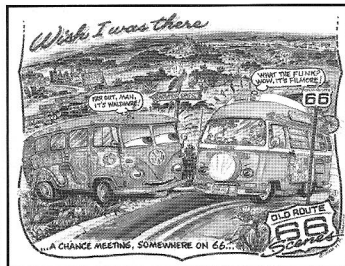
Whoopee Ride!

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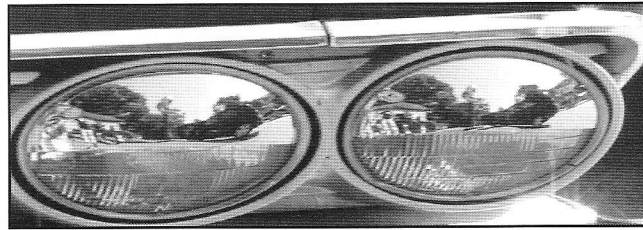
Palms Café Update

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Waldmire print for YOU!

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The President's View!

Happy Holidays and Happy New Year! We are approaching another year and there is excitement in the air, changes are happening within the association.

I am excited about our new website. This website shows how the Illinois Association is moving forward to bring a changed and updated format, easy to read, more information to share. New will be a member's only section where you will be able to read "The 66 News" online!

We are looking forward to the monthly events and I want to thank those that take the time to plan and host these events. I urge you to participate. I also look forward to the annual motor tour. Join us for the meetings and help make the motor tour a continued success.

Last October we held annual elections. I want to welcome the new board members, many them are new faces you will not recognize now, but you will come to know them very well in the future. The enthusiasm that they bring coupled with the experience and dedication of the board members that you already know can only benefit the association, making it stronger.

Congratulations to you all. I am looking forward to working with each of you in the next year. I am sure with your help 2007 will be a banner year. Please join me in welcoming new board members and officers Jim Allen, Tom Durham, Loretta Dwyer, Nora Feuquay, Bob Killacky, Patti Mehner, and Leland Storm.

I cannot thank the retiring board members, officers, and committee members enough for their dedication to us and to Route 66. They are Lynn "LuLu" Bagdon, Marty & Geri Bilecki, Duke Cartwright, Jim Jones, Kathy Miller, Bill Pryzbylski, Kris Skinner, and Fran Turgeon.

We welcome you to volunteer at the Route 66 Association of Illinois Hall of Fame Museum, and to join the Preservation Committee and the Motor Tour Committee. Volunteerism is the key to the association's success and we appreciate the many people to take the time to join us in our efforts.

I also want to thank the many unnamed heroes who work hard to educate, promote, and preserve Route 66 from behind, you know who you are!

Remember, driving on Route 66 is driving on history!

Best Regards,

A handwritten signature in black ink.

Johnny Miller

President, Route 66 Association of Illinois

MONTHLY OUTINGS!

Come join association volunteers who have offered to be your guide December through April. They have selected events to attend. This is a great way to have good old-fashioned fun! Bring your friends! (All events subject to cancellation to due inclement weather)

December 2006 through April 2007

December 31, 2006/January 01, 2007 - Sunday/Monday – First Night, Pontiac!

Hosted by Cathie Stevanovich (This is a rain or shine event)

Ring in the New Year with Cathie at the Route 66 Association of Illinois Hall of Fame Museum. Celebrate New Years Eve with association members and the residents of Pontiac as they enjoy this annual alcohol free night! First night starts at 6:00 p.m. there is a \$10.00 fee to purchase the "First Night Button" to participate in all city events and entertainment (buttons can be purchased through "PROUD")! Bring a snack to share at the museum! The museum will be open from 6:00 p.m. until 11:00 p.m. At the stroke of midnight, join the city of Pontiac at the riverfront to welcome in the New Year with fabulous fireworks as they light up the midnight sky! Following the fireworks display bring your leftover snacks and join Cathie and friends at the Comfort Inn located in Pontiac to end this magical night. Breakfast on Sunday will be as a group at your own expense. **Pre-registration is REQUESTED** by December 15, 2006 contact Cathie to register or for information at 708-444-1312 or by email at cathiesb@earthlink.net please put Route 66 in the subject line

February 10, 2007 – Saturday - View a Route 66 Model Train Display

Hosted by John & Darlene Ruh (This is a rain or shine event)

Join association members John & Darlene Ruh as they host an open house opening the doors to their home from 11:00 a.m. to 3:00 p.m. Experience this one of a kind Route 66 model train display. See the Route 66 model train travel from Chicago to LA making stops at famous landmark locations. **Pre-registration is REQUIRED** by February 04, 2007 - to register and for information contact Johnny Miller at 708-528-7866 or email him at kixonrte66@hotmail.com please put Route 66 in the subject line.

March 31, 2007 –Saturday – Breakfast at Cozy Dog, Dinner at Scotty's and Everything in Between!

Hosted by Joe Gniadek (This is a rain or shine event)

Join Joe for breakfast in Springfield! Arrive Friday night (hotel accommodations are on your own) so you can be ready for this early Saturday morning event starting in Springfield. At 8:15 a.m., meet at the Cozy Dog restaurant which opens at 8:00 a.m. for breakfast on your own. Departing the Cozy at 9:30 a.m., we will proceed to the Sugar Creek Covered Bridge, which is near Glenarm. Leaving the bridge at 10:25 a.m., we drive to Historic Carlinville. We should arrive around 11:00 a.m. Visit the Million Dollar Courthouse, the jail, and the Anderson Mansion. Lunch will take place sometime in the middle of the tours at a restaurant of your choice, allowing plenty of time for antique shopping. A slight fee for the building tours may cost \$3.00. At 4:00 p.m., we will proceed 30 miles or 30 minutes to Hamel to end our day with dinner at Scotty's. **Registration is REQUESTED by** March 25, 2007 - to register or for information contact Joe at 630-690-3312 or by email at blackfrost04@netzero.net

April 14, 2007 – Saturday - Downtown Walking Tours of Route 66 the East and West Loop with David Clark (reduced fee required)

Hosted by Jamie Anderson led by tour guide David Clark (This is a rain or shine event)

Meet Jamie at Lou Mitchell's for breakfast (at your own expense) at 9:00 a.m. Take the train or drive, there is ample parking at Lou Mitchell's restaurant. At 10:00 a.m. join Jamie as he departs Lou Mitchell's for an East Loop walking tour led by association member and Route 66 author David Clark. At Noon, eat lunch (at your own expense) with Jamie and David in Greek Town at the Parthenon Restaurant. Following lunch at 1:00 p.m., continue with the West Loop portion of the walking tour. You are sure to enjoy Route 66 in Chicago. **Pre-registration is REQUIRED** no later than April 07, 2007 - to register or for information contact Jamie at 847-721-6743.

Bob Waldmire Creates Mural at Route 66 Association Hall of Fame and Museum

by Jim Jones

Contributed in part by Karen Walters, reporter for the Pantagraph

Originally run on October 3, 2006

Bob Waldmire started the creation of a floor to ceiling mural on the west wall in the Route 66 Association of Illinois Hall of Fame and Museum in Pontiac on September 30.

He worked on it the first week of October and returned October 21 with hopes of completing it before he heads back to his winter home near Portal, Arizona.

The mural is a map of Route 66 in Illinois, with many of the towns and cities pinpointed. In addition, there will be art boards illustrating icons of the "Mother Road" in Illinois.

Many of Bob's fans have stopped at the museum to greet him. The first week of October, he had visitors from New Zealand who



Bob Waldmire working on the giant wall mural in the Hall of Fame and Museum in Pontiac.



Bob Waldmire accepting a New Zealand flag from the visitors at the museum

had been to the new Studebaker museum in South Bend, Indiana. They found out that Bob was going to be here and made a special effort to be in Pontiac to present Bob with a flag of their homeland.

Several of Waldmire's works, including a series of college towns, are "bird's-eye views," or aerial interpre-

tations. Waldmire's work also serves to preserve the sites along Route 66, some of which he calls "endangered." "(My work) helps to document Route 66," he said. "It's almost like saving something that is about to be destroyed. I've done a good job if it can forever be preserved."

His work is featured at several places along Route 66 between Chicago and Los Angeles.

Along with Route 66, Waldmire's art encompasses animals, landscapes and Ford Mustangs. He has recently started work on compositions with Harley-Davidson motorcycles.

Robert Waldmire: Age: 61

Occupation: Traveling artist, with a passion for Route 66

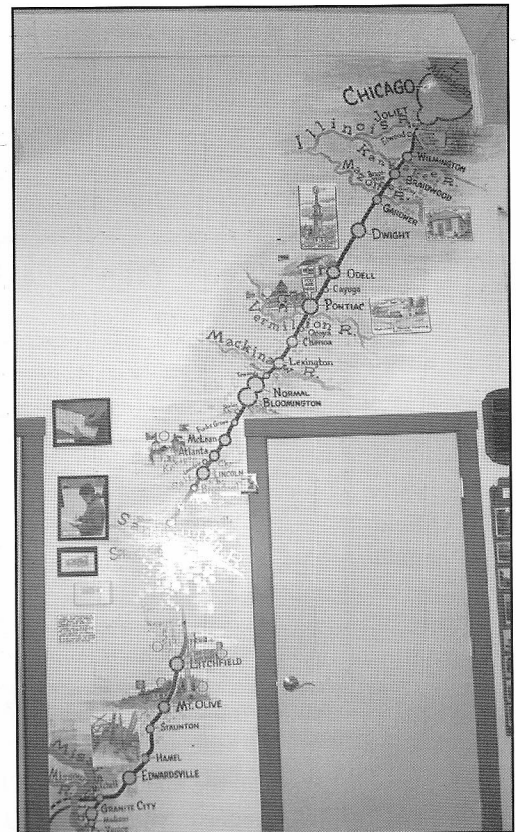
Hometown: Springfield

Drives: 1972 Volkswagen van, which serves as a studio on wheels and Route 66 information source.

Interesting facts: His father, Edwin, started the Cozy Dog Restaurant in Springfield in 1947; Bob won the John Steinbeck Award from the National Route 66 Federation and is slowly moving to a homestead in southeast Arizona. He travels Route 66 as much as possible.

Keep -
sake Waldmire
print made

available for you courtesy of Bob Waldmire and the Route 66 Association of Illinois on page 27. Enjoy!



Bob Waldmire's mural at the Hall of Fame and Museum.

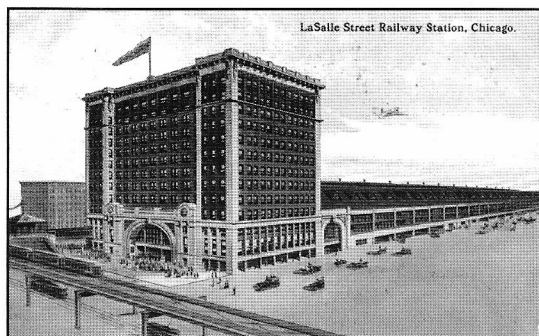
Rock Island Line & 66

by David G. Clark

The Rock Island Line is a mighty good road
The Rock Island Line is the road to ride
The Rock Island Line is a mighty good road
If you want to ride you gotta ride it like you find it
Get your ticket at the station for the Rock Island Line

--"Rock Island Line," by Leadbelly

Long before Route 66 connected Chicago with Joliet, the Windy City and the Iron City were connected by water, and then by rail. First came the Illinois & Michigan Canal in 1848, followed by the first train on the **Chicago & Rock Island Railroad** in 1852. In 1856, the Rock Island became the first railroad to bridge the Mississippi River; as the road grew, it added the later



Postcard depicting the LaSalle Street Station circa 1902.

Southern Pacific on a passenger train called the Golden State Limited, linking the 66 terminus cities of Chicago and Los Angeles (and ironically, the original travel time was 66 hours!)

Originally, the Rock Island's Chicago terminus was at the 1852 south city limit of 22nd street. In 1866, the road's first downtown depot at LaSalle and Van Buren Streets was built in conjunction with the Lake Shore and Michigan Southern Railroad. William W. Boyington, who was the architect of the Joliet Penitentiary in 1858 and the Chicago Water Tower and Pumping Station in 1869, designed that first depot. The railroad depot was destroyed in the 1871 Great Chicago Fire; a new Boyington-designed station was built at the same location in 1872. The third LaSalle Street Many railroads diversified into allied tourism and travel businesses, and the Rock Island was no different.

Golden State Limited:

*Most luxuriously equipped train in the world.
Leaves Chicago daily on and after November 1st.*

Only 66 hours to Los Angeles; 72 hours to San Diego and Santa Barbara.

Everything to make you comfortable.

Electric lights; electric fans; barber shop; bathroom; Book-lovers Library; compartment and standard sleepers; diner; buffet smoker; observation car. Easiest grades, lowest altitudes and most southerly course of any trans-continental line.

Information on request.

Reserve berths now.

Low rates to California, Washington, Oregon, Montana, Idaho and Utah in effect all this month. Ask about them.



Tickets, 91 Adams-st.

GEO. H. LEE, General Agent, Passenger Dept

Chicago Tribune ad for the Rock Island from 10/02/1902.

66 towns of Oklahoma City, Amarillo, Texas, and Tucumcari, New Mexico to its litany of depots. In 1902, the Rock Island partnered with the

In 1871, they were a partner in the Grand Pacific Hotel, located one block north of the LaSalle Street Station. The hotel was to open in October 1871, but it burned to the ground in the Great Fire before any paying guests could spend the night. Undaunted, the Rock Island and its partners sold one million dollars of additional construction bonds and hired William Boyington to design a new building; it opened in 1873 on Jackson Boulevard (later 66) between Clark and LaSalle Streets.

The Grand Pacific was managed by John Drake (whose sons went on to run the Drake and Blackstone Hotels on Michigan Avenue in Chicago) and became one of the most famous hotels in the U.S. It was the location of many Republican Party meetings and conventions (back when there WERE any Republicans in Chicago), and it was where a railroad convention of 1883 adopted Standard Time for train timetables. The hotel closed in 1895 due to a disagreement among property owners; half the



building was razed, and then the east half of the hotel was remodeled and reopened in 1898.

By the time the Grand Pacific's doors closed forever in 1919, it had established Jackson Boulevard as a corridor for

travelers and visitors to the city of Chicago. During the early years of Route 66, nearly a dozen hotels were located on Jackson or within a city block north and south. These lodgings drew visitors who traveled by car and by rail, since four of the city's six major rail depots were less than three city blocks from Jackson.

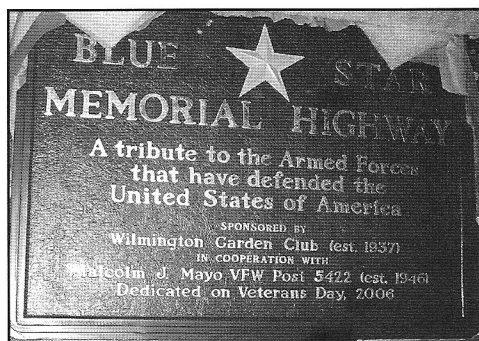
As many of you know, since 2002 in the years when the Route 66 Association of Illinois' Motor Tour starts on the north end of the state, I have been offering free walking tours of Chicago's Loop on the Friday of the Motor Tour weekend. In 2007, in order to celebrate the Rock Island Line/Route 66 connections, the free tour will begin at the train depot in Joliet Illinois. I plan to travel the Metra commuter train with the tour participants from Joliet to Chicago's LaSalle Street Station, discussing the history of the Rock Island and the importance of the rail lines to the evolution of the Mother Road. Once in Chicago, we will take a walk down Jackson Boulevard and Adams Street, tracing the transportation history shared by the rails, Route 66, and Chicago, America's Gateway city to the Great West. The tour will be free, although participants will need to purchase their own train tickets.

Anyone interested in the Rock Island/Route 66 tour should see details as they are ironed out in future issues of the 66 News, on the website of the Route 66 Association of Illinois, www.il66assoc.org, or on my website, www.windycityroadwarrior.com

November 11th ~ A Day of Celebration!

by Kathy Miller

On Saturday November 11, 2006, the dedication of a Blue Star Memorial Marker was set in a new garden designed by the Wilmington Garden Club. As part of a nationwide program that recognizes veterans, the marker stands in front of the Malcolm Mayo VFW Post 5422 in Wilmington.



VFW Post 5422 Blue Star Memorial Highway Road Marker.

The National Garden Clubs established the Blue Star Memorial Program to honor service men and women in 1945. The system covers thousands of miles across the Continental United States, Alaska and Hawaii. A large metal Blue Star Memorial Highway Marker is at various locations along the way.

The program has expanded to include all men and women who had served, were serving or would serve in the armed services of the United States. Memorial Markers and By-Way markers has been added to the Highway Markers and are used at locations such as National cemeteries, parks, veteran's facilities and gardens.

The Blue Star became an icon in World War II and was seen on flags and banners in homes for sons and daughters away at war, as well as in churches and businesses.

Participants of a mini motor-tour celebrating the 80th Birthday of Route 66 sponsored by the Route 66 Association of Illinois also attended the dedication after receiving an invitation from Judy Wunderlich of the Wilmington Garden Club and Post 5422 commander Bill Kiley.

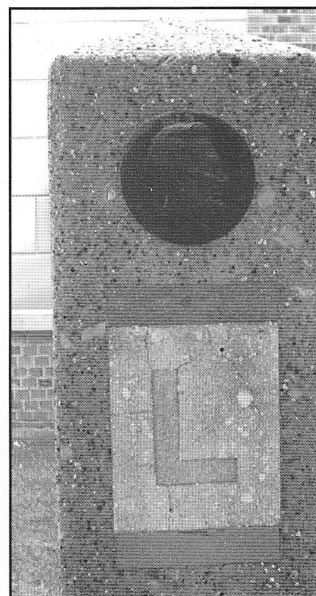
The mini motor tour began at the Hall of Fame Museum in Pontiac where Mayor Scott McCoy welcomed participants. A continental breakfast enjoyed by all, provided as a courtesy of Pontiac Tourism. After lunch, the group drove to the Route 66 Welcome Center in Joliet where everyone ate birthday cake after singing a robust rendition of Happy Birthday to Route 66. Other festivities at the museum included dedications of a bronze statue honoring Route 66, an original road marker of Lincoln Highway, a mural by Route 66 artist Jerry McClanahan and a lecture by guest speaker Patty Ambrose of the Route 66 Heritage Project.

"What a wonderful day! Spending it celebrating Route 66, veterans and Lincoln Highway with friends who value the heritage and rich history each highway brings, and we can never thank our veterans enough for making the supreme sacrifice of themselves for us. We're lucky to be

able to be together to celebrate these things!" said Kathy Miller co-hostess of the association monthly event. The daylong celebration culminated with dinner at the Hall of Fame restaurant White Fence Farm.



Left: Bronze Sculpture outside of the Route 66 Welcome Center in Joliet. Right: Original road marker from Lincoln Highway.



Workman

A couple of years ago, some worthless creeps stole the bronze statue of a workman with lunch pail in hand. It was located at the entrance to the Abraham Lincoln National Cemetery. It commemorated the 48 workers who died in two explosions at the old Joliet Arsenal. For two years, the base sat vacant with only the nameplate on it.

Recently a new statue has replaced the old one. an anonymous donor provided the necessary \$30,000.00 that it cost to replace it. It is wonderful to again see this tribute to the American worker.

To view it, travel on Route 66 (53) to Hoff Road just south of Elwood. Take Hoff Road west one-quarter mile to the entrance of the national cemetery. The statue will be to your right.

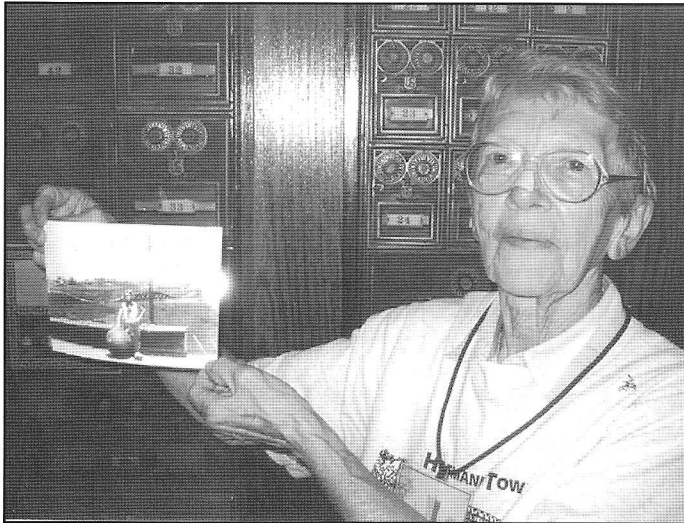
While here, be sure to tour the magnificent Abraham Lincoln National Cemetery. It is truly a place of honor. Walk the memory path and listen for the bells to toll on the hour.



THE WHOOPEE RIDE

By John Weiss

Whether in a town or somewhere in between, Route 66 became a road of opportunities. The entrepreneur spirit first showed itself in the form of providing necessary services. Numerous filling stations, auto repairs and diners lined the sides of the road. General stores and cabin courts also became common sites. More and more folks could



Lorraine Marek is active in the operation & restoration of the historic Hofmann Tower in Lyons



Lorraine Spevacek Marek is on the roof of Houdek's restaurant. The Whoopee Ride is seen in the rear.

travel because the needed services became readily available.

The next sequence in this chain of events became the eye catching gimmicks. These were often just attractions that served no actual useful purpose. Some areas had caves; some were manmade, like a snake pit or to see the live buffalo. The list is long. These attractions were created to provide a form of entertainment but principally their purpose was to make money.

This story was related to me by a delightful lady by the name of Lorraine Marek. She is the cute, 10 year old girl in the accompanying photo. The photo was taken on the roof of Houdek's restaurant.

Her uncle was Joseph Houdek. He owned and operated an all purpose building at the corner of Route 66 and Lawndale Avenue (now a 24 hour gas station). Houdek's was a restaurant, a bar, a soda fountain and a dance hall with a juke box. On the second floor, there were living quarters and rooms to rent. It was very common for traveling entertainers to stop here and even stay overnight. Route 66 was the road of vaudeville performers. They traveled from Chicago to the Rialto Square Theatre in Joliet, and on to other theatres located on Route 66 all the way to California.

Houdek's was definitely a popular roadhouse with lots to offer. Many times little Lorraine would entertain by doing the Charleston. People would toss pennies, nickels and dimes to her in appreciation.

On the adjacent property east of Houdek's was the entrance to the unique, Whoopee Ride (now the Skyline Motel). This was, for a lack of better words, a form of a roller coaster. It was a large, rambling, wooden road with hills and curves all formed into a huge oblong track. Wooden 2 x 4 railings were on both sides of the entirely wood structure. The track was about ten feet wide. For 25¢ you would drive your own car for a wild thrill ride! That's right. You drove your own vehicle one time around this wooden track for 25¢! Later, the price was raised to 50¢.

After being open a couple of years, they added another entertainment opportunity. The space inside of the track was utilized as the "STOP & SOCK" golf ball driving range. It must have been an extra thrill to be traveling on the Whoopee Ride with golf balls flying around. For the golf ball hitters, it must have been fun trying to hit one of the moving vehicle targets.

Nothing remains of these wonderful attractions. Fortunately, three photos were taken of a little girl many years ago. They clearly show the ride existed. Use your imagination – try to envision folks as they road this wooden structure. I'll bet they were all yelling "WHOOPEE!!!!!"



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WHICH CAME FIRST?

By John Weiss

Everyone has heard the expression, "WHICH CAME FIRST, THE CHICKEN OR THE EGG?" Here is another question, "WHICH CAME FIRST, PRESERVATION OR TOURISM?" Let's see if we can analyze this question.

PRESERVATION – in all its forms is extremely im-

portant. Sites, structures and more must be saved and/or restored in order to represent a sense of time and place. However, what to save and where, becomes an important question. It takes lots of time and money to do preservation. You cannot save something just because it is old. If there are two similar sites, such as an old filling station, which one do you preserve? Common sense dictates that the site most likely to be visited by the greater number of people is the more logical choice.

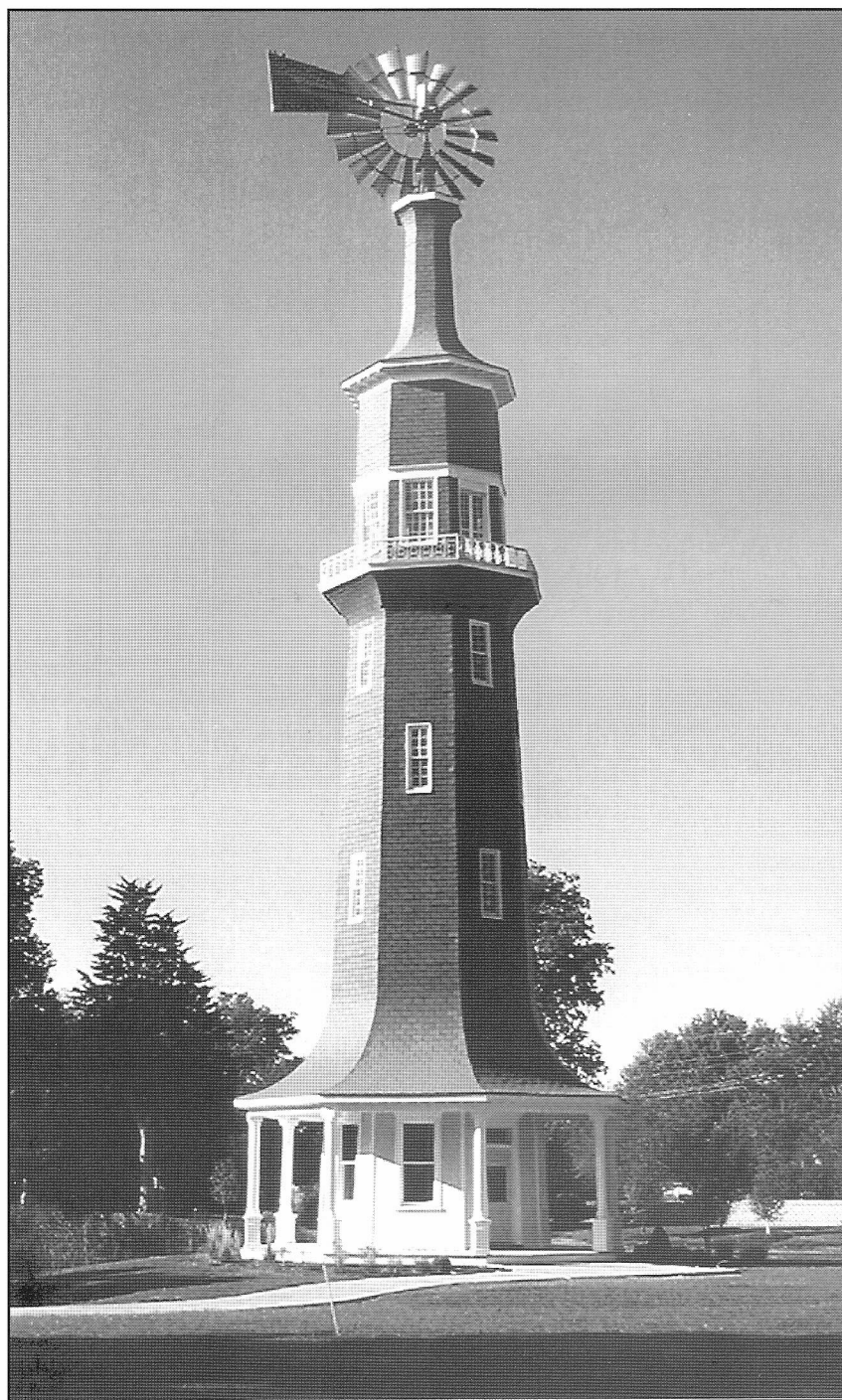
TOURISM – means potential dollars to an area or community. Often, a site is preserved with the hopes that it will attract tourists. I am now speaking of generic sites, not a historical significant site like a president's home or battle field, etc. These high profile locations speak for themselves.

Let's look at some great, but lesser known sites here in Illinois. Joliet has the Rialto Square Theatre, Wilmington has Midewin Tall Grass Prairie, and Gardner has its two cell jail. Dwight has the Windmill, Odell has the Standard Station and Pontiac has its courthouse. On their own merits these sites are viewed with great appreciation by all who visit them.

Now, let's look at this with some cold, hard facts. Just think of any one attraction site. Let's say the Dwight Windmill. I'll bet there is no one in the whole world, that at this moment, is planning their vacation to Dwight, Illinois, because of the Windmill. It just is not going to happen. However, I will also bet that at this precise moment, there are people within a short distance or around the world, who are planning a trip on Route 66. Are they doing this because of the Windmill? Of course not. At best, the Windmill, as great as it is, will be nothing more than a chance meeting by the traveling public.

What does all this mean? Should we just forget preservation? Are these sites just black holes that do nothing but suck in time and money? Are tourism dollars just wishful thinking?

Here in Illinois on Route 66, we have a couple of towns that have no trouble attracting tourists or their dollars. These towns are Chicago and Springfield. What do



Windmill in Dwight, Illinois.

Continued from Page 11

Which Came First

these towns have that make them a worldwide tourism destination? They have an abundance and variety of sites to see, things to do, and preservation to appreciate.

Most would say, "We can't compete with these giants." How wrong you are! As an individual preservation site that may be true. But – if all towns work together as one, you now become a destination in itself that can compete with the best of the big cities.

The problem facing most towns is they don't look beyond their own borders. They sit like an island hoping to be discovered. By taking the individual attractions of each community and linking them together with the historic Mother road, Route 66, you have an outstanding attraction. Continued preservation projects on, in, and between the communities, will only enhance the destination. As a result, promotion and advertising dollars will have more bang for the buck. This creates more interest in the area.

This simple concept is being developed in Illinois. The communities from Joliet to Towanda are being transformed into the Red Carpet Corridor. Together, this 90 mile stretch of Route 66 has something for everybody.

It is a true tourism destination. It will attract people and dollars. This will lead to more preservation being accomplished to enhance the destination even more.

So, can we answer the question, "What came first, preservation or tourism?" NO! They feed off each other. They cannot survive alone. Together they cannot fail.

This Red Carpet Corridor group is on the right track. Wouldn't it be great here in Illinois if other sections would do the same? There could be a White Carpet and Blue Carpet Corridor. Yes, Illinois could be the Red, White and Blue Carpet Corridor of Route 66. How American is that!

On May 5 & 6 of 2007, this dynamic group of communities will hold a 90 mile, Family Fun, Food & Adventure Extravaganza featuring a little bit of almost everything – entertainment, food, crafts, antiques, hospitality, demonstrations, flea markets, souvenirs and so much more. Don't miss it! As a matter of fact, why don't you plan your weekend vacation to this family friendly Route 66 area?

For more information, contact the Red Carpet Corridor, c/o Pontiac Tourism, 115 Howard St., Pontiac, IL 61764. Phone: 800-835-2055 – Email: tourism@pontiac.org.

IN MEMORIAM

1998 Hall of Fame Member

Doris Mae Hastert

Doris Mae Hastert of the Hall of Fame White Fence Farm in Lemont passed away last August 14, 2006 in her home.

As patrons entered the restaurant, you would see Doris first. She would cheerfully welcome you. Mrs. Hastert is remembered for her wit, humor, her bright smile, and her warm words.

Doris married Robert Hastert Sr. in the 1930's. Together they managed the establishment "Harmony House" later purchasing White Fence Farm in 1954. White Fence Farm is a family owned business that today can seat over 1,000 customers in eleven dining rooms. There are five carryout locations including one at the Lemont restaurant.

2004 Hall of Fame Member

Ruth Bernice Gray

Ruth was one of four siblings in the Gray family. She had two sisters and one brother. Her middle name was that

of her mother.

On a summer evening in June of 2004, as Ruth accepted the Hall of Fame plaque in honor of her parents, she and her sisters shared their memories of being raised on Route 66. She remembered a car broken down and one of the passengers in the car was famous boxer, Joe Lewis. Their parents, Forrest and Bernice Gray, worked together sharing all the responsibilities of operating the family owned gas station and cafe that housed a Greyhound Bus Stop.

Ruth was a veteran of United States Navy serving in New York, Washington D.C., Vietnam and Cypress. She later was employed by the Federal government at the Joliet Arsenal.

Ruth passed away on September 15, 2006 at Joliet Area Community Hospice Home in Joliet. Interment was at Abraham Lincoln National Cemetery.

The Route 66 Association of Illinois wishes to extend our deepest sympathy to the family and friends of Doris Mae Hastert and Ruth Bernice Gray

Palms Grill Café Update

William Thomas

Phase I of Atlanta's "Palms Grill Cafe Project" began on August 21st. The project is designed to restore the Downey Building, a National Historic Register property located in the middle of downtown Atlanta on an original alignment of Rt. 66. Once completed the building will house the Atlanta Museum, plus either a static museum exhibit that recreates the old Palms Grill Cafe circa 1935-40, or a functioning cafe. Decisions and details regarding



The contractor's truck piled up on 8/21/06 to begin construction work on Phase 1 of the Palms Grill Cafe Project.

the direction the Palms Grill Cafe will take are still being worked out by the Atlanta Library Board, owners of the Downey Building.

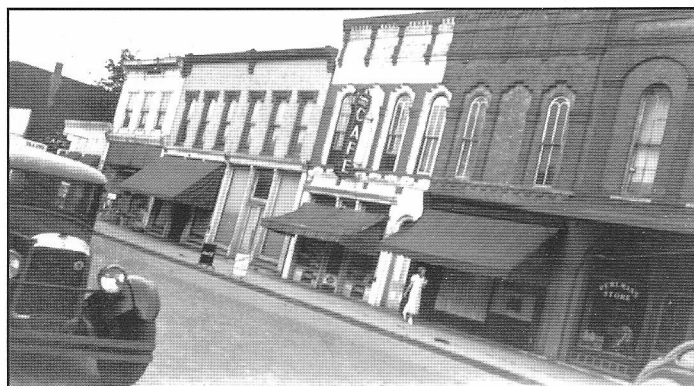
Phase I work has proceeded somewhat quicker than originally anticipated - which is not something typically



The bricks in the Downey Building were removed one by one by the workmen of Parks Construction, the Atlanta-based contractor doing Phase I work on the Palms Grill Cafe Project.

said about a construction project! Work accomplished thus far includes the removal of the original 1867 brick facade.

This task involved workers taking thousands of bricks, one by one, out of the old facade. Mortar was then cleaned off of the bricks in preparation for their reuse. The ease of this task, while welcomed in terms of how it sped up the project, highlights the fragile nature of the facade and the need for moving forward with the project before the facade collapsed. All of the original iron columns, beams, and decorative Mesker iron work that also made up the facade, have been taken off the building and cleaned, so they are ready for re-installation as the facade is rebuilt. The original Luxfer prism glass that made up part of the storefront on the Museum Annex side of the building has been saved. It is in the process of being cleaned. It was believed these prism were originally held in place with leading similar to that used in a stain glass window. Upon further research, it was discovered that the material was not leading, but zinc. The prism window will be rebuilt using new zinc, as the original has failed. In order to rebuild and repair the roof, new floor joists have been installed in the second story of the Palms Grill side of the building, as the originals had failed. Rafters on the Palms Grill side have been replaced and a new roof now covers the entire structure. The original second story window frames have been saved, repaired, and reinstalled. Brick work to rebuild the facade began the first week of October and has steadily, but slowly, progressed.



Original Palms Grill Exterior circa 1930s.

It is anticipated to take another 3-4 weeks. Once the brickwork is completed, a reproduction of the original 11 foot by 3 foot neon "Palms Grill Cafe" sign will be installed. The project is on schedule to be completed before the end of this year. The facade will then be allowed to sit over the winter, so the bricks and mortar can cure. Phase I will wrap up in the spring of 2007 when the facade will be painted.

Support for Phase I of the Palms Grill Cafe Project has come from numerous sources, including the National Parks Service, the Landmarks Preservation Council of Illinois, the Logan County Board, the Atlanta High School Alumni Association, the Atlanta Women's Club, the Atlanta Rotary, the Atlanta A-TEAM, and the Illinois Prairie Community Foundation.

A Trip Down Old Route 66

by Norm Griffeth

Part III

ARIZONA

Shortly after getting into Arizona, we drove on Arizona Route 66 for six miles between Sanders and Chambers. The first major city was Holbrook, where we stopped at the Wigwam Motel. All of the motel rooms are built in the form of wigwams. This was built in the 1940's by Chester E. Lewis I, and operated today by his descendants. It remains as a graphic reminder of the 50's and 60's, and of Highway 66 at its peak. Across the street from the Wigwam Motel is the abandoned headquarters building of Whiting Brothers. This was a successful chain of gas stations and motels along Route 66 from Oklahoma to California, dating from 1926. We spent the night in Holbrook.

Day seven was a Sunday. Near Joseph City was a billboard for an RV park, with two Route 66 shields, and "Get Your Kicks on Route 66". Many businesses today use the Route 66 theme to promote themselves. Between Holbrook and Winslow, in Joseph City, is the Jack Rabbit Trading Post, known for its billboards featuring a sad looking jackrabbit, and the slogan "Here It Is". They sell all kinds of souvenirs, Indian arts and crafts, and curios. Near here, we noted that we had driven 2,000 miles since leaving home.

Several miles west of Williams we left I-40 and drove on Arizona Highway 66 where we came to a sign which read "Welcome to Seligman, Birth Place of Historic Route 66." The town of Seligman has made an amazing comeback since it was bypassed by I-40, thanks primarily to brothers Angel and Juan Delgadillo. Angel has been barbering there for over 50 years, and Juan operates the Sno Cap Drive-In. When I-40 was opened in 1978 the many cars that once passed through Seligman every day suddenly vanished. Angel became Floyd the Barber and he and Juan, along with other business owners, worked hard to turn Seligman into a destination on Historic Route 66. Angel is once again the smiling barber in town. I needed a haircut, so I sat in the chair looking at the walls papered with business cards, while Angel did his job. As we were leaving we had to laugh as we passed the Roadkill "66 Café" Steak House. West of Kingman, we had to stop so I could take a picture of the Griffith Road Exit 37 sign.

On the eastbound trip back home, we got off I-40 at Exit 1 in Arizona, and took the old Route 66 through Oatman to Kingman. This part of "Historic Route 66" is called the Back Country Byway. It is rugged, desolate country, with rocks and cactus cropping up out of the barren land. Part of the route is called the Gold Hill Road because of the mining, which used to be done there. The road is steep and winding, with switchbacks, and was the steepest part

of the entire Route 66. We drove through Oatman early one morning before the town had opened for business. Oatman is known for the wild burros, which are free to wander through the town, but at that hour, there were only two burros standing on the porch of the "Glory Hole". The wild burros are descendants of the animals left behind by the gold miners. We passed Ed's Camp, Trading Post and Kactus Kafe (1919) at Sitgreave's Pass. We rejoined I-40 at Kingman.

Now back to the westward trip. Nine miles before the California state line, we took a detour off Route 66, to Lake Havasu City. This is the location of the London Bridge. In the 1960's, the New London Bridge across the Thames River in London, England was replaced. The old masonry facing was dismantled and re-erected here as a tourist attraction. We didn't want to pass this by.

CALIFORNIA

We drove back to I-40, entered California and drove up to Needles. The drive through that part of the California desert is long and desolate. The first point of interest was the Bagdad Café at Newberry Springs. It was the film location of a movie named "Bagdad Café", filmed in 1987 and starring Jack Palance. More desert and we arrived in Barstow. Barstow is the western end of I-40, and Wilmington, NC is the eastern end. We saw a sign, which read "Interstate 40, Wilmington, NC 2,554 Mi." I took a picture of the sign to send to some friends who live in Wilmington, NC.

On day eight we took I-15 to Victorville which was then the home of the Roy Rogers, Dale Evans Museum. We prowled around that museum for a while. They moved to Branson, MO a few years ago and we have visited it there, too. Also in Victorville was the California Route 66 Museum, which we visited as well. It was established in 1995 in Old Town Victorville in the city's first bank building. The museum has an Historic Exhibition of photographs and artifacts related to the history of Route 66 and its communities; a Contemporary Gallery of current artwork related to the history of Route 66 and American travel; a Research Library with a collection of books, magazines, and abstracts related to Route 66 for use by students, historians, and journalists from around the world; and Travel Information with brochures, maps and other information on points of interest, historic sites, and accommodations. We saw some California fog as we drove along, and a couple of different styles of signs to mark the route of Historic Route 66.

Continued on Page 14

Continued from Page 13
A Trip Down Old Route 66

We soon came to The End of Route 66 in Santa Monica. In Pacific Park, where Santa Monica Boulevard dead-ends at Ocean Avenue, is a marker, which reads "WILL ROGERS HIGHWAY, Dedicated 1952, to WILL ROGERS, Humorist-World Traveler-Good Neighbor. This Main Street of America, HIGHWAY 66, was the first road he traveled in a career that led him straight to the hearts of his countrymen." We then drove out to Santa Monica Pier, parked the car, and my wife, Evelyn, and I took pictures of each other wading in the Pacific Ocean, proof that we had made it all the way.

It took us eight days to drive Route 66 from Chicago to LA, and four more days to drive back home. We arrived home on October 1, 1999, after driving a total of 4,790 miles. The trees on our street were bright red and yellow with their fall colors, and the fall flowers in our yard were in full bloom. The Route 66 plate on the front of our car was covered with dead bugs from eight states, so I took it off and wrapped it in plastic to preserve them. I put some of our Route 66 memorabilia on a couple of walls downstairs, and put together a scrapbook of pictures, postcards, and comments as a reminder of our trip.

For the sake of continuity, I wrote this as if we had stopped at all these places on the trip west. That was true for most of the trip, but some stops were made on the way back east. In a few places, I mentioned that a certain place was a stop on the way home, but there were several others. It was a great trip!

(Below) A group from England, the Austin 7's, participate in David Clark's (pictured) Walking Tour in downtown Chicago. Also pictured are John and Kathy Miller who led the group downtown on Route 66 from LaGrange, IL.



They're Back, the Eagles have Returned!

Eagle Days 2007 is January 13 & 14 at the Old Chain of Rocks Bridge

St. Louis, MO – Bi-state residents can view eagles "in their own backyard" at the twelfth annual Eagle Days at the Old Chain of Rocks Bridge. Bundle up and bring the family to the bridge, Riverview Drive off I-270, 9 a.m. – 3 p.m. January 13 & 14 to view bald eagles that have returned to the area in search of their favorite food – fish caught in the open waters of the Mississippi River.

The eagles are the main attraction; view a live eagle up close in the education tent. The program is repeated every 20 minutes from 10 a.m. – 2:30 p.m. From the bridge, use the viewing scopes to spot eagles fishing, riding ice floes, soaring overhead or roosting in nearby trees. The program will also highlight Lewis & Clark re-enactors, who will have a camp set up reminiscent of the 1804 – 1806 Corps of Discovery Expedition to give visitors a glimpse of life during the explorers' time.

"The eagle program and re-enactors are set up at the Missouri entrance to the bridge," said Kathi Weilbacher, program manager. "At the Illinois bridge entrance we will have an education display by the Illinois Department of Natural Resources and the Lewis & Clark State Historic Site will have a pirogue (a replica of one of the boats used on the expedition) with site interpreters. No matter where visitors enter the bridge, for many a hike across the 1-mile structure is a must-do activity."

66th Wedding Anniversary On Route 66

by Jim Allen

Joseph and Burlene nee Busby Goslik, of Marine, celebrated their 66th Wedding Anniversary at Scotty's Restaurant & Bar in Hamel, Illinois on September 22, 2006. Joe is 91 and Burlene is 83. Scotty's (formerly Tourist Haven)



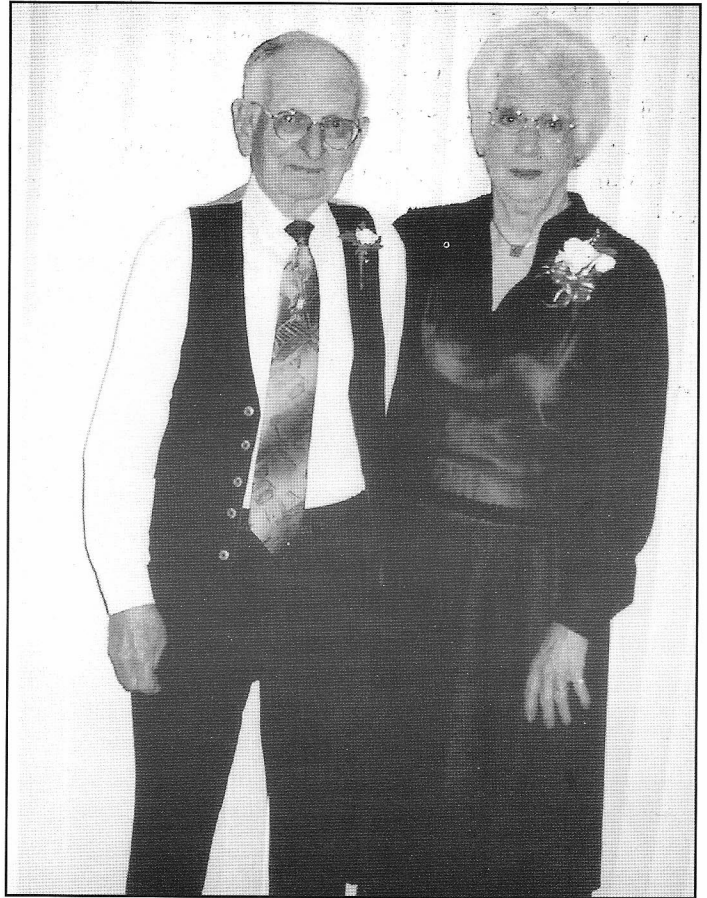
Joseph & Burlene Goslik on their wedding day 66 years ago.

was chosen because it was their favorite spot between their home in St. Louis and Joe's dad's farm in Alhambra, so they stopped in on their wedding night.

Joe and Burlene met after Burlene and her friend Billie were singing harmony on KMOX, the Town and Country Station. Billie's boyfriend, Bill, and Joe, were listening to the broadcast and he told Joe that she was a pretty gal, and introduced her to him.

They had planned a small wedding ceremony with a Justice of the Peace but they could not be married because Burlene was underage. Last minute running around resulted in them being married at 12:30 pm by Reverend Hodges, a missionary minister, at his house in St. Louis. Witnesses were sister Sue and her husband Harold Bruner. Joe was 25 and Burlene was 17.

The happy couple honeymooned at Aunt Tamber Barton's house in Alton, Missouri. On the drive home, Joe hit a pregnant cow. They could not find out who owned the cow, so they drove on home. The next week the police arrested Joe and put him in a dirt floor jail in St. Louis. He ended up being fined \$180 for the assault on the cow.



Celebrating 66 years of marriage.

Joe and Burlene's marriage resulted in three girls, Laverne Noeltner, Sharon Goslik, and Jamie Scherer. They have four grandchildren and seven great-grandchildren.

Joe worked in St. Louis as a metal polisher and buffer for 5 years, worked on his Dad's farm in Livingston for 5 years, then for the Marine Garment Company as a sewing machine mechanic for 18 years. He then worked at ARTEX in Highland for 5 years and retired at age 71. After retirement he drove a school bus for 5 years for the Triad School District.

Burlene's first job was at age 14 at the Berger Pickle Factory in St. Louis. She then worked as a waitress at the F&E Food Shop and later at The Bus Grill in St. Louis, followed by work as a seamstress at the Marine Garment Company for 18 years. She retired at age 71 and after retirement drove a school bus for the Triad School District for 7 years.

Joe was schooled at the Big Rock School in Alhambra, Illinois and Burlene went to the Big Apple School in Bransville, Missouri.

Joe and Burlene have lived in Marine for 60 years.

Preservation Takes Many Forms...

by John Weiss

When doing a preservation project, you must have an open mind. Being a little creative is also important. Our Route 4 Bridge on Division Street in Pontiac is a good example of creative preservation.

Let us go back to 1994. One day Lenore spotted something unusual along side old Route 66. There, on the end piece of a concrete bridge, was the stenciled image of the state of Illinois with a 4 in the center of it. Above was a brass plaque that was purposely filled in with some form of plaster. This road alignment was originally Route 4. Then, in 1926, became the first alignment of Route 66 in Pontiac. We soon learned that this was the only surviving Route 4 stenciled bridge still in existence. It was declared a RARE FIND.

This became the first project for our newly formed Route 66 Preservation Committee. We protected the stencil and cleaned off the plaque. We also added our own plaque to the bottom of this end post. We were also successful in getting the whole bridge listed on the Historic Bridge Survey, and the National Register of Historic Structures. And it's a good thing we did!

Let's move forward now to 2003. Our name and the Illinois Historic Preservation Agency were on the application for the historic listing of the bridge. As a result, we were notified by the Illinois Department of Transportation (IDOT) when they wanted to do some work on the bridge. It seems that the bridge had deteriorated to the point that it needed to be replaced. In all situations, public safety always takes precedence over sentiment. A solution of some sort was necessary. We all gathered together to formulate a plan that would satisfy all of us.

In order to keep this article short, we will not bore you with the many details. Here is what was agreed to: A new bridge would be constructed. It would be wider than the old structure. The design of the concrete bridge railings would also be identical to the original. Even the concrete would be a special blend in order to have the texture and appearance of the original. But here is the creative point. This had never been done before. The four end posts were cut off of the old bridge. Not just the one with the stencil and plaque on it. These end posts were put into storage for safekeeping. **THEY WERE THEN INSTALLED AND ATTACHED ONTO THE**

NEW BRIDGE. Before, there was no space for a walkway on the old bridge, now there is. For safety and beautification, some iron railings and fencing were installed on all four sides by the City of Pontiac. The railings where the stencil is located is off set so the historic end post is not obscured.

This is not the first time we have come up with unique solutions. It is important to keep an open mind. Remember that the purpose of historic preservation is to present a "sense of time and place." Do not be one of those people who do nothing but say, "That someone should do something to save that." Instead, be that someone! Experience the satisfaction of doing your part in preservation. You, too, can make a difference.

Please, visit our new bridge soon!

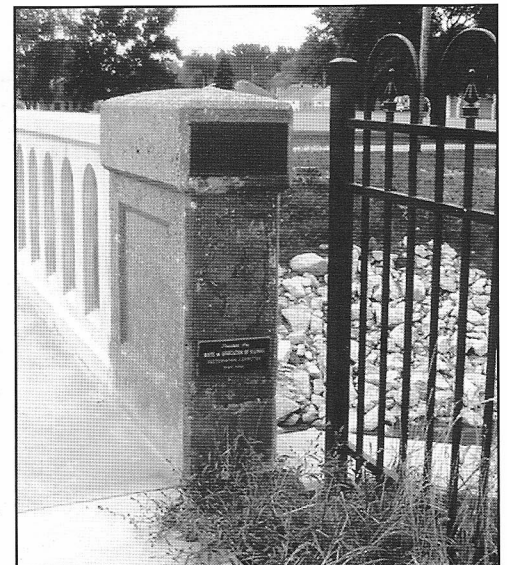
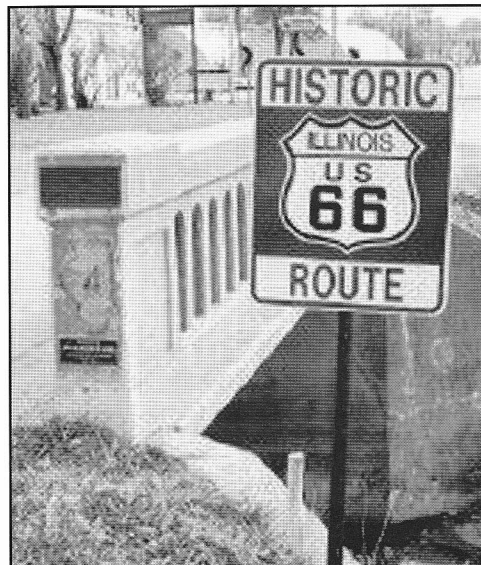
For Route 66 information, email John & Lenore at weissinfo@il66authority.com

Visit their website at www.il66authority.com

PRESERVATION DONATION

We can never thank everyone who so generously donates to the preservation of Route 66. However, we do try. Recently a check for \$50.00 was received from Jan & Dean Keeley. John Ruh is a constant contributor along with many unknown individuals.

Donations of time are just as important as funds. Many folks contribute with many hours in so many ways. These folks realize that you should not just take enjoyment from the road; you should also help keep it alive and vibrant. **THANK YOU ALL!**



The Route 4 Bridge in Pontiac Before and After!!

National Night Out

by Marilyn Pritchard

National Night Out is an event sponsored by the National Association of Town Watch along with the city of Bloomington Police Department, local businesses and many individuals. This national event involves over 10,000 communities from all 50 states. Bloomington invites the public to celebrate with free food (3,500 hot dogs) & drinks for fun and entertainment for the whole family.

National Night Out is designed to heighten crime and drug prevention awareness, support for local anti-crime efforts, to strengthen neighborhood in police partnership, and send a message to criminals letting them know neighborhoods are organized and fighting back.

The National Night Out was held at Miller Park on a humid hot evening last summer. The Route 66 Booth was in a tent at an excellent location and was supplied by Bloomington Police Department.

It was an exciting evening. The Route 66 booth had all of action. The State Farm Neighborhood Bear welcomed people and Congressman Tim Johnson greeted Hall of Fame Members Steve & Glaida Funk along with Chester & Nellie Henry. We had Route 66 corsages and Route 66 shield temporary tattoos. The booth had a combination dice roll McLean County trivia game for adults. Winners had a choice of prizes that included an Illinois map, a



Left to right: Nelli Henry, Glaida Funk and Chester Henry enjoy the Route 66 tent at the National Night Out.

"Rules of the Road" booklet or a deck of cards. They were all popular items.

Terri Ryburn-Lamonte, Marilyn Pritchard & Nellie Henry kept busy with the children's games. The games included a variety of beanbag toss, bulls-eye beanbag, Route 66-shield beanbag and an elephant ring toss. Winners had a choice of beanie babies, candy or Route 66 M&M's. Everyone had a wonderful time with many participants. We are already planning for 2007.

Children's Garden Project

This is a treasure that should not be missed. It is located on Chicago Avenue in the Route 66 community of Elwood. This unbelievable Butterfly Garden received the Governor's first place award in 2006.



Governor's first place winner for 2006 - this children's butterfly garden can be found in Elwood, IL.

pretend to be farmers. Another section grows all the items needed to make a vegetable pizza. Everything is labeled so you can learn what you may want for your own garden.

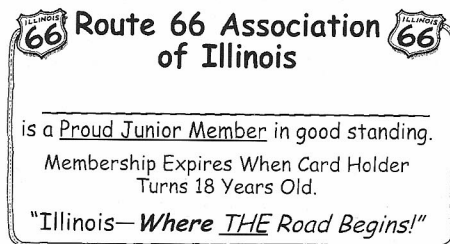
This is a community project of volunteers and is open to the public at all times. Do yourself a favor and visit this site at various times throughout the year. It is always changing.

This is not just a place of beauty, but of learning and fun. You can walk in a maze of evergreens, or children can

Free Junior Membership

Yes, it's true!

The Route 66 Association of Illinois is offering a FREE Membership to children under the age of 18. Junior Membership is limited to residents of the continental United States only! Membership is FREE!



Membership card that Jr. Members will receive

Junior members will receive a Membership Card, Membership decal and a junior newsletter. We encourage use of our Web page to look up

Route 66 stories and link to other Route 66 sites, like coloring books and the history of the road. All applications must contain a parent's or guardian's signature. We hope the families together with the children will develop a new love for the most famous Road in the World, Route 66, the Mother Road!

Route 66 runs from Chicago to San Monica and passes through eight states. It is not mandatory for parents to be members. The Junior Membership will expire on the members 18th Birthday.



ROUTE 66 ASSOCIATION OF ILLINOIS

Route 66 Association of Illinois Junior Membership Application

Free to all children until their 18th birthday. Only continental United States, please!

Each member will receive a membership card, decal, and a junior newsletter.

Our Goals: Promote, Educate, Preserve, and Enjoy Route 66!

Please visit our website – <http://www.il66assoc.org>

Name _____ Birth Date _____

Address _____

City, State, Zip _____

Parents Signature _____

Print Name _____

No application will be processed without parental signature line filled out!

Membership Application for parents (optional)

Membership for May 1st, through April 30th.

Name _____

Address _____

City, State, Zip _____

Phone _____ E-Mail: _____

1 Adult Member - \$20 a year, 1 Vote, 1 Membership Card, 1 Decal.

Family - \$30 a year, 2 Family Members, 2 Votes, 2 Membership Cards, 2 Decals.

Business or Organization - \$50 a year, 1 Vote, 1 Membership Card, 1 Decal.

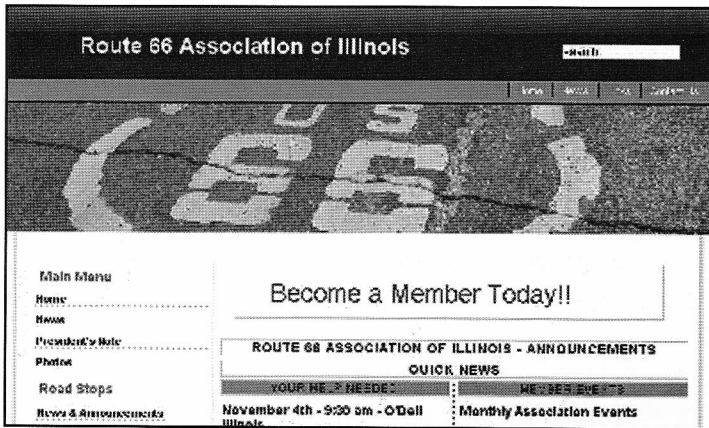
Life Member - \$250, 1 Adult Member, 1 Vote, 1 Membership Card, 1 Decal.

All adult Membership will receive our famous Newsletter (4 times per year).

Please Mail Application to: Membership
Route 66 Hall of Fame & Museum
110 West Howard Street
Pontiac, IL 61764

"ILLINOIS — WHERE THE ROAD BEGAN."

Check Us Out!



<http://www.il66assoc.org>

The address is the same!

The look is new!

The Route 66 Association has hired
a new design firm
to update the web site.

Watch for the exciting changes!

Webmaster: Scott Blitstein
eSeMBe Technical Services
708-231-8794

The Route 66 Association of Illinois Motor Tour Committee Invites YOU! *Come be part of the Motor Tour Committee!*

All members are welcome

**Route 66 Hall of Fame and Museum
110 West Howard - Pontiac, IL 61764**

Meeting Dates

December 16, 2006 - 4:00 p.m.

January 21, 2007 – After the quarterly meeting

February 24, 2007 - 4:00 p.m.

March 24, 2007 - 4:00 p.m.

April no meeting

May 19, 2007 - 3:00 p.m.

Quarterly Meetings

Board Meeting at 10:30 am, Lunch – Noon, General Meeting at 1:00 pm

Spring – Sunday April 15, 2007

Summer– Sunday July 15, 2007

Fall– Sunday October 21, 2007

Location: The Route 66 Association of Illinois Hall of Fame Museum in Pontiac.

Time and date subject to change.

CookBook! With over 200 Recipes

Make Check Payable to: The Route 66 Association of Illinois

Name: _____

Address 1: _____

Address 1: _____

City: _____ State: _____ Zip Code: _____

Quantity _____ Sub Total _____ Shipping _____ Total _____

(\$10.00 each) (\$4.00 each) (Sub-total & Shipping)

Mail to:

Route 66 Assoc of IL Hall of Fame & Museum

Attn: COOKBOOK ORDER

110 W. Howard

Pontiac, IL 61764

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The Food Network's
BBQ with Bobby Flay!**

We Work For Food!

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: \$20

Family: \$30

Business: \$50

Foreign: \$50

Lifetime: \$250

U.S. funds only, please

\$35 fee for returned checks

Send to:

Membership

Route 66 Assn. of Illinois

Hall of Fame Museum

Attn: Marty Blitstein

110 W. Howard St.

Pontiac, IL 61764

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

RT. 66 ASSOCIATION OF ILLINOIS



Name Badges!

Only \$8.00 shipping included.

Marty Blitstein c/o

The Route 66 Assoc of IL Hall of Fame Museum

110 W. Howard

Pontiac, IL 61764

**The Route 66 Association
Hall of Fame & Museum**

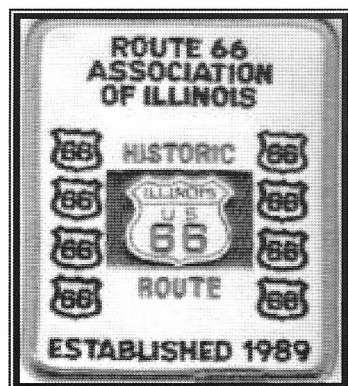
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(815-844-4566)

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110 W. Howard

Pontiac, IL 61764

Wish I was there



...A CHANCE MEETING, SOMEWHERE ON 66...

Business Members

The Route 66 Association of Illinois encourages you to support all business members!

Abraham Lincoln Tourism Bureau–Lincoln, IL
Alan Collebrusco Construction–Taylorville, IL
Americas Best Value Inn–Atlanta, IL
Anderson Trucking–Lexington, IL
Angelo's Ben Franklin–Wilmington, IL
Ariston Cafe–Litchfield, IL
Atlanta Public Library–Atlanta IL
Becker's Hotrod BP, Inc.–Dwight, IL
Berghoff–Chicago, IL
Bernardi's II Inc.–Pontiac, IL
Camz Retro, Inc.–Wilmington, IL
Casey's Garden Shop, Inc.–Bloomington, IL
Chenoa Pharmacy–Chenoa, IL
City of Atlanta–Atlanta, IL
City of Carlinville–Carlinville, IL
City of Chenoa–Chenoa, IL
City of Litchfield–Litchfield, IL
City of Mt. Olive–Mt. Olive, IL
City of Pontiac–Pontiac, IL
City of Staunton–Staunton, IL
Claremore Convention Bureau–Claremore, OK
Comfort Inn–Edwardsville, IL
Corner Bar–Divernon, IL
Country Classic Cars, L.L.C.–Staunton, IL
Cozy Dog Drive In–Springfield, IL
Decamp Junction–Staunton, IL
De-Ja-Vu Route 66–Wilmington, IL
Dell Rhea's Chicken–Willowbrook, IL
Dwight Chamber of Commerce–Dwight, IL
Dwight Historical Society–Dwight, IL
Edwardsville Preservation Comm.–Edwardsville, IL
Edwardsville/Glen Carbon–Edwardsville, IL
eSeMBe Technical Services–Park Forest, IL
Family Table–Pontiac, IL
G & D Tire and Alignment–Wilmington, IL
Henry Old Route 66–Staunton, IL
IL. Route 66 Heritage Project–Springfield, IL
IL. State Police Museum–Springfield, IL
J. K. Harrison's Pub & Grill–Braceville, IL
Joliet Area Historical Museum, Inc.–Joliet, IL
Launching Pad Drive In–Wilmington, IL

Lincoln Printers–Lincoln, IL
Livingston County History Society–Pontiac, IL
Lockport Dental Group–Lockport, IL
Lou Mitchell's Restaurant–Chicago, IL
Luna Cafe–Granite City, IL
McLean County Historical Society–
Bloomington, IL
Midwest Digital Mapping–Cantrall, IL
Mt. Greenwood Auto–Chicago, IL
Mustang Corral, Inc.–Edwardsville, IL
National Historic Route 66 Federation–
Lake Arrowhead, CA
National Park Service–Santa Fe, NM
National Route 66 Museum–Elk City, Ok
Old Log Cabin Inn–Pontiac, IL
Old Route 66 Family Restaurant–Dwight, IL
Patti's Haircutting Cabin–Pontiac, IL
Polk-A-Dot Drive-In–Braidwood St., IL
Rialto Theater–Joliet, IL
Riviera Restaurant–Gardner, IL
Scotty's Route 66 Bar & Grill–Hamel, IL
Seguin Services, Inc.–Cicero, IL
Shea's Truck Cover People–Springfield, IL
South of Chicago, Inc.–Crete, IL
Square West–Pontiac, IL
Standard Station of Odell–Odell, IL
State Farm Insurance–Bloomington, IL
State Police Dist. # 6–Pontiac, IL
That 50's Place Restaurant–Dwight, IL
The Filling Station Restaurant–Lexington, IL
The Old Blacksmith Shoppe–Lexington, IL
Three Roses Bed & Breakfast–Pontiac, IL
Village of Dwight–Dwight, IL
Village of Gardner–Gardner, IL
Village of Hamel–Hamel, IL
Watt's Bros. Drug Store–Springfield, IL
White Fence Farm–Lemont, IL
Wilmington Chamber of Commerce–
Wilmington, IL
Wolf Pack Car Club–Hillsboro, IL

WINTER 2007 MEETING

Sunday - January 20, 2007

Board Meeting at 10:30 am

Lunch – Noon

General Meeting at 1:00 pm

The Route 66 Association

Hall of Fame and Museum

110 West Howard Street

Pontiac, IL 61764

Lunch Reservations are REQUIRED

MAKE YOUR RESERVATION

NO LATER THEN JANUARY 13, 2007

Contact Patti Mehner for menu and price.

20 People Minimum Required

(lunch is subject to cancellation)

RSVP Patti Mehner

W. 815-842-3601657 - C. 815-674-1752 or by

Email at psmehner@aol.com

Please put "Lunch RSVP" in the subject line

Do you love the cookbook "We Work for Food"?

The cookbook committee is working on Volume II

Submit your recipes for consideration to:

Cookbook Committee

The Route 66 Association of Illinois Hall of Fame Museum

110 W. Howard - Pontiac, IL

or by email to cookylady1215@yahoo.com



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Carl Johnson.

ROUTE 66 ASSOCIATION OF ILLINOIS

THE  NEWS

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