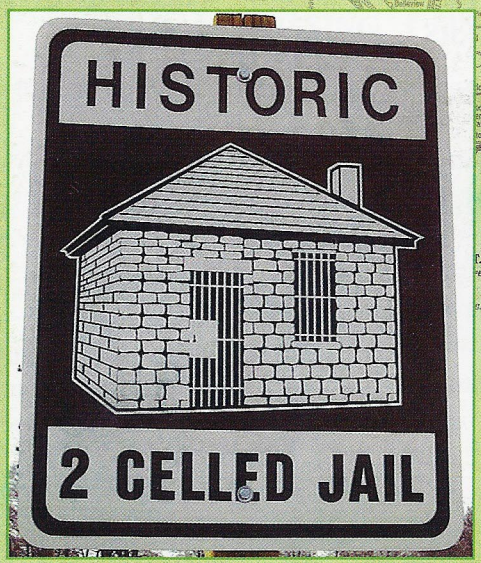
ROUTE 66 ASSOCIATION OF ILLINOIS

THE 66 NEWS

Spring 2007
$3.95

The 18th Annual Motor Tour
June 8th, 9th and 10th

Buckingham Fountain – Chicago
Part of David Clark's Walking Tour



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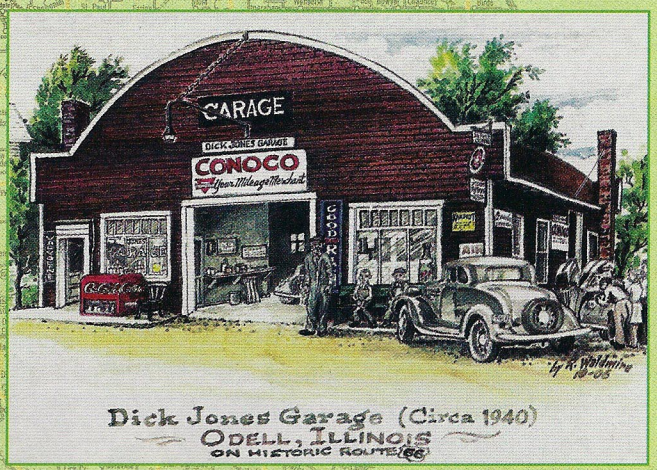

Hall of Fame Member - Dick Jones Garage
by Bob Waldmire

ILLINOIS - WHERE THE ROAD BEGINS

The Route 66 Association is a not-for-profit organization. It's 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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Spring 2007

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PHOTO CONTRIBUTIONS

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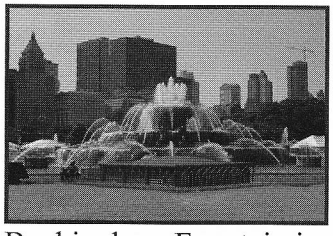
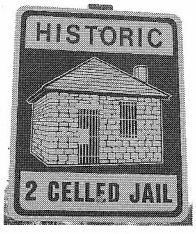


Buckingham Fountain is part of the walking tour hosted by David Clark - Page 8



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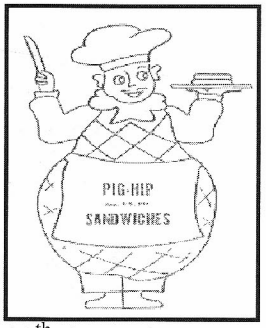

18th Annual Motor Tour
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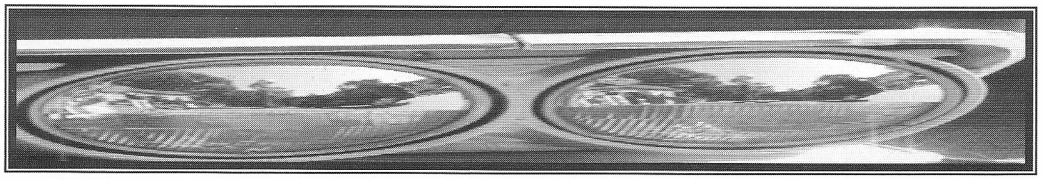


The President's View!

I'm looking forward to Spring & Summer on "66" in Illinois. Starting with the Red Carpet Corridor May 5th & 6th. Make sure you visit the Red Carpet Corridor website at www.il66redcarpetcorridor.org The association is linked to this sight and our museum is the first item of interest listed under the Pontiac section of the website. Let's support this event.

In June we have of course our Annual Motor Tour June 8th through 10th starting at White Fence Farm for the Friday night kick-off and ending on Sunday in Hamel. At the end of the month June 22nd through the 24th is the Litchfield Classic Car Festival starting in Joliet on Friday with a cruise organized by John & Lenore Weiss. Let's not forget Catfish Days in Wilmington in July. If you know of any other events we should have a presence at and participate in let us know.

I want to welcome all new members to the Association and urge you to join the preservation committee. The preservation committee is a volunteer committee where we work together as "one' and continue on with our common goal of "Preserving, Promoting, Educating and Enjoying Route 66 in Illinois". Spring-Summer will bring the change in weather allowing us to begin working on preservation. I fully support the preservation committee and all of their projects. It should prove to be a fun worthwhile summer. I look forward to spending time working with Lou Vargo, John Weiss and all of my good friends of the preservation committee on the projects Lou & John have planned for us.

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 who 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,
Johnny Miller
President, Route 66 Association of Illinois

From the Editors:

To our loyal readers thank you for your encouragement, compliments and kind words, we appreciate your support.

Sadly, we are not able to include all articles submitted into the 66 News that we feel merit publishing. Restraints have been put upon us for production costs. We ask our authors and you the reader, to please understand and accept our apologies. Example; we are not able to publish a wonderful article about The Keeley Institute and Dwight, IL by John Weiss. We will include it in installments beginning in the next issue. Please watch for this informative historical article.

Kathy & Jim

The Secret of Door #3

by The Cartwright's - Duke and Vada

Route 66 was going strong in September 1962, with many restaurants and travelers motels all along the way. One of these travelers' motel/restaurants was in a small town of Broadwell, IL, situated about midway between Chicago to the north and St. Louis, Mo., in the south. Not much of a place, this Broadwell, but the restaurant was famous along the route for the Pig Hip sandwiches served there.

Just two years earlier, September 1960, Donald "Duke" Cartwright left Hillsboro, IL, in southern IL, to relocate in Joliet, IL, to work at Statesville Prison. While working at the Prison, he met and fell in love with a young farm girl from Minooka, IL, named Vada Kay Knudson, a full-blooded Norwegian. After a two-year courtship, they were married in September 1962. A small wedding and church reception was held at Plattville Lutheran Church on 15th of September, and by 9:30 pm, the two newly weds were off to join the world, headed south on Route 66, with tentative plans, but no reservations, for the Lamp Lighter Inn, in Springfield, IL, a place they had admired on many trips from Joliet to Hillsboro during their courtship, and had agreed that they would like to stay there on their honeymoon.

As we proceeded south along Route 66, enjoying our new found pleasures of married life, time was becoming later and later. Along about Bloomington, IL, we began to notice signs along the way, indicating, "No Vacancy", at the motels. We began to worry that we might not get a room for the night, and tonight, of all nights, we had to have a room. By the time we got to Broadwell, IL, we decided that we had best stop and secure a room, the first chance we had, and forget about going on to Springfield. As we got to Broadwell, we found a small motel that had a sign out front, advertising that they still had a vacancy. We pulled into the motel, Pig Hip and secured a room, cabin #3, which was the last one available, and we moved in for the night. This was the "first" motel that either of us had ever spent a night in. Vada was 21 and I was 24 years old. There would be other "firsts" that same night.

The next morning, Sunday, we were up and ready to move on down the road, about 8:30 am. We walked to the restaurant, part of the Pig Hip complex, where we enjoyed breakfast, being the only two people in the restaurant at the time. A large man, wearing a tall, white, stovepipe type Chefs hat, served us our meal. This man's name was Ernie Edwards, the owner of the motel and restaurant. The name of Ernie Edwards did not mean a thing to either of the two newly weds at that time, but later in life, their paths would cross again, in a delightful and memorable way.

In May of 1990, there appeared an article in the Chicago newspaper, indicating a road tour of Route 66, beginning in Chicago and continuing to St. Louis. After reading this article, we decided to do this road tour, since we had driven the old route many times, years before. With the decertification of Route 66 and replaced by the new superslab I-55, bypassing all the quaint little towns along the way, the Pig Hip was "off the main road". We had, several times, mentioned to each other, as we traveled south and passed the exit for Broadwell, that some day we will stop again, at the motel, for old time sake. Now, with the Route 66 tour, we would stop at the Pig Hip motel, on the scheduled tour.

The first Route 66 tour was scheduled for the second weekend of June 1990, was merely a road trip, with everyone "feeling" his or her way along the road south, trying to find the old route. There were about 75 or so cars that left Grant Park in Chicago at 8:00 am on Saturday, and headed south. On this first trip, on Saturday after noon, we stopped in a park, directly across the road from the Dixie Truckers Home in McLean, IL, where a ceremony of honoring people who had played a big part in their lives along Route 66. There were four persons inducted into the Route 66 Hall of Fame, one of which was the man who owned and operated the Pig Hip. That was great, because Vada and I could relate to the Pig Hip.

During the second road trip, in June of 1991, I made it a point to introduce myself to Ernie Edwards and related the story of Vada and I's honeymoon stay at the Pig Hip motel. We struck up a relationship that extends to this day.

Early in 1992, I called the Pig Hip Motel to make a reservation at the motel to celebrate Vada and my 30-wedding anniversary. I thought that we could go back to where it all began. I was informed that this was not to be, since the Pig Hip was closed down. This sadden both Vada and I, but during the 1992 Tour, Ernie came to us and presented us with the key still fastened to the cabin number, to cabin #3, where we had spent our honeymoon night. This key we still have and cherish it along with the other Route 66 articles that we have collected through the years, but this particular one, brings back a lot of memories, more special than some of the other articles. Great!

And we still talk of Broadwell as we pass by, every time, even thou it has been 44 years since that first time, when two young kids stopped at Broadwell, thinking it a last chance for a room, brought them all together.

Interesting to Read

Early Auto Mechanic Stories

As found by Jim Jones

I ran across a series of stories about an old time mechanic on the web. His name was Gus Wilson and he ran the Model Garage. The stories ran from 1925 to 1969. Being an early mechanic myself, I found the stories to be intriguing.

The stories were published in the magazine *Popular Science Monthly*. The web site is http://www.gus-stories.org/index.html and if you have an interest in the automobile, and its foibles, I think you will enjoy the many stories. Give them a look. I sure enjoyed them.

WHEN MUSIC WAS MUSIC!

(A member sponsored event)

Sunday, April 29, 2007 2 - 5 P.M. (Doors open at 1 p.m.)

Dining and Dancing to the Big Band Sounds of the 40'S AND 50'S
Performed by the J. Witcher Orchestra at The Magnificent
Willowbrook Ballroom, 8900 S. Archer Avenue, Willow Springs, IL.
(Some of you might remember it as the Oh Henry Ballroom.)
A Chicago suburban landmark since 1921
$20.00 per person includes music, dancing, and lunch (salad, entree and coffee)
(Lunch will be served from 3-4 p.m. buffet style)

Dress Code: Ladies: Conservative to fancy - dress shoes.
Men: Suit & tie or sport coat, slacks and dress shoes

From: (Name)_____

# of Tickets: _____ @ $20.00 each - Total Due: $_____

Address: _____ City: _____ State: _____ Zip Code: _____

Make checks payable to:
BARBARA GWODZ
8448 MAIN STREET
DOWNERS GROVE, IL. 60516
Please include a phone number or e-mail address with your check.
CHECKS MUST BE RECEIVED NO LATER THAN APRIL 22, 2007.
You will pick up your tickets at the front desk as you enter. Your name will be on the list

The Red Carpet Corridor Invites You to Visit....

ROUTE 66 IN ILLINOIS ~ MAY 5 & 6, 2007

90 miles of family fun is waiting for you! Entertainment, flea markets, garage and yard sales, antiques, food, historical sites, exciting vendors and many attractions; all located on the Mother Road, Route 66.

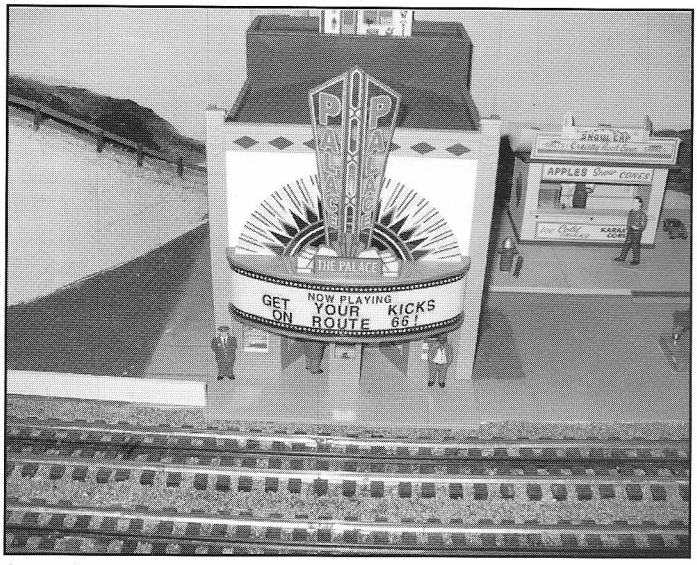
Twelve towns are participating. Each will have its own theme including a Blues festival, wagon rides and more. There will something for everyone.

Information centers will be located at each end and in the center of the corridor; Joliet on the north, Towanda at the south and Pontiac in the middle.

An exciting program brochure will highlight all that you can enjoy and experience along the famous road. Be sure to pick up one at the Welcome Centers.

Information: www.il66redcarpetcorridor.org or phone 800-835-2055.

The friendly folks along the Red Carpet Corridor are looking forward to greeting you.



See what's playing at home of John & Darlene Ruh in their Route 66 by train display.

PRESERVATION BRIEFS

By Route 66 Association of Illinois Preservation Committee

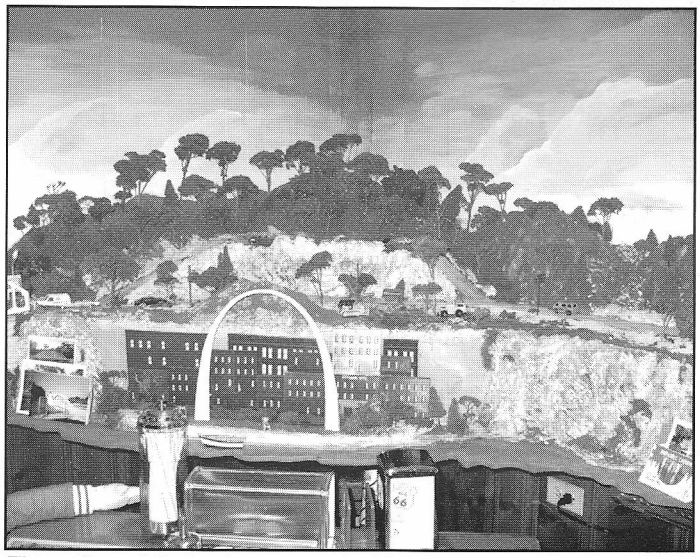
We proudly announce that the U.S. Department of the Interior, a branch of the National Park Service in Washington, DC, has released a new publication. It is: ***PB46: PRESERVATION AND REUSE OF HISTORIC GAS STATIONS"***

The restored gas station in Odell has been featured. Appropriate credit has been given to the Route 66 Association of Illinois Preservation Committee.

This publication gives information on how and why to save and reuse historic gas stations.

Copies can be ordered by calling toll free, 866-512-1800. The cost is $2.75. Stock number is 024-005-01241-9.

Preservtionists John & Darlene Ruh opened teir home to association memers to see the replication of Route 66 by train they house in their basement - first stop, Illinois!



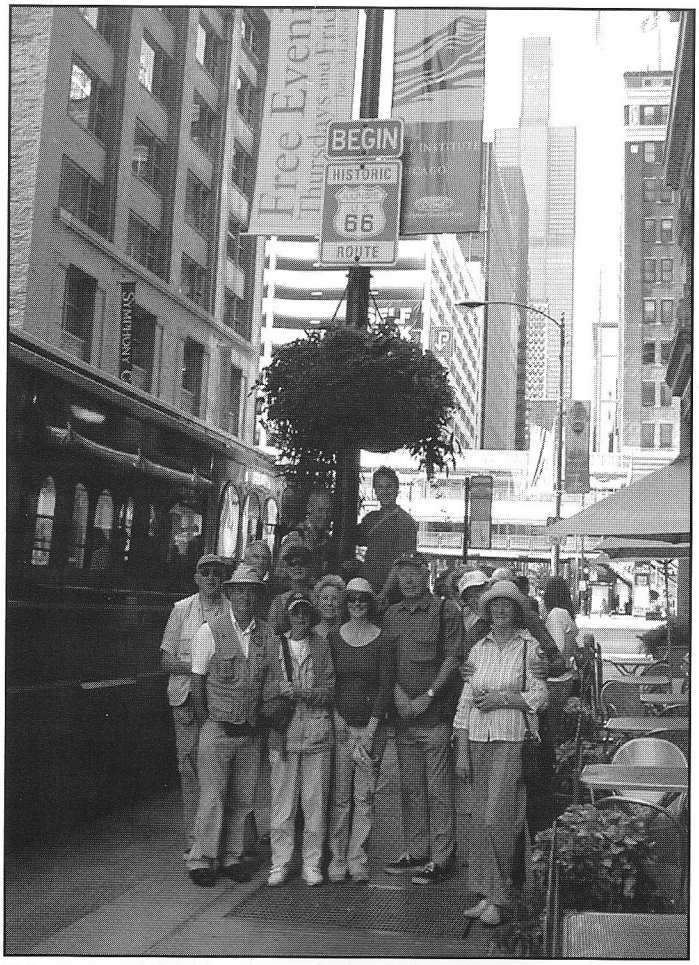
The arches of St. Louis are seen in this display at the home of John & Darlene Ruh who have replicated Route 66 by train.

The Joliet-Rock Island-Chicago Tour—June 9, 2007

by David Clark

Readers of the ***66 News*** may remember from the last issue my article about the Rock Island Railroad. I stated that I was planning a tour for the first day of the Illinois Motor Tour, which would include a trip from Joliet to Chicago on the Rock Island/Metra commuter line, then a walking tour of Route 66 in Chicago's Loop.

In 2003 and 2005, the last two years the Motor Tour began on the north end of the state, I offered free tours of Chicago's 66 to any Association Members who wished to

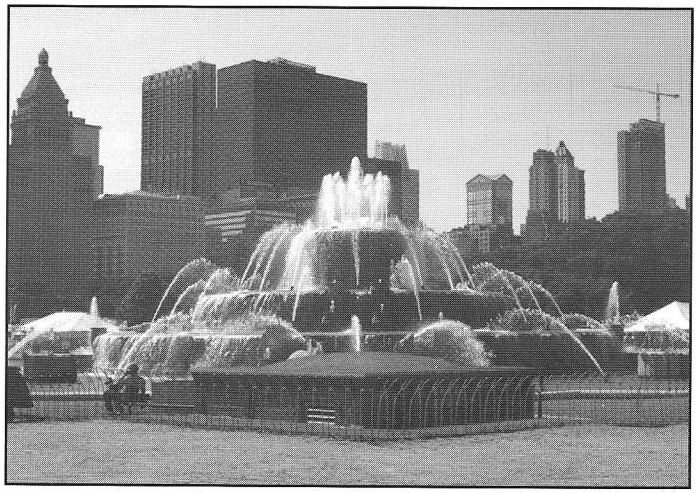


This group of Britishers crossed the U.S. in their Austin Bantams in the summer of 2006. On the way the paused for a walking tour of Chicago.

make their way to downtown Chicago on the Friday of the tour. Feedback I have received in the last four years indicate that many folks who would like to partake of the tours did not participate due to weekday city traffic and downtown parking costs.

To accommodate any 66 enthusiasts who would like the tour but dislike the inconveniences, and to also spark interest in those roadies who understand the importance of our rail heritage in forging the "66" corridor, I decided to start this year's tour in Joliet.

However, this means that the tour can no longer be "free." The Metra fare one-way between Chicago and Joliet is $5.15 on weekdays. Additionally, in order to qualify for a reduced-rate group rate, we need a group of at least



Buckingham Fountain was installed near the beginning of 66 in 1927 - the highway's first full year of existence.

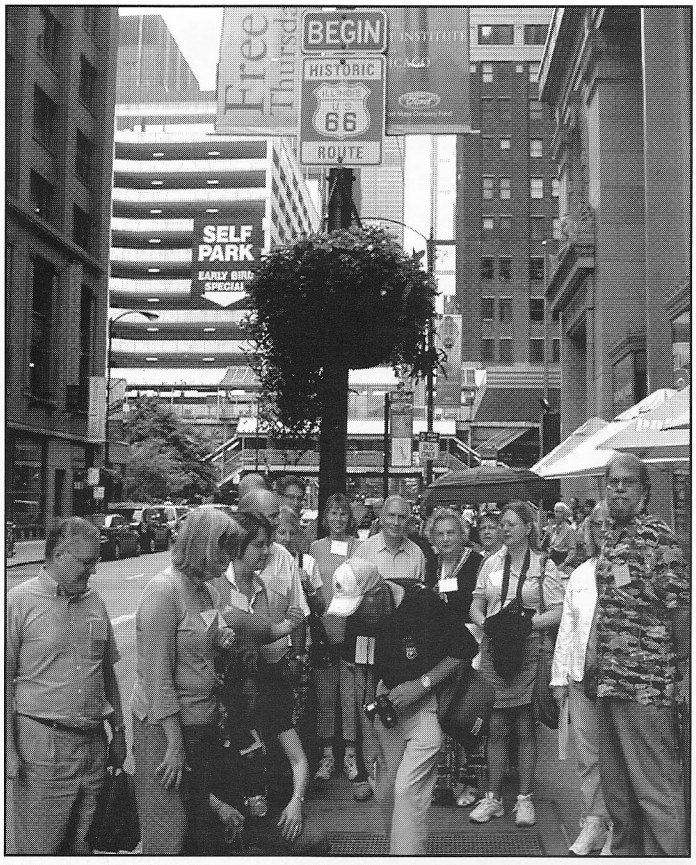
25 people. To request a dedicated car to ourselves, we need to make a request as soon as possible.

I am expecting to ride as a group on the trip from Chicago to Joliet ONLY. Some tour participants might like to shop or have lunch before returning south, so there may be no need to reserve a return group rate. Thus, any reduced rate would only apply to the northbound ride, and the individual riders would be on the own for the return fare.

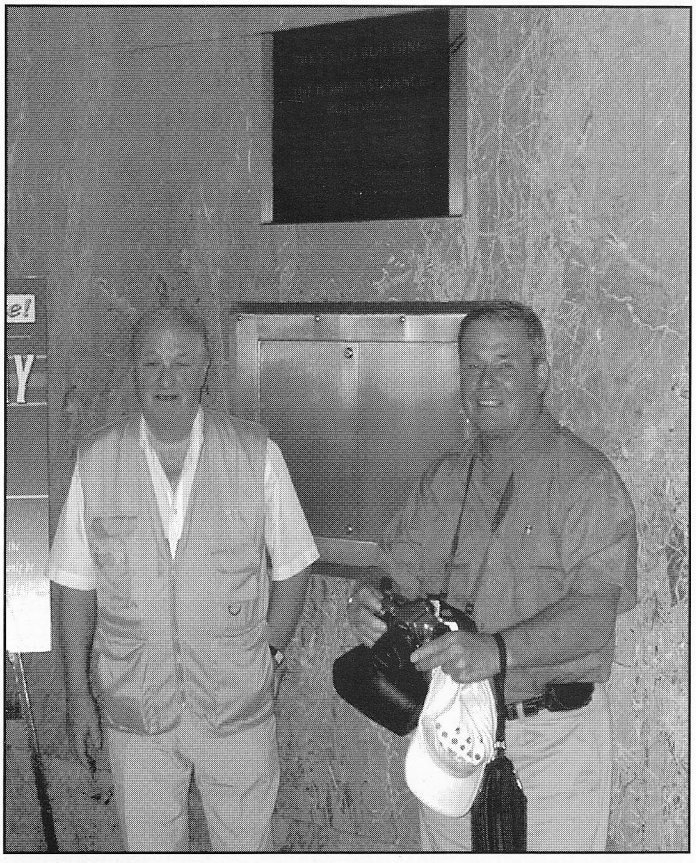
The bottom line is: if you are interested, I need to hear from you AS SOON AS POSSIBLE! We may certainly be able to accommodate more people later, but I need to reserve space on the train for at least 25 as soon as I have heard from at least that number of folks. If this tour appeals to you, I encourage you to contact me as soon as you READ THIS!

As a reminder, the "66" connection with the rail line between Chicago and Joliet is that the Rock Island was the first railroad to offer transport through this section of the "66" corridor, and it provided service through the Mother Road towns of Oklahoma City, Amarillo, and Tucumcari. They later offered passenger service on the Golden State Limited, which whisked travelers from Chicago to Los Angeles in 66 hours!

The downtown tour will take us from the LaSalle Street Metra Station to the original beginning of Route 66. We will visit the building where the Santa Fe Railroad was headquartered, and we will work our way back to La-



Participants in last summer's Bus/Walking Tour from the Elmhurst Art Museum to the beginning of 66 pause for a group photo under a very special sign.



One of the highlights of the walking tour is a visit to the site of the world's first skyscraper, as our friends from England did last year.

Salle Street along the 1953 westbound alignment of "66", Adams Street. Along the way, we will discuss the shared history of Chicago, the waterways, the railroads and the Mother Road, including the streets, the architecture, and the reasons why they all came together to create our favorite highway's starting point!

If interested, I need to hear from YOU:

Call: 312-432-1284

E-mail: dave@windycityroadwarrior.com

Write: David G. Clark
843 W. Adams Street #312
Chicago, IL 60607

Exact costs will depend on size of group. Anyone wishing to skip the train trip and take only the walking tour may be accommodated depending on group size. If the number of participants who are interested in the train ride is less than 25, we may still proceed if each person in the group does not mind paying the regular Metra fare. Questions? CALL! More information will also be available at:

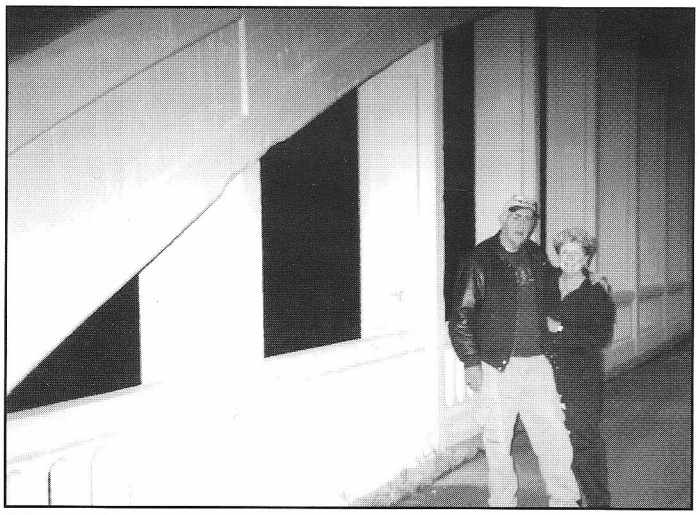
http://www.windycityroadwarrior.com

The June 9th walking tour will emphasize the relationship of Railroads to the development of US 66. Here the Illinois Central tracks run below grade in Grant Park, in front of the Chicago skyline.

KRUZIN WITH THE BILECKI'S

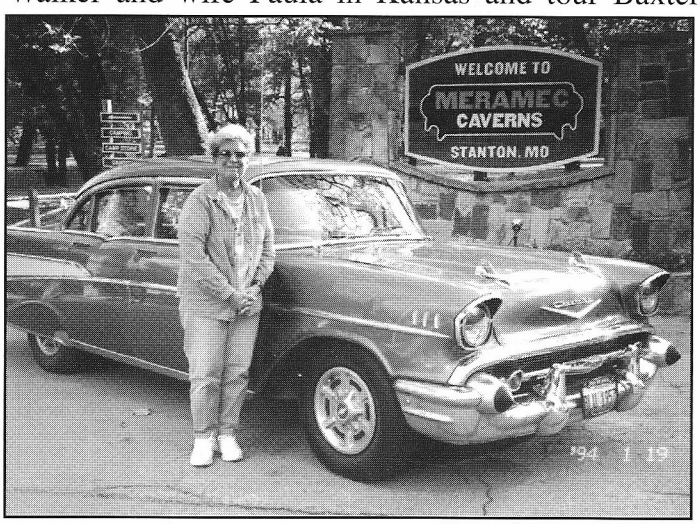
by Marty and Geri Bilecki

Here we are starting 2007 and already our "Kruzin" calendar has many entries recorded. We sure are privileged to be able to plan another year of Mother Road activities and wish to tell you about our most recent four state cruise, which closed out 2006. We



Marty & Geri Bilecki a the "Rainbow Curve Arch Bridge" circa 1923 featured in the movie "CARS" located in Baxter Springs, Kansas.

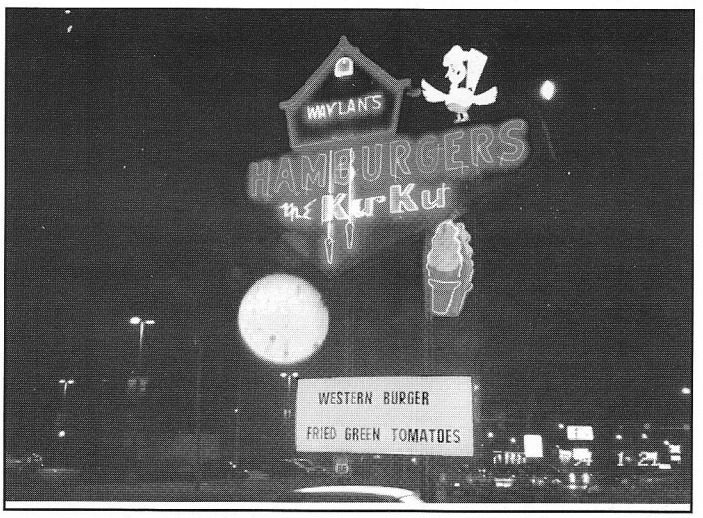
refused to give up to the coming winter months and headed south and west and did it all on Route 66 from our home south of Joliet traveling well into Oklahoma! Our destination was to visit Dean "Crazy Legs" Walker and wife Paula in Kansas and tour Baxter



Geri & "The Blue Angel" at the 1st stop of the Missouri Motor Tour - Meramaec Caverns located in Stanton, MO.

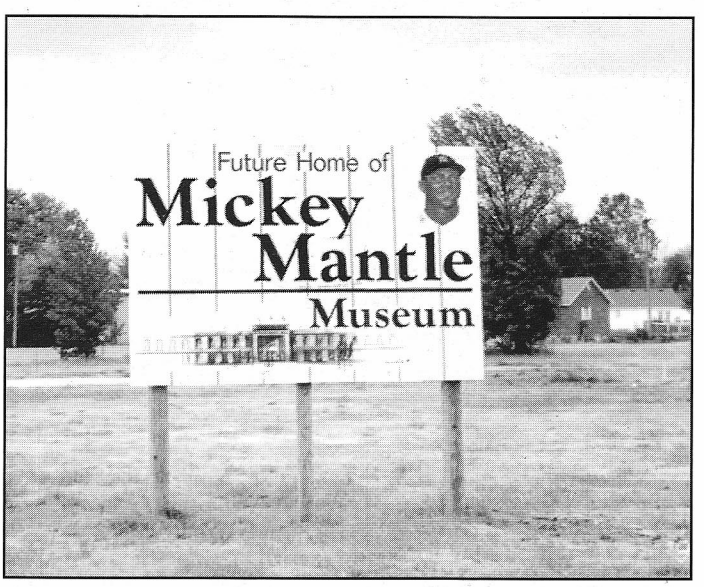
Springs. Much of the inspiration for the successful movie "Cars" was here. For those who do not know, Dean is the real life character that Pixar and Disney chose to emulate for the tow truck called " Mater."

We met our hosts on Tuesday afternoon at the Kansas/Missouri state line and our tour started at once. On the way to their home in Riverton, we drove thru Galena and other small towns that still have Route 66

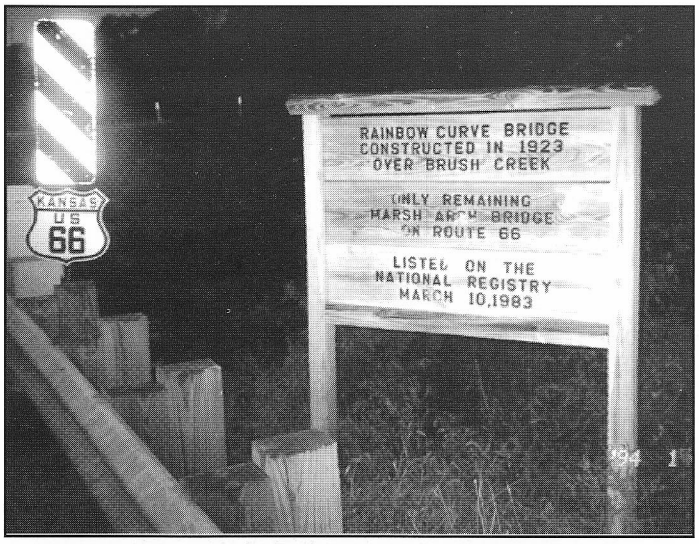


The "Waylans Ku-Ku Drive In" in Miami, OK.

as their main street. We viewed many long, unused buildings that once were thriving businesses. On our second day out things got much better. We visited areas where some of the filming took place by Disney crews including the "Rainbow Curve Bridge", circa 1923. This is the only remaining "Marsh Arch" bridge remaining on Route 66 in the U.S.A., completely restored and in daily operation to traffic. As



Future sight of the Mickey Mantle Musuem in Commerce, OK.



Information sign at the Arched Bridge in Kansas.

we traveled west we visited the Kansas Route 66 Museum in Baxter Springs, which is a "must see" to understand the importance of Route 66 in Kansas, although only 13.2 miles transcend the state.

The privilege was then ours to walk in the front and side yards of Mickey Mantel's boyhood home, just a block off of Route 66 in Commerce, Oklahoma. We were able to see the horse stable where he practiced throwing baseballs on his way to stardom with the New York Yankees in 1947. A future museum is planned close by on the Mother Road in his memory. Mrs. Dean Walker is a personal friend of Mickey's mother.

Oklahoma has so much history on and about route 66 . We had dinner at Clanton's in Vinita, which is located – you guessed it – on Illinois Street and is a thriving 50-60's establishment with an Illinois connection. The current owners are 3rd generation and the wife is a cousin of former Illinois Governor, Jim Edgar. Route 66 sure brings the states together.

On a sad note, across the street was the closed and abandoned Lewis Motel, a 21 room, 1-story structure that was once a popular stop for 66 Roadies. This establishment was slated for demolition the week after we visited.

Our third day took us a little off of the road to Bartlesville, OK, the home, museum and ranch of Frank Phillips founder of Phillips 66 Oil Co. The "66" in the name and the location was obviously a must see to view Oklahoma history and contributions of the philanthropist. Every night during our 3-day adventure Dean and Paula took us to the spot where the "Ghost Light" featured in the movie "Cars" is known to appear. However, there was a non-believer in the car and no sighting was made!

On our return trip, we visited many of the icons and locations in Missouri and took a detour of "66" in Springfield to go to Branson and check out the new Dick Clark Theater. Fabulous is the word, a must go to experience, great entertainment. The great "57 Heaven" an all American 1957 automobile display of 100 original restored cars is truly an experience. We had the pleasure to meet the stars of one of the shows and the owner of the "57 Heaven" display. While in Branson we were surprised to see "Branson, Route 66" tee shirts for sale. Looks like everyone wants to be part of the route!

Upon our return to Illinois, we found most of Route 66 communities to be prosperous. From our point of view, this is why preservation is so important. After a refreshing overnight at the Route 66 Hotel in Springfield, we headed back north on 66. The nostalgic excitement that goes with driving on the Mother Road in a classic 50's vehicle is indescribable. All along the way and at every stop there is always a friendly comment or statement about the 50's and 60's of days gone by. Our stop in Cuba, Missouri the "City of Murals" was evident of the mom and pop type of greetings.

As we got closer to home we, of course, had to stop at Ernie and Fran's Pig Hip Museum. This is inevitable. While there, we teamed up with a resident of California Mr. Hiro Soga, who we introduced to our senior icons. When we left, he was interviewing Ernie for a story about their life on 66 to be published in a Japanese Tourist magazine called "Knife". We await a copy of that fine interview.

We motored home after completing 1,326 miles in our 57 Chevy "Blue Angel". We look forward to 2007 and invite any and all to take the plunge and cruise route 66 in Illinois to any destination along the road. You will be welcomed for sure, as we were. We have never been disappointed during our travels. Please support our Association and the events on the entire eight states of Route 66 whenever possible. We are sure you will enjoy every minute of your trip.

Until next time, remember our motto "If You Don't Go, You Won't Know" applies to YOU!

"Route 66 Trail-Breaking"

National Trails Day Saturday, June 2, 2007

Be a part of history on National Trails Day 2007! Bicyclists and other "trailbreakers" will traverse the entire 369 miles of Illinois' new Route 66 Trail a route of quieter roads and trails showing off the best of the Old Mother Road". The event will highlight bike tourism on the Route 66 Trail while giving a boost for road and trail improvements along the way.

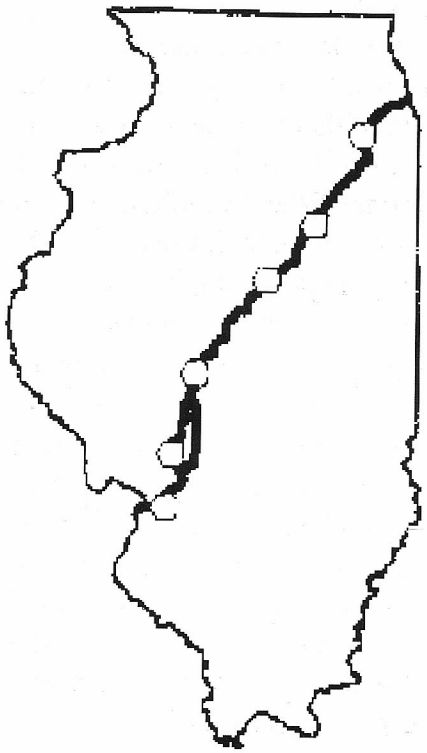
How It works: Bicyclists and other users while each ride one of 13 legs of the Route 66 Trail, simultaneously covering the entire distance of the route. They will converge at six different Route 66 towns, where ceremonies wm be held at noon.

Choose from one of these 13 segments, covering the main route and western alternate route.

Distance in miles:

To Joliet from Chicago – 50, from Gardner - 42
To Pontiac from Gardner – 37, from Lexington 25
To Bloomington from Lexington – 25, from Lincoln - 46
To Springfield from Lincoln – 39, from Carlinville – 49, from Litchfield - 49
To Staunton from Carlinville – 26, from Missouri - 40
To Edwardsville from Litchfield – 40, from Missouri - 15

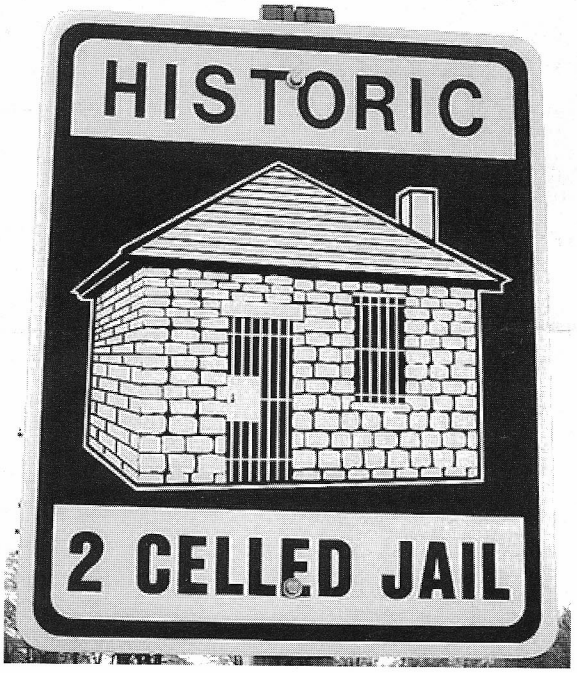
Find out more about the Route 66 Trail by downloading the User Guide at www.blkelib.orglroute66



MISSING

The custom 2-celled jail sign on Route 66 in Gardner, Illinois, was absconded by a scoundrel or scoundrels recently. Folks are searching for the historic, soon to be famous jail and cannot find it.

If you see this sign or know who may be holding it for ransom or personal gain, shame the culprit into returning it to this little Route 66 town. Our community has been robbed!



Have you seen this sign?

CRIME: THEFT

PUNISHMENT: INCARCERATION, GARDNER JAIL

REWARD: STATUS AS A GENUINE ROUTE 66 HERO – <u>PRICELESS!</u>

NOTE: GENUINE ROUTE 66 HERO is Angelo owner of Artistic Signs. Artistic Signs is located on Route 66 in Joliet and is the company that originally made the signs for Gardner. They will make a donation of a new sign to replace the missing one.

WANDERLUST

by Linda O'Connell

Spring intoxicates me with memories of a bygone era when every day was a childish adventure for dad, and he ran with wanderlust when the winds spoke to his Native American soul. I was along for the ride. Snake-like Route 66 hummed under my body as I lay on a bare blue and white ticking mattress, buttons and my little brother poking my bony ribs in the back of Dad's panel truck. Arising now and then, I peeked over his shoulder, lost count of white hash marks, gazed at Guernsey's grazing in pastures, and watched small towns whiz by.

Each summer we headed nowhere, somewhere, anywhere, Dad's rambling soul would take us. With a dollar in his pocket and a dream in his heart, the four winds tugged him hither and yon, and cast us into unknown towns where temporary day jobs, soup kitchens, thrift stores and restrooms with cold water sinks provided vacation basics. Dad didn't have a dime's worth of sense or a dollar to spare, and my mattress became the communal bed.

Nowadays, a century later, when cherry blossoms blanket the ground, before the daffodils bow to fragrant pastels and crimson reds, Old Route 66 wraps me up in asphalt arms and snakes me down winding roads that lead to long ago.

The hum of the road calls with familiar tune, and I must GO! Somewhere. Anywhere.

Linda O'Connell's inspirational, educational and literary essays and poems, editorials and articles have been published in The Mochila Review, Flashquake, Andwerve, Hot-Psychology, Chicken Soup books, Releasing Times, Beneath the Harvest Moon, Partnership for Learning, The Wonder Years, Start, Reader's Digest, St. Louis Post-Dispatch, Chicago Tribune, Joyful Woman, Whispers from Heaven, small and local press. Linda is a member of St. Louis Writer's Guild. She teaches a senior citizen writer's group. She enjoys traveling and camping with her husband.

Trains travel the walls along with photo and other memorabelia in the home of John & Darlene Ruh.

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 61764

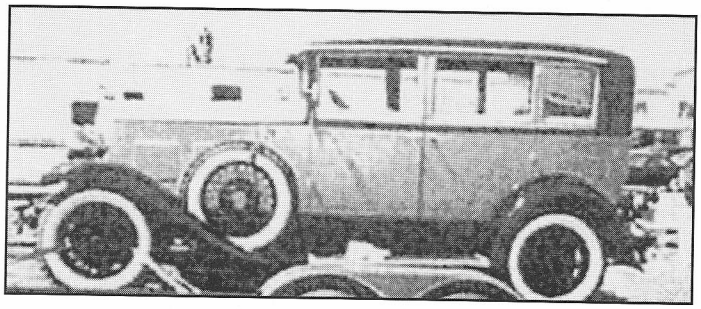
or by email to cookylady1215@yahoo.com

WHAT HAS JORDAN'S, JORDAN DONE IN 2006?

by Floyd Jordan Jr.

"Mr. Floyd Jordan Jr. who owns an antique Jordan Automobile relates that the Jordan Motor Car Company went out of business in 1931. According to records, there was a Jordan Motor Car Co. in Carlinville, IL that sold them. Mr. Jordan belongs to group that has around 70 members who own Jordan's or are Jordan enthusiasts. Below is the story of his travels last summer in his Jordan."

Son Gary and I went to the St. Louis swap meet in Earth City on the 29th of April. The only thing we got was



The Jordan loaded onto the trailor ready to transport to one of many events.

some good food, drinks and sore feet. No Jordan parts!

May 6th Gary and I went to the Monroe Co. fairgrounds for the Waterloo, IL swap meet, one of the largest in southern Illinois. No Jordan, just muddy shoes!

On May 8th I drove to Effingham, IL and met Barry Forman and two of his friends and we drove to Marge & Jack Fye's to look at their 1926 Jordan seven-passenger sedan Later in the month we went back and Barry put the Jordan on a tilt bed truck and took it to the Last Jordan Garage in Hinckley, IL.

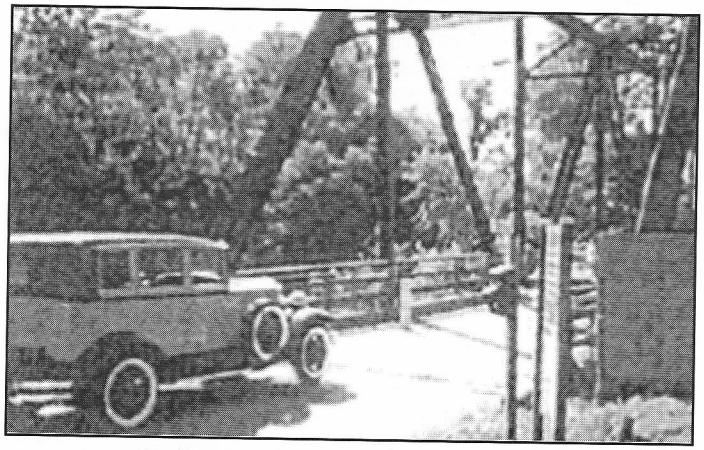
May 20th I went to the Second Baptist 4th Annual Car Show. I showed the car for no trophy. They put all cars from 1900-1930 in the same class, one family owns two cars, a Model A and a Model T and there goes the trophies.

June 10th I drove my 1928 Jordan across the Old Chain-of-Rocks Bridge from the Missouri side to the Illinois side. This was during the Route 66 Association of Illinois Motor Tour celebrating the 80th Anniversary of Route 66. Our Jordan was the oldest car to drive across the bridge. There was a cruise on Route 66 in Edwardsville and a car show. Smartest move they made was to give out dash plaques and NO TROPHIES.

June 24th son Gary and I loaded the Jordan on a trailer and drove to Litchfield, IL to the 3rd Annual Route 66 Classic Car Festival. Somewhere between 250-215 cars were shown, no trophies or dash plaques.

July 9th drove Jordan to the World's Largest Catsup Bottle Summer Fest in Collinsville, IL. About 125-150 cars were there. 1 did come in second as the most popular car visited, no trophy, just lots of fun talking to people about a car that most (99.99%) bad never heard of or seen.

September 9th – Some members of the Illinois Route 66 Association met the Missouri Route 66 Association on



The Jordan crosses the Chain of Rock Bridge during the 2006 Motor Tour.

the Illinois side of the Old Chain- of-Rocks Bridge and drove to the Missouri side. This was to part of the Missouri Route 66 Association Annual Motor Tour and was held in part to celebrate "80 years on Route 66." The caravan of cars continued to Meramac Caverns staying over night. They then continued their tour of Missouri Route 66. I drove back across the bridge and drove home.

BARRY'S GARAGE

About 20 years ago, some fellow gave Barry a Jordan chassis that was disassembled and stored. It turns out that the bumper is the exact same bumper that was put on the "E" by Ned Jordan.

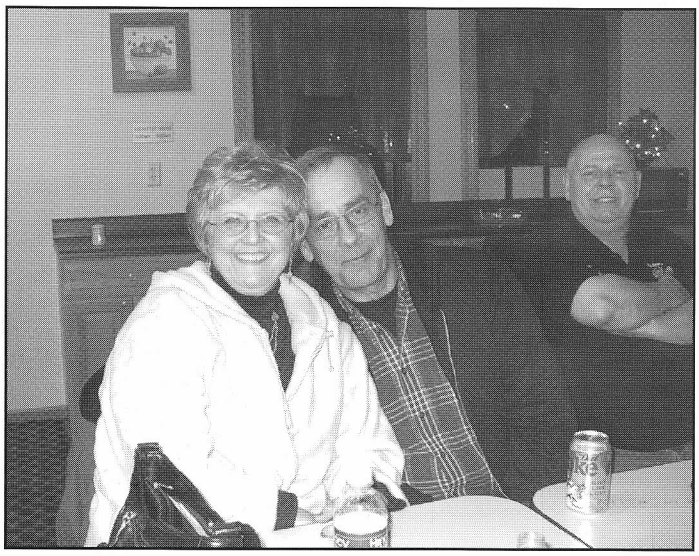
Barry has found a very special "Continental" engine that Ned used in this "E", and it's a running engine.

The fellow that owns this engine said that the carburetor would not go in the deal, as it's so rare. Barry had some of the parts that came with the car and was able to determine it was an UX2 Stromberg. Well, many years ago, he was at a swap meet and there was a couple of parts in a box that he wanted Barry asked for a price and the guy said, five dollars for the box. He gave him the five and started to walk away with the entire box and the fellow said, "say, here's an old carb that no one know anything about" and he threw it in with the other parts. You guessed it! It was an UX2 Stromberg. Some guy's do everything right!

Celebrating "66" on "66"

by Kathy Miller & Barb Gwodz

In 1940 on December 31st long time association member Barb Gwodz was born in Chicago, IL at St. Anthony's Hospital, which is not far from Route 66 (Ogden Ave). Barb grew up in Cicero, lived in Lyons and now in Downers Grove, all of her homes being within a mile of Route 66. Barb said, "Consequently,



Association member Barb Gwodz poses with hubby Bill (DuPage County Board Member). Barb turned "66" on "66" this past New Years Eve. She and Bill celebrated with friends during the Pontiac First Night Celebration at the Hall of Fame Museum in Pontiac, IL

Route 66 has always been a part of my life."

Growing up along the Mother Road there were many places of entertainment Cicero to LaGrange.

Drive-In Movies, restaurants, bowling alleys, and an amusement park to name a few, of the many places that Barb and her friends enjoyed as teenagers.

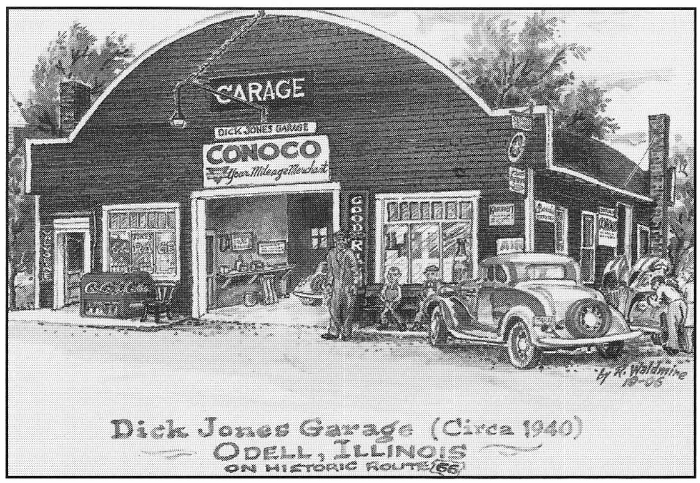
She had so many happy memories of her life on "66 that when Barb saw an article in her local newspaper about a meeting that was being held to form a new Route 66 Organization, Barb and her husband Bill who is the DuPage County Board Member decided to attend. Barb said, "I don't recall the date but it was probably a couple of years before the first Motor Tour. It was hosted by Tom Teague and was held at the William Tell Holiday Inn in Countryside. Since then, we've been hooked." It was only natural that Barb & Bill would celebrate her turning "66 on 66" this New Year's Eve at Pontiac's Celebration "First Night"!

They started the evening with dinner at the Baby

Friends relaxing with the birthday girl back at the Comfort Inn in Pontiac before calling it a night!

Bull and enjoyed two of the shows that evening. Barb & Bill also had fun with her Route 66 family at the Route 66 Association Hall of Fame Museum before watching the fireworks at midnight on the river. The night didn't end there, back at the Comfort Inn Barb, Bill, and friends filled the lobby laughing and chatting till nearly 3:00 a.m. The group met again the next morning for breakfast before heading to their homes. "It was a memorable time spending my birthday with the many friends we have made, thanks to Old 66. Truly, it's more like being back in 1966, rather than being 66! Thanks to all for the memories", said Barb.

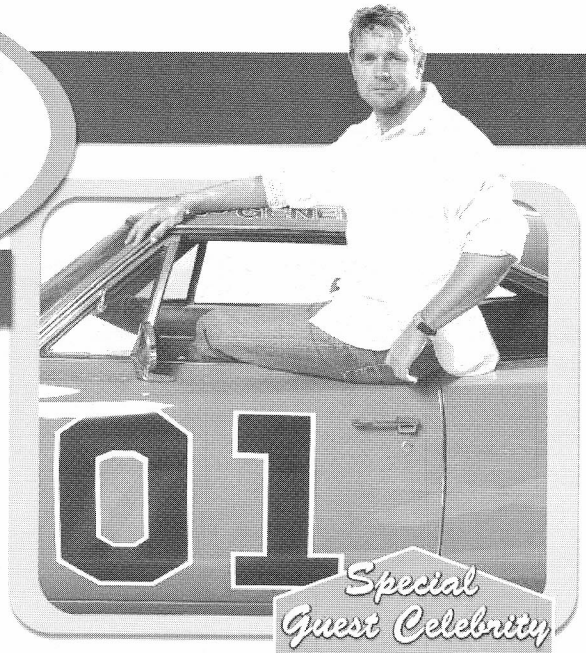
Happy 66th Barb!



Jim Jones of Pontiac commisssioned artist Bob Waldmire to draw a picture of Dick Jones Garage in it's hayday. Dick's garage was located in Odell and is a Member of the Hall of Fame. Dick was the late father of Jim Jones

4th Annual "Cruisin' Route 66" to Litchfield, Illinois

Classic Car Festival
June 22-24, 2007



Special Guest Celebrity
John Schneider
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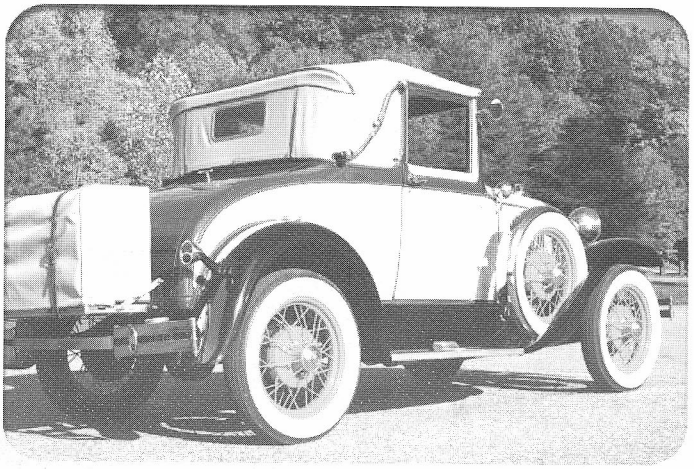
- Welcome party
- Show and shine on paved Route 66
- Feature at the Sky View Drive-In Theater
- Route 66 dignitaries
- Route 66 Association of Illinois guests
- Live entertainment and a wide variety of vendors
- Fun for the entire family
- 1979 and older cars...trucks and motorcycles welcomed



For More Information:
Contact Denise Lueker
Tourism Coordinator
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Route 66 Association of Illinois presents
The "I heard tell tour"
Ernie Edwards - The Pig Hip 2007 Motor Tour
June 8th, 9th, and 10th

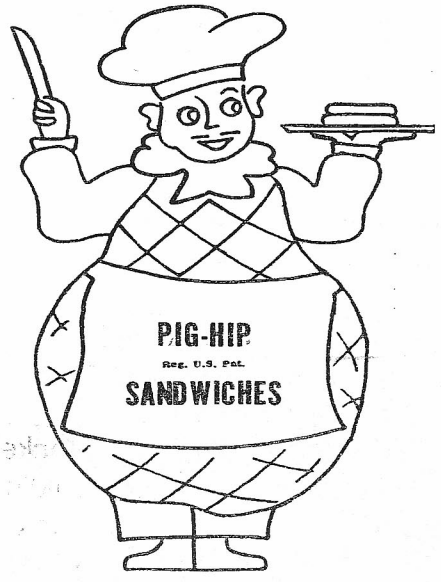
Registration Friday night - White Fence Farm - Lemont
Hodgkins, Joliet, Dwight, Pontiac, Chenoa, Bloomington, Broadwell, Springfield, Glenarm, Carlinville.
End of tour party and lunch in Stauntonl

Tour contacts:
Cathie Stevanovich
(708) 444-1312 Co-chair

Barb Nicholson Pfister
(630) 624-0762 Co-chair

Marilyn Pritchard
(815) 844-6937

Marty Bilecki
(815) 941-3312



Hall of Fame Banquet Menu
"All You Can Eat'
Southern Fried Chicken & BBQ Beef Brisket
Mashed Potatoes - Gravy
Corn - Glazed Carrots - Salad - Rolls
Route 66 Banana Split Pie
Coffee -Iced Tea - Water included
Cash bar will be available
Anniversary priced at $18

ALL WELCOME · ANY VEHICLE
ANY YEAR · ANY MAKE
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Mail to
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Tinley Park, IL 60487

REGISTRATION
Motor Tour Registration Fee:
Route 66 of Illinois members $30.00 _____
Non-Member Motor Tour Fee $50.00 _____
(Registration includes a $20 single membership)
Hall of Fame Banquet_____tickets @ $18.00 each_____

TOTAL ENCLOSED
_____

Please print or type:
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 - 2007 Motor Tour

**** All rooms for all dates must be booked by May 15th to get special rate ****

When making reservations – please tell them you are with the **"Route 66 Motor Tour 2007"** to get your special room rate!!!

FRIDAY, JUNE 8th

Baymont Inn & Suites
855 W. 79th Street
Willowbrook, IL
32 rooms blocked
(Elevator building)
Book by May 15th
(630) 654-0077
$66.00 plus tax

Super 8 (Formerly Fairfield Inn)
820 W. 79th Street
Willowbrook, IL
50 rooms blocked
(Elevator building)
Book by May 15th
(630) 789-6300
$65.00 plus tax

SATURDAY, JUNE 9th

HALL OF FAME PROGRAM AND DINNER WILL BE AT THE ROUTE 66 HOTEL & CONFERENCE CENTER

The Mansion View Inn and Suites is approximately 3 miles from the dinner site.

Route 66 Hotel and Conference Center
625 E. St. Joseph Street
Springfield, IL
100+ rooms blocked
(Note 1st & 2nd floor-no elevator)
$66.00 plus tax
(217) 529-6626

Mansion View Inn & Suites
529 South Fourth Street
Springfield, IL
50 rooms blocked
(Elevator building 1st & 2nd floor)
$66.00 plus tax
(217) 544-7411
(800) 252-1083

SUNDAY, JUNE 10th

Comfort Inn
3080 S. State Rte 157
Edwardsville, IL
40 rooms blocked
(Elevator building)
$66.00 plus tax
(618) 656-4900

ILLINOIS - WHERE THE ROAD BEGINS!!!

For more information please check our website
www.il66assoc.org

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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

As featured on
The Food Network's
BBQ with Bobby Flay!

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

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Pontiac, IL 61764

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HALL OF FAME
MUSEUM
Pontiac, Illinois

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$5.00 each plus $1.00 S/H
Each additional patch $5.00 & .50 cents S/H

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The Route 66 Association of Illinois
Mail to:
Marty Blitstein C/O
The Route 66 Association of Illinois
110 W. Howard
Pontiac, IL 61764

SPRING 2007 MEETING

SUNDAY, APRIL 15, 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

- LUNCHEON -

PRE-PAYMENT IS REQUIRED

Payment Must Be Received By April 01, 2007

Contact **Patti Mehner** for information
20 People Minimum Required
(lunch is subject to cancellation)

Patti Mehner
W. 815-842-3601
C. 815-674-1752 or by
Email at psmehner@aol.com
Please put "Lunch RSVP" in the subject line

Quarterly Meetings

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

Association members Brian & Teresa Weyenth proudly display Route 66 of Illinois plates on two vehicles.
The Weyenth's hail from Mt. Holly, NC.

ROUTE 66 ASSOCIATION OF ILLINOIS

THE 66 NEWS

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Hall of Fame Inductee
Joy Henderson

Sodie's Cycle Center
Hall of Fame Inductees Owners,
Roger (Sodie) & Shirley Soderstrom

Hall of Fame Inductee
Brown's Wrecker Service, Inc.
Pictured: Betty & James Brown, Jr.

Hall of Fame Inductee
Curve Inn Tavern

ILLINOIS - WHERE THE ROAD BEGINS

The Route 66 Association is a not-for-profit organization. It's 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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Send to: (Please put "The 66 News" in the subject line for all emails.)
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Summer 2007

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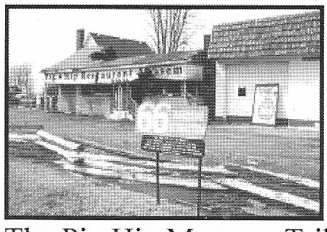

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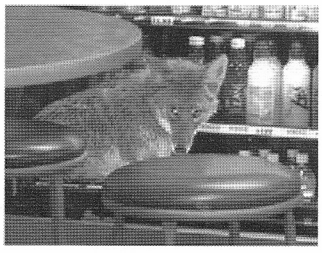

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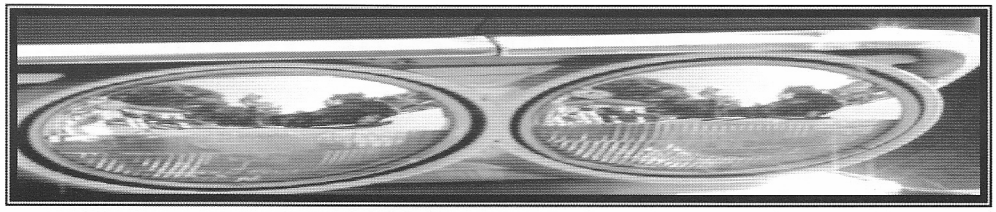


The President's View!

Welcome all, hopefully we will be released from the clutches of winter and spring will be upon us soon

Before we can blink an eye, it will be time for our Annual Motor Tour, June 9th through 11th. We start at White Fence Farm for the Friday night kick-off and ending on Sunday in Hamel. At the end of the month June 22nd through the 24th is the Litchfield Classic Car Festival starting in Joliet on Friday with a cruise organized by John & Lenore Weiss.

I'm sure everyone has heard about a major loss to our Route 66 family. The Pig Hip was destroyed by fire last month. I am saddened with this loss and so sorry it happened. Ernie & Francis our hearts are with you at this time. Many ideas are being planned to help them through this loss. We will work together with other groups and people to help the Pig Hip memory stay alive on Route 66. It will never fade in our hearts and will always be part of this association.

Being a volunteer organization the association will experience change in board membership more frequently then a paid member board. We need too work together as "one" and continue on with our common goal of "Preserving, Promoting, Educating and Enjoying Route 66 in Illinois".

Spring is bringing changes in the weather allowing us to begin working on preservation. I fully support the preservation committee and all of their projects. It should prove to be a fun worthwhile summer. I look forward to spending time working with Lou Vargo, John Weiss and all of my good friends of the preservation committee on the projects Lou & John have planned for us.

Remember, driving on Route 66 is driving on history!

Best Regards,
Johnny Miller
President, Route 66 Association of Illinois

A LETTER from the EDITORS

To Our Readers;

As your editors, we take great pleasure in printing the annual announcements of the Hall of Fame Inductees every summer. So, we find it ironic that in the very issue we print the stories of the four who will be entered into the Hall of Fame we must share our limited space and report the loss of one of the original recipients and one of the best-known icons on Route 66, Ernie & Fran Edwards' Pig Hip Museum!

With our hearts full of happiness, and at the same time filled with sorrow, we congratulate the new inductees and send our love and sympathy to Fran and Ernie as we mourn the loss of the Pig Hip.

Sincerely,
Kathy Miller & Jim Jones
Co-editors of the 66 News

Hall of Fame Inductees 2007

Brown's Wrecker Service, Inc. – Since 1955

Betty & James Brown Jr.

Brown's Wrecker Service located at 302 Brown Street, Bloomington, Illinois has responded 24 hours a day, 7 days a week, 365 days a year to many travelers needing towing or road service while motoring this historic route. Since 1955, the Brown's have operated a family owned towing service in McLean County. Starting out as a "Mom & Pop" operation, then being joined by sons, grandson and great grandson. Brown's Wrecker Service is still running strong today.

It all began with a 1948 hand crank tow truck (which has been restored and is still driven today), they have grown to now use the most sophisticated tow trucks available.

With over 140 years of combined experience, the operators of Brown's are very familiar with the "Mother Road." Brown's Wrecker Service has been featured in many national and local publications over the years. They have been the proud recipients of the "ACE" award (for achievement in customer service.) They have achieved the "4 Star" ranking which is the highest ranking available to qualifying towing services and they received the most coveted "Towman 500 Award" recognizing them as one of the 500 oldest towing companies in the country. Brown's has been in several national periodicals and featured on the cover of local "Business to Business" publication during their 52 years in business. They have also received the local "City of Bloomington Beautification Award" recognizing the manner in which they keep their office and storage facility up to date, clean and landscaped.

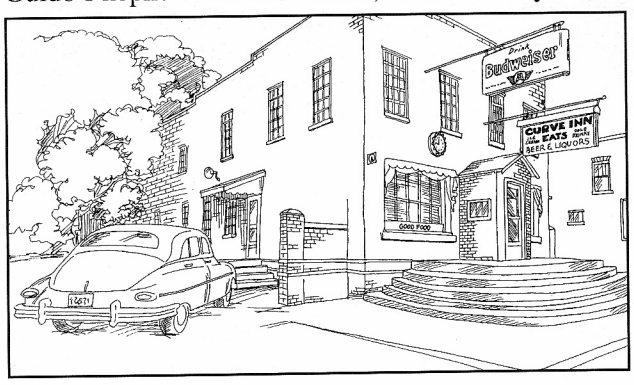
A few years ago, after being located at the same address since 1955 on Dinsmore Street, the street was renamed to Brown Street, a change of which they are quite proud and also consider a great legacy for the future generations in their family. James Brown Jr. and Betty are still living on Brown St. near the business.

The Brown's have worked with State and Local law enforcement agencies during all 52 years. Over these years they have been called by officers working under 11 different State Police Captains and 8 different McLean County Sheriff's, including the most recent. Not to mention responding to all local calls from the smaller towns located along the route from Chenoa to McLean and all the towns in between.

.

The Curve Inn - Since 1945

Emilio Copp decided to build a grocery store/cafe just south of Springfield on Route 66 in 1932. In 1945, Guido Manci purchased the building from the Copp family. They eliminated the grocery items establishing a bar and named it "The Curve Inn." Guido's nephew is Louie Manci, who currently owns Louie's on Stanton Avenue in Springfield. Louie's is a frequent stop on several of the Curve Inn's fund raising excursions. There was a grocery store and gas station next door and just to the north of The Curve Inn was a meat packing plant called Pegwill Packing. Workers at the plant would walk through the alley to have a cold drink at The Curve Inn. The Curve Inn had a scandalous history offering prostitution and illegal gambling. Customers could ring a buzzer at the bottom of the back stairs and could enter to the apartments above the bar for entertainment with the ladies.



Curve Inn Tavern

Neil McGillivary purchased The Curve Inn on August 10, 1972 keeping The Curve Inn name. He expanded by opening the Cask & Keg, which was an exclusive club for regulars only. Neil had a piano bar and a guitarist that played several times each week. The original Cask & Keg signs are still on the outside on the front of the building. The current owners are Ray & Ami Merchant and Don Thompson. They purchased The Curve Inn November 15th, 2002 keeping the name as well.

Joy Henderson

Joy Henderson with her husband owned two different businesses along Route 66 during the years of 1956-1965. In

Joy Henderson

1956, they opened "Archie's Standard Service" in Pontiac, Illinois. The station was located at the intersection of Route 66 & 116. The Henderson's had to pay back 1.5 cents for each gallon of gas they sold to pay for the station. Business was good and it only took them approximately 2 years to accomplish this. They ran this business as Archie's Standard Service from 1956-1963.

Joy worked behind the scenes helping her husband in various ways to make it all run smooth. She would do whatever had to be done, running errands, traveling to get parts, bookkeeping, payroll, and cleaning the station to name a few. Joy was the reason their station was selected for a cleanliness and appearance contest. The newspaper clipping reads: *"Arch Henderson, local Standard Oil Dealer, has been selected as a candidate in a company cleanliness and appearance contest M R. Sarff local company representative said today. He is one of 13 finalists of 290 dealers in the Peoria district"*. They gave away calendars and ashtrays as promotional items and the ashtrays read: Archie's Standard Service "The Best Friend Your Car Ever Had".

Joy and her husband also owned the Hilltop. The Hilltop was from 1963 – 1965 located in Cayuga IL on Route 66. The Hilltop was one of the few places around the area to have a live band, the hours of operation for the bar and café were 9:00 a.m.- midnight. People came in off Route 66 for the café specials, a cold beer, kiddy cocktails, or a cold soda.

Joy tended bar, helped in the kitchen and did the cleaning. They had hamburgers and french-fries that they made themselves. When the silos were being built north of Cayuga, mom and dad added meatloaf, pork chops and pork steaks to the lunch menu so they would have a hearty meal for the workers.

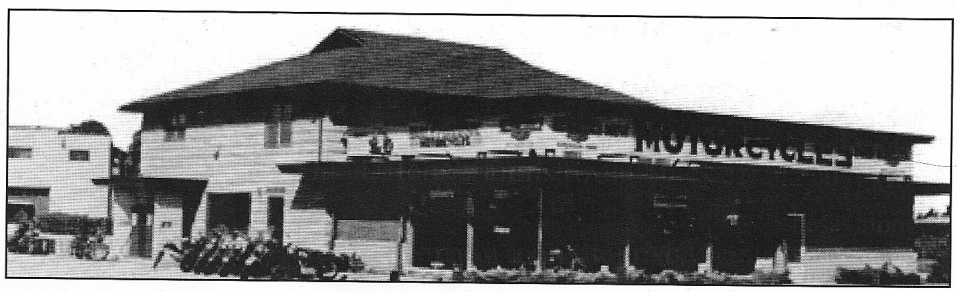
The Hilltop was torn down long ago, but it was located where Sun Trucking Inc. is today in Cayuga, IL.

For the last 10 years the energetic, 74 year-old Joy is still getting her "Kicks on Route 66". She works at K-mart, which is located behind "the station", on Route 66 and 116.

Roger (Sodie) and Shirley Soderstrom

Roger and Shirley Soderstrom ran the Harley Davidson dealership for many years right off of Rt. 66 in Bloomington. Sodie' s Cycle Center was in business from 1953 - 1972. Sodie and Shirley lived upstairs in an apartment over the business.

Cyclist would travel up old Rt. 66 and stop in to see them, especially during the State Fair or the weekend of the Springfield mile race. Sodie & Shirley worked side by side making "Sodie's Cycle Center" known by many. Patrons came from miles around just to purchase their cycles from Sodie for a "fair deal".



Sodie's Cycle Center

Not only did Sodie run his business along Rt. 66, but also he raced Harley motorcycles at several different tracks, including tracks located along Rt. 66. He raced in Pontiac, Lexington, and Springfield, IL to name a few. Sodie was best remembered for winning 5 National Championships at the Peoria IT track, winning both the 80 cu. in. and the 45 cu. in. class National Titles in 1950, on the same day.

In 1961, the AMA magazine ran an ad to recruit new Harley Davidson dealers and used Sodie and Shirley as an example of the "Mom & Pops" dealers who were doing so well. The ad pictured them as a couple, and told how in 14 years they had increased their floor space from 30 x 50 to 300 x 500. The Soderstroms started their dealership in Normal, IL on Rt. 150 West in 1947, but purchased the building in 1952 on Rt. 66 & Rt. 150. After adding on the show room and remodeling the building, they opened their business at the new location in 1953.

The building that housed Sodie Cycle Center was just sold in 2004. Currently there is a beauty shop in the front where Sodie had the showroom floor, and the back of the building where the shop was is now a form printing business. Sodie and Shirley now live in Bloomington, IL and are both enjoying retirement and stay rather active. Sodie turned 89 years on October 4, 2006 and Shirley also shares a birthday on the same day, but not from the same year. We won't disclose this "Lady's" younger age. Sodie also is proud to have just been inducted into the Motorcycle Hall of Fame in October 2006 in Pickerington, OH.

A Tribute from the Illinois Route 66 Preservation Committee - The Pig Hip Museum

If there ever was one situation that exemplified the expression, "A labor of love", this was it. Sadly we report that the Pig Hip Museum in Broadwell was completely destroyed by fire on Monday, March 5, 2007. Ernie and Frances and their home are fine. No one is sure exactly what happened, but it is presumed the cause was electrical. The fire started several hours after Ernie turned on the electricity after two months of sitting idle. Old, brittle wiring, and a pesky squirrel taking up residency in the attic, probably contributed to this unfortunate fire.

LET'S TAKE A LOOK BACK

The year is 2002, past president, Jeff Lafolette and preservation chairman John Weiss, were approached by Ernie Edwards with an idea. If arrangements could be made

The Pig Hip Restaurant Museum

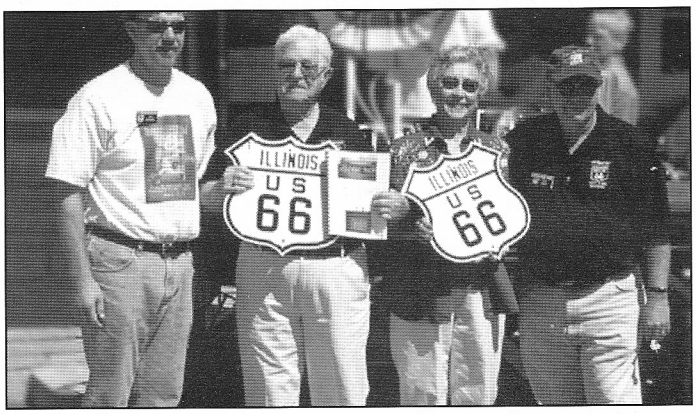
to restore his old restaurant building, Ernie would turn it into a museum and make himself available to meet and greet visitors.

An inspection of the building clearly showed that 12 years of being vacant had taken its toll. The idea was presented to the preservation members who enthusiastically

Past Association President Jeff LaFollette presents the Edwards with signs.

took on the challenge and endorsed the plan.

Jeff applied for a grant from the National Park Service. John prepared the necessary game plan. These two traveled back and forth from their homes many, many times raking up thousands of miles in preparation for this major project. Some work began immediately. This preservation



Past president Jeff LaFollette, current president Johnny Miller with the Edwards.

group didn't wait for funding. Soon the money and paper work were secured. Work could begin in earnest on this 100% volunteer project.

On March 15, 2003, volunteers descended on the old structure. Everyone was assigned a job – from repairing the hole in the roof from a previous fire, building new walls, tearing down old walls, to preparing the outside for painting for the first time in over 50 years.

Preservation in Progress!

The work was overwhelming but progressed amazingly fast. The attitude was very upbeat. Many additional small work sessions were accomplished. Then on April 19th, the final major work day was arranged and completed. The restored sign was reinstalled out front and the banner Ernie had ordered was unrolled and applied to the front of the building.

Fran, Ernie and child during 2003 Motor Tour

Now Ernie could bring in his precious mementos, continually add to his collection and create a Route 66 attraction like nothing else.

On June 8th during the 2003 Motor Tour, the Pig Hip Museum was officially declared OPEN. For the next 3 years virtually tens of thousands of travelers from around the world visited this unique, one of a kind, preservation project. It was amazing. The memories that were made in the little building are priceless. The Pig Hip represented Americana.

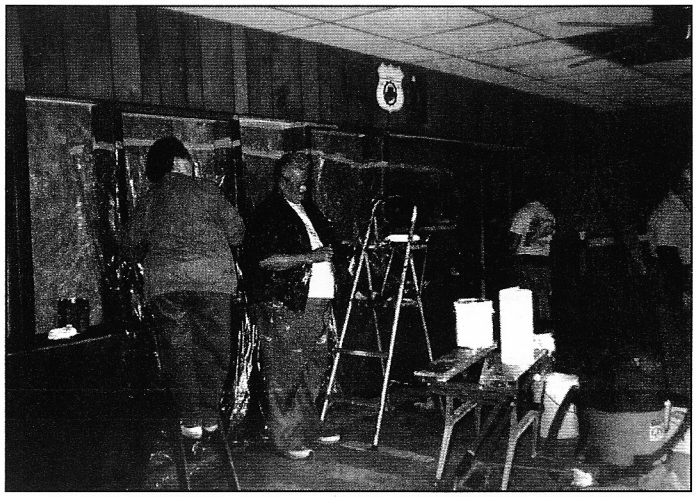
Some folks don't understand what preservation really is. They don't understand the good it can accomplish. In this case, Phase One was the tired, old, worn-out building. Phase Two was the wonderful experiences and good will created because of a preservation project. And now we are at Phase Three. Is this the end or a new beginning, a new face, a new chapter? What will future visitors see, do and remember?

Some sort of memorial or structure is needed in order to say REMEMBER ME. We have simply told Ernie and Frances, "Tell us what you want and we will make it happen." We cannot restore or recreate the Pig Hip. Those days are gone. So do we just shrug our shoulders and say "It's over"? Not a chance. No matter what it is, the preservation committee will "JUST DO IT!" Then the memories will live on in a most nostalgic way.

The original cookbook committee which was formed at a Pig Hip work day!

Painting th Pig Hip

In an ironic twist of fate, on the first major preservation work day, Ernie served his famous Pig Hip sandwiches to the volunteers. Now, at the close of this chapter, Ernie plans to once again serve his Pig Hip sandwiches for the very last time during the 2007 Motor Tour. Ninety years of memories will be wrapped up on a bun with the still secret sauce. (Note – It was during this major project that the cook book committee was formed. We Work for Food says it all!)



Workday, Indoors

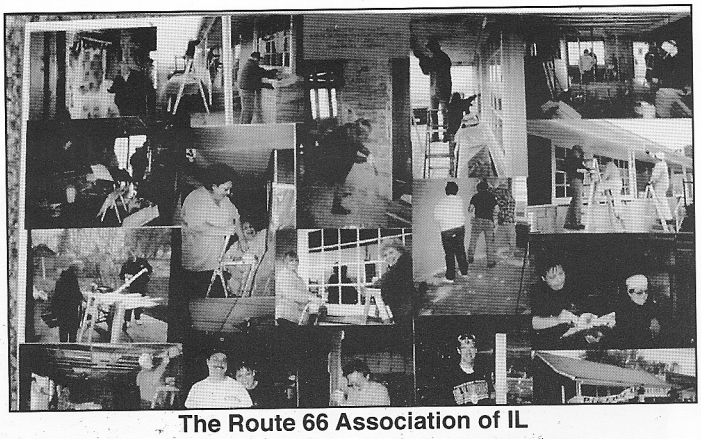
We proudly list here the names of the volunteers who

The sign at the front door of the Museum

made the Pig Hip Museum a reality. We hope their efforts inspire a future generation of Route 66 preservationists.

John & Lenore Weiss
John & Kathy Miller
Ted & Marilyn Giovanazzi
Joe & Lynn Martinek
Larry Boyd
Al Seal
Jeff & Annette LaFollette
Lou & Rosie Vargo
Marty & Geri Bilecki
The National Park Service
Ed Seal
Dorothy Seratt McMullen
Bill Gwodz
Cathie Stevanovich
Barb Nicholson Pfister
Connie Miller
Bob Borowiak
Lynn Bagdon
Frank Kalemba
Fran Turgeon
Marty Blitstein
Bob Killacky
Larry Scinto
Patty Kuhn & 2 daughters
Randy Smith
Andy Hari
Dale Johnson (Ace)

More Photo Memories of the Pig Hip's Past

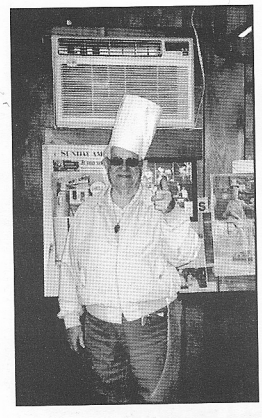


The Route 66 Association of IL Preservation Committee at work!

Making the cover of the 66 News!

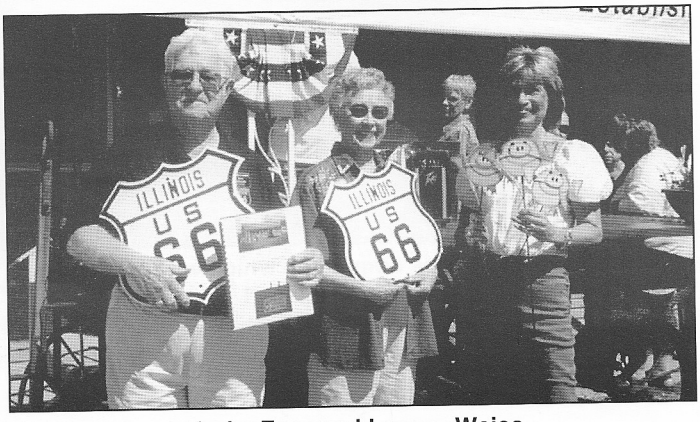
Who are these youngsters? Taken in 199?

Motor tour participants line up to view the Pig Hip



Ernie with the new air conditioner

The famous Pig Hip sign!



Ernie, Fran and Lenore Weiss

PICNIC TIME!

The Annual Route 66 Association of Illinois Picnic!

The Route 66 Association of Illinois will be holding the Annual picnic on September 16th 2007 at Chautauqua Park in Pontiac! The picnic will start at 11:00 a.m. lunch served around noon. The association will provide the meat, buns, condiments, plates, napkins, eating utensils, and beverage. Please bring a plate to pass.

Please **RSVP** so we will have enough food for everyone!
Simply fill out the form below and mail it no later then September 1, 2007.

Mail to:
PICNIC c/o
The Route 66 Association of Illinois
110 West Howard Street
Pontiac, IL 61764
or send the information by email at blitz66@chicago.net

Name: _____

Attending: Adults _____ under 12 years of age: _____

DIRECTIONS: From the front door of the Hall of Fame Museum to Chautauqua Park
On Main St, (stop light) turn right (south)
Go 3 blocks to Water St turn left (east)
Go 5 blocks to Riverview Rd turn right (look for brown sign, "Chautauqua Park")
Follow Riverview Rd directly into the park. The pavilion will be on the left
Do not park on the grass!

ELECTIONS to be held at the ANNUAL FALL MEETING!

Board Meeting at 10:30 am, Lunch – Noon, General Meeting at 1:00 pm
Sunday October 21, 2007
Location: The Route 66 Association of Illinois Hall of Fame Museum in Pontiac.
Time and date subject to change.

Declare your candidacy at the SUMMER meeting to be included on the ballot!

OFFICERS
President – Recording Secretary – Corresponding Secretary

COUNTY BOARD MEMBERS
Cook – Will – Grundy – Madison – Sangamon – St. Clair

3 AT-LARGE BOARD MEMBERS

The Changing Face of Route 66 - A Look Back

by John Weiss

We have some information that is uplifting and fascinating. Lenore and I are in a unique position to see and analyze some aspects of Route 66 that is not available to any others.

First, a little background: In 1946 the first travel guide of Route 66 was written by Jack Rittenhouse then, in the 1970s and early 1980s Route 66 was replaced and decertified. The impact to towns, especially out west, was devastating. To combat this effort, Arizona formed the first Route 66 Association. Soon all eight states had a Route 66 organization. In 1990, Michael Wallis wrote the book, Route 66 – The Mother Road. This was so well written that it was nominated for the Pulitzer Prize. This helped boost the interest in the historical aspects about the old road. The Illinois association was formed in 1989. The original motto and purpose was to Preserve, Promote and Enjoy Route 66. Since then the word Educate has been added.

It didn't take long for the public to discover what has always been there. In reality, they discovered what is perceived as Americana, a culture of mom-pop and apple pie. The old television show and the song gave an adventurous and romantic image to Route 66. The road soon became known as Historic Route 66.

Let us now jump ahead to 1995. In Illinois, the state recognized the fascination of Route 66 by funding and installing, through the Illinois Department of Transportation, the brown historic Route 66 signs. This created even more interest.

This interest led to a trickle, then a flood of publicity and tourists. America had rekindled its love affair with Route 66. By this time, Lenore and I had become rather knowledgeable about the old road. However, two ugly situations kept surfacing. We heard it over and over. Folks would say, "There is little to see or do in Illinois; all the good stuff is out west." Another often heard, frustrating comment was from folks who just followed the brown signs. They would comment, "What's the big deal? We drove this old bumpy road, now what?" We call that the cruise ship mentality. Folks needed to be guided and told what to do, when to do it, and how to do it.

I have always lived and operated our businesses by one steadfast rule, "Find a need and fill it!" We saw that the need was in educating the public on how to enjoy Route 66 and to show them what was available in Illinois. In 1997, we published the first and only tourist friendly guide to Route 66 in Illinois. We immediately sold out the first printing of 1500 copies. In the same year we had printed an updated, second edition. The title said it all – Traveling the. . . NEW HISTORIC ROUTE 66 IN ILLINOIS.

Let us now jump ahead ten years to current 2007. We are still the only Route 66 guide book exclusively of Illinois. We have just released the newest sixth edition. Each new edition has always been updated, not merely reprinted.

For the tenth anniversary we decided to compare a copy of the first edition with the new sixth edition. The facts even surprised us! Here are a few examples: There are 100 more attractions mentioned in the sixth edition that were not in the first edition. There are 45 more attractions mentioned in this sixth edition than in the fifth edition. However, in the past ten years at least 30 attractions no longer exist. This is the saddest part. They range from icons to others that were just tourist friendly. Some examples are Steve's Café, the Crosley Museum and Bridgeview Park. Others include the 66 Motel Court, Decks Drug Store and the Beich Candy factory tours and outlet store. Unfortunately, the list is long. Now on the happy side, the list is very, very long of what is new and entertaining on our section of road. Several of the over 100 new attractions are some that simply were not discovered by us the first time. An example would be Castle Eden and what we now call the Snake Bridge. Others have always been there but have now been developed. Examples are the streetcar diner and the two cell jail both in Gardner, and the Chain of Rocks bridge. Other attractions are new. Examples are the outstanding Route 66 Museum and Hall of Fame in Pontiac, and the Route 66 Visitors Center and the Iron Works site, both in Joliet. Millions of tourism dollars have been generated, and more are sure to follow. The message here is that Route 66 in Illinois is thriving. It is still a road of opportunities. For those of you who believe you know Illinois Route 66 because you did it in the past, we challenge you to revisit this lovely lady known as the Mother Road. Remember, "Mother knows best!"

Visit us at our website for additional information, www.il66authority.com.

A's-R-Us Model A Club "Annual Shake Down Cruise"

On Saturday April 14th, the A's-R-Us Model A Club of the Chicagoland South Suburbs made their "Annual Shake Down Cruise". There were eight Model A's ranging from 1928 to 1931 varying models, and one 1930 Chrysler 6 "CJ".

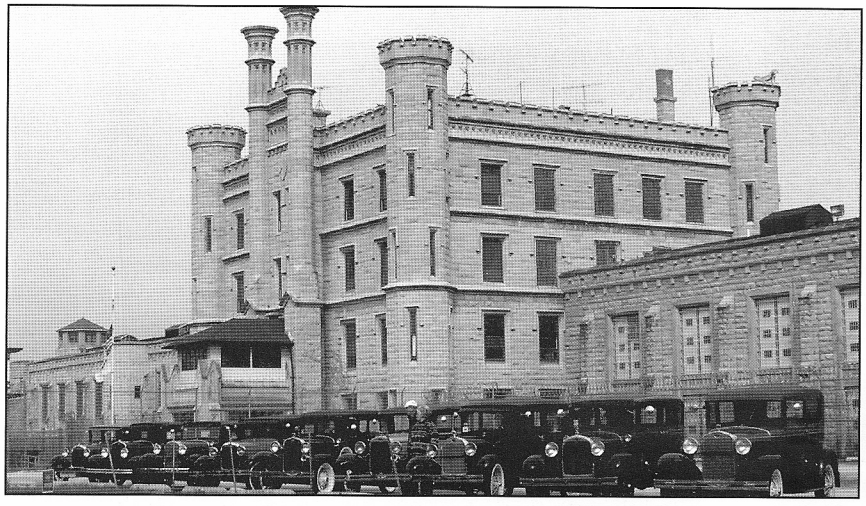
The A's-R-Us Model A Club has made a couple of drives down Rte 66. Last fall they cruised from Wilmington all the way to Springfield with stops in Odell, Pontiac and Memory Lane, the original Route 66 in Lexington. The town there gave us their royal welcome including lights flashing on police cars. The A's feel it just seems a fitting tribute to Rte 66 to honor it with the cars that originally traveled its pavement.

The A's in front of the Route 66 Welcome Center in Joliet

This year was highlighted with stops at the Route 66 Welcome Center at the Joliet Area Historical Museum, the Rialto Theater, also in Joliet and the Abraham Lincoln Cemetery in Elwood. The cruise ended in Odell at the Standard Oil Station.

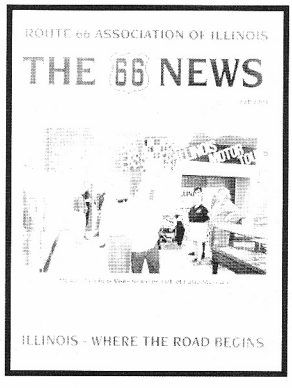
A's-R-Us Model A Club Members making the trip:

Joe & Marlene Krygowski, Leaders - 1928 Tudor
Wally & Katherine Ekstrom - 1931 Tudor Victoria
Guests Len & Doris Roessner
Bob & Penny Steinmetz - 1929 Town Sedan
John Lisota - 1928 Briggs Fordor Leather Back
Chuck & Linnea Fritz - 1930 Tudor
Ron Bonneau - 1931 Tudor
Steve & Lorin Coe - 1930 Tudor
Herman Senkpiel & Judy - 1929 Fordor Blind Back
Jim Stulga - 1930 Chrysler 6 "CJ"
Ken Chamis & Dale Murray joined us mid way in modern SUV


The A's pose for this photo op!

Len told association President, Johnny Miller that the seats are so narrow that he and Doris each rode with friends in separate vehicles. Top speed on a model A is around 36 miles an hour.

Len & Doris Roessner's love of Route 66 will bring them to Arizona later this spring. They will be participating in the Annual Arizona "66" Fun Run, which will be held May 4, 5, & 6. The run goes from Seligman to Topock.



DO YOU HAVE A STORY TO TELL, HISTORY TO SHARE?
THE "66" NEWS May be the place for you!

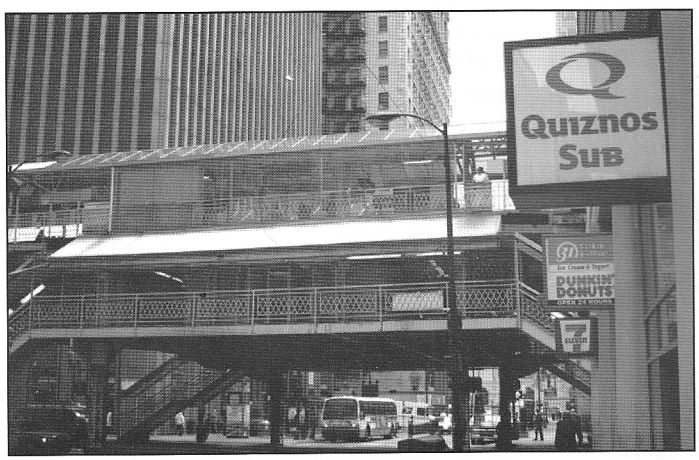
Send your submissions to:
Kathy Miller & Jim Jones
c/o The Route 66 Association of Illinois
110 W. Howard Street
Pontiac, IL 61764
or by Email to: Kathleen708@hotmail.com or ng9e@route24.net

Wiley Coyote Visits Route 66 in Chicago

by David G. Clark

Wiley must be thirsty, he made his way inside the beverage cooler inside!

It is not unusual to spy a roadrunner if you are cruising down Route 66 in New Mexico. However, when a wild coyote decides to visit a sandwich shop on the Mother Road in downtown Chicago, it becomes news. On April 3rd, just after the lunchtime rush at the Quizno's Subs at 37 E. Adams Street (westbound U.S. 66), a coyote wandered into the



Quiznos Sub Shop on Route 66 in Downtown Chicago

shop through its propped-open door. Manager Bina Patel told the Chicago Tribune, "It was kind of like a medium-sized dog. At first, we thought it was a dog. We don't get dogs walking in, but it's more believable than a coyote."

The one-year-old coyote jumped into an open soft drink cooler. Most of the startled customers left, but continued to watch from outside the store. "It was nice having him as a guest," Patel told the Tribune. "He just decided to walk in. He hung out in the refrigerator. We had two regular customers who just kept on eating."

By 2:30 p.m., about an hour after the coyote began his visit, Animal Care and Control officers came to remove the critter. The docile canine had eaten nothing and had not threatened or harmed anyone. The coyote spent the night in a kennel under the watchful eye of Adrian Densmore, a Chicago Animal Control aide. Co-workers nicknamed the coyote in Densmore's honor. After passing a physical examination at the Flint Creek Rehabilitation Center in Barrington, Illinois the next morning, the four-legged Adrian was released into a private wildlife refuge near Barrington Hills, Illinois.

Although 10-15 coyotes are captured in Chicago each year, Adrian was the first found within the central business district during daytime hours. Anne Kent, Director of Animal Care and Control, told the Tribune that coyotes usually live near waste containers and railroad tracks, away from large numbers of humans. Two other coyotes were recently captured in other parts within the city parks. They generally eat rabbits and rodents.

The Quizno's store had to close down temporarily for sanitization per Health Department regulations, and then it re-opened. The store's owners donated $1000 to the Animal Care and Control Department to help defray the cost of caring for Adrian. The store is located on Adams Street west of Wabash Avenue in Chicago's Loop. Adams Street was the westbound alignment of Route 66 from 1953 through 1977. The Quizno's occupies the original location of Chicago's famed Miller's Pub, a favored eatery of Windy City celebrity visitors such as rat-packers Frank Sinatra and Dean Martin. Perhaps Adrian knew of the location's history and came in looking for a pack of rats rather than a sack of subs!

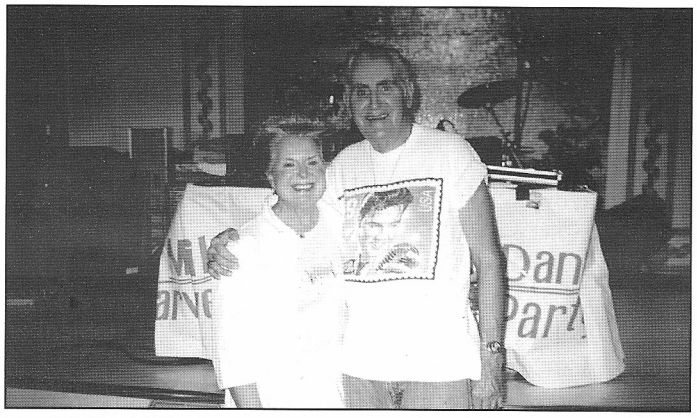
Visit the Windy City Road Warrior website at dave@windycityroadwarrior.com

Wiley released at a nature preserve in a Chicago suburb

KRUZIN WITH THE BILECKIS

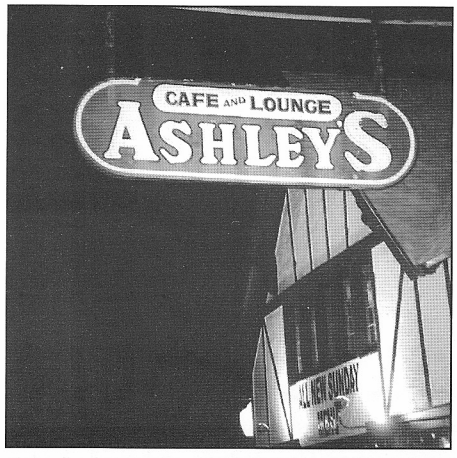
by By Marty and Geri Bilecki

We are now well into another year of "Kruzin" and we are fortunate to relay another cruising message to our fellow "66" roadies. Due to a whole lot of reasons – yours truly – Marty and Geri took a short winter detour. We started our cruising season with the 14th annual "Rock and Roll" cruise – not on land but on the Caribbean with a star studded entertainment menu. To wit,



Marti & Geri Bilecki at the Mike Harvey Sock Hop on the 14th Annual "Rock and Roll" Cruise (not on land but on the Caribbean)

Paul Revere and the Raiders, the Buckinghams, the original "Bill Haley's" Comets and the Grass Roots. Also, several nationally known D.J.s, sock hops and yes, a great Elvis "Stacey Wayne". This was only the starting point that took us back to the pavement of the historic "Highway 1", on the East Gold Coast of Florida. From Ft. Lauderdale and Hallendale on our return to land. We drove the two-lane and four-lane pavement of a road, which precluded our beloved "Mother Road"



Claimed to be haunted, shown is the sign outside of Ashley's in Rockledge, FL

As we journeyed North on January 28th we could not help but notice the close resemblance of "The Dixie" (Route 1) to our own Route 66. The pavement, the small shops and motels and restaurants and store fronts of a once thriving road, with beautiful sea scapes and beaches behind every small hamlet's once prosperous downtown.. Many locations are now in limbo due to the interstate highway 95 just a short distance inland with it's towering structures and twelve story hotels. Yet, we were priviledged to find the Route 66 type of welcome when and where we stopped. Not wishing to return too early to the sub-freezing temperatures at home, we took our time (we learned this by traveling the Mother Road). Our first overnight in Ft. Pierce was at a 50's vintage Palm Tree's Motel with just that 50's style blonde wood furniture and a coffee maker. The host owners, a new generation, had a welcome sign posted.

Chicago Style food was abundant thru-out our journey. Chicago style Vienna hot dogs to old fashioned ice cream creations at Jaxsons – 1946 vintage ice cream parlor in Dania Beach. The Garden Court Motel in Rockledge had the blinking red vacancy sign that drew us in for our second overnight. Real nostalgia with a black and white television with rabbit ears included. As we looked for a dinner spot we were advised of a place called

Marty Bilecki at the Garden Court Motel in Rockledge, FL on the Dixie Highway

"Ashley's Café" about 10 miles north of our stop. Legend has it that Ashley's is haunted by several spirits of people who died in the area. This was an inviting challenge to visit. Ashley's is similar to our Wilmington's Eagle Hotel and the spirits being reported returning in various forms since the 1920's in this location. We learned a lot in conversations with employees as we dined and walked the two-story structure.

As our "cruise on Route 1" continued, we stopped at many locations that were adjacent to closed and abandoned structures. These structures were victims of another type of disaster – the hurricanes and storms that plague the state annually. This is in comparison to our Route 66 in many states where they experience the ravages of tornados. We also had a tornado encounter. Thankfully, we survived an overnight stay at our friend's home in The Villages near Ocala as three tornados struck one half mile from their new home causing much destruction and many deaths.

The final stops on our return took us to the small Georgia town of Carterville and to Chattanooga, Tennessee famous for "Look Out" mountain and the 1950's founded Rock City at it's top.

As we always say "If You Don't Go – You Won't Know". We are fortunate to be able to follow our own words and wish all of you to "Keep Kruzin". Hope to see you on the 2007 Motor Tour- June 8, 9 and 10th, and on all of the other events on the Illinois Mother Road schedule. Thanks to John Weiss for filling us in on the history of Route #1, which ends at Key West, Florida at the southernmost tip of the U.S.A.

The Poor Farm Cemetery in Livingston County, IL

by James Tibensky

Near the end of our annual trip on the Illinois Route 66 Association Motor Tour 2006, Gail and I noticed a sign on Old 66 just at the edge of Pontiac. It pointed to the north indicating "The Poor Farm Cemetery."

Always happy to see an old cemetery, we turned off The Mother Road and headed north. The cemetery is down a lovely gravel road among cornfields. It was obvious that the graveyard had been recently restored. There is a memorial stone listing the names of the known burials. Near it is a nice bench and a new fence surrounds the yard.

We knew there had to be a good story attached to this place and the restoration that was so beautifully done. When we got home, I looked on the Internet and found, "www.funeralwire.com" there was a mention of the project, which was headed by Livingston County Board member George Knudsen and his wife, Germaine. I wrote a letter to George through the County Board and hoped for the best.

The best was yet to come. George called and invited us to spend some time with him and Germaine. Visiting them included some of the best parts of any gravestone research: meeting like-minded people, learning the history of a cemetery and its place in the community, and best of all, eating homemade treats throughout the conversation.

I had never given any thought to the origin of the many roads in our part of the Midwest called "County Farm Road." It turns out that these farms were the "poor farms" where indigent people could live. The Poor Farm in Livingston County was established in 1859 with the purchase of 240 acres. The original hospital there was for the "insane." One wing was for men and another for women. It later included a wing for poor men and a fourth for poor women. Over the years, the property evolved into its present incarnation as a nursing home known as Livingston Manor. Over time regulations were passed prohibiting the consumption of agricultural products from the poor farm at the nursing home, so the farm ceased operation in 1960.

The cemetery is a few hundred yards from the nursing home. The earliest recorded burials date from 1877, the last in 1934. There are probably older burials that were not recorded.

George was appointed to the county Board to fill a vacancy. He then was elected to a full term. His responsibilities included being on the Nursing Home Committee. He says that records mentioned a poor farm cemetery, but no one he asked seemed to know anything about it. So George went looking. Like any good graveyard researcher, he looked in a grove of trees where there were no other groves to be seen and there it was. George has old-fashioned values about right and wrong. "I thought the people buried there deserved the same respect and dignity that people buried in other cemeteries have." So he rolled up his sleeves, Germaine rolled hers up as well, and the restoration began.

For $7500 of county money and countless (literally) hours of volunteer work and the huge contributions of many local businesses, the work got done. Sixty-two trees were removed. Suitable ones were cut up and given as firewood to the volunteers. Six truckloads of underbrush were removed by the County Highway Department, who also cut a new road to the graveyard. A gravel company gave a very favorable price on gravel for the parking lot. The local VFW post donated a flagpole. The County Board allocated funds for the monument, and got a generous discount from the local granite company for it. The Board also donated the fence. The hardworking guys from the highway Department put the monument and fence in. The widow of former Board Member Ronald Flessner in his memory donated the bench. A local landscaping company and a local seed company, both of whose employees also donated labor, donated by individuals and flowers and new trees.

One of the biggest challenges was identifying the residents of the cemetery. George and Germaine spent a solid month looking over records held by the nursing home and the county clerk. Prior to 1916, there was no law, in Illinois requiring the recording of births and deaths, so the records proved to be a real challenge.

The cemetery has three parts: the Old Part, the new Part, and the New Addition. The New Part has square concrete markers each of which contains only a number. The new monument lists the names of the 121 people to whom the numbers are assigned, where this is known. Stone number 31 seemed to be missing, but was found about a foot underground during placement of the bench. The Old Part has many rocks in it. Some of these are paired. George and Germaine believe that these may have marked the graves at one time. There is a tree with a large pile of rocks around it. George and Germaine suspect that, in years past, people moved the rocks to prevent damage to mower blades.

The residents of the cemetery were buried in wicker "basket" coffins that were made by inmates at the nearby state prison. Some people remember stories of people being carried across the field from the Poor Farm home to the cemetery. A handle from a wicker coffin was found during the cemetery restoration. (It is my understanding that, in the late 1800s and early 1900s, undertakers used wicker coffins mostly for transporting bodies and for viewings but not so much for burials. Perhaps poor people got treated differently in death just as in life.)

George convinced the county board to plot the cemetery separately from Livingston Manor to protect it from any future changes in the ownership of the nursing home property.

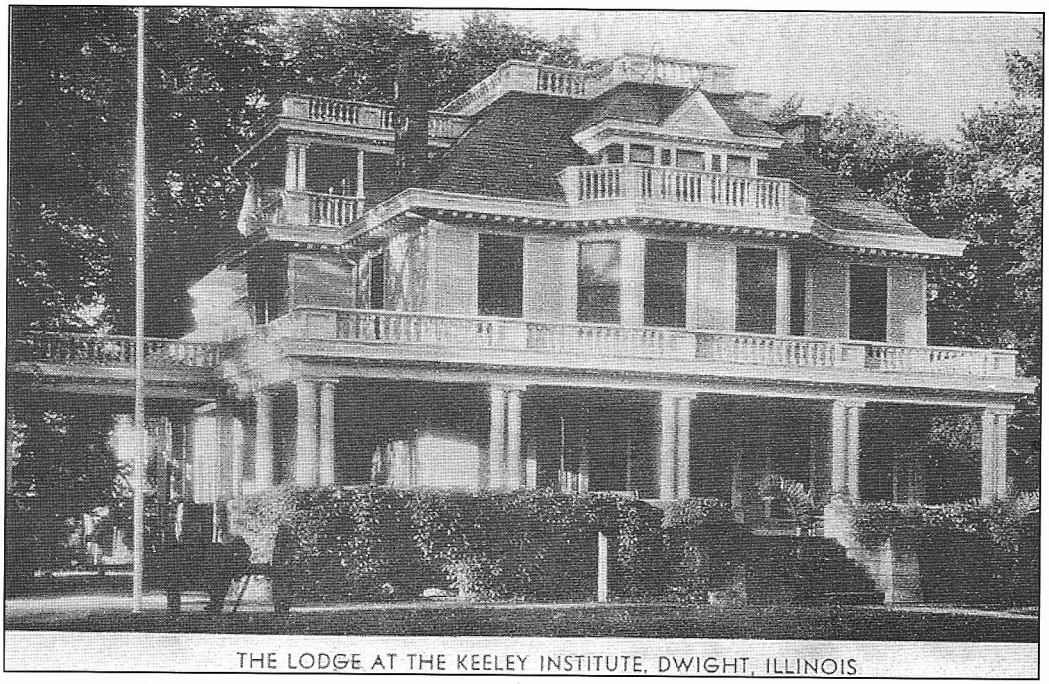
Germaine summed up the project nicely: "The workload was tremendous and appeared at times to be never-ending, but to see it today makes it all worth the effort. We believe the souls who rest here would be pleased."

Dwight, Illinois

by John Weiss

(part one of two)

Current brochures advertise Dwight, Illinois as "NOT JUST A BUMP IN THE ROAD." That is putting it mildly. This attractive town has a remarkable assortment of fascinating history and one of a kind stories. To fully understand its rise from a small prairie town to a bustling community with international connections we need to introduce you to one very interesting man. His name was Leslie E. Keeley. He was a country doctor who settled in Dwight in 1866 at the age of 34.



Lodge at the Keeley Institute now the Country Mansion Restaurant

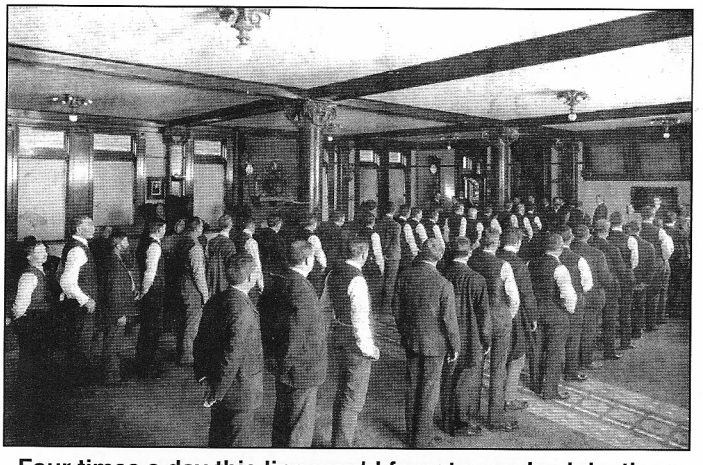
For a short time before arriving in Dwight, the new doctor spent time as an assistant surgeon for the Union Army. It was during this time that he noticed the problem of "drunkards" among the troops. It was this observation that led him to start working on a thought provoking theory. He believed that alcoholism was a disease that could be medically treated.

He privately worked on his theory while serving as a doctor to the residents of the small town of Dwight. It is during this time that he met John R. Oughton. He was a chemist and pharmacist as the local drug store. Together they began to develop prescriptions that could be used to cure "Inebriety:" Together they perfected a formula for a cure using Double Chloride of Gold.

Frederick B. Hargreaves soon joined them. He was a minister and temperance advocate. A former minister from Odell, James Halpin, also became a part of this group. Then, Dr. Keeley's brother-in-law, Major Curtis Judd, joined in as the bookkeeper. Together they opened a sanatorium (hospital) with the sole purpose of curing alcoholism.

The LESLIE E. KEELEY COMPANY officially opened in 1879. Word of mouth spread quickly about this remarkable treatment concept. In the beginning, patients would pay $25.00 per week for the treatment and would stay at private residences for a fee of $8.00 to $21.00 per week.

The *Chicago Tribune* newspaper became the catalyst for the "KEELEY CURE." It seems that in 1880, the Tribune editor, Joseph Medill, heard stories of the success taking place at this little town in the country called Dwight. He was not at all convinced of its legitimacy. Therefore, he sent two reporters to check it out. They came back with rave reviews. Even then, he was still skeptical. Dr. Keeley learned of this and sent a letter to the editor, Joseph Medill. The message read, "Send six of the worst drunkards you can find to Dwight, and I will sober them up in four weeks and send them back to Chicago as sober men who, unless of their own volition, will never seek liquor, having no further need for it." Mr. Medill accepted the challenge. He sent six men, one at a time. When



Four times a day this line would form to receive injections of gold at the Keeley Institute

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THIRD EDITION.--ENLARGED AND REVISED.

GOLD

AS

A CURE FOR DRUNKENNESS!

BEING AN ACCOUNT

OF THE

Double Chloride of Gold Discovery

RECENTLY MADE BY

DR. L. E. KEELEY, OF DWIGHT, ILLS.

BY

FRED. B. HARGREAVES,

Vice-Prest. Illinois State Temperance League.

This Book Contains a Treatise on the Gold Cure by Dr. L. E. Keeley; Also, Many Testimonials and other Valuable Information.

The 3rd Edition of the booklet "A Cure for Drunkenness!"

they returned after four weeks of treatment, Mr. Medill said, "They went away sots and returned as gentlemen." He exclaimed, "A veritable miracle had been wrought upon them."

Soon, far away newspapers were sending reporters to check on this Chicago Tribune endorsement of the "Keeley Cure."

This notoriety caused Dwight to experience unprecedented growth. Dwight was a boomtown. The population soon doubled. Mansions were being built. Infrastructure such as paved roads, water, electricity and more are directly related to this era. A hotel for patients and visitors was soon provided. An elaborate special treatment facility and hospital was established.

In 1890, the cost for the cure was $280.00 to $400.00. This was for four weeks and included lodging, meals, medicine and the treatment. 1892 was a banner year. Over 1,000 patients received the cure in Dwight. This same year a facility opened for women. Branches opened all over the country. Facilities also opened in Norway, Sweden, Denmark and Russia. 118 branches existed worldwide. Over 800 people would arrive and leave Dwight by train every week.

In 1893, at the Columbian Exposition in Chicago, they declared September 15 as "KEELEY DAY." The Keeley Group had over 25,000 members by this time. By 1896, both Mr. Halpin and Mr. Hargreaves were bought out and were no longer a part of the organization. By 1900, over 400,000 people had received the "KEELEY CURE." There were over 200 branches in the United States and Europe.

Dr. Leslie Keeley died in 1900. His partner, pharmacist John R. Oughton continued with the institute. The third partner, Major Curtis Judd retired.

Original mail order bottles

In 1902, a fire destroyed all three main buildings of the Keeley Complex. They were all elaborately reconstructed and opened once again in 1903. President Theodore Roosevelt attended the grand opening ceremonies on June 3, 1903. The hospital continued to successfully operate under the control of John Oughton. Eventually his son, Dr. James H. Oughton, Jr. took charge of the institute.

The temperance movement, prohibition and other business factors slowly caused a great reduction of patients. The need for the Keeley Cure was sharply declining. Branches began to close.

In 1919, all the buildings owned by the Keeley Institute were leased to the Public Health Service, later called the Veterans Administration. In 1923, the government purchased the complex and operated as a Veterans Hospital until 1965.

In 1919, the Keeley Institute moved its operation to the Oughton estate (now the Country Mansion). They modified the mansion and remodeled many out buildings. They continued functioning until 1966 when they finally ceased accepting patients.

THE DWIGHT WINDMILL

The windmill was built in 1896 as a water-pumping tower for the elaborate John R. Oughton estate. (Now the Country Mansion.) The well is 840 feet deep. At the top is an 88 barrel holding tank made of cypress. This fed the water to the estate known as "The Manse."

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In 2001, the windmill, in it original location, was donated to the village of Dwight. It was in deplorable condition. Soon a fund raising project was begun to save this Illinois treasure. A goal was set that called for a complete restoration. They were successful. The elegant windmill is situated in its beautiful park like setting, complete with ponds, trees, islands and walk bridges. At this writing 95% of the project is complete. It is magnificent and should not be missed!

Plans call for the structure and grounds to be utilized as a public park as well as a history and nature interpretive center.

The people of Dwight are justifiably proud of their community action preservation project. Do yourself a favor and visit the entire complex the next time you are cruising Route 66 in Illinois. The experience is free.

THE KEELEY CURE

Each patient had a rigid routine they were required to follow. Four times a day they would have to stand in line to report for a hypodermic injection of the DOUBLE CHLORIDE OF GOLD in their upper left arm. The times were 8 a.m., noon, 5 p.m. and 7:30 p.m. The patient would also have to take additional medicine every two hours. The patients, at times, were given whiskey or opium until they no longer craved or asked for it. Each patient also received a balanced diet, exercise and counseling. They were all free to do whatever they wanted between daily treatment responsibilities. The cure took two to four weeks.

In the early days, there was also a do it yourself at home cure. Two bottles of DOUBLE CHLORIDE OF GOLD would be required. The cost was $9.00. Six times a day one teaspoon full would be taken with a half glass of water. If the urge to drink was strong, a few more doses could be taken. Participants were instructed to take one dose in the morning, one at night, and the other four before meals. It was also suggested that a bath be taken very third night and that underwear should be changed every fourth or fifth day. The at home mail order cure was eliminated in 1895.

In 1891, a form of Alcoholics Anonymous was created to help with the treatments. This support group was known as the BI-CHLORIDE OF GOLD CLUB. 370 chapters formed at all locations. In 1892, there was a national convention in Dwight. Delegates from most branches participated. They also had a magazine published called the *"BANNER OF GOLD"*.

DID THE CURE WORK? Apparently, yes! However, one question remains: Did it work as the result of the Double Chloride of Gold tonic, or the rigid program that accompanied it? Probably both. To this day, the complete ingredients of the gold cure tonic are still a secret.

Watch for part two in the fall edition of The 66 News

March Monthly Outing

March 31, 2007

by Joe Gniadek

Saturday morning six Road Warriors gathered at the Cozy Dog Drive-Inn just after 8:00 a.m. to begin a Route 66 Association of Illinois monthly outing. Jaime Anderson – Arlington Heights, Victor - LaGrange Park, Jerry Law – Wood River and Mark & Susanna from Grand Rapids, Michigan. We all ate a fine cozy breakfast then began exploring the famous Route with its many alignments.

9:30 a.m. found us all leaving for the old Portland cement 2-lane alignment leading out of the man made Lake Springfield. We stopped briefly along this classic alignment (a preview of the motor tour) before we continued onto our next stop, the Sugar Creek Covered Bridge that is located outside of Glenarm, IL. We stopped at the bridge and walked across it stopping to take pictures before we left. We then traveled country back roads leading to the Illinois Route 4 1926 alignment of Route 66. We stopped to cruise the "Red Brick Road" just north of Auburn, before continuing south on Rte. 4 that took us through Thayer and to Nilwood to see the famous "Turkey Tracks" on Donaldson Road. Everyone just marveled at the tracks that were imprinted by the turkeys into the fresh cement all those years ago.

The time had come to rendezvous and keep our appointment at High Noon at the Carlinville Jail. This jail was still in use as late as 1988. It is made of stone, very small and very intimidating. We walked across the street to the "Million Dollar Courthouse". The court room is still in use today and can seat approximately 600 when filled. We were given a complete and thorough tour of this building. The tour guides sent us on our way to the historical "Anderson Mansion" which has many levels, made our tour of Carlinville complete. Carlinville uses the "Anderson Mansion" for their historical society. We stopped for lunch at a Mexican restaurant. Resting for a bit and letting the food settle, Mark shared some pictures of his Plymouth Barracuda.

We continued on making our way south to Hamel

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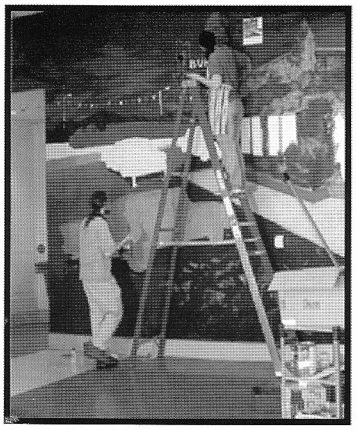
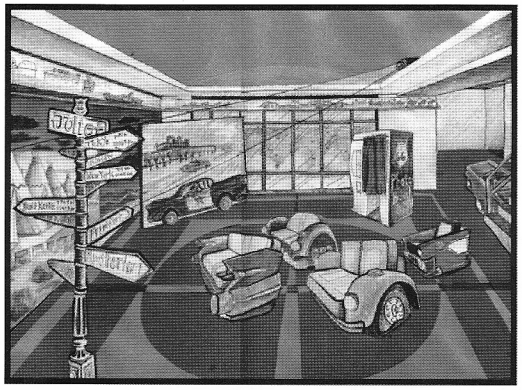
Joliet Area Historical Museum





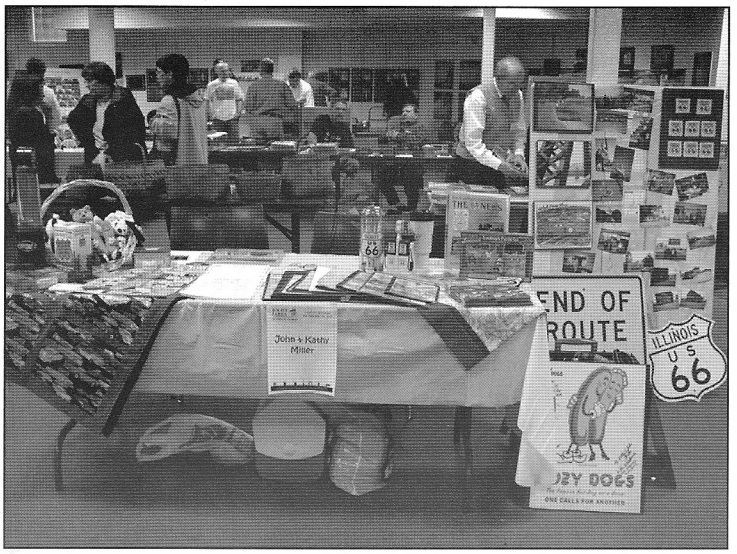
Pictured left, artists Nichol Brinkman-Holsapple and Joseph Holsapple were married in February, Nichol received a grant while in college to travel Route 66 and draw the road. She is a true fan of the Mother Road! Nichol and Joseph begin painting the mural that will serve as the background for the Drive-in Diner and Carhop at the Route 66 Welcome Center in the Joliet Area Historical Museum.

Pictured center, Concept drawing of the exhibit, "The Route 66 Experience," by artist Nichol Brinkman-Holsapple will be featured at the Route 66 Welcome Center in the Joliet Area Historical Museum

Pictured right, Kathy Miller & Lenore Weiss at the "Collectors Fair". Also there but not pictured Johnny Miller and John Weiss. The Miller's and Weiss' displayed samples of their extensive Route 66 collections and the Weiss Moxie collections.

Continued from Page 17 - March Monthly Outings

and Scotty's Bar & Grill for dinner and music. Folks ordered dinner while I set up some musical P.A. equipment. From 6:00 p.m. to 8:30 p.m. we all enjoyed some light acoustic music and singing. We had a good time. We left Scotty's and traveled in a rainstorm to Pontoon Beach where we checked into our motel rooms. After settling, 5 of us capped off the evening at the Hall of Fame Member Luna Café and listened while a band played. We spent the rest of the night talking and listening before we said our last good-byes. All in all a great day was shared by association members and "Mother Road Enthusiasts."



In photo above: Part of the Route 66 Collection owned by John & Kathy Miller as displayed at the "Collectors Fair" at the Joliet Area Historical Museum last March.

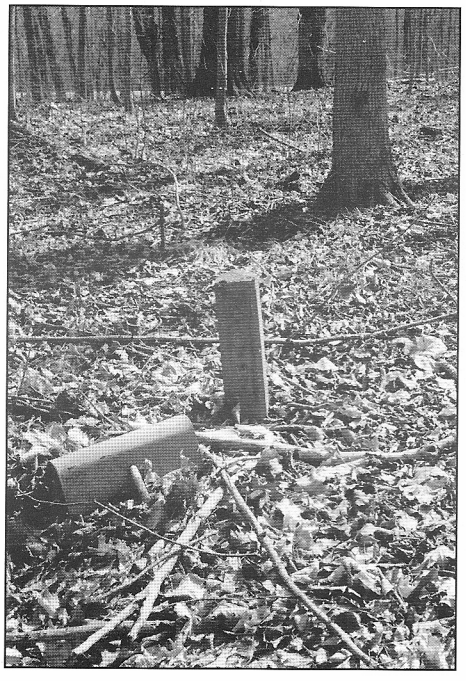
Photo at left: The Route 66 Association of IL Preservation Committee met in February at Smatterjax in Dwight, IL. More than 60 people were in attendance!

The Route 66 Association of Illinois Presents
The All "NEW" Cookbook

Coming This Summer!

Over 300 NEW Receipes

Have You Seen These Road Markers?



Glaida Funk sent in these photos of "Road Markers" she found in the grove. Glaida wrote, "The marker with the stump resting on it lies just about twenty feet from our entrance and the other marker dates back to State Rte 4."

The Mother Road

by **Richard F. Brown, Jr.**

Ease my burdens, lighten the load, take me home, to the "Mother Road"
Mounting pressures, the everyday grind, steer me westward, to leave troubles behind

Blue skies abound, so sunlit and warm, an idyllic journey, past city and farm
Distant horizons, majestic landscapes, carefree serenity, for a soothing escape

Iconic gas stations, lovingly restored, welcome the caravans, with historic reward
Homespun eateries serve up tasty deals, replace the fast food, with nutritional meals

Roadside Americana, around each new turn, sparking old memories, for a past that we yearn
Smiling kind faces, real folks throughout, greeting the visitor, along this great route

Graceful old trusses, bridge local streams, carry those crossing, toward Pacific dreams
Evening sunsets, conclude each day, a silent spectacle, on vibrant display

Whimsical neon, colors dark skies, each unique signature, intriguing our eyes
Quaint motor courts, serve nomadic tourists, rest for the weary, a midnight oasis

From the Illinois prairie, through Missouri dells, skim southeast Kansas, to Oklahoma oil wells
Across Panhandle Texas, scale New Mexico heights, span Arizona deserts, to the California lights

Winding or straight, whether two land or four, each mile an adventure, with so much to adore
Eighty years young, born in year '26, so graceful and stylish, this Route 66

Refresh and renew, both spirit and mind, there's no better place, than here to unwind
The "Mother Road" beckons, come one, come all, just follow the pavement, there's much to recall.

Tales From the Road

by **Dorothy McMullen**

April showers will bring May flowers, but what about those blustery, 30-degree days in early April? What will they bring? It seems the answer to that, if you're a well known gas station in Odell, IL, is a tourist from Toronto, Canada.

The station had only been open for one week-end so far because it was too cold to expect many tourists to be on the road. Nate Seratt, the site interpreter, was settling down for what he expected to be a long, cold day with few visitors to talk to about the history of the route and the station. To his surprise, a car pulls into the station and out pops this young lady. She examines the exterior of the building, then enters the office and starts asking questions and relating her story.

Seems that she was on a business trip and had a five hour lay over at O'Hare Airport in Chicago and had picked up a book about Route 66 in the book store. In that book was a picture of our Odell Gas Station. It didn't take her long to decide what to do. She immediately went to the car rental booth and rented a car and took off for Odell. Having been through Chicago several times on business, she had some idea where she was going.

She stayed and talked for awhile, and then glancing at her watch, vowed that she had to be on her way or she would miss her connection. After being invited to come back any time, and saying she would, she was on her way down the road.

The moral to this story is never underestimate the determination of a 66 roadie, even a brand new one.

TRAILNET'S ROUTE 66 EVENTS

Barns, Bluffs and Bridges Tour of Madison County Illinois

Trailnet's Bicycle Fun Club and the Metro-East Park and Recreation District are sponsoring this multi-day tour that offers up to four days of organized bike excursions and includes the most scenic views in Southwestern Illinois. The tour will be held June 7 – 10, all routes start in Edwardsville, IL. The routes explore one of the country's most extensive systems of bike trails linking trails in Illinois and Missouri and include information on selected barns along the routes.

Thursday's destination is the Old Chain of Rocks Bridge, pedal across one of the world's longest bicycle/pedestrian bridges and get your kicks on this historic Route 66 crossing of the Mississippi River. Pick up the Riverfront Trail in Missouri and pedal to the St. Louis riverfront and the Gateway Arch. The second day includes the bluffs portion of the tour on trails skirting the Mississippi River up to Alton and Pere Marquette State Park. Day three is the Route 66 Bicycle Ride & Festival. On Sunday explore the MCT system of interconnected bike trails.

Route 66 Bicycle Ride & Festival

Get your kicks on Route 66 with Trailnet's Bicycle Fun Club on Saturday, June 9. This ride on flat to rolling terrain visits some of the scenic parts of this historic route including the Route 66 Festival in Edwardsville, Illinois. Registration for the ride is 8:30 – 10 a.m. behind Domino's Pizza, 120 E. Vandalia St., in Edwardsville, IL.

Choose routes of 11, 25, 38, or 66 miles. After the ride return to the Route 66 Festival in the town square for food and fun. This ride is a good choice for families looking for an outdoor activity.

Cruisin Route 66

Classic cars, trucks and motorcycles will be cruising Route 66 as part of a Cruising Caravan on Friday, June 22. The classic vehicles, 1979 and older, will assemble at the Missouri entrance to the Old Chain of Rocks Bridge at 9:30 a.m. Spectators are welcome to come view the vehicles while parked and then watch this "traveling car show" caravan across the Old Chain of Rocks Bridge at 10:00 a.m.

For more information on the Classic Car Festival check the website at www.litchfield.il.us or contact Denise Lueker at the Litchfield Tourism Office at 866/733-5833.

Bridge Birthday Bash & Bicycle Ride

With Bikes, Blues, Schlafly Brews and Ted Drewes

To Celebrate the 78th birthday of the Old Chain of Rocks Bridge

Celebrate the 78th birthday of the Old Chain of Rocks Bridge with a bicycle ride and birthday party on Sunday, June 24. The scenic ride starts at the Missouri Bridge entrance, 11000 Riverview Drive, St. Louis, MO, 63137, with registration 8:30 – 10 a.m.

Choose routes of 14, 32 or 43 miles on flat to rolling terrain through scenic Madison County, Illinois. Return to the Bridge for the Birthday Bash where you can have your cake and eat it too! Frozen custard and birthday cake will be served, while supplies last, at the end of the ride. Enjoy live music from 11 a.m. – 3 p.m. and beverages will be available for purchase from Schlafly Brewery. Limited Lion's Choice menu items will be available for purchase after the ride.

Route 66 Trail-Breaking Event

Dust off you bicycle and get ready to hit the trail! On Saturday, June 2 the Route 66 Trail-Breaking Event will highlight the Route 66 Trail and bike tourism in addition to celebrating National Trails Day.

Bicyclists and other users will simultaneously ride one of 13 segments of the 369 miles of Illinois' new Route 66 Trail. Ceremonies will be held in six Route 66 towns at noon. In the Metro-East begin your bike ride at the Old Chain of Rocks Bridge and pedal the Route 66 Trail for 15 miles to Edwardsville, IL. Or begin your ride in Litchfield and pedal for 40 miles on the Route 66 Trail to Edwardsville. To add more miles pedal through Edwardsville up to Staunton, another event site. Routes can be tailored to travel the distance you choose. You can view the overall route at www.bikelib.org/route66/ or contact the IL Department of Natural Resources at 217/782-3715 and request a printed Route 66 user's guide.

For information on Trailnet and upcoming Bridge events visit the website at www.trailnet.org.

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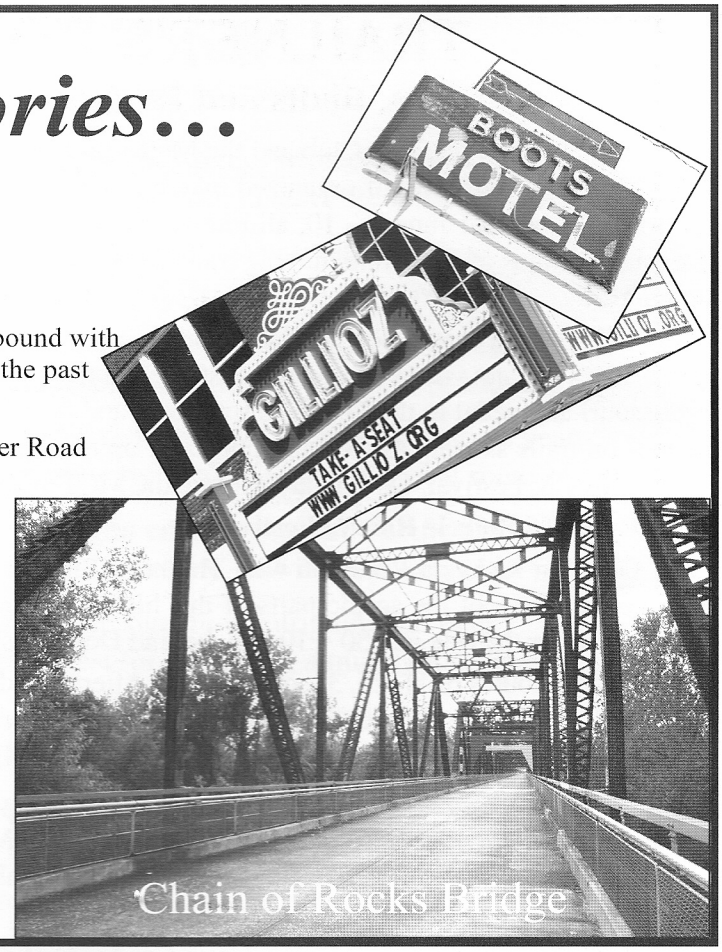

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Interests in Route 66: _____

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

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SUMMER 2007 MEETING

SUNDAY JULY 15, 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

Both meetings are open to the public.
We invite everyone to attend!

- LUNCHEON -
PRE-PAYMENT IS REQUIRED
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Contact **Patti Mehner** for information
20 People Minimum Required
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Patti Mehner
W. 815-842-3601657
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Please put "Lunch RSVP" in the subject line

ARE YOU MOVING?

Don't miss an issue of "THE 66 NEWS"

Please allow at least 60 days advance notice of address changes.

Contact membership chair Marty Blitstein - Email at blitz66@chicago.net
or Marty Blitstein C/O - The Route 66 Association of Illinois
110 West Howard Street - Pontiac, IL 61764

Three license plates belonging to travelers who have visited Funk's Grove.
Photos provided by Glaida Funk. Thanks Glaida!

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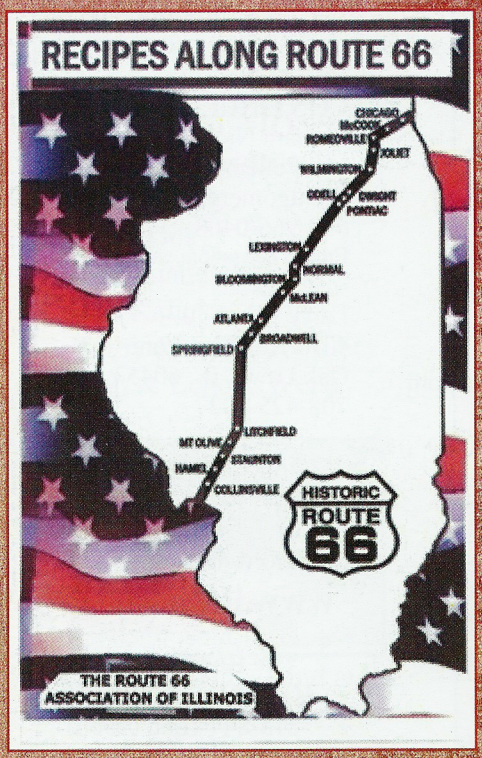
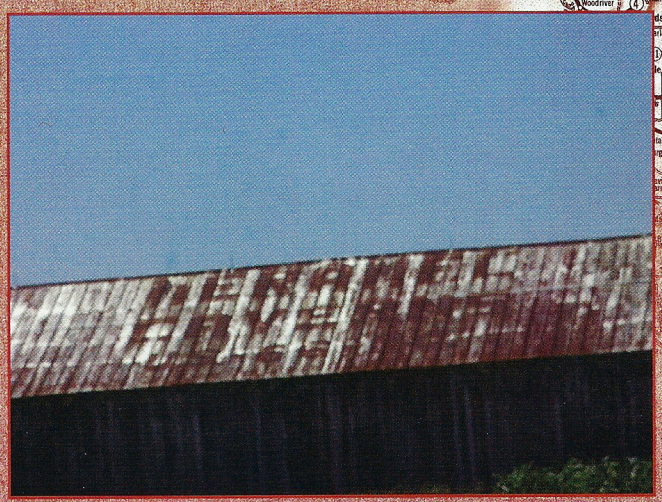
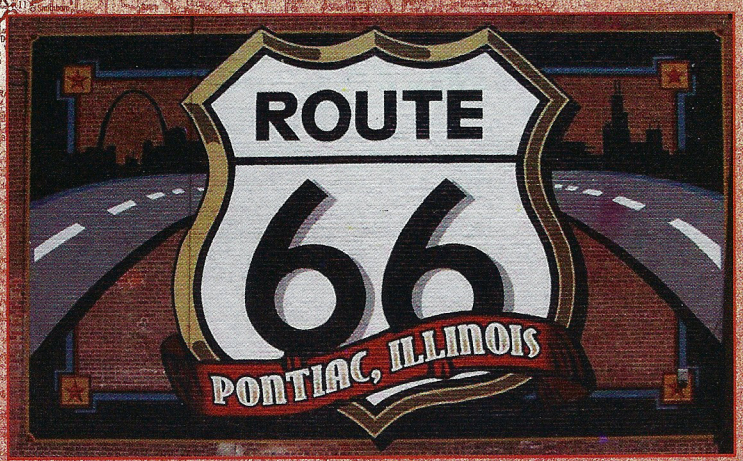


Coming Soon the ALL NEW Route 66 Association of Illinois Cookbook!

At the Odell Station the preservation committee discovered the words "Bloody Mary was murdered here!" in red paint on the outside back wall.



Can you see the words on the roof? Do you know where this is?



The new mural on the exterior south wall of the Route 66 Association of Illinois Hall of Fame Museum.

ILLINOIS - WHERE THE ROAD BEGINS

The Route 66 Association is a not-for-profit organization. It's 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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Cass School

PHOTO CONTRIBUTIONS

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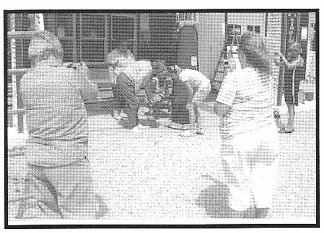
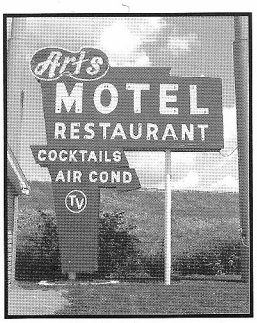
River Dukes
Joe Gniadek.
Bob Kalicki
Kathy & Johnny Miller
John & Lenore Weiss

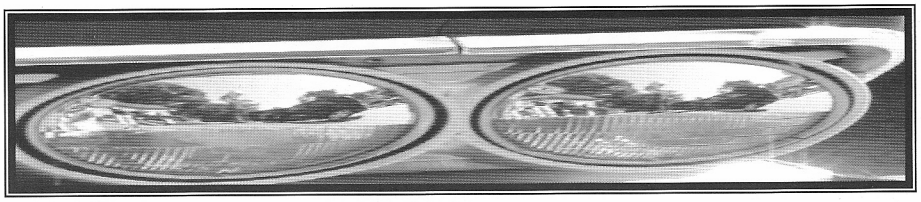


Tourists lend a hand at the Odell Station - Page 4

Class photograph at Cass School - Page 11



Art's Motel sign is restored! Page 13



The President's View!

The President's Report
July 15, 2007

The Red Carpet Corridor took place May 5th & 6th and was a huge success. The committee is already making plans for next year. Our Annual Motor Tour was June 9th through 11th. We started at White Fence Farm for the Friday night kick-off and ending on Sunday in Hamel. We yielded 131 cars and hosted 275 people at the Hall of Fame Banquet. I'd like to thank the motor tour committee, another fine job well done. Thank you!

Since August 2004 until the present time, I have been your president and I want to thank you for allowing me the privilege to serve you and Route 66 in Illinois. I have chosen not to run for president in October but will instead step down and run for an at-large board position. I will fully support the next President and board and will work with all of you, to help promote Route 66 in Illinois. We must continue the status as the leader in preservation, education, and enjoyment

It is our responsibility to spread the word of Route 66 in Illinois. Last weekend at the Odell Station after we finished a work day, as we were sitting about, discussing the road, Nate Seratt who works at the station as the station tourist guide told the group of us it never ceases to amaze him the number of tourists that have no idea Illinois is worth spending time in. He talks about what to see in Illinois giving them our brochure and they are amazed there is so much to see and do. Yet, our state probably has more to view and visit that any of the states along Route 66. We need to improve getting our word out!

Membership is down! We need to work together find out what we're doing wrong and then correct it and do it right! Our membership is the lifeline, the foundation of our association, without which we will cease to function! I put a challenge to all board members to bring in new members both personal and business from your county. You can get brochures and membership applications from us!

Once again, thank you for allowing me this pleasure to serve as your President these past three years, it has been an honor to work with each of you.

Yours truly,
Johnny Miller, President

PRESERVING PRESERVATION

By John & Lenore Weiss

Ten years ago Illinois was not on many travelers lists of places to visit when touring Route 66. But because of the efforts of the Preservation Committee, all that has changed. Now Illinois is a must visit area. Before folks merely drove through Illinois; now they spend an average of two or three days. Many towns and individuals have enhanced their sites to cater to travelers. Yes, Route 66 in Illinois is alive and well.

It is extremely important that we also maintain projects that we have preserved. If not, they will drift back to the original neglected condition.

Our most popular Illinois attraction is the Odell Filling Station. It has come to symbolize what we in Illinois are all about. As a result, the association members need to constantly spruce up our famous landmarks.

Preservation Committee members working at the station

On July 14th, eighteen members came to Odell to paint and fix up the station. Just during the time we were there, folks from four different countries stopped in. All total, over thirty people from across the country came to visit. Some even pitched in and helped paint. They wanted to be a part of history.

Also working with us was Bill Kelley, a school teacher from Detroit, Michigan. Two years ago, he visited the station on his motorcycle. He became a member of our association. When he heard we were having a clean up day, he came back to Odell to help. When asked why, he said the first visit was so enjoyable that he wanted to help preserve the station so others could experience the same enjoyment he and his friends did.

Most of the work was complete. However, a second coat of paint will be required on the newly restored rear wall. It is interesting to note that when the old rolled roofing was removed from the back wall, we found that it had never been painted. The only paint on it was a red hand print with the words, **"Bloody Mary was murdered here."** The message would have to date back to the 1930s or 1940s and Bill Keeley most likely referred to the alcoholic drink called a "Bloody Mary". During that time, a restaurant was next door and reputation has it that a party or two took place close to the station. But I guess we will never really know.

Bottom Row: Bill Gwodz and John Weiss. Middle Row: Kathy Miller, Dean Keeley, Rosie Vargo. Lou Vargo, Johnny Miller and Joe Martinek. Top Row: Lenore Weiss, Lynn Martinek, Bill Kelley and Marty Schleder.

As mentioned, a second coat of paint will be needed before winter on this rear wall. How about sharing this fun and accomplishment with some new volunteers! Contact the preservation chairman.

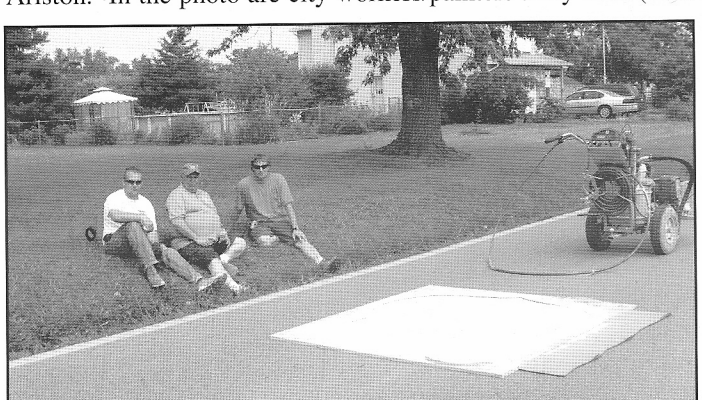
The volunteers working on this day were Dean Keeley, Bill Gwodz, John & Kathy Miller, Joe & Lynn Martinek, Marty Schleder, Lou & Rose Vargo, Bill Kelley, Michael Hersh, Cathie Stevanovich & Marty Blitstein who delivered the food, Hermie Fearman, Nate Seratt, John & Lenore Weiss and 2 tourists who helped paint.

Food was provided by the Illinois Route 66 Association; Rosie & Lou Vargo provided a smorgasbord of goodies and soft drinks. Others also contributed food holding true to our motto, **"WE WORK FOR FOOD!"**

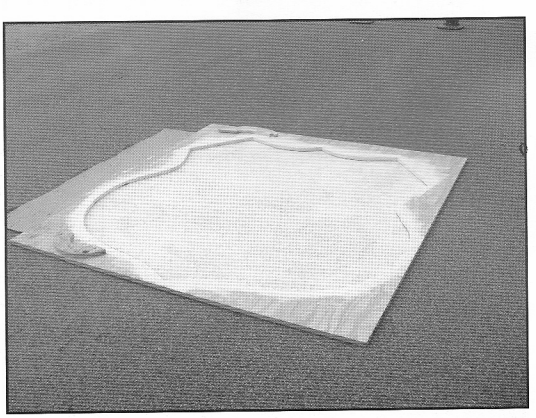
Thanks to all!

Route 66 Shields in Litchfield, IL

The City of Litchfield painted 8 Route 66 shields on the pavement along Route 66 from the Sky-View Drive-In to the Ariston. In the photo are city workers/painters Jerry Hull (who lives on Route 66 in Litchfield) and J. R. Beckham pictured with association president Johnny Miller. Mr. Hull told us the total process takes about an hour for each shield. The stencils where purchased from Mr. Tom Perkins (IL Route 66 Association Preservation Committee member) from Gardner, IL



Litchfield city workers J. R. Beckham and Jerry Hull with Johnny Miller Association President



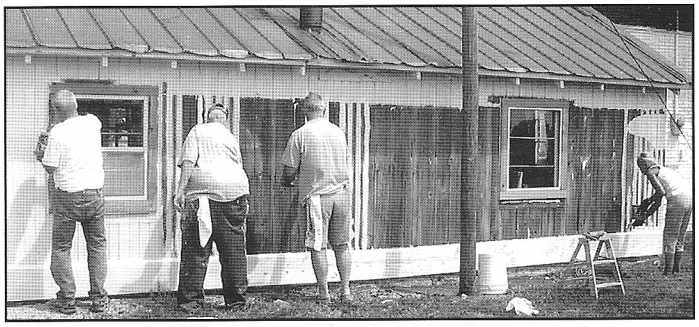
The stencil used to paint the Route 66 Shields.

PRESERVATION

The Little Things Mean A Lot

Thank goodness for our volunteers. So many of our visited sites are a result of them. But it is the silent minority who sometimes deserves so much credit, but are often overlooked. These are the volunteers who clean, paint and maintain the attractions on the road.

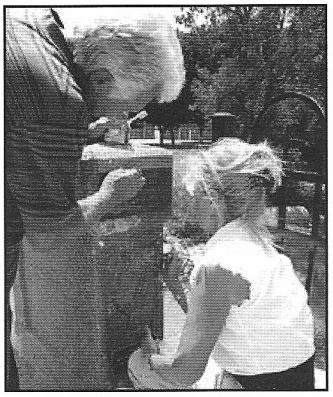
For example, On April 30th, Joe Gniadek, John Weiss, Ike Widner and Larry Libersher went to the Odell station and completely repainted the 1950s camper. Also, Ike and Larry regularly clean the streetcar diner that is located behind the Riviera restaurant in Gardner.



The backside of Dean Keely, Louie Vargo, Bill Kelley, and Lenore Weiss painting the backside of Odell Station.

Joe Gniadek is a busy volunteer. After helping restore the Art's sign in Farmersville, he took up the challenge to clean and neaten up the turkey tracks outside of Nilwood. Joe, along with Jerry Law cleaned out the tracks. (Someone had poured paint on them to make it more noticeable – bad idea.) They then painted a frame around them so tourists could easily locate them.

Many other little maintenance and grunt work projects take place regularly. In many ways these are more important than the original project. Without maintenance, they will surely return back to their deteriorated condition.



John & Lenore Weiss refresh the Pontiac Route 4 Bridge.

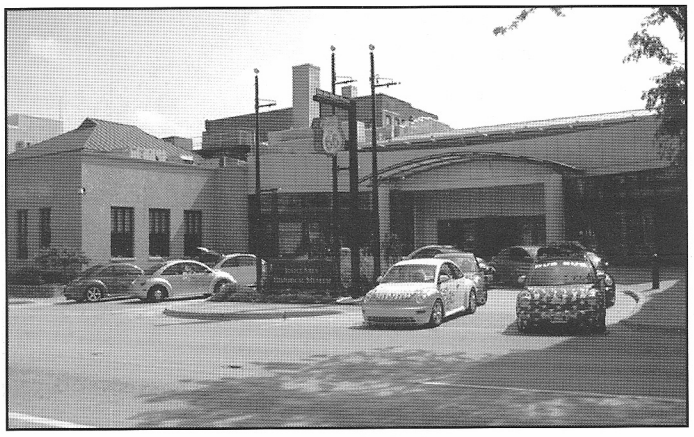
If you want to get involved but don't mind NOT getting a pat on the back, please contact the preservation committee chairman. We always need more help!

The Route 66 Experience Opens at the Joliet Area Historical Museum

On Saturday, June 2, the Joliet Area Historical Museum kicked off its newest permanent exhibit, The Route 66 Experience, to a crowd of over 1,000 excited visitors. The new exhibit, curated by guest Curator, Elizabeth Carlson, takes Route 66 visitors back to the time of drive-in movies, car hops, and the old motor courts that used to dot the road. Visitors can sit in a late 60s model Corvette and hear songs and news clips from the decades when Route 66 was commissioned. They can also watch clips of Buzz and Todd and their adventures on Route 66 on a 1960s television, or sit on "car couches" to watch a documentary on Route 66 at our drive-in theater. Before they leave, guests can sign in on our computerized guest book and then take a photo of themselves in our Route 66 photo booth. If you haven't seen the new exhibit, make a point to get to the Museum soon to see it!!

Each year, guests visit the Museum from all over the world. This year, we've already been hosts to tourists from Australia, France, Germany, Norway, and Switzerland. In July, a dozen customized Volkswagen Beetles visited the museum's Route 66 Experience on their way to Roswell, New Mexico, for the Roswell 2K New Beetle Car Show, hitting the Mother Road in search of the Mother Ship, causing many locals to stop and snap pictures of the group.

Another component of the new exhibit is the Route 66 Information Booth. A former coat closet has been converted into an information center where Route 66 tourists from around the world can peruse books about Route 66, plan their trip, learn about Joliet—a fabled Route 66 community, and more. The museum is seeking volunteers to staff this booth during the following times: Mondays from 9-Noon, Tuesdays-Saturdays from 9-1 and 1-5 and Sunday from Noon-5. Volunteers would be available to help visitors plan their trip, answer questions about the road, and help them learn more about Joliet and the surrounding area. Training for this position requires learning as much as possible about Route 66 and committing to at least 2 shifts per month or more, if possible. Volunteers must be fun, sociable and want to share all they know about Route 66 with as many people as possible! Another perk: as a Museum volunteer, you'll get a 10% discount in the Museum's Gift Shop, chock full of Route 66 items, many of them exclusive! Those interested in volunteering should call Kim Shehorn-Martin at 815-723-5201, ext. 235 or e-mail her at k.shehorn@jolietmuseum.org.

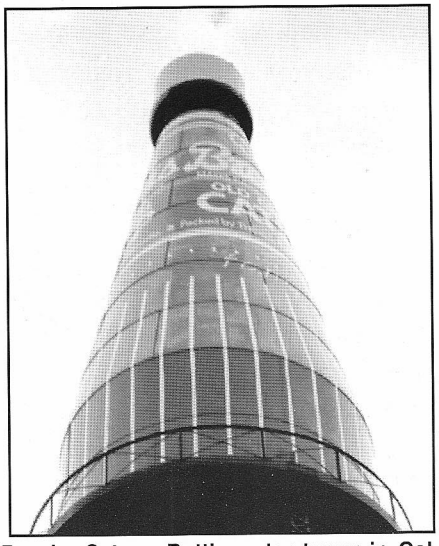


VW Bugs visit the Route 66 Experience in Joliet - the same VWs were seen by Joe Gniadek in Clinton, OK.

KRUZIN WITH THE BILECKI'S

By Marty and Geri Bilecki

The spring weather of April beckoned us with a call again to adventure on the Mother Road. What a swell time to take a ride and have a destination planned (or do an unplanned ride). We are fortunate this year to be celebrating our 50th wedding anniversary, along with the 50th birthday of our two Chevys! We decided to take a ride with our entire family to Branson, Mo., using Illinois Route 66 and Missouri Route 66 for the majority of the way – stopping at many of the attractions in both states. Our destination was '57 Heaven' in the Dick Clark theater (how appropriate) so that we could show our family what life was like in '57 and also all of the cars that were made in that year. There was a special show dedicated to us by Paul Revere (and the Raiders) and also by the Original Comets. We still say that Branson wishes it were on Route 66.



Brooks Catsup Bottle water tower in Collinsville, IL.

On our way back, after stops in Springfield (original Steak and Shake), Lebanon (wonderful museum) and Cuba, Mo. (beautiful murals) we beat a huge storm and safely pulled into Collinsville, IL. The next morning we checked out the "World's Largest Catsup Bottle" – an impressive site. However, we were saddened that the annual summerfest birthday party always held in July was cancelled this year. They did have an un-official picnic for all of the Catsup Bottle Fan Club members.

A few days back and we were dancing with fellow 66 roadies at the Willowbrook Ballroom and enjoying a fabulous buffet and everyone's company. Thanks to Bill and Barb Gwodz for setting up this spring outing on April 29th.

Always another adventure awaiting - we received a message from a swell group from Michigan (22 members) of the So/Western/Mich Collectors Car Club. Led by Mr. and Mrs. Fairbanks, who have driven the whole eight states on Route 66, and 20 rookies on their first tour. They were headed for St. Louis, the Arch, and the Chain of Rocks bridge. We met them in Wilmington at the Launching Pad and escorted them to Towanda making many stops along the way and explaining interesting sites to them. Of course, a stop was made at the Museum in Pontiac to show off all of the hard work accomplished by our members. They quickly responded with a thank you upon their return home.

Throw in many car shows and cruises and then it was time to see Lenore and John Weiss in their 50's gear performing with other notables to the tunes from the movie "Grease" at the "Kicks on 66" festival in Joliet on June 2nd.

The very next week-end was the Route 66 Association of IL 18th annual Motor Tour. The tour left from Hodgkins and we met up with the group and others at the Joliet Welcome Center leading newcomers on their way South. The Route 66 Hotel and Conference Center outdid themselves with the banquet food and accommodations – thanks Marc Evans. Our accolades also go to the Tour and Hall of Fame Committee members who worked so hard to make this three day event the success that it was. To all of the newcomers to our road it was a pleasure meeting you and assisting you in any way. Since the tour was dedicated to our 90th birthday boy – Ernie Edwards – hats off to him and his wife Fran. They have recovered so gracefully from their tragic loss of "The Pig Hip" museum to a devastating fire in March. Your tribute day attended by so many was sure a sign of all the friendships you have made.

We left the tour group on Sunday to help raise funds in Atlanta, IL for the Palms Café restoration fund. We used our 57 Chevy, along with others, for a "Ride Along Fund Raiser". The word is that it was a very successful event thanks to Bill Thomas and others in the community who worked so hard.

Atlanta, IL – Bill Thomas in front of the Palms Café. 1935 Ford owned by John Urban from Racine, WI.

On our way home we got a good look at the new Lincoln Covered Wagon where Abe proudly sits and observes the Mother Road in Lincoln, IL. Back home for a few weeks and then off to Litchfield (leading another group from Joliet) for their 4th annual three day festival held on June 22-23 & 24th. Despite a very disappointing cancellation by John "Bo Duke" Schneider and a short interruption by mother nature they had a great festival. Nearly 150 cars were on display and hundreds of people were able to meet and greet Route 66 dignitaries. Among them were Dean (past President) and Paula Walker from the Kansas Association. He has been designated a Route 66 ambassador by

Geri & Marty Bilecki with Joe & Andrea Coscino and children at the Skyview Drive-In in Litchfield, IL.

many notable route 66 groups and entertained the children (and their parents) at the festival. As part of the Litchfield festivities a cruise was held to the neighboring town of Carlinville for an ice cream social in the town square. This shows that communities along the route can work together for a common cause. Congratulations to Norma Hensley of Joliet who won the Litchfield Business and Chamber award for her 1955 Ford Thunderbird. As usual, the Drive-In movie was a highlight of the week-end. Just seeing Joe and Andrea Coscino's (five) children in their pajamas ready for the show was worth the whole trip! Talk about a trip down memory lane!

Again, we sign off with an invitation to join us on the Mother Road and urge you to help your organization grow. Talk to your friends and relatives and invite them to join us in keeping the road and the communities on it viable by becoming a member. Keep Kruzin and remember our motto "If You Don't Go –You Won't Know".

ROAD NEWS

If you are a real Roadie, you are always curious about what's down the road. Real roadies are curious people who enjoy adventure and eating.

Just released is a new book that promises to provide excitement, fun and food to all who seek it out.

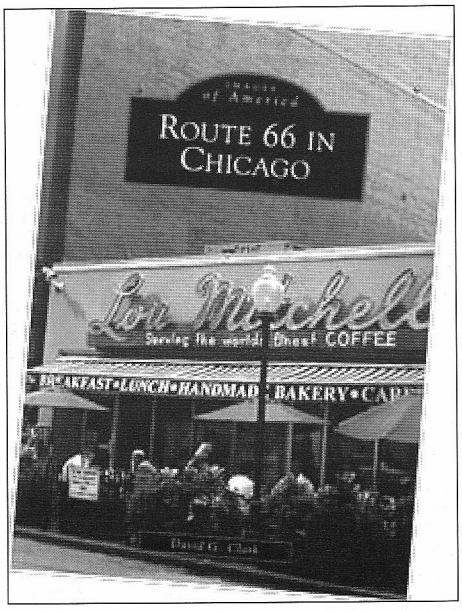
Traveling the . . . HISTORIC THREE is a 110 mile triangular journey on three of America's most famous and historic highways. Travelers can cruise sections of the Lincoln Highway, the Dixie Highway and of course, Route 66.

The unique part is a traveler can start in Chicago, Joliet or Chicago Heights and end the journey exactly back where they started.

Nothing like this has ever been designed before. It is written by our own John & Lenore Weiss. As you know, these two can find adventure in the strangest places!

For more information check out their website at www.il66authority.com, or call them at 815-458-6616.

What Our Members Do



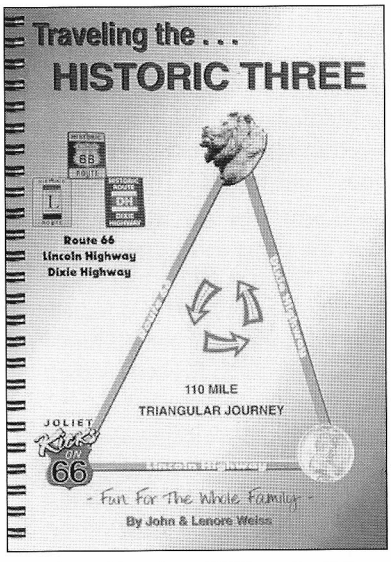
Route 66 in Chicago tells the story of Route 66 at its starting point in Chicago through vintage postcards, photographs and periodical images. Association member and newsletter contributor David G. Clark has traced the growth of Chicago's Route 66 corridor back to the region's Native American trails, early pioneer highways and waterways, Chicago's westward railways and the resultant commercial growth of the Chicago region.

Clark says, "*Route 66 in Chicago* will take a closer look at the built environment along the highway's corridor in the metropolitan area. It will show how the structures along the road help symbolize and interpret the shared history of the city and the highway."

Highlights of *Route 66 in Chicago*:

• Reveals how the history of Chicago's grand boulevards was instrumental in the selection of the original alignment of Route 66 through downtown Chicago

• Explains why the original starting point of Route 66 was chosen and what led to the changes of the starting point over the years of the highway's existence



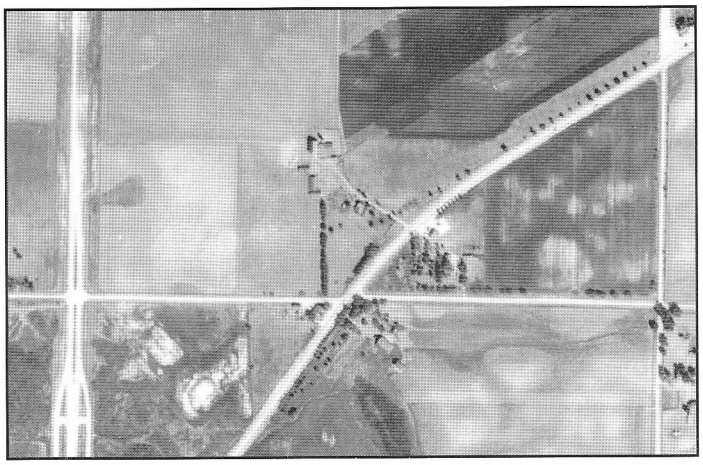
• Illustrates many of the buildings and businesses along Route 66 in Chicago

David G. Clark is a native of northeast Indiana, and he has lived in Chicago for 28 years. His interest in Route 66 was sparked in 1998 when he and his wife moved to a new home west of Chicago's Loop. A sign across from their building identified the street where they lived as "Historic Route 66."

Remembering Hinsdale Airport

by David G. Clark

In 1940, Charles Feris purchased 180 acres on Route 66 east of Illinois Route 83 in unincorporated DuPage County. According to the *Chicago Tribune*, Feris opened an airport on the site "in 1942 with a short, bulldozed north/south landing strip



This aerial photograph shows the site of Hinsdale Airport in 1939. The diagonal road is Route 66. On the left running vertically is Illinois Route 83, and horizontally below center is 79th Street. Vertically on the right is Madison Street. The airport would be built north of 66 and 79th. Image from the USDA Aerial Photography Project, courtesy University of Illinois Urbana-Champaign.

amid hillocks and rolling ground which constituted very real obstructions." Most of the work of clearing, leveling, and grading the airport was performed by Mr. Feris himself.

Charles Feris had started flying in 1925 at the age of fourteen, and before World War II he was a pilot for Pan American and Trans World Airlines. After opening his airfield, called Hinsdale Airport after the name of the closest village, three miles away, Feris became a test pilot for warplanes including the B-24 bomber.

The *Chicago Tribune* of December 23, 1945 contains the story of Louise Austin Scott of Joliet, Illinois. "Charles Feris, manager of the Hinsdale Airport…said the woman asked to go for a five minute ride. 'I've always heard how marvelous the earth looks from the air in winter time,' she told him. 'I want to see such a pretty sight.'" Charles Mettler took aloft Mrs. Scott in a two-seater Aeronca plane. As Mettler was turning the plane back to the airport, Mrs. Scott asked to stay up for another five minutes. "'I don't mind the extra cost,' she told him."

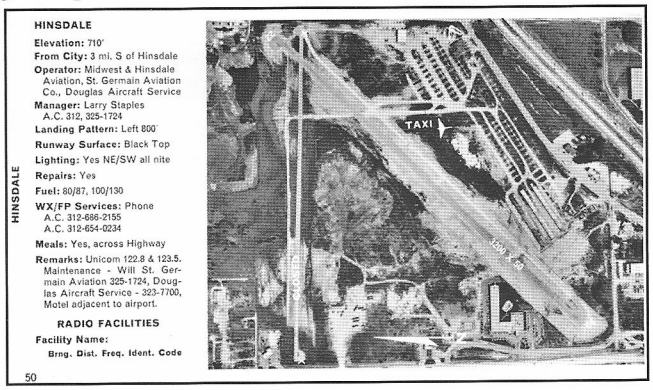
"Mettler then felt a draft and saw that the woman had pushed open the cabin door. She left the plane as he grabbed for her. He held [on] to her shoe as she fell. Mettler said his air speed was 85 miles an hour when Mrs. Scott pushed upon the door, after unbuckling her safety belt as she sat in the seat behind him." The plane was 800 feet above the Hinsdale High School football field when Mrs. Scott plunged to her death.

In 1967, Feris sold the airport to William St. Germain, who had been a tenant at Hinsdale since 1958. According to the *Chicago Tribune*, St. Germain Aviaton operated "30 airplanes and has a steady stream of 200 or more students, including rated pilots, in various stages of training." St. Germain was one of the largest dealers in the nation for Piper Aviation, and he built "a new 3,500 foot northeast/southwest runway;" as well as "new hangars, tie-down areas, parking areas, and service ramps." Clearly, Will and Wilma St. Germain expected their one million dollar investment in airport improvements would reap long-term benefits for the region and for their company. In 1968, the airport became home to Midwest Helicopter Airways, an "external load" carrier that does industrial service work.

According to the Chicago Tribune, Midwest Helicopter Airways operates "flying cranes, rugged construction helicopters that lift ventilation equipment to factory roofs, crosses to church steeples, electric signs to the tops of skyscrapers." Performing external load work since 1968, this company is the sole air flight survivor on the site of old Hinsdale Airport.

According to Paul Freeman's website, www.airfields-freeman.com, Lawrence "Dutch" Morrison worked for the St. Germains as a flight instructor. Dutch's son, Bob Morrison, states, "In 1971, Will St. Germain came down with cancer from which he never recovered. His wife Wilma wanted to sell the property as it was very valuable even back in those days. So my father stayed and managed the airport until the sale was final and retired to Florida in 1973." The airport property was annexed to the village of Willowbrook and became an industrial park.

As the property was bulldozed and subdivided, a hangar at the southeast corner of the field that had been used for St. Germain's Piper distributorship was spared. Midwest Helicopter Airways operates still from that hangar, reaching inaccessible places with loads otherwise too expensive or impossible to deliver, doing their part to fill the heavens with commerce.



From the 1972-73 Airport Directory published by the Illinois Department of Aeronautics, this aerial view of Hinsdale Airport shows the paved diagonal runway built by Will St. Gennain in 1967. The building in the triangular parking lot on the right at vertical center is Del Rhea Chicken Basket, and the "L" shaped building bottom, right of center, is the Willowbrook Holiday Inn. The hangar at the top, center, is all that is left of the airport--it is the current home of Midwest Helicopter Airways. From the Authors Collection.

DWIGHT, IL

by John Weiss (part two)

PRINCE OF WALES (KING EDWARD VII)

In 1860, the Prince was traveling incognito as BARON RENFREW. He wanted to go hunting in Illinois. Mr. James Spencer was contacted to make arrangements. The Prince arrived on Saturday, September 22, 1860. He spent a week in Dwight bird hunting. The prince would travel on the train to different locations daily. He would do all of his shooting from on the train.

In 1891, Davis McWilliams donated 20 acres of land to the city of Dwight. In 1897, this parcel was named RENFREW PARK because it was on these grounds that the Prince of Wales resided incognito as the Baron Renfrew.

THE COUNTRY MANSION RESTAURANT

Built in 1891 as a 20-room boarding house. It was moved in 1894 one block to the grounds of the Keeley Institute and briefly housed patients. In 1895, it was elaborately remodeled under the direction of famed Joliet architect Julian Barnes as a home for John R. Oughton. Mr. Oughton was one of the founders of the Keeley Institute.

The Oughton residence would be known as "The Manse." In later years, it again was used for patients of the Keeley. The name changed to "The Lodge."

In 1966, the Keeley Institute ceased operations and closed. The home was sold and became "The Lodge Restaurant." They also offered rooms to rent. In 1977, the Ohlendorfs purchased the structure. They remodeled it and changed the name to "The Country Mansion."

This is a wonderful place to visit and eat. Dress is casual. Be sure to explore all the main floor rooms. The upstairs is not open to the public; it is the residence of the Ohlendorfs.

Be sure to also explore the magnificent grounds. The library used to be the stables and carriage house. The windmill is outstanding.

The Country Mansion is located at 101 W. South St., Dwight, Illinois. Phone 815-584-2345

FRANK LLOYD WRIGHT (1905)

As an architect, Mr. Wright designed three banks. Only one remains; it is the First National Bank in Dwight. Brochures are available at no charge. The bank is open during business hours.

FOX CENTER (1903)

View five magnificent stain glass windows from the top of the grand marble staircase. Each window represents one of the senses affected by alcohol, feeling-tasting-seeing-hearing and smelling. This location is in the front of the original treatment center for the Keeley Cure. Admittance is free.

DWIGHT RAILROAD DEPOT (1891)

Home of the Dwight Historical Society. Great displays of Keeley Memorabilia and lots more. Open Sundays and by request. Free.

SCULPTOR EDWARD KERNEYS

Sculptor Edward Kerneys lived for a while in Dwight. Around Chicago, he is best known for the famous Lions in front of the Art Institute.

DWIGHT EVENTS

Festivals:	The Dwight Harvest Days – 3rd Weekend of September
Parade:	The Sunday of Harvest Days
Basset Waddle:	Approximately 1,000 Basset Hound Dogs from around the country gather to lead off the Harvest Day Parade. Many are in costume.
Information:	Main Street Council – 815-584-1830
	Village Hall - 815-584-3077
	Chamber of Commerce - 815-584-2091

Research material and a few photographs were provided to us by the following:

Bradley & Barbara Wilkinson

The Dwight Historical Society

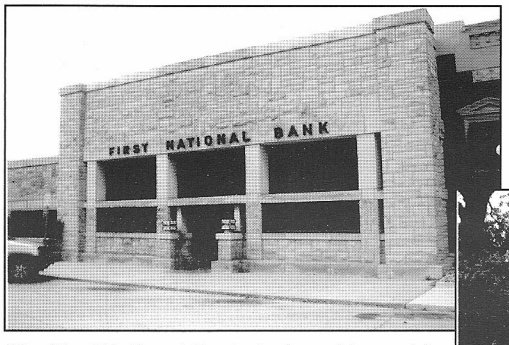
The Dwight Main Street Program

The Fox Developmental Center

We appreciate all of their help and assistance with this article.

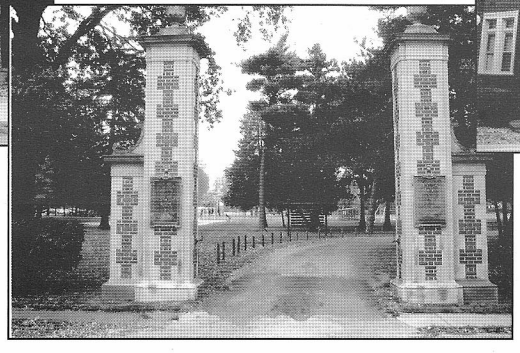
DWIGHT TIME LINE

1. January 30, 1854-	Formally dedicated as Dwight – Named by railroad surveyors Richard P. Morgan and James Spencer. The name Dwight was chosen as a tribute to Henry Dwight, builder of the railroad.
2. August 1, 1854-	The railroad, the Chicago & Alton (originally known as the Alton & Sangamon) was completed.
3. 1855-56-	The great snow, 4 feet deep, followed by six weeks of temperatures of 25° below zero.
4. 1859-	The first stone mill was built
5. 1860-	The Prince of Wales came to hunt
6. 1865-	The Abraham Lincoln funeral train passed through town at 2 a.m.
7. 1866-	Dr. Keeley moved to Dwight
8. 1871-	The Chicago fire could be seen from Dwight
9. 1869-73-83-91	Were all years of major fires in town
10. 1879-	The LESLEY B. KEELEY COMPANY opened
11. 1891-	Twenty acres of land was donated for a park named Renfrew
12. Sept. 15, 1893-	KEELEY DAY was designated at the Columbian Exposition in Chicago
13. 1896-	The Windmill was built
14. 1900-	Dr. Keeley died
15. 1902 -	Fire destroyed all of the Keeley facilities
16. 1903-	All buildings rebuilt and reopened on June 3. President Roosevelt attended and pushed the button to activate the electricity of the new Livingston Hotel.
17. 1905-	The First National Bank, designed by Frank Lloyd Wright, was built.
18. 1919-	All Keeley downtown treatment and housing facilities are leased to the government as a Veterans Hospital.
19. 1919-	The Keeley Institute moves to the Oughton estate.
20. 1923-	The government purchased all buildings that they originally leased
21. 1965-	The Veterans Hospital closes and becomes a government structure known as the Fox Children's Center - Later called the Fox Developmental Center
22. 1966-	The Keeley Institute ceased operations
23. 1966-	The Keeley Institute's main building reopened as a restaurant called The Lodge.
24. 1977-	The Lodge restaurant changed owners and was renamed The Country Mansion
25. 2001-	The Windmill was donated to the city of Dwight
26. Current-	The Windmill and grounds received a complete restoration



The First National Bank designed by architect Frank Lloyd Wright in 1905. Blueprints can be viewed by request.

The entrance to Renfrew Park which was donated to the city of Dwight in 1891 by David McWilliams.

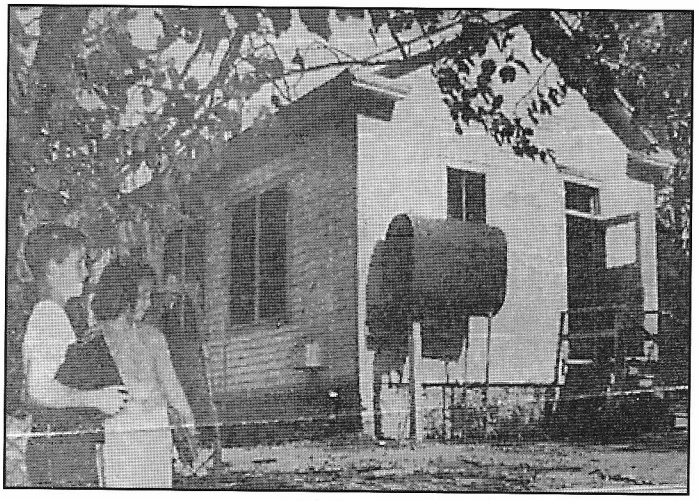


The Fox Center where you can view stained glass windows.

Cass School

By Bob Kalicki

One room schoolhouses remind us of a simpler time in our history when life was easier. So, when I saw a painting of a one room schoolhouse hanging on the wall in the office of Illinois School District 63, I asked about it and discovered the school had stood at

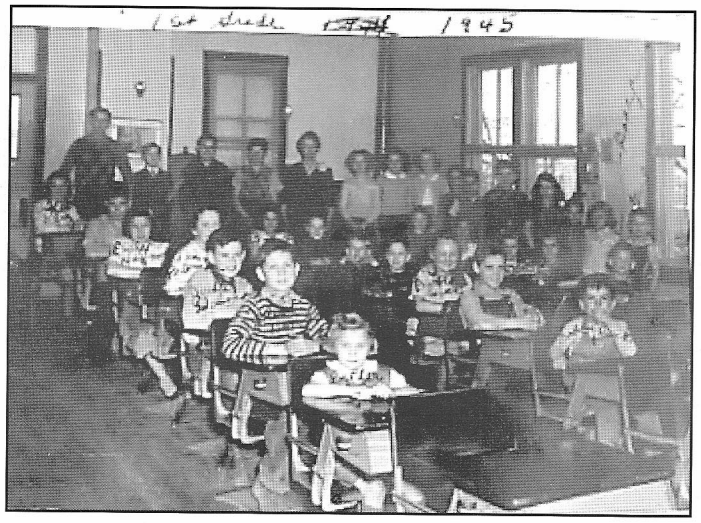


Newspaper photo of Cass School.

the intersection of historic Route 66 and Bailey Road in present day Darian Illinois. The painting was done by Violette Pokorny. I felt I had to meet this lady and hear her story of the one room schoolhouse.

The Route 66 and Bailey Road intersection had three buildings of historical significance. On the northeast corner is a building known to Route 66 fans as Castle Eden. This building was built by Illinois Senator Madden and designed after the White House in Washington D.C.

On the southwest corner is an abandoned



Class photo in 1945 of the 1st grade class.

building that was Glen's Café. It was built in the 1930s and ran as a Café and Service Station until the completion of Interstate Highway 55 in 1960 which bypassed the businesses that serviced the travelers on Historic Route 66.

On the southeast corner stood the one room school known as Cass School. This schoolhouse was replaced with a two room brick structure. This "new" school still stands on the corner as part of an office for the Aylesford Carmelite organization. To illustrate how small the world can be, I made friends in high school with and roomed at the University of Utah with George Boss who attended this one room schoolhouse.

Violotte Pokomny with her drawing of Cass School.

My visit with Violette was very pleasant and interesting. Violette attended Cass School and worked as the secretary to the Superintendent of Cass School District 63 for 20 years. Her hobby is painting and she felt it would be proper to honor the "old one room school" with a portrait. Since the school has been torn down, her painting is a composite of descriptions from friends, who attended Cass School.

Violette's family owned a small farm on Route 66 and when it was developed, the homes built on the property were named "Townhouses of Violette's Farm." Violette related a story to me of Route 66 and World War II. Violette and her teen age friends would sunbathe in her front yard, which bordered Route 66. When military convoys passed, the soldiers would whistle and cheer for the girls, which was quite exciting to the girls.

Eagle Days at the Old Chain of Rocks Bridge

St. Louis, MO – The thirteenth annual Eagle Days at the Old Chain of Rocks Bridge will be held Saturday and Sunday, January 19 & 20, 2008. The hours are 9 a.m. – 3 p.m. An eagle education program, featuring a live eagle, is repeated every 20 minutes from 10 a.m. – 2:30 p.m. Viewing scopes on the bridge staffed by trained volunteers assist visitors in spotting eagles.

The bald eagle's recovery is perhaps the greatest conservation story ever told and in June the Interior Department announced that the bald eagle is now flourishing and no longer needs the protection of the Endangered Species Act. The Association of Fish and Wildlife Agencies' Resource Director, Ron Regan, and Secretary of the Interior, Dirk Kempthorne announced the bald eagle would be removed from the federal list of threatened and endangered species.

Each January, residents of St. Louis can view our national symbol "in their own backyard," at the Eagle Days event on the Old Chain Of Rocks Bridge. During the winter, the Mississippi River hosts one of North America's largest concentrations of bald eagles, who are drawn to areas of open water in search of fish, their preferred food. The Chain of Rocks rapids to the south of the Bridge are ideal fishing grounds. The Bridge itself – a historic Route 66 crossing owned by the City of Madison, Illinois and renovated in 1999 by Trailnet as one of the country's longest pedestrian/bicycle bridges – makes an ideal viewing platform for both children and adults. From the Bridge, viewers can watch eagles fishing, riding ice floes, soaring overhead or roosting in nearby trees.

The Old Chain of Rocks Bridge is the centerpiece of The Confluence Project, a magnificent 200-square-mile urban riverside park and trail system being developed in the heart of bi-state St. Louis, from the St. Louis and East St. Louis riverfronts to St. Charles, Missouri and Grafton, Illinois. This unique project is being implemented by a partnership of five non-profit organizations – Grace Hill Settlement House, Greenway Network, Southwestern Illinois Resource Conservation and Development, Trailnet and The Trust for Public Land – in collaboration with local, state and federal public agencies. In The Confluence, millions of people each year will enjoy one of America's most unique resources for conservation, heritage and recreation.

In Missouri, free parking is available at the Missouri Tourist Information Center (Riverview Drive and I-270) and at North Riverfront Park (Riverview Drive south of the water treatment plant). Free shuttles are available from either location. For a fee of $5, visitors may park at the Missouri entrance to the Bridge; handicapped visitors may park in this lot free of charge.

In Illinois, expanded free parking is available at the Bridge entrance. From I-270 drive south on IL Route 3 to Chain of Rocks Road, turn right (west) on Chain of Rocks Road and cross the Chain of Rocks Canal. Follow the road and park near the Illinois bridge entrance. Visitors to this entrance will notice the improved paved parking. This improvement is the first step in a long-term project to create an Illinois visitor center for the Bridge and Chouteau Island, led by Mayor John Hamm and the city of Madison, Illinois.

The annual Eagle Days event is made possible through a partnership with the Illinois Department of Natural Resources (IDNR), Missouri Department of Conservation (MDC) and Trailnet.

25 Foot Tall Mural

This 25 foot tall mural can be seen on the exterior south wall of the Route 66 Association of Illinois Hall of Fame Museum. The city of Pontiac commissioned Diaz Sign Art to design and paint the mural.

ART'S

Illinois Route 66 preservation members are at it again!

By *John Weiss, Route 66 Preservationist*

The very classic ART'S MOTEL & RESTAURANT sign has been restored!

Art's is located in Farmersville. This Route 66 icon has served the needs of travelers and locals since 1936. The 13 unit motel opened in 1960. Art's was also inducted into the Route 66 Hall of Fame in 1995.

Even though this complex is located at the I-55 exit #72 ramp and visible to northbound travelers, business was not very good. As a result, they were forced to close the doors. Both facilities sat vacant and were slowly deteriorating.

Along came Barry Limbachia. Without any help or grants, he completely restored the restaurant and hotel. Art's reopened in 2006.

Even though both businesses received a first class face lift, one thing was sadly missing. Sitting rusted and forlorn was the original ART'S neon sign. This bothered preservation member Joe Coscino.

Dr. Joe, as he is known, made it his own personal goal to restore this much photographed sign. This was no easy task since he lives in Naperville. That's a distance of 325 miles from Farmersville. Dr. Joe also has five small children and a business to run. But as the expression goes, "If you want to get something done, ask a busy person." A group of other preservation volunteers soon stood along side of Dr. Joe with the same attitude, "Let's just do it!" (Many of them also live 300 or more miles away.)

Several trips to Farmersville, lots of phone calls and planning began to generate results. Some much needed funds were arranged. The plans began to take shape.

The ART'S neon portion had to be constructed. When this was finally ready, the actual sign could be restored and the neon letters installed.

The date chosen to do the restoration was Mothers Day weekend, May 11-13, 2007. (Remember, Dr. Joe has five children.)

Dr. Joe, with his two older children, and Bob Killacky were the first to arrive at the site. Others would be joining them throughout the weekend. As with any project, some unforeseen problems occurred. But this committed group overcame each and every obstacle.

Rooms for the workers were furnished by Barry and his wife. Some of the food expenses were donated by John Ruh. Also on Saturday, Patty Ambrose and family from the Route 66 Heritage Corridor provided a large luncheon smorgasbord for the hungry volunteers.

By Saturday evening the main work was complete. All were very eager for night to arrive so they could see the ghost of Art's past come back to life once again. Many, many photographs were taken. A great feeling of accomplishment was evident among these hearty volunteers.

It is extremely difficult to describe the great feeling of accomplishment that overcomes people when they work on a restoration project. They only know that it sure feels good!

Listed here are those that contributed in some way to this fantastic project:

Dr. Joe Coscino (wife & 5 children)
Joel Lehr
Bob Killacky
Jerry Law
Joe Gniadek
Jamie Anderson
Patty Ambrose (son & husband)
John Ruh
Larry Scinto
Lou Vargo
Rt. 66 Association of Illinois

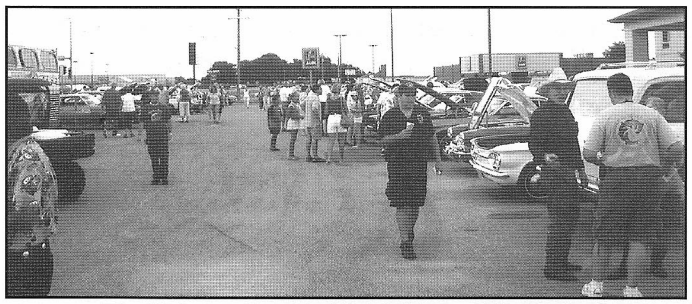
The restored Art's Motel sign.

LITCHFIELD CRUISE IN

June 22, 23 & 24, 2007

By *John & Lenore* Weiss

Despite some unfavorable weather predictions, the car show weekend was a huge success. Attendance was well over previous years.



The Welcome Party in Litchfield on Friday night.

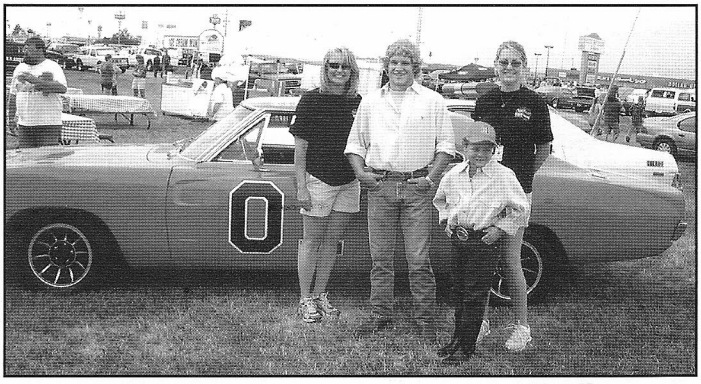
New this year was a Friday night banquet at the historic Ariston restaurant. Also, the General Lee and the Sheriff's Cars from the Dukes of Hazzard were on display. Many photos were taken of these two celebrity autos. The free outdoor party and dinner was also provided as in previous years to all participants. Live music by Whispering Joe, and the sounds of 45 rpm records added a festive feel to this kick off party. You really get your money's worth at this show.

The overcast skies may have kept some exhibitors away; however those attending were treated to a very comfortable day on historic Route 66. It did storm for a while, but only after the awards were presented, and before the big cruise. They turned the rain off and on; it was magical. Additional events included a children's essay contest and an art contest with Route 66 as the theme. There was also a John Schneider look alike contest. The prize was a ride in the General Lee.

Also new this year was the extended cruise to the quaint neighboring community of Carlinville. About 100 cars took advantage of this town's hospitality enjoying free ice cream and live street entertainment. The town square is beautiful! Driving Illinois' only round about added a great new experience for many.

Then it was over to the historic Sky View Drive In theatre on Route 66 for more live entertainment followed by a double feature. What a fabulous weekend this was.

All this is just a sample of what next year's show will provide. 2008 will be an extravagant INTERNATIONAL CRUISIN' PARTY. Just a sample of what else is coming your way is a women's shopping bazaar, burn out competition, poker runs, a neon cruise, engine blow up, movie and TV personalities, motorcycle show, children's activities and more, more, more Mark your calendars for June 20, 21 & 22, 2008. Watch the website for more information, www.litchfield.il.us. Sign up before March 1, 2008 and be eligible to win $500.00.



Jon Schneider look alikes in front of the General Lee.

AN OPEN LETTER TO ALL BOARD MEMBERS OF THE ROUTE 66 ASSOCIATION OF ILLINOIS

Are you aware that it is YOUR responsibility to be the eyes and ears of your county?

Unfortunately, there will always be travelers who will steal the brown HISTORIC ROUTE 66 signs. Fortunately, IDOT (Illinois Department of Transportation) knew this would happen. They have extras in their sign department. However, it is NOT their responsibility to check on each sign. That is YOUR job. Twice a year, each board member should drive their section of Route 66 in both directions. If any signs are missing you are to report this to the IDOT signage department at OTTAWA, IL 815-434-6131. It is our experience that IDOT always replaces the missing signs immediately after they are notified. (Currently many are missing on Route 4.)

Illinois is considered the best signed state of Route 66. Please, do your job so the visitors to Illinois leave with favorable comments!

If you are just a member, but notice a missing sign, please report this to the appropriate board member.

Adventures on the Full Route 66

Litchfield and Beyond

by Joe Gniadek

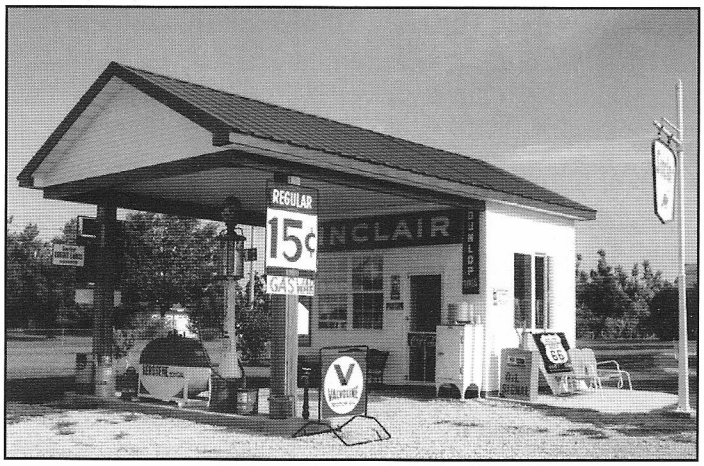
I started my fourth full trek down the entire length of the route on Friday morning June 22nd at 7:00 a.m. from Chicago's beautiful lakefront. Pushing off from the lakefront with joggers behind me, my car turned westward from Adam's and Michigan that's when the fun had truly begun: destination at the end of day 1 of 10, Litchfield, IL with the final destination being the Santa Monica pier – the fun ending to the route.

Later during my trip, I met and talked with a family from Maine at the Round Barn in Arcadia, OK I came to realize they had started their journey just one hour later then I. They left at 8:00 a.m. from Lou Mitchell's driving a Winnebago type vehicle to travel Route 66. It is interesting to note that Illinois has it's own Round Barn (gray in color) near Divernon, IL.

I rolled down 66 to meet up with the group of fellow 66ers at the Joliet welcome center. Everyone headed out around 8:45 a.m. traveling together to Litchfield through the wonderful Illinois farmland and countryside. A great moment was at "Memory Lane" where 10 to 12 cars had gathered all together. As I looked back, I could tell these folks truly loved Route 66.

Whisperin Joe singing in Litchfield, IL.

I ate a late afternoon lunch at the "Cozy Dog" in Springfield, before arriving in Litchfield around 5:00 p.m. I set up there to play some live music from 6:00 to 8:00 p.m. as part of a welcoming committee to the weekend festival. The weekend was fun and Saturday a new part of the festival included cruising to Carlinville. This was truly great with a free ice cream social including a barbershop quartet. I walked around the complete town square (1 of 2 that I walked including Springfield, MO) and enjoyed the country hospitality. The Saturday night drive-in movie in Litchfield was "Wild Hogs" which was fun and entertaining. Mount Olive Days followed on Sunday morning and was fun as well. I helped a local polka band carry in their heavy gear. I made it to Collinsville, IL on Sunday afternoon to re-gather and leave out westward again. On Monday morning donut stop offered a great conversation and also a free extra bag of donuts, from the gal's running the place. The route is doing great with its Midwest hospitality.



Newly restored Sinclair Station in MO.

One of the great highlights was visiting a newly restored Sinclair Filling Station and garage in Gay Parita, MO established in 1930. The man hosting this wonderful establishment is Gary Turner. A couple named Gay and Fred ran the station here for many years. Gary's greeting was so warm and charming it

Continued on Page 16

Continued from Page 15 - Adventures on the

blew me away. True hospitality from a great person, I ate lunch in Carthage at a great deli, which was located on an outer corner of the square. A five-mile stretch of the route near Sapulpa, OK was awesome passing a brick based bridge, a drive in, and then winding, following the Ozark Trail. The route always followed many great trails like the Pontiac and Mississippi Valley Trails in IL, the Ozark Trail in the Midwest and the National Olds Trail out west. A stop for dining at the Rock Café in Stroud, OK entailed meeting a lovely couple from Mesa, AZ who are involved with the Route 66 E Group. Arriving in Clinton, OK a group of VW Bugs (newer models) had gathered for a stop at the museum. They had all met through the Internet and had two common denominator interests: VW Bugs and Route 66. They were from various states. They left Clinton traveling together, later I also ran into them at the Midpoint Café in Adrian, TX. The group was carrying on and having so much fun together. The Midpoint Café has a large selection of Cars movie memorabilia for sale. All in the entire route is alive and well. I received a "50's" haircut from an Angel, saw great country music played outside the historic "Road Kill Café". Within the last year, someone stole an entire tow truck parked in front of Cool Springs, AZ. Crossing into California the Colorado River was busy with boaters and water enthusiasts. Park Mobai was very busy. The last Route 66ers I talked with was Elmer from "Elmer's Place" at the Bottle Tree just before Victorville. Some erroneous information on the Internet lists this man being dead. Well, he is alive and well. This man and his wife are wonderful folks dedicated to retirement, working with an easy life that is devoted in great part to his children. Someone the previous night had just dropped/donated an old model T type working axle for him to work with.

One of the best suggestions I received was from Marty Bilecki. Upon arriving at the Pier in Santa Monica, I obtained a business card from the community service officers on duty at the pier. The officer wrote down the arrival time and date on the card. It read: 7-1-07 18:30 hours. They also gave me a "goody" bag filled with wonderful memories of a great trip coming to a finalization. You can usually catch some great music on the pier in one style or another, whether it's Flamenco Guitar playing or R&B singing, anything goes. I met with friends at the pier, and we dined at Bubba Gump's Shrimp Factory. It was great service and great food. We also have a Bubba Gump's on our own pier in Chicago, Navy Pier. We toasted to a great end to a fun filled June 22nd through July 1st adventure.

On the return trip to Chicago, at times taking the interstate a story unfolded. At the Texas rest area dedicated to Route 66 near Groom a gentleman along with his son were exiting the rest rooms and were reading the historical content and significance of the route through Texas. They both walked away from the plaque feeling the road was now buried under Interstate 40. Then they saw the shirt worn with Route 66 embossed on it and they asked, "Is route 66 still out there?" The answer was a resounding "YES!" Most all of it can still be traveled with the proper maps and information. The father resolved to the son that they would seek out and definitely travel this "Route 66" next summer.

Joe sitting in front of an abandoned site on his journey.

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Glen's Café

by Bob Kalicki

I was driving old Route 66 on the north frontage road west of Cass Avenue in Darian Illinois when I came across a deserted building at the intersection of Bailey Road and Route 66. The building looked old to me and I thought it must have been a restaurant during the heyday of Route 66. I wondered what story this building could tell if it could only speak to me, so I decided to investigate the building's past.

I located two people, Rosemary Ragain and Robert Glen Marx, that know the history of this building and they told me it was Glen's Café. Rosemary provided me with a verbal history of the property and Robert expanded on this history. Robert also allowed me to make copies of photographs that he has of the building which show the interior and exterior of Glen's in the 1930s and 1940s. One picture, taken in 1944, show Robert and Rosemary, as children, outside of Glen's.

Their grandmother, Rose Welch, built the restaurant in the 1930s, naming it for her son-in-law Glen Marx, who was married to Rose's daughter Bernice. Glen Marx is Robert Glen Marx's father. Glen Marx had a second job working for the Illinois State Highway Department. Unfortunately, Glen was hit and killed by a drunk driver, in 1942, while working at a job site at Route 66 and Highway 83.

Bernice and her sister Rosella ran Glen's after this. There's a 1933 photo that shows them behind the lunch counter inside Glen's.

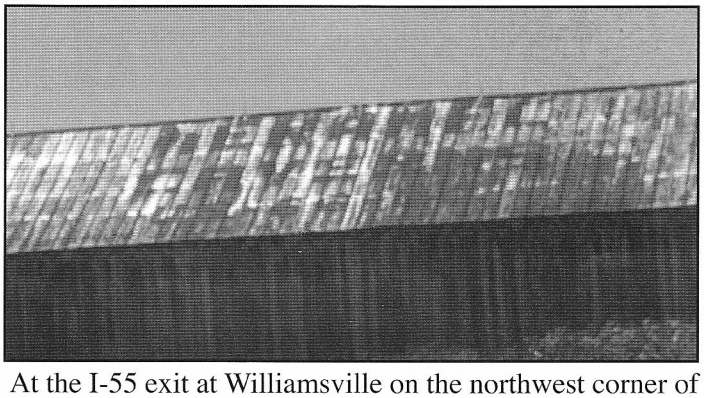
I searched old telephone Yellow Pages listings which provided additional history of the property. They revealed that Glen's was known as Lorries Little Kitchen in 1953, The Food Pump in 1954 and then Peg and John's in 1956. There's also a listing in 1956 for John's Standard Service at the intersection of Bailey Road and Route 66. Both The Food Pump and Peg and John's advertised "fine food at sensible prices."

A 1956 property assessor's report, from Downers Grove Township, tells us that the property included a gas station, automobile repair shop and a cottage behind the restaurant. Rosemary Ragain lived in this cottage as a child with her parents Willard and Rosella Rupel.

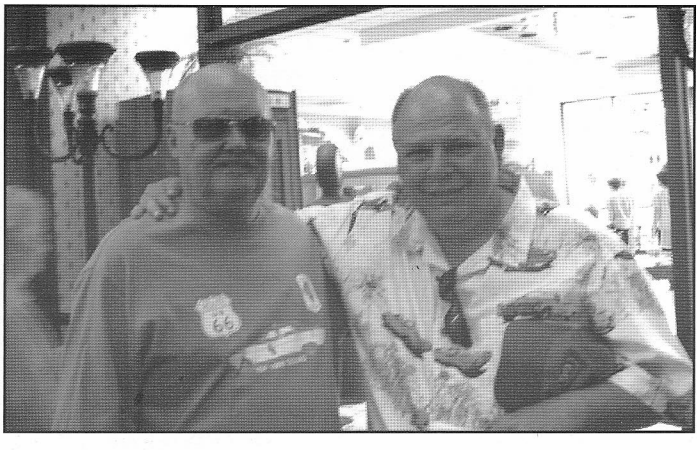
Interstate 55 was completed in this area in 1960 and spelled doom for a small business like Glen's. At some point, the Café was closed and now sits as a reminder to the glory days of Route 66. Now that I know the building's history and have seen pictures of people associated with Glen's, the empty building at the corner of Route 66 and Bailey Road takes on new life when I drive this stretch of Route 66.

Two points of interest to finish this story. Glen Marx's sister, Bernell, married Virgil Adams, the man who built Virgil's Restaurant on Route 66. Virgil's was about a mile east of Glen's, where Cass Avenue met Route 66. Secondly, a member of the Marx family, Effie Marx, was inducted into the Route 66 Hall of Fame on June 12, 1993.

Have you seen this?



At the I-55 exit at Williamsville on the northwest corner of Route 66 sits an abandoned garage/warehouse. If you look closely, the old tin roof on top barely displays the remains of a Meramac Cavern advertisement.



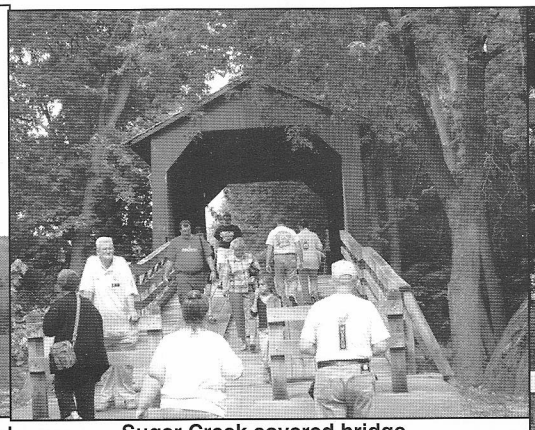
Kent Sanderson of Missouri with Assoc President Johnny Miller.

In Memory of Les A. Becker

Mr. Les A. Becker was a resident at the Heritage Major in Dwight, IL at the time of his passing on July 8, 2007. Mr. Becker had worked with his son Phil at the Marathon Station in Dwight. The Becker family was inducted into the Route 66 Association of Illinois Hall of Fame in 2005. The Association extends our deepest sympathy to the family and friends of Mr. Becker.

"Route 66 Association of Illinois Annual Motor Tour - 2007"

A group poses in front of the restored Art's Motel sign with owner.



Sugar Creek covered bridge.

Donations clearly visible at the feet of "The Lady of the Road" Memorial.

Hall of Fame Banquet at the Route 66 Hotel & Conference Center in Springfield, IL.

Fran & Ernie Edwards with Kathy & Johnny Miller at the Pig Hip.

37th Annual
Abraham Lincoln National Railsplitting Contest & Crafts Festival
Logan County Fairgrounds on Route 66 in Lincoln, Illinois

September 14-16, 2007
Bluegrass Concert
Antique Cars & Tractors
Working Crafts
Civil War Ball
Re-enactment of city christening by Abraham Lincoln

Guided Route 66 tours of Logan County
with Route 66 Historian Carl Johnson & Geoff Ladd Sept. 15-16.
See the Palms Grill, Bunyon Statue, Railsplitter Wagon, The Mill, Ghost Bridge and Pig Hip marker.

www.railsplitting.com 217-732-8687

Be Part of Route 66 History
Help Save The Mill on Route 66 in Lincoln, Illinois

The Mill Restaurant was an icon along Route 66 from 1929 to 1996. Local volunteers saved it from demolition and are restoring it into a museum. Check out www.savethemill.org for details.

Logan County
ROUTE 66 Garage Sale
June 13 & 14, 2008
www.route66garagesale.com

___ Send me a piece of wood from The Mill for my $15 donation
___ Include my name in the official list donor at The Mill Museum

Name _____
Address _____
_____
Email address _____
Amount of donation _____

Mail to: Route 66 Heritage Foundation of Logan County
1555 Fifth Street, Lincoln, Illinois, 62656, 217-732-8687

ARE YOU MOVING?

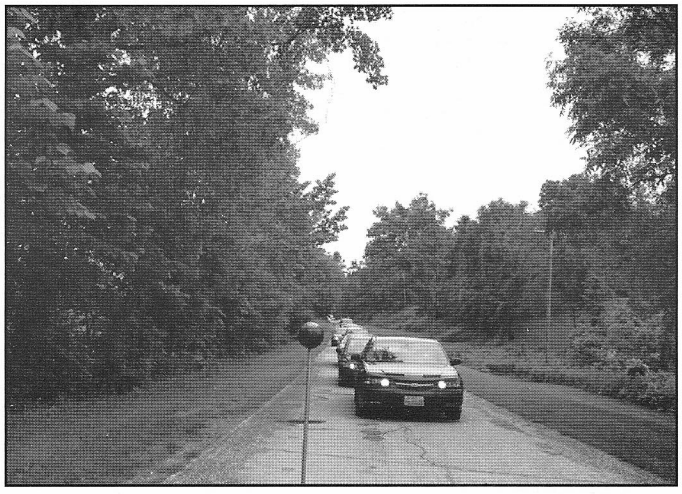
Don't miss an issue of "THE 66 NEWS"

Please allow at least 60 days advance notice of address changes.

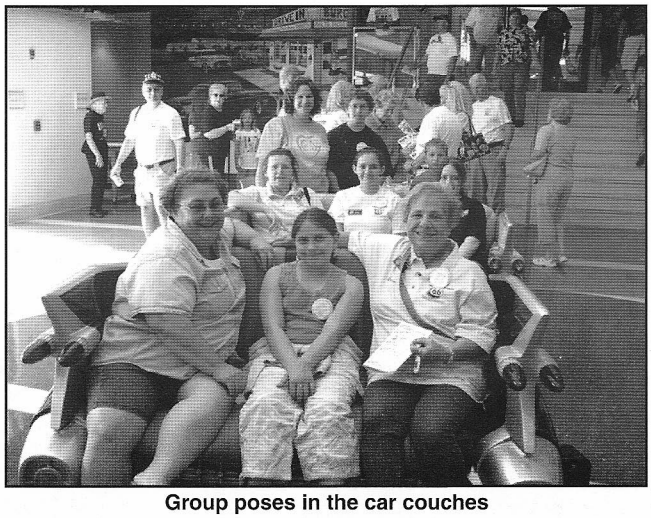
Contact membership chair Marty Blitstein - Email at blitz66@earthlink.net

or

Marty Blitstein C/O
The Route 66 Association of Illinois
110 West Howard Street
Pontiac, IL 61764



Caravan of cars on Route 66.



Group poses in the car couches at the Route 66 Experience in Joliet.

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ROUTE 66 ASSOCIATION OF ILLINOIS
ANNUAL MEETING
FALL 2007

[redacted]

SUNDAY, OCTOBER 21, 2007

-NO LUNCHEON SERVED –

SNACKS WILL BE PROVIDED BETWEEN MEETINGS

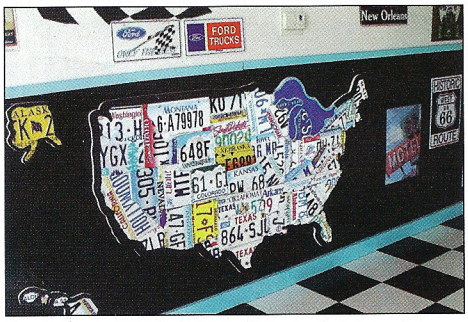
Board Meeting at 10:30 am
Lunch – Noon
General Meeting at 1:00 pm

THE ANNUAL ELECTIONS TO BE HELD
AT THE GENERAL MEETING
ONLY CURRENT MEMBERS CAN VOTE!

ALL MEETINGS ARE OPEN TO THE PUBLIC
WE ENCOURAGE MEMBER PARTICIPATION!

The Route 66 Association
Hall of Fame and Museum
110 West Howard Street
Pontiac, IL 61764
815-844-IL66 (4566)

These plates hang under the shiny chrome bumper of the 1966 Chevy Malibu owned by Association President Johnny & his wife Co-Editor/Publisher of The 66 News, Kathy Miller.



Mural made from license plates of each state in the garage of Dawn & Mark Schenk in Towanda, IL.

Aerial photo of the Saturday morning start off.

ROUTE 66 ASSOCIATION OF ILLINOIS

THE 66 NEWS

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THE 66 NEWS

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Hello and Good-bye

Hello and Good-bye New Route 66 Association of Illinois president Cathie Stevanovich waves hello to all as retiring president Johnny Miller waves good-bye. They are posed in front of the mural at the Route 66 Association of Illinois Hall of Fame Museum in Pontiac, IL.

Preservation in Illinois

Whenever possible the Route 66 Association of Illinois Preservation committee works to save icons such as the Division Street bridge in Pontiac. When an icon cannot physically be saved they work to preserve the history and memory as in the case of the Wishing Well Motel, in LaGrange, IL.

Farewell!

Jim Jones & Kathy Miller co-editors, are pictured when they began their collaborative effort to bring you the "66 News". The duo is retiring with this issue.

ILLINOIS - WHERE THE ROAD BEGINS

The Route 66 Association is a not-for-profit organization. It's 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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Bob Borowiak

THE 66 NEWS

*Winter 2007*2008*

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Marty & Geri Bilecki
David Clark
Jim Jones
Kathy Miller
Neil O Sullivan
Terri Ryburn
John & Lenore Weiss

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The Route 66 Association of Illinois
A letter from the President

Cathie Stevanovich

The Route 66 Association of Illinois motto is to promote, preserve, educate, and enjoy 66! As the New Year approaches, the Board of Directors looks forward to expanding our Association membership, making our Hall of Fame and Museum even better than before, and to become better stewards of the Illinois portion of the Mother Road.

The City of Pontiac, aided by a sizeable donation from the Humiston and Floyd and Alta Byrne trusts, will begin construction of an elevator that will enable visitors to enjoy both the Livingston County War Museum and to enjoy the use of the second floor of the Hall of Fame and Museum. The City has also added to the Museum by developing the back wall into the "world's largest" Route 66 shield and a photo opportunity that is being enjoyed by all our visitors. Everyone can be a star simply by mailing a photo of yourself or you and your family or friends in front of the shield to the museum for posting!

Please check our website often for information regarding meeting dates and committee meetings including Preservation!

Our Association will be taking the quarterly meetings back on the road. The January 20th meeting is in Pontiac, the April 20th meeting will be in Hamel. The July 20th meeting is in Joliet, and the October 19th meeting (and elections) will be held in Bloomington. I ask everyone who will be attending any or all of these meetings to please bring a canned good or shelf stable product for the food pantry in that community.

We will be returning to the format of having a board meeting in the morning, a short general meeting following a lunch break, and then an informative, educational program or field trip after the general meeting.

The 2008 Motor Tour dates will be June 6th, 7th, and 8th. We moved the Motor Tour from the traditional 2nd full weekend in June to the prior weekend due to Father's Day. This year our tour will go from south to north. Our Board of Directors and many volunteers have met to start planning our 19th annual Motor Tour. If you'd like to help, email your country rep or any of the officers or at-large reps for further info, and check the website for the times and dates of the upcoming meetings. All members are welcome to help. Your feedback, insight, and suggestions will help our Association grow.

I look forward to hearing from you!

Cathie

Cathie Stevanovich
President, Route 66 Association of Illinois

The Wishing Well Motel - The End of an Icon

by Kathleen J. Miller

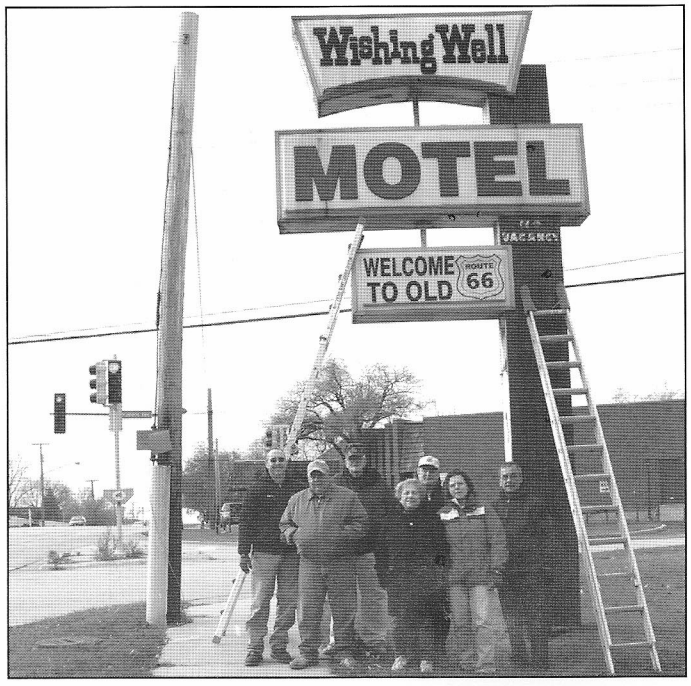
In June 2003, the Wishing Well Motel became a member of the Route 66 Association of Illinois Hall of Fame. Since that time the motel owner Mrs. Zora Vidas has passed away, the motel has been sold and subsequently torn down. The Route 66 Association of Illinois Preservation Committee realizes you cannot save everything and believes that preservation also means sharing the history and memory of Route 66. The Sunday after Thanksgiving, members of the committee went to LaGrange, Illinois to salvage items of importance that were part of the rich history of the Wishing Well Motel.

Wishing Well then and now!

In 2003, I had the pleasure of interviewing the late Mrs. Zora Vidas, who was the fun loving, spirited owner/manager of the Wishing Well Motel. She shared with me wonderful stories and the history of the motel that she owned for over 45 years until she passed away a victim to breast cancer.

The Wishing Well was built 1941. There have been three owners of the Wishing Well. The original owners were the Blackburn family, followed by the Bronson family. In 1958, the third and final owners purchased the motel, father and son, Charles and Emil Vidas and their wives. Mrs. Vidas worked side by side with her family in the daily operations of the motel and took over as manager when Charles passed away in 1985. Mrs. Vidas while running the motel also raised her children and continued to further her education.

Originally, the Wishing Well properties consisted of 10 cabins, an office and a small house, which was located behind the cabins. In the years that have gone by Mrs. Vidas had made changes to improve the motel, but always keeping the integrity of the motel. When Charles was still living, they built a new house that is adjacent to the motel office. The house also includes a small apartment that the senior Vidas couple lived in. The small house that was in the back has since been converted into guest rooms. The cabins have been joined together as one and along with the house conversion make a total of 19 guest rooms. Although the passing of time have given cause to remodel and make necessary repairs Mrs. Vidas kept many of the antiquated features that made this truly a Route 66 icon.



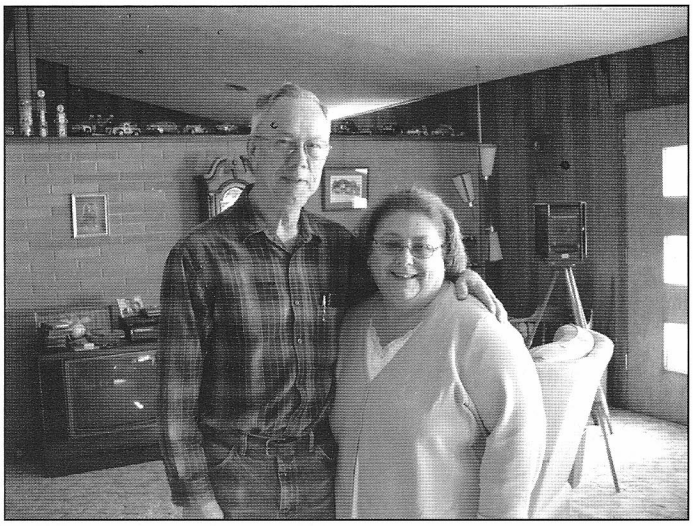
Preservation Committee members Lori Dwyer, Bill Gwodz, Bob Killackey, Johnny Miller, Larry Scinto, and Rosie & Lou Vargo. Not Pictured: Joe Gniadek and Kathy Miller.

The Wishing Well has served as a comforting home away from home for many famous people, who wanted the quiet and anonymity, away from the hustle and bustle of the big city. Entertainers, business people, and other celebrities would make the Wishing Well their home, as they would perform in nearby Chicago. Probably three of the most famous to stay at the Wishing Well were Guy Lombardo, Tex Beneke, and the group Chicago. Mrs. Vidas told me, "When I saw those kids with that long hair I almost didn't rent a room to them, they scared me!"

The final panel removed from the sign.

Mrs. Vidas raised two sons in the motel and adjacent home. The sons are both Doctors now, married with families of their own. When she was alive, they suggested that she sell the motel to be able to retire, and relax. Mrs. Vidas responded by saying, "I'll never retire, where else in this world can I meet so many wonderful and exciting people reliving their past and searching for a future every day of my life." And she did!

The 66 News Editors Retire



Jim Jones & Kathy Miller co-editors.

On behalf of Jim and myself, I would like to thank the Route 66 Association of Illinois for allowing us the pleasure to bring you "The 66 News" for the past few years. Jim and I have had the opportunity to produce a publication we're very proud of. We hope you have enjoyed reading "The 66 News" as much as we have enjoyed creating it for you!

We would like to thank our contributors and urge then to continue to submit their articles to the new staff. Without the contributions of the many authors including our regular contributions from Geri and Marty Bilecki, David Clark, Lenore & John Weiss we would never have been able to bring to you this publication of which we are so proud. We certainly need to thank the third man of our "66 News Team" Bob Borowiak of Lincoln Printers for being such a pleasure to work with. Thanks Bob!

As we say good-bye to you the members, we must thank the association board and officers for their support. Lastly, before we retire, we must thank you the readers! Thank you for your comments, words of encouragement and support. You truly have made this endeavor a pleasure! So, as Jim and I say so long, remember to get your kicks on Route 66!

Joliet Kicks on Route 66
Sends the Blues Brothers Dancing on the Roof Top!

The next step for the Joliet Kicks on Route 66 campaign to revitalize Downtown Joliet as a Route 66 destination is here! New elements at 'Route 66 Park', Historic Stop Gas Pumps throughout downtown, and directional signage welcome Route 66 travelers to the city.

Route 66 Park, located on Broadway Street just north of Jackson Street, invites visitors to stop as the first major attraction on Route 66 entering Joliet. Visitors are greeted by the "Rich & Creamy Ice Cream Stand", complete with oversized "Joliet Kicks on Route 66" lighted ice cream cone sign. While enjoying a frozen treat, travelers can look up to see Jake and Elwood Blues statues dancing on the roof top of the Rich and Creamy stand too! The park also features a 12 foot tall Joliet Kicks on Route 66 shield sign within the park's path as well as one of five fiberglass gas pumps that mark historic stops along the road in Joliet.

Five (5) fiberglass antique gas pump reproductions have been installed at historic stop/locations throughout Joliet.

The Gas pumps are painted replicas of various companies, complete with old fashioned pricing. Route 66 travelers and the community are invited to visit Mobil Oil at the intersection of Ottawa and Cass Streets near the Joliet Area Historical Museum; Texaco at the Rialto Square Theatre on Chicago and Van Buren Streets; Sinclair at the Will County Court House on Chicago and Jefferson Streets; Standard Oil at the intersection of Route 30 and Route 66 (Chicago and Cass Streets) and Shell at the newly renovated Route 66 Park on Broadway Street. Each pump displays a "historic stop" sign marking its connection through all of the Joliet Kicks projects. Each pump also has a historic marker explaining its historic location. Serving as great photo opportunities, the pumps aim to draw tourist from the entire Route 66 to Joliet!

Also directing drivers to the Route 66 attractions through the city are newly installed Joliet Kicks on Route 66 directional signage. Signage starts at Broadway Street as visitors enter the city and mark the route with arrows to the Route 66 Experience and Visitors Center at the Joliet Area Historical Museum.

These projects are part of an over $150,000 Illinois Bureau of Tourism Attraction Development Grant received by the Joliet City Center Partnership LLC. For more information on the gas pump locations and how to get your kicks in Joliet on Route 66 visit www.jolietkicks.com or call 1-877-4-JOLIET.

The Joliet Visitors Bureau works to promote the city of Joliet and the tourist attractions of the city. For more information on Joliet tourism call 1-877-4-JOLIET or visit www.visitjoliet.org

Route 66 through the Eyes of Neil O Sullivan of Cork, Ireland

Neil O Sullivan wrote: I rode 66 this year and can only describe it as this? What is route 66? Americans call it the mother road or main street America. In truth, it is America's ring of Kerry but it's 2300 miles long and the ends don't meet. It meanders through eight states Illinois, Kansas, Missouri, Oklahoma, Texas, Arizona, New Mexico and California, from the great lakes to the Pacific. It crosses three time zones and the continental divide, dense forests, rolling plains; this winding two lane concrete road splits all

The O Sullivans in Texas in front of the Midpoint Café in Adrain.

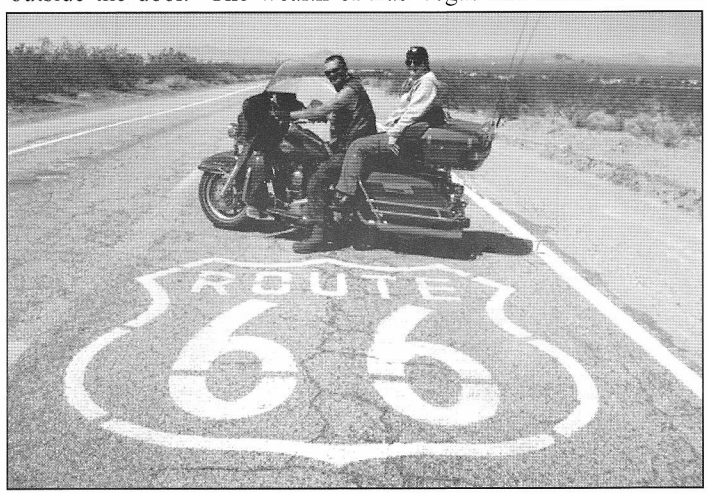
high mountains and dry deserts. The weather and scenery change by the mile, never mind by the day. It makes you wonder why Americans travel, when they have all this on their doorstep.

Traveling route 66 is a journey through the last eighty years of American social, economic and cultural history. An era when the biggest advancements in technology, transport and culture occurred. All these advancements soon made their way across the Atlantic to Ireland and Europe. We took on board music, fashion and food. Some reversals too, but hey! They're the breaks.

Route 66 was laid down at the start of the great depression and Middle America in an effort to escape poverty and tough mundane lives headed west. Along the way they formed new communities, cultures clashed and bonded and brought a whole new way of life, not just to America but to the world. Along the route you get the feel for this change in the old diners and motels and little gift shops at the side of the road, its like traveling through a bygone era. The changing music, from Woodie Guthrie to the Mamas and Papas, the food ranges from thick fried bread in New Mexico to seventy-two ounce steaks in Texas. You can visit the old and dignified beauty of Santa Fe and the see the garishness of Las Vegas, the vastness of the grand canyon, the confines of the great lakes, the emptiness of the Mojave desert and the sheer scale of the Hoover dam a monument to native and immigrant workers. All of them dwarfed by the vastness of the Pacific Ocean. Each has its own story, its own history tied together with Route 66.

Along route 66 you will meet the real people of America the people of the heartland, this is where America finds its true meaning. Also, it is where it finds its troops, the men and women who give their lives to their country, spill their blood around the world, not for oil but because their country asks them to. You may not agree with the wars, but you have to admire the patriotism of these young men and women. If they ever realize their true potential, then we will all have a better world. You will also meet the "native" Americans, the tribal people like the Pueblo, Navajo and Cherokee. Proud and dignified people who struggle daily to keep up with an advancing world which is not theirs, a people who are afraid a camera will steal their soul, and who's to say they are wrong, they were civilized when the rest of us were drawing pictures in caves.

The differing social scales and values are shocking and colorful along the way. Dilapidated trailers with brand new SUV's outside the door. The wealth of Las Vegas and Amarillo to the



The O Sullivans on Route 66 somewhere in Arizona.

poverty of Navajo county and small towns like Hackberry and Seligman clinging to existence on a mixture of agriculture and tourism. Although route 66 is in a way reviving some of these communities and giving them back something, they had maybe lost when the road was de-commissioned and their way of life was bypassed. Pride is being restored and another way of life is being born, so in a fashion, route 66 is alive and well and still changing the face of America.

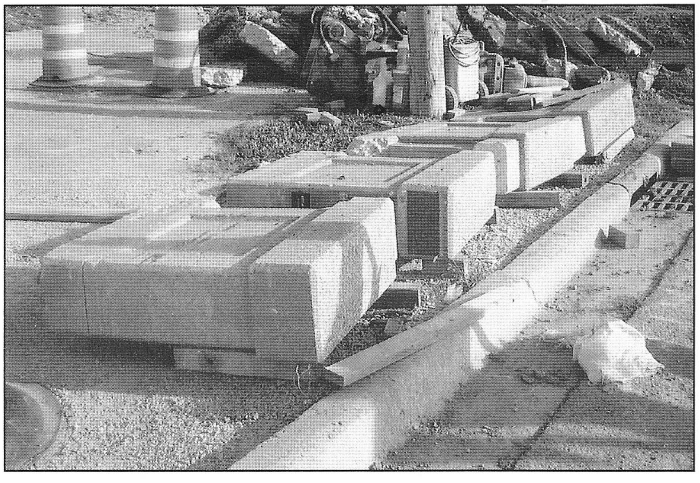
Fellow travelers along the way all have a story to tell, everyone has his or her own reason to be there, for some its a pilgrimage for others its a journey of nostalgia or discovery. We traveled with an English couple that was doing it for fun, but it had a deeper meaning as they were also remembering a lost friend, who had ridden with them in the past. A Portuguese couple that were following the road in memory of a grandfather who had worked on its construction, and an American veteran who remembered hauling munitions from west to east during the war. All of them were special and their dreams and memories will stay with them forever, and at the end of their journey, they will be proud to call themselves 66'ers. Ourselves, we did it because somewhere out there, had to be a real America, not the drivel we get fed on TV and there is, we were not disappointed.

We rode 3255 miles on and along Route 66 in September, and the memories will last forever, of people, we met and place we seen. What was the best part the first 3254 miles. Was it worth doing? Absolutely! Chicago to Los Angeles with a few detours along the way, good company and good bikes. The destination means nothing, it's all about the journey, and do it if you can before it gets McDonaldised and someone packages the whole experience in a theme park. Travel the Will Rogers highway and have a few laughs, stay ahead even when you're losing, get your kicks on route 66 but be careful, it can kick back.

The Division Street Bridge

by John Weiss

Pontiac, Illinois has a bridge like none other. It is so rare that in 1995 the Illinois Department of Transportation (IDOT) declared it a rare find. Because of this, in 1996 the Illinois Route 66 Preservation Committee completely restored the area. Also, in 1996, John & Lenore Weiss applied for and received special



The endposts of the bridge being saved for future use with the "new" bridge.

status for this structure. It was listed on the Historic Bridge Survey. That is comparable to the National Register of Historic Places.

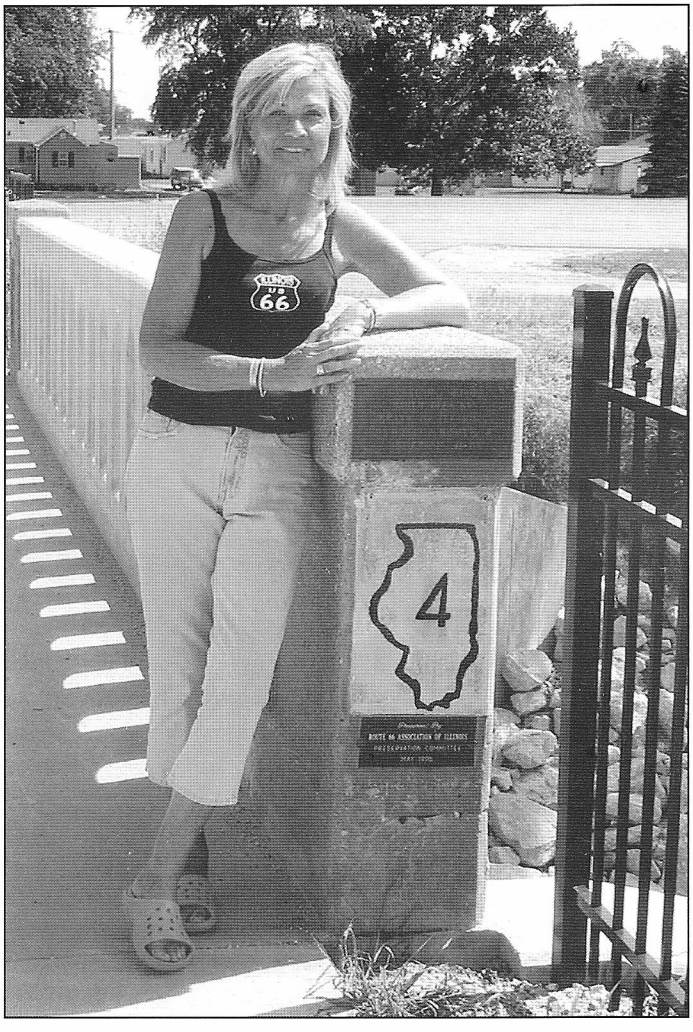
So why is this little bridge so historical? Because in 1926 the bridge end post was painted white, then stenciled in black paint in the shape of the State of Illinois and the number 4 painted inside of it. This road was known as Route 4. Somehow, this painted stencil survived, making it the only known example of how roads were originally marked. Painted images were applied to bridge end posts and also were painted onto utility poles. To add to the historic significance of this image is the fact that on November 11, 1926, Route 4 ceased to exist in Pontiac. It became U.S. Route 66.

Time marches on. Several decades later, two significant situations occurred: first, the painted image, now much older and weather worn, was fading into obscurity. Secondly, the bridge had deteriorated so badly that it needed to be replaced.

John, Lenore, the City of Pontiac and the Illinois Historic Preservation Agency met to find a solution. What took place has never been done before. Then again, no painted stencil has ever survived so long.

It was agreed that all four original end posts would be cut off of the old bridge and put into storage. A new bridge was then constructed to resemble the old one. Then the saved, original end posts were reattached to the new bridge railing. Remarkable!

That solved one problem. The next was the fading stenciled image. Michael Jackson of the Illinois Preservation Agency informed us that nothing could stop the fading if it was continually exposed to the elements. He said it would be acceptable to repaint it as long as it was directly onto the original image; in other words, not recreated. It had to be carefully restored to its original appearance using the exact lines.



Lenore Weiss on the bridge in front of her part in the restoration. Lenore repainted the Route 4 emblem.

On July 3rd, Lenore Weiss spent several hours painstakingly darkening the image lines. Then a watered down white coat of paint was applied over this and immediately wiped off. As planned, the darkened image was now again visible on a white background. Lenore was then able to again retrace the original lines. This produced the image exactly as it was when it was first applied 81 years ago.

It is also interesting to note that the engineering firm, the Farnsworth Group, has received an award for its historic and innovative design technique to save and reattach the original end posts.

The City of Pontiac has plans to create a pull off so travelers on Route 66 can safely park and examine the image. A kiosk will tell the story of this one of a kind preservation project.

It took a lot of people and organizations working together to accomplish this task. When you have the chance, stop and take a look at this Pontiac treasure. It is only one mile from the Old Log Cabin restaurant on original, historic Route 66.

Recognized Worldwide Threats to Route 66

by Kaisa Barthuli

National Park Service -- Route 66 Corridor Preservation Program

Route 66 is in the headlines again – and it's big news. Route 66 has been named to the World Monuments Fund 2008 Watch List of 100 Most Endangered Sites, among such others as the cultural sites of Iraq, Machu Picchu in Peru, and modern Shanghai in China. As well, motels on Route 66 as a category have been named to the National Trust for Historic Preservation's 2007 America's Eleven Most Endangered Places List. And the headlines don't stop there. Preservation Oklahoma and the New Mexico Heritage Preservation Alliance have also listed Route 66 motels on their 2007 state lists of most endangered properties.

What can we make of all this – is this bad or good news? Really, it's both. The bad news is what many of us already know and see each time we travel the highway – another motel has been demolished, a gas station has closed down, a truss bridge has been torn out, or a stretch of pavement widened and paved over. Threats to the historic core of the route are an undeniable reality, and include development pressures in urban areas, under-utilization or abandonment in rural areas, and obsolescence to name a few. However, this is where the good news begins. It is these threats that have led numerous citizen volunteers to rise up and form advocacy groups, and local and state officials to invest public monies to help stem the destruction. It is these threats that also led Congress to create our National Park Service program of technical and financial assistance.

As a result of all these efforts, the nation and world are beginning to understand the issues and get involved. Our collective concerns have now become the concerns of the World Monuments Fund, the National Trust for Historic Preservation, and the Oklahoma and New Mexico state preservation organizations. These are powerful partners who have extensive constituencies and who can lend a tremendous boost to our existing efforts. With their influence, awareness of the issues facing Route 66 will spread even further across the nation and the globe. This will go along way toward leveraging efforts and raising awareness about the significance and importance of preserving Route 66.

Who are these listing organizations, and specifically, how can they help? The World Monuments Fund (WMF) is a private, nonprofit organization dedicated to the preservation of endangered architectural and cultural sites around the world. Since 1965, they have worked to help protect more than 450 sites in over 80 countries. WMF's work spans a wide range of sites, including the temple complexes at Angkor, Cambodia; the historic center of Mexico City; and the 18th-century Qianlong Garden complex in Beijing's Forbidden City. WMF is headquartered in New York City, and has offices and affiliates in Paris, London, Madrid, and Lisbon. Every two years, WMF issues its World Monuments Watch list of 100 Most Endangered Sites, a global call to action on behalf of priority sites. Through the Watch, WMF helps raise awareness at local and global levels to highlight the need for technical and financial resources to assist in the rescue of endangered sites. Since the launch of the Watch in 1996, more than 75% of the listed sites have been saved or are well on their way. To learn more about WMF and the Route 66 Watch listing, visit their website at http://wmf.org/.

The National Trust for Historic Preservation is also a private, nonprofit organization dedicated to saving America's historic places and revitalizing communities. Founded in 1949, the Trust provides leadership, education, advocacy, and resources to protect America's important historic places. The Trust is headquartered in Washington, D.C., has six regional offices and works closely with its 270,000 members and thousands of preservation groups in all 50 states. Since 1988,

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National Park Service
Route 66 Corridor Preservation Program

Standard Oil Gas Station
Odell, Illinois

Cost-Share Grant Project Spotlight

The Standard Oil Gas Station was built in 1932 to accommodate the steady flow of Route 66 traffic through the small village of Odell, Illinois. In the late 1940s, a two- bay garage was added to allow for repair services so the station could remain competitive with the nine others that occupied the short stretch of Route 66 through the village.

The gas station was in constant use until the 1960s, when Route 66 through Odell was bypassed by the interstate. The station slowly fell into disrepair, and would have been destroyed like seven of the other historic stations if it had not been for the vision of the Illinois Route 66 Association and the leaders of the village. First, the station was placed on the National Register of Historic Places. Then, through collaboration with the Illinois State Historic Preservation Office, the station was restored to much of its former glory through volunteer labor, supply and material donations, and funding assistance from the National Park Service Route 66 Corridor Preservation Cost- Share Grant Program.

The restored station now serves as a visitor stop for Route 66 travelers from all over the world who come to rest under its shady canopy, learn about its history, and enjoy a cold soda. The residents of Odell are very proud of the station, which has brought much attention to their village. In 2002, the station was awarded the National Historic Route 66 Federation Cyrus Avery Award for the most outstanding Route 66 preservation project.

Standard Oil Gas Station in 1999, before restoration.

Standard Oil Gas Station in 2004, after restoration.

For more information about preservation initiatives on historic Route 66, contact:

Route 66 Corridor Preservation Program
National Trails System – Santa Fe
National Park Service
P.O. Box 728
Santa Fe, NM 87504

Ph: 505-988-6701
Web: www.nps.gov/nts

Publication distributed by the National Park Services featuring the O'dell Station used to promote preservation.

Route 66 Tourism is Exploding in Illinois

by John Weiss

Millions of people travel our national highways and byways by commercial bus touring organizations. The financial impact to hot spot locations is enormous.

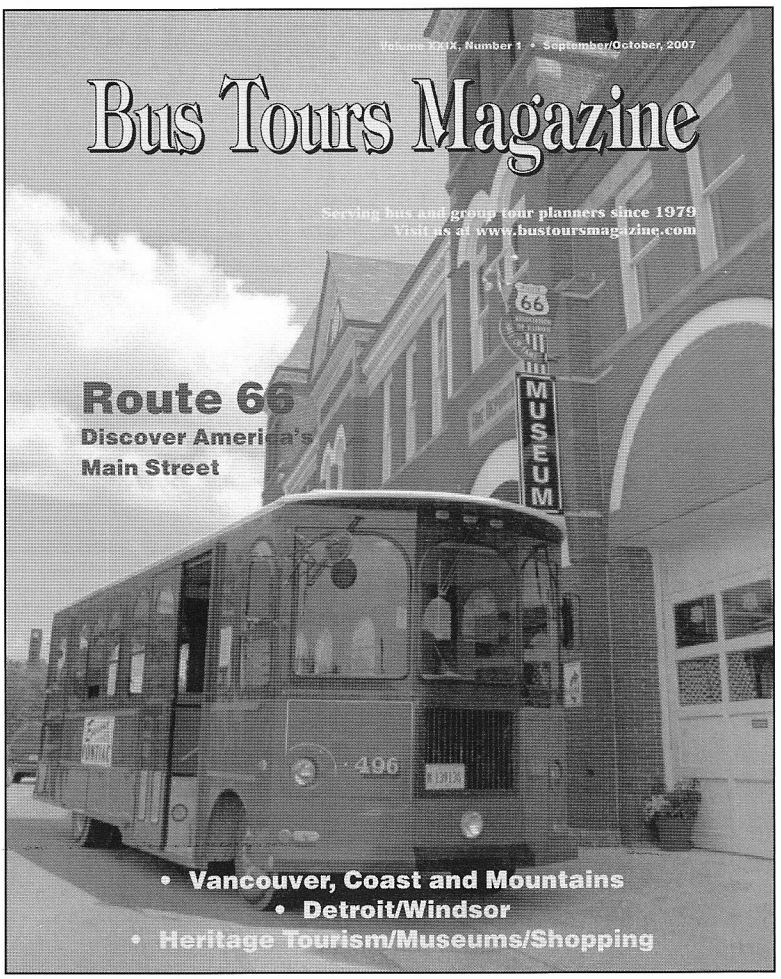
The Illinois Route 66 Red Carpet Corridor has hit a home run with this form of travel and visitor. Tour buses from neighboring states and as far away as California are visiting in order to see what all the fuss is about.

Bus Tours Magazine has put the Pontiac Jolly Trolley and the Route 66 Association of Illinois Hall of Fame Museum on the front cover. This cover and feature story about Pontiac and the Red Carpet Corridor is outstanding and exciting! www.bustoursmagazine.com

The Red Carpet Corridor is a Route 66 year round destination that promises hospitality, nostalgia, entertainment, shopping, fun and food. It is 90 miles long and travels south through each community from Joliet to Towanda, Illinois. Each town virtually rolls out the Red Carpet to all travelers, local and from around the world. They also have a 90 mile festival on the first weekend in May. 2008 will be their second year and they promise to build on a very successful first year.

Well over 1,000 visitors a month are exploring the Red Carpet Corridor. Check the website to learn more. www.il66redcarpetcorridor.org.

Pontiac Tourism is the formal information center. Inquiries come in daily. For information on all aspects of the Route 66 Red Carpet Corridor and all the participating communities, contact Ellie at 800-835-2055, or email, tourism@pontiac.org.



The September/October 2007 issue of "Bus Tours Magazine" featuring the Route 66 Association of Illinois Hall of Fame Museum in Pontiac, IL.

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Recognized Worldwide Threats

the Trust has used its list of America's 11 Most Endangered Historic Places as a potent tool to raise awareness of the serious threats facing America's important places. The list, which has identified 189 sites since its inception in 1987, has been extremely successful in galvanizing preservation efforts across the country and rallying resources to save landmarks. In just two decades, 52% of the listed sites have been secured and rehabilitated, with only 6 lost since the Trust launched the program. You can see this year's list including motels on Route 66 by visiting their website at http://www.nationaltrust.org/11most/. On their website you will also find ideas on how you can specifically help protect Route 66 motels, including working with local officials, supporting vintage motels, and supporting the Trust's efforts. The Trust also offers valuable publications, technical assistance, grants and loans to assist preservation efforts.

While the Trust addresses preservation issues at a national level, each state Route 66 passes through also has a dedicated preservation organization that focuses on issues within their states. Many maintain a statewide 11 Most Endangered Places list, which provide strong advocacy support at state and local levels. Such is the case in New Mexico and Oklahoma, who both identified Route 66 motels as valuable places in their states in need of special attention. These organizations can provide assistance to organizations and property owners through networking, advocacy and education. You can learn more about the New Mexico Preservation Alliance and Preservation Oklahoma via their websites at http://www.nmheritage.org/ and http://www.preserveok.org/.

Throughout the upcoming year, our office intends to take these listings very seriously, and work with partners to make a visible difference on the road. In addition to our usual technical and cost-share grant assistance, we are here to serve as a clearinghouse to help connect property owners and organizations to the resources available to them through WMF, the Trust, and statewide preservation organizations. We also are planning concerted efforts to work in partnership with these organizations to help address priority needs across the road, with a special emphasis on motels. Please contact us at 505-988-6701 or at im_rt66@nps.gov for assistance, ideas or suggestions.

Sprague's Super Service, a 1930s building with "much historic integrity and significance."

by Terri Ryburn

Sprague's Super Service - Normal, IL.

Last September I purchased a Tudor Revival-style building on Route 66 in Normal. The building will be presented at the December advisory council meeting of the Illinois Historic Preservation Agency for listing on the National Register of Historic Places. My plan is to restore the building to its 1930s appearance and to open a Route 66 visitor and education center, gift shop, diner/soda fountain, tearooms, event/meeting space, and a bed and breakfast.

Sprague's Super Service was built at 305 E. Pine Street in Normal ca. 1930-1931 by William W. Sprague, a Bloomington contractor, in order to take advantage of traffic-related business along the original Route 66 alignment that came through Normal on Pine Street. The brick first story housed a restaurant, gas station, and garage. The second story, finished in a decorative swirl of stucco and half timbering, contained a large owner's apartment with plenty of natural light, and an attendant's apartment. Sprague's superior carpentry skill is evident in a building that is intact and structurally sound after more than 75 years, with many remaining original architectural features. Two additions, in 1948 and 1967, have visually altered, but not obliterated, the original appearance.

According to Michael Taylor, Route 66 Corridor Preservation Program Manager for the National Park Service, the property "...is unique along the entire route..." as one of only three combination gas station/living quarters along Route 66 in the United States. Sprague's, however, is the largest and the only one that has a garage bay and café associated with it. Taylor declares that this property "...has much historic integrity and significance."

Although Sprague's Super Service opened during the Great Depression, business could be counted on from travelers and local residents who needed food, gasoline, and car repair. Additionally, providing on-site housing for himself and a gas station attendant meant that the needs of travelers and locals could be met while keeping down the costs of housing. Others who followed Sprague in buying or leasing the building shared the same vision.

From 1938-41, Joseph E. Ruzic operated the gas station and restaurant as Triangle Café and Service Station. It was in 1941 that Walt Bittner, former mayor of Bloomington, took a girl to lunch at the restaurant for their first date. He and his lunch date have been married now for 66 years and are looking forward to being the first customers when the restaurant reopens.

The fact that the building sat vacant during part of World War II was possibly a reflection of the unavailability of gasoline and/or repair parts as well as the four-lane Route 66 bypass (called the Beltline by locals, and renamed Veterans' Parkway in the 1970s) that began to supplant the original alignment of Route 66 around Bloomington-Normal. Businesses opened or relocated along the Beltline to serve this new route. Enough traffic still took Business Route 66 into Normal to keep the station open, although it would change hands many times, with each new owner seeking more diverse business opportunities.

Beginning in 1946, it was operated by a series of owners, who, in addition to running the gas station, garage, and restaurant, rented space for the manufacture of agricultural implements, storage of insulation and roofing materials, a welding operation, a cab company, and a rent-a-car system, among others. In 1946, Harry Well and Sons

Continued on Page 11

The inside of Sprague's Super Service.

operated a service station on the site, sharing space with Corn Belt Manufacturing Company, producer of agricultural implements.

In 1948, the first floor of the original building was visually altered by the addition to the south of a one-story concrete and brick addition with a sloped roofline. The additional space permitted an enlarged restaurant, a full-sized kitchen, a walk-in cooler, and storage. By 1949, with Corn Belt Manufacturing Company remaining in the building, the gas station became Glenn and Walt's Shell.

Beginning in 1951, Olin W. (Doc) Hetzler, his wife, Helen, and Doc's son, Jim, lived in the owner's apartment, while operating the Cities Service Oil Company, the Yellow Cab Company and the Avis Rent-a-Car System. Besides the Corn Belt Manufacturing Company, space was rented to Joe's Welding and Boiler Company. Jim was attending Illinois Wesleyan University at the time and was involved in all of his dad's business operations, including driving cabs. He recalls that the two-bay garage had a pit in the floor to allow the mechanic to work beneath vehicles. Jim says that his father further diversified the business by purchasing an ambulance and a hearse. At that time, too, a garage door was installed on the east side of the building to allow inside parking during the winter, ensuring that Doc's fleet of vehicles would start.

Local children remember riding their bicycles to enjoy a refreshing drink on hot summer days at a small wooden root beer stand that stood on the northeast corner of the parking lot in the late 1950s.

From 1959-62, the station was operated by Eber Sloan, who ran it as Sloan's Cities Service, until 1963, when it became Sloan's Texaco for a year. Russell Lusher changed the gasoline to Zephyr and the restaurant was known as Irene's Café in 1964. Jerry Fish operated the gas station in 1965, while Grady W. Roberson operated the restaurant. In 1966, Roberson and his wife, Catherine, took over both the gas station and restaurant and ran them until 1971. The Zephyr gas station became a Gulf station in 1967.

The 1967 west-side addition of the flat-roofed, one-bay garage had a dramatic visual effect on the exterior of the building, obliterating two windows in the attendant's apartment. The 14-foot high garage facilitated vehicle repairs with a new hydraulic lift. Grady Roberson etched his name into the northeast door jamb as the new concrete floor was poured.

By 1973, Beverly Hodge was utilizing 305 E. Pine Street for a bridal store, cake gallery, and catering operation. She rented the garages and storage areas to various people and rented the upstairs as both meeting space and apartments. Today Hodge professes to a great love of the building and has fond memories of her years there. When asked if she had any photographs of the building, she said that she was "too busy making a living to take pictures of the place."

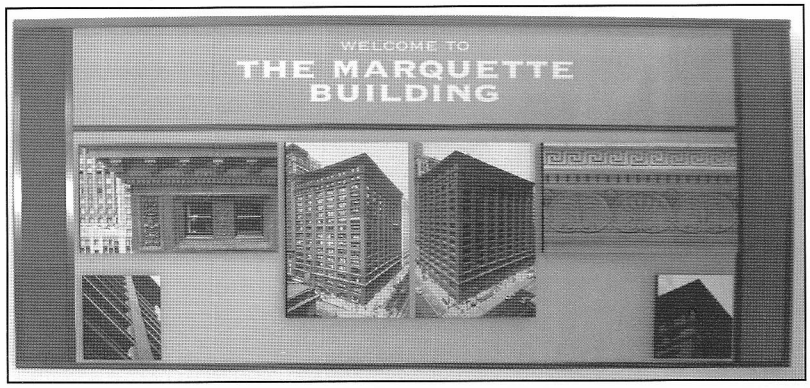
As the owner of this Route 66 treasure, my first priority is to stabilize it. This includes replacing the roof, HVAC system, plumbing, and electrical. I have obtained a $20,000 grant from the Route 66 Corridor Preservation Program Grant/National Park Service and am seeking additional funding from the Town of Normal. (John and Lenore Weiss wrote a strong letter of support to the Town of Normal, offering the assistance of the Illinois Route 66 Preservation Committee.) Additionally, I have applied for a Tourism Attraction Development Program (TAP) Grant from the State of Illinois, and await that decision.

My current plan is to open the Route 66 visitor and education center and gift shop in the spring or summer of 2008; other uses for the building will be implemented as funding becomes available. Before real restoration can begin, however, I need original photographs of the building. People with memories or photographs of the building can contact me at tlrybur@ilstu.edu or 309/452-5325. Watch for periodic updates on the Route 66 Association of Illinois website.

New Exhibit Opens in Marquette Building

by David G. Clark

On October 16, a great Route 66 attraction in Chicago became even friendlier to curious travelers, when the owners of the Marquette Building opened their new exhibit highlighting architecture and history.



A welcoming sign at the entrance of the display. Placed on the National Register of Historic Places in 1973, the Marquette was named a Chicago Landmark in 1975. It once housed offices of over 30 railroad companies.

The Marquette has been part of my East Loop Chicago Route 66 Walking Tour for reasons artistic, historic, and architectural. The new exhibit enlivens those attributes, allowing visitors to grasp the building's significance independent of a tour guide (although I am still available to provide the service!).

According to the building owner's website, www.macfound.org, "The free exhibit features:

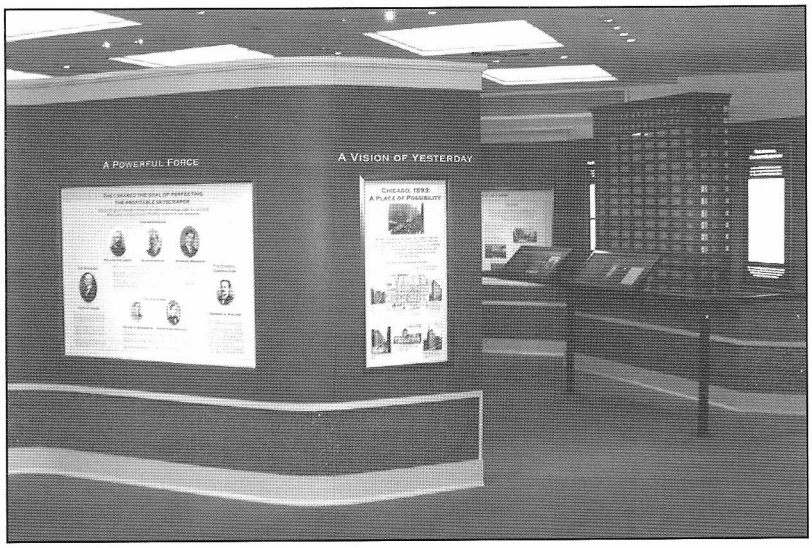
- An interactive kiosk with close-ups of...the building's key architectural features and its rich décor, including the semi-precious stone and glass Tiffany mosaics in the lobby;
- A scale model of the building to help visitors understand its shape and construction;
- Interviews with experts on the building's historical significance and its recent restoration;
- Interactive kiosks offering more than 20 stories about the...work of the MacArthur Foundation, which owns and recently restored the building.

"Named a National Historic Landmark in 1976, the Marquette Building is a classic example of the renowned Chicago-style of architecture, which is characterized by steel skeletons holding up facades of brick and ornamental terra cotta...The building is named for French Jesuit missionary and explorer Jacques Marquette. The lobby boasts Tiffany mosaic panels and decorative bronze heads of native Americans, early explorers, and animals.

"In 1977, Banker's Life and Casualty Company acquired the Marquette Building. The Company was owned by John D. MacArthur, one of the wealthiest men in America. After John's death in 1978, the Foundation he endowed chose the Marquette Building as the headquarters for its philanthropic work around the world. The MacArthur Foundation proudly restored the building to its original glory."

Many Chicago buildings merit notice by Route 66 visitors simply for the accident of geography, and that is certainly true of the Marquette, located at the northwest corner of Adams (westbound 66 from 1953-1977) and Dearborn Streets. The Marquette goes beyond mere location to tell the story through its ornamentation of the pioneering explorations in 1673 of Jacque Marquette and Louis Joliet, the first visitors of European decent to travel through the Chicago area. The French-Canadians traveled from the Mississippi River to the shores of Lake Michigan—a corridor still traveled by Illinois Route 66 roadies heading northeast through the Prairie state from St. Louis to Chicago.

With the addition of the new exhibit, visitors can now learn of the building's architects, original owners, and developers, all of whom contributed to the "Chicago School" of architecture. Their designs symbolized Chicago's commercial growth in the railroad era—a growth of commerce and transport that led to the creation of Route 66 as the single uniformly-numbered highway linking Chicago to Los Angeles.



A sample of what you will see if you visit the Marquette Building Exhibit.

So the next time you come to get your kicks on Chicago's 66, please consider stopping in for a look at the Marquette Building! Open 7 a.m. to 6 p.m. weekdays, 9 a.m. to 6 p.m. weekends at 140 S. Dearborn Street.

Kruzin with the Bileckis

by Marty and Geri Bilecki

Kruzin, kruzin and kruzin – on Route 66 and points north we ended the busy month of June and jumped right into a fabulous July full of cruise nights, car shows and another – now annual trip to the UP of Michigan. We attended the Cruisin 50's concert and car show on the 20 thru 22. This year's 5th annual was really a blast from the past. We had ideal summer days and

Marilyn & John Wyllie with Geri & Marty Bilecki total 100 years of marriage pose in front of 50 year old "Geraldine" the Chevy.

cool, northern nights and were entertained continuously by class entertainers of the 50's-60's era Gary Lewis and the Playboys, Johnny Tillotson, The Brittans to name a few. As we always do, we promote and invite everyone to join us on Route 66 to become "Roadies" with us.

Local cruise nights were attended in our hometown of Morris, IL, which are always, attended by many of our Route 66 of IL members. Morris is the town which has a route with only one "6" (Route 6) going through it!

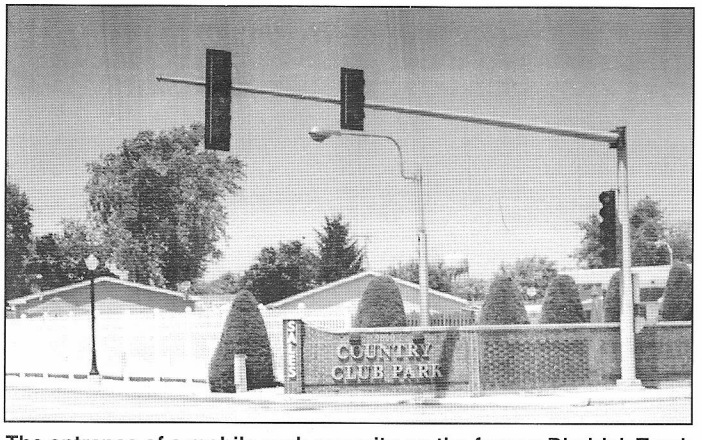
We traveled out to the Chautauqua Park area in Pontiac, IL on September 16th with two goals in mind. The first goal was to personally meet John and Marilyn Wyllie, residents of Pontiac, who also were married in 1957 (as we were). We helped them to celebrate their 50th wedding anniversary by chauffeuring them in our 1957 Chevy "Geraldine" from their home to their reception party on route 66. Marilyn Pritchard and their daughter, Jan Miller, were the arrangers for this surprise. The entire Wyllie family was in on the party and enjoyed seeing their parents driving away in a 1957 Chevy. All in all, we had 100 years of marriage between us!!! Our second goal that day was to attend the Route 66 of IL picnic at the park. Always a lot of fun and good food!!!

On September 23rd, we attended the Dwight Harvest Days cruise in and parade. There were thousands of people and DOGS in attendance for the annual "Bassett Waddle" parade.

We constantly stay in touch with Public Relations Chairman, Joe Gniadek, who really is adapting great with his interest in promoting and spreading the word. We applaud his recent acquisition of some cherished memories of the Wishing Well Motel on Route 66 to be put in the Illinois 66 Museum in Pontiac.

Congratulations to Cathy Stevanovich our new President. She will have our support 100% and we're sure the rest of the members. The most important ingredient in any organization is unity. Our last meeting was well attended and we hope that the future meetings continue to have good input

This past summer with the courtesy of "Kruzin the Mother Road", we met and greeted and now exchange letters and photos with many visitors from various foreign lands. Where else could you get such an opportunity? These are moments in time that we will always remember and hopefully the many visitors will also.



The entrance of a mobile park now sits on the former Diedrich Truck Farm on Route 66 in Hodgkins, IL.

We also had the occasion to interview a friend and fellow Morris, IL resident. John Diedrich, who was born in 1935 in the area now known as Hodgkin's, IL on the original Route 66 alignment, back then this was a truck farm owned by his Grandfather. It is now a Motor Home Court across the road from the "Quarry Shopping Mall", which was the starting point of the Illinois Motor Tour in June. Our story was published with photos in the autumn edition of the National Historic Route 66 Federation magazine. John is now serving his 39th year as a Morris, IL volunteer fire fighter and told some great stories about the Mother

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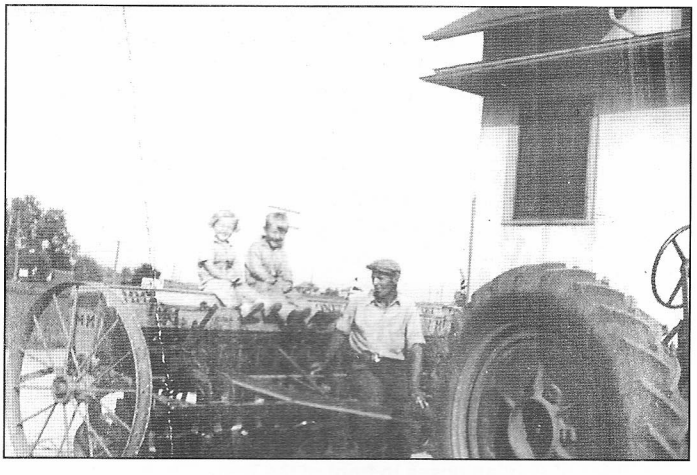


Sister Patty, 4 yr-old John, and father John J. Diedrich on the family farm.

Drivin' a Jeep Down '66

by Jim Jones

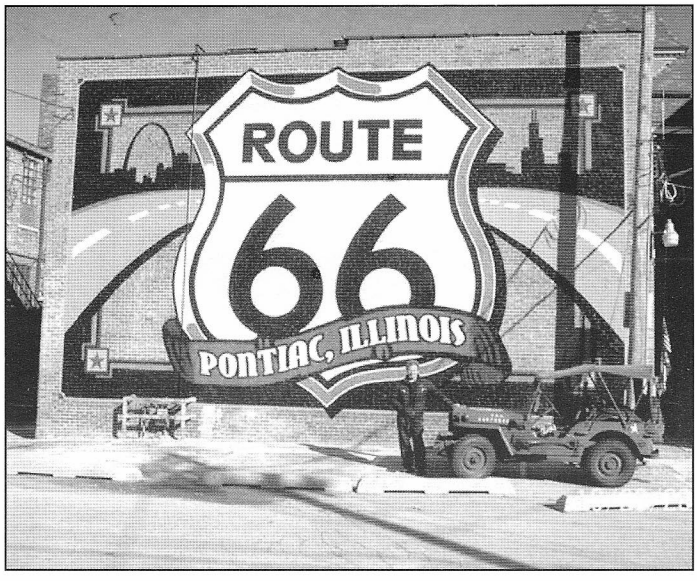
I got a phone call this morning at about 10 AM. A man with an English accent asked if it was possible to see the Route 66 Museum on Sunday? Well, you know the answer.

I met him in a few minutes at the museum. He was driving a '43 Willys Jeep, military vehicle that is, and had parked it under the "World's Largest Route 66 Shield." We stood out in the parking lot for about 30 minutes discussing his trip and the Jeep. Seems he was on another of his many visits to the US and was finishing up his tour of Route 66.

He had purchased the Jeep in Toronto about a month ago and proceeded to drive it to the East coast and then across the country to the West coast. He had driven about 6500 miles since leaving Canada. He mentioned that he had driven the world's loneliest highway, Route 50, out west and it truly was a lonely road. Bill, the Jeep driver, said that he crested a hill and had a view of at least 30 miles. There was just the highway stretched in front of him. Not another soul to be seen.

He had traveled Route 66 three years ago on a Triumph motorcycle from Santa Monica to St. Louis. After reaching the East coast then, he had the bike shipped home. He was finishing up the 66 trip with the Jeep now so he would have it all under his belt. The Jeep is a restored 1943 Willys military Jeep that had been restored by a gentleman in Canada. Bill said he had been looking for an original WW II Jeep for some time, just for this trip. The restoration was very well done, down to the gas can on the back and the shovel strapped to the left side. The only thing missing is the ax that straps below the shovel. All canvas is new and the vehicle markings are for the 101 Airborne Division.

When I last saw Bill this afternoon he was going the wrong way down Washington Street south of the Courthouse.



Bill in his '43 Willys Jeep in front of Hall of Fame Mural.

He turned north on Mill Street, so he was again going the correct direction. You know the British! They drive on the wrong side of the street anyway. He had wanted to see the Lincoln Statue, the Old Log Cabin and other sights in Pontiac

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Kruzin with the Bilecki's

Road. The Chicago skyline is ever so visible from the location of his birthplace and truly a photo op. The Morris Daily Herald is doing a follow up – also realizing the interest in Route 66.

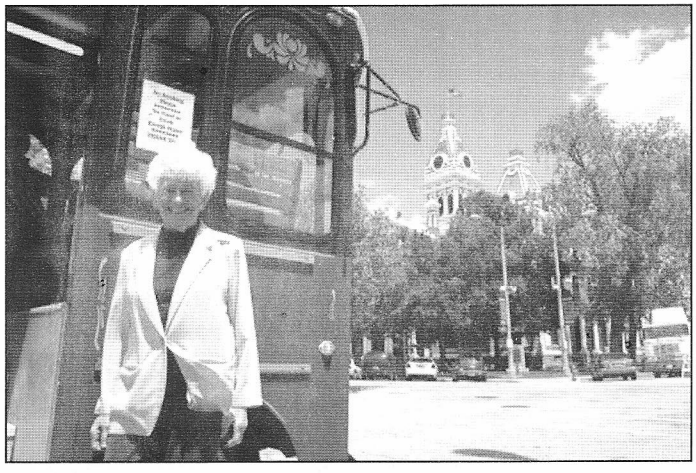
For the association's intended use, recently assisted by John Weiss, I was able to obtain some historic memorabilia to be displayed at the Route 66 Museum in Pontiac. This will be displayed with the permission and the combined efforts of our group and the city. Thanks to Mr. Karls for his assistance in this effort. Stay tuned!

Until then – Keep Kruzin – enjoy the many wonders – known and unknown – that still are out there on Route 66 from the Midwest to the West Coast. Looking forward to 2008 and an early start to a great year of Kruzin. Come join us in a true 66 adventure. Age presents no hindrance in having fun on the Mother Road, in fact it keeps you young. Keep our motto in mind "If You Don't Go – You Won't Know". See you on the road!

Illinois Senior Hall of Fame

Betty Estes, retired Pontiac Tourism Director, was honored at the Pontiac, IL city council meeting on November 5th. Betty was one of four people inducted into the Illinois Senior Hall of Fame. Betty was the Tourism Director of Pontiac for 12 years until her retirement. She was instrumental in The Route 66 Hall of Fame and Museum being located in Pontiac.

In typical Betty Estes modesty, she said "Whatever I did, if I have done anything, I couldn't have done it alone." Congratulations Betty!



Billy Estes of Pontiac poses in front of the Trolly Car that she has led many visitors on tours of the city through the tourism office.

DeCamp Settlement Something BIG is Happening!

by Donna Meisner and Jerry Law

Just south of Staunton, Illinois, on Route 66 (today it is Route 4) was a small mining town called DeCamp. All that is left today of this small town is the old General Store.

Bill Osborn and Lynn Puryear now live in the General Store. They also own the property directly east of the old electric railway that ran through town. The miners lived on the east side of the tracks and main part of town along with the upper class that lived on the west side of the tracks. On the east side, Bill and Lynn are rebuilding some of the buildings of DeCamp. They currently have five buildings up. One is in their yard and they are waiting for help to move it over the tracks. The other four are on the east side of the tracks. The first one is a weaving shop complete with a weaving loom and spinning wheel. The second one is Dr. Gasz's office and apartment upstairs. The third is King's Barbershop and Dentist Office. The last building is the Livery stable. Their goal is to erect a total of 18 buildings with wooden walkways in front. There will also be an old dirt road between the buildings. A bike trail is going in a quarter of a mile east from the settlement, so not only will fans of the Mother Road get to enjoy this settlement but also will those who love to travel by bike.

Left to right - Weaving Shop, Dr. Gasz's Office, and Barber Shop.

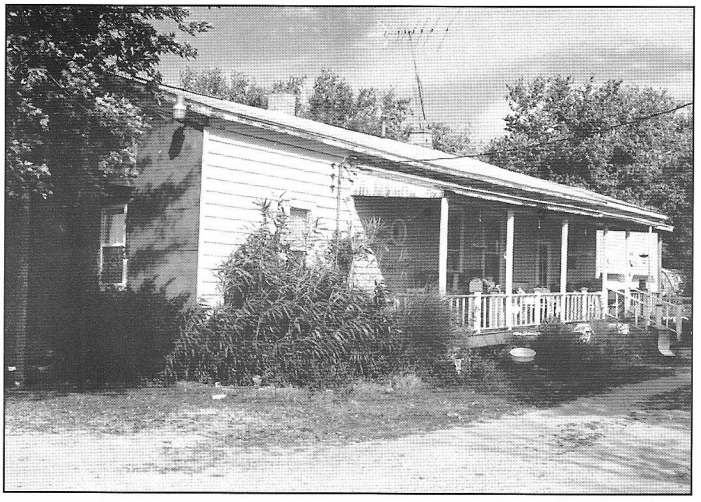
After the four buildings were in place, Madison County put a halt to this project. Due to bureaucracy, Bill and Lynn have to install running water on the property in case of fire. This will cost them approximately $20,000.00. At this time they are taking donations of any type to help with their dream. They have a website for more information: www.freewebs.com/decampsettlement. You can also email them at decamper@madisontelco.com.

For $20 donation, a "Wanted Poster" with the photo of your choice will hang in the (future) jail.

In the (future) Miner's Hall, they will hang a list of donors with contributions in the following categories:

- Miner: $25-$49
- Foreman: $50-$99
- Supervisor: $100-$149
- Stock Holder $150-$199
- Board Member $200-$599

For a donation of $600, a building will be erected in honor of the name of your choice: family name, first name, last name, etc. You will also be able to choose the façade of your 12X12 building. Bill and Lynn also have many animals at their place. They have chickens, goats, sheep, cats, and a couple of dogs. Bill shears his sheep himself. He even has one that he has sheared to look like a lion. If you stop by DeCamp Settlement ask to see his lion-faced sheep. It is sure to make you smile. Let's get together and help this couple achieve their goal and bring another nice stop along Route 66!



The old general store, now a home.

New Route 66 Business Opens in Girard

Doc's Soda Fountain

by Bob Deck

In the building formerly occupied by Deck's Drug Store in Girard, a new business has opened. The building was purchased by The Furniture Doctor and is called "Doc's Soda Fountain." The fountain is in operation again and they serve light lunches. The décor is in Coca-Cola colors. They also have up scale furniture and gifts.

My brother and I were asked if we would be willing to move our pharmacy museum into the building also. Deck's Drug Store was established in 1884 and in the family for 117 years.

So, now, we are hoping to promote the new business and attract tourists as they travel Historic Route 66. The Furniture Doctor (Bob and Renae Ernst} was the one who did all of the draperies for the Abraham Lincoln Museum.

Thought you might be interested in checking out this new adventure.

Eagle Days at the Old Chain of Rocks Bridge

St. Louis, MO – The thirteenth annual Eagle Days at the Old Chain of Rocks Bridge will be held Saturday and Sunday, January 19 & 20, 2008. The hours are 9 a.m. – 3 p.m. An eagle education program, featuring a live eagle, is repeated every 20 minutes from 10 a.m. – 2:40 p.m. Viewing scopes on the bridge staffed by trained volunteers assist visitors in spotting eagles.

The bald eagle's recovery is perhaps the greatest conservation story ever told and in June the Interior Department announced that the bald eagle is now flourishing and no longer needs the protection of the Endangered Species Act. The Association of Fish and Wildlife Agencies' Resource Director, Ron Regan, and Secretary of the Interior, Dirk Kempthorne announced the bald eagle would be removed from the federal list of threatened and endangered species.

Each January, residents of St. Louis can view our national symbol "in their own backyard," at the Eagle Days event on the Old Chain Of Rocks Bridge. During the winter, the Mississippi River hosts one of North America's largest concentrations of bald eagles, who are drawn to areas of open water in search of fish, their preferred food. The Chain of Rocks rapids to the south of the Bridge are ideal fishing grounds. The Bridge itself – a historic Route 66 crossing owned by the City of Madison, Illinois and renovated in 1999 by Trailnet as one of the country's longest pedestrian/bicycle bridges – makes an ideal viewing platform for both children and adults. From the Bridge, viewers can watch eagles fishing, riding ice floes, soaring overhead or roosting in nearby trees.

The Old Chain of Rocks Bridge is the centerpiece of The Confluence Project, a magnificent 200-square-mile urban riverside park and trail system being developed in the heart of bi-state St. Louis, from the St. Louis and East St. Louis riverfronts to St. Charles, Missouri and Grafton, Illinois. This unique project is being implemented by a partnership of five non-profit organizations – Grace Hill Settlement House, Greenway Network, Southwestern Illinois Resource Conservation and Development, Trailnet and The Trust for Public Land – in collaboration with local, state and federal public agencies. In The Confluence, millions of people each year will enjoy one of America's most unique resources for conservation, heritage and recreation.

Humiston Trust Donation

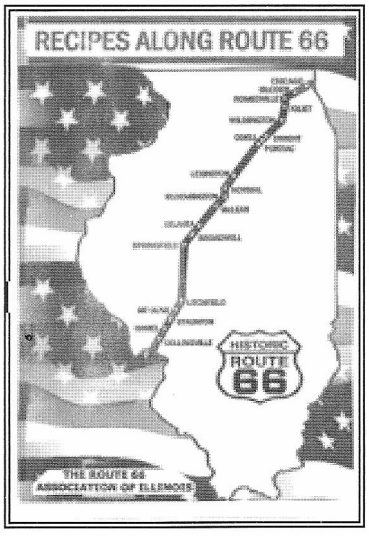
by Jim Jones

A $75,000 donation was made to the city of Pontiac towards a new elevator which is to be built in the alley way between the 66 Museum and the Livingston County War Museum. The donation was made by the Humiston Trust of Pontiac. Several of the Route 66 Association members and officers were present for this event, as were members of the Livingston County War Museum.

The elevator is expected to cost $200,000 to 225,000 and is an additional boost by the City of Pontiac towards the continued success of the Route 66 Hall of Fame and Museum and the Livingston County War Museum.

At this same meeting the City Council approved a new lease extension for the building the museum is in. This shows the Route 66 Association of Illinois's dedication to the elevator project and the expansion of the museum to the second floor of the building.

Representatives of the the Route 66 Associaton of Illinois Hall of Fame Museum, the War Museum, the City of Pontiac, and Humiston Trust.



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http://www.il66assoc.org/

$10.00 each
plus shipping $4.00

The Route 66 World of Joe Gniadek

by Joe Gniadek

This weekend of September 27th held many activities along the good old "Mother Road." Things began on Thursday Night at "The Harlem Avenue Lounge" located in Berwyn, Illinois. This Neighborhood Bar/Blues Club is near the corner of Ogden Ave. and Harlem Ave. just behind the White Castle restaurant on the NE corner, and just a stone throw away from the historic Route as it makes one of its first classic turns southward. For the past six years, I have traditionally played music on the last Thursday night of September during their Thursday night "Jam night." Of course as part of this tradition I include the song: "Get Your Kicks on Route 66" penned by Jazzman Bobby Troup, as part of this set. This year was no different, and the host of the Jam this year "Pistol Pete" from Rockford contributed his fabulous guitar playing style, and played hot smokin' gun lead guitar on the classic song. Fellow association member Jaime Anderson and his brother joined the event. It was great fun!

Friday morning found me picking up Route 66 at Route 53. The first stop of the day was at Camz on Water Street in Wilmington. Scott the owner donated Route 66 Route Beer for the Mother Road Festival in Springfield. I gave anyone who signed up for membership to the Route 66 Association of Illinois a free bottle of Route Beer. He also gave a bundle of "Route 66 Advertiser" to hand out at the fest. This publication is distributed out of Carterville, Missouri. Many thanks go out to Scott for his contributions.

The next stop would be a preservation activity at the historic Standard Oil gas station in Odell. Volunteers included Lou & Rosie Vargo, John Weiss and myself. Nate hosted the many passers-by on their way to the Springfield festival. One gentleman was really engulfed in taking pictures and film documentation of the station. The work at the station entailed painting a second coat of white paint along the outside back wall. We also framed one back window and painted the blue trim.

With our work completed, we went to eat lunch at "The Wishing Well" a local Odell restaurant steeped in history. This place still has the old counter, and was once a bakery and everyday goods shop. The lunch was great and the soup was outstanding.

The time had come for me to fly again as another event was unfolding further on up the road. At 2:30 pm in Broadwell was the site and time of a formal dedication of a bronze plaque marking where the famous "Pig Hip Restaurant" once stood. This was a monumental day for "90" year old Ernie Edwards and his "85" year old, wife Fran. Bobby Olsen spoke of Ernie's rich and illustrious past. Most all of Ernie's family, friends and the ABC news was there to hear the dedication and some great old stories from the "Old Coot." Geoff Ladd of Lincoln tourism christened the marker with a celebratory dousing with Route 66 route beer. Everyone was invited into Ernie's breezeway for some strawberry flavored iced tea and cream puffs. After everyone left, I stayed to help Ernie with some painting. I painted his "Office" sign with black paint leftover from the Art's Motel project last May. Travelers may now easily read the way to the office of a true Route 66 legend.

I drove to Springfield and parked in the Illinois Department of Transportation building parking lot. Cars had gathered (900 to 1000) for the evening neon cruise into town and park around the Old State Capitol. The cruise was fun. Town folk lined the streets to encourage and well wish the participants. A local radio station was giving away a 1990 Corvette to the person who guessed how many car keys were in a big fish tank. Thanks to all the Springfield authorities, they did a terrific job with traffic control.

On Saturday, I worked an information booth for the Association in the City of Pontiac Tourism booth with Ellie Alexander. Bob Waldmire, with his Mustang, was around the corner from the Illinois Travel Expo.

The day was fun and we shut down the booths and I caught the last set from a band called "Kavan", their music was like the Stray Cats and Elvis Presley. I was hungry, so I went to the Cozy Dog for dinner. Sue Waldmire was very busy for the day and stated I got there just in time, before a busload had arrived for dinner on one of the many tours traversing the state that weekend. I retired for the evening in Divernon, IL. On Sunday morning, I took a drive south to Farmersville and ate a hearty breakfast at Art's restaurant. I dropped some promotional materials at Art's Motel before heading back north to Springfield. I took the classic alignment into town that passes a narrow section of the Route along Old Carriage Way.

I arrived and worked the booth and stayed to watch while the Springfield Chamber, along with festival organizers, gave out car show awards to rap up the fest. I hit the road again and began heading for home. The first stop was at the town of Elkhart, IL. I talked with a local resident woman with the last name of Swenson. Her father was Hugo Swenson, and her mother was Eleanor Swenson who ran a bakery in town for 33 years called "Nellie's."

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The Route 66 World of Joe Gniadek

We had a great conversation about Elkhart's history. She felt sad because there wasn't a true grocery store in town where you could purchase a loaf of bread and a gallon of milk. We paused for a bit as the volunteer fire department rolled thru town with the siren blaring, responding to a call in their classic old pumper truck which seemed like from another era. We said goodbye.

Our favorite cinnamon flavored apple pie place "The Blue Stem Bakery" was closed for the day. I then proceeded to Horse Feathers antique store, where they now serve a light menu of food in the back area. Soups and quiche are their standard fair. This food is served Tuesday thru Saturday now with the other days soon to be followed, with a little more family help. I left Elkhart and wrapped up a great weekend on the mother road with a little dinner in Dwight. Route 66 in Illinois is very adventurous, where you can be yourself.

If you have information about events to share, contact Joe Gniadek, Publicity/Public Relations Committee - Route 66 Association of Illinois Contact info: e-mail USROUTE66IL@gmail.com or phone 630-690-4057.

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In Red White & Blue!	Marty Blitstein C/O The Route 66 Association of Illinois 110 W. Howard Pontiac, IL 61764

ALL MEETINGS

Board Meeting at 10:30 am
Lunch – Noon to 1:00
General Meeting at 1:00 pm
All dates, times, and locations are subject to change.

SPRING – April 20, 2008
Scotty's Bar & Grill (Hall of Fame Member)
Hamel, IL

SUMMER – July 20, 2008
Joliet, IL (Location to be announced)

FALL – October 19, 2008
Bloomington, IL (Location to be announced)

Elections are held at the ANNUAL FALL MEETING!
(To be included on the ballot you must declare your candidacy at the summer meeting)

The Route 66 Association of Illinois Hall of Fame Nominations

Nominations to the Route 66 Association of Illinois Hall of Fame will be accepted between January 1 and February 28, 2008. Your nomination must include accurate documentation or declaration of the nominee's qualities deeds and history on Route 66 in the state that merit this honor.

A nominee must have made significant contributions to the character or history of the Illinois portion of Route 66 from 1926 to 1977 while it was an official United States highway in the state to be eligible to participate in this program.

Please mail all nominations to
The Route 66 Association of Illinois
Hall of Fame Museum
Attn: Hall of Fame Committee
110 West Howard Street
Pontiac, IL 61764

4 Your Stuff Storage - Gina M. Korte	3117 W. Chain of Rocks Road	Granite City, IL 62040	618-797-7900
Abraham Lincoln Tourism - Geoff Ladd	1555 Fifth St.	Lincoln, IL 62656	217-732-8687
Bernardi's II, Inc - Matt Bernardi	123 N. Mill St.	Pontiac, IL 61764	815-842-1198
Camz Retro, Inc.	203 N. Water St.	Wilmington, IL 60481	815-476-7009
Casey's Garden Shop, Inc. - Ray Lartz	1505 N. Main St.	Bloomington, IL 61701	309-828-1424
City of Carlinville - Nora Feuquay	21480 B. Route 4	Carlinville, IL 62626	217-854-7727
City of Elk City	P.O. Box 1100	Elk City, OK 73644	580-225-6266
City of Joliet Tourism - Ben Benson	150 W. Jefferson St.	Joliet, IL 60432	
City of Morris - Dick Kopczick	320 Wauponsee St.	Morris, IL 60450	815-942-0103
City of Mt.Olive	200 E. Main St.	Mt. Olive, IL 62069	217-999-4261
Claremore Convention & Visitors Bureau - Debby Bean	419 W. Will Rogers Blvd.	Claremore, OK 74017	918-341-8688
Corner Bar - Lana Swain	200 S. First St.	Divernon, IL 62530	217-628-3605
Country Classic Cars, LLC - Anita Noel	2149 E. Frontage Road	Staunton, IL 62088	618-635-7056
Curve Inn, Inc. - Donald Thompson	3219 S. 6th. St. Road	Springfield, IL 62703	217-529-5806
De-Ja-Vu Rt 66 - Linda Latimer	113 E. Baltimore St.	Wilmington, IL 60481	815-476-7774
Designs For Progress, Inc. - Diana, Ray McCalment	24601 Milfay Road # 5	Depew, OK 74028	918-324-5547
Dwight Historical Society	119 W. Main St.	Dwight, IL 60420	815-584-1652
Edwardsville-Glen Carbon Chamber of Commerce	200 University Park Drive, # 260	Edwardsville, IL 62025	618-656-7600
eSeMBe Technical Services - Scott Blitstein	326 Forest Blvd	Park Forest, IL 60466	708-231-8794
G & D Tire and Alignment - Gary Geiss	200 E. Baltimore St.	Wilmington, IL 60481	815-476-7744
History Construction Management, LLC	300 W. Henry St.	Odell, IL 60460	815-998-2756
IL. State Police Museum - Joe Davis	3936 N. Peoria Road	Springfield, IL 62702	217-525-1922
Illinois Route 66 Heritage Project, Inc. - Patty Ambrose	700 E. Adams	Springfield, IL 62701	217-525-7980
Joliet Area Historical Museum, Inc. - Susan English	204 N. Ottawa St.	Joliet, IL 60432	815-723-5201
Kicks Bar & Grill - Jodi Wharton	19578 N. 1960 East Road	Towanda, IL 61776	309-728-2060
Lincoln Printers, Inc. - Bob Borowiak	711 Broadway St.	Lincoln, IL 62656	217-732-3121
McLean County Historical Society	200 N. Main St.	Bloomington, IL 61701	309-827-3428
Midwest Digital Mapping - Phillip Wilson	P.O. Box 105	Cantrall, IL 62625	217-494-4057
Mt. Greenwood Auto - Pete Kolovos	10319 S. Kedzie Ave.	Chicago, IL 60805	773-779-3144
National Route 66 Federation	P.O. Box 1848	Lake Arrowhead, CA 92352	909-336-6131
Patti's Haircutting Cabin - Patti Cairns	819 E. Madison St.	Pontiac, IL 61764	815-842-3438
Proud - Lori Fairfield	321 N. Main	Pontiac, IL 61764	815-844-6692
Redwood Motel - Sherman West	725 Hickox Drive	Lincoln, IL 62656	217-732-4113
Route 66 Choppers, Inc. - Marty Dominik	260 School St,	Wilmington, IL 60481	815-476-2477
Route 66 Hotel & Conference Center	625 E. Saint Joseph St.	Springfield, IL	217-529-6626
Route 66 Pulse - Jason Bernhardt	140 Main St.	Richfield Springs, NY 13088	315-858-5858
Route 66 Sodas, LLC - Route 66 Root Beer	P.O. Box 276	Wilmington, IL 60481	815-458-2594
Scotty's Route 66 Bar & Grill - Pat Allen	108 Old Route 66., P.O. Box 432	Hamel, IL 62046	618-633-2228
Serials Section, Illinois State Library - Carolyn Murphy	300 South 2nd St.	Springfield, IL 62701	217-785-4127
South of Chicago, Inc. - Larry McClellan	3430 W. Oak Hill Drive	Crete, IL 60417	
Three Roses Bed & Breakfast - Sharon Hansen	209 E. Howard St.	Pontiac, IL 61764	815-844-3404
Wilmington Chamber of Commerce	111 S. Water St.	Wilmington, IL 60481	815-476-5991
Wolf Pack Car Club - Gary Edwards	1310 E. Union Ave.	Litchfield, IL 62056	217-324-5862

ROUTE 66 ASSOCIATION OF ILLINOIS
QUARTERLY MEETING
WINTER 2008
SUNDAY JANUARY 20, 2008

LUNCH ON YOUR OWN!

ALL MEETINGS ARE OPEN TO THE PUBLIC
WE ENCOURAGE MEMBER PARTICIPATION!

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

MEETING TO BE HELD AT
PONTIAC CITY HALL
115 West Howard Street
Pontiac, IL 61764
(Located directly across the street from the Hall of Fame Museum)

Illinois Firefighters plate displayed on the vehicle driven by Grundy County board member, Ike Widner of Morris, IL.

Illinois plate displayed on the vehicle driven by Hall of Fame member, Lenore Weiss of Wilmington, IL.

ROUTE 66 ASSOCIATION OF ILLINOIS
THE 66 NEWS
110 West Howard Street
Pontiac, IL 61764

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