



MECKLEBURG'S GARDEN — CINCINNATI, OHIO — *Established 1865*



Society for Commercial Archeology

40TH ANNIVERSARY CONFERENCE

**DIXIE HIGHWAY:
CINCINNATI - LIMA
TOUR 2 • OCTOBER 7, 2017**

PART 1

Cincinnati to Vandalia, then up I-75 to Lima for lunch.

PART 2

(map inside back cover)

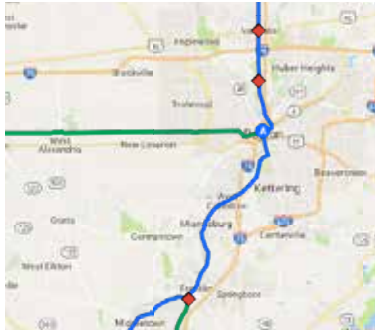
Blue is 1925 Route ABB
(Automobile Blue Book)
Vol. 3

Green is 1920 Route AGB
(Automobile Green Book)
Vol. 3

A is Hamilton

*Thanks to Denny Gibson,
Russell S. Rein,
Michael Hirsch,
Michael Buetta*

Map by Mike Curtis



Tour begins at the Hilton Cincinnati Netherland Hotel

With 2 lane roadways, drive-in movie theaters, bowling alleys, motels, roadside burger joints, a great bridge, three “Indian” signs, and a few oddities, Tour 2 follows the Dixie Highway, which is recognized as the USA’s first highway system.

The concept was to, “build a great highway from Indianapolis to Miami Florida.” Which Carl Fisher mentioned to an Indianapolis News reporter. The name became official on April 3, 1915 when the Dixie Highway Association was formed in Chattanooga, Tennessee. A *New York Times* article described the road as “a monument to celebrate the half century of peace within the Union”.

Illinois, Indiana, Kentucky, Tennessee, Georgia, and Florida were all represented at the meeting since these states can all be crossed by a straight line between Chicago and Miami. Ohio was also present, and indicated that plans were in place to somehow get the state on the this route.

A decision was made to split the route at Indianapolis, with one branch heading south through Louisville, and the other followed the National Old Trails Road east to Dayton, Ohio, which then turned south to pass through Cincinnati. With the first split, the Dixie Highway was no longer a point-to-point route, it was to become a highway system.

Dixie Highway History

RUSSELL S. REIN

Carl Fisher had another idea. He was rich from the sale of his Prest-0-Lite Company, a manufacturer of automobile headlights and batteries. The Indianapolis Speedway was well established, and the Lincoln Highway was in the capable hands of Henry Joy, the President of the Packard Car Company and the Lincoln Highway Association. As the first Miami Beach financier/developer, it was in his interest to have an improved North-South highway. Many of the southern states also realized that the poor condition of their roads hampered new automobile tourists from the North. The time was right for the Dixie Highway in 1914, after his success in establishing the Lincoln Highway.

Carl's partner in this new idea was W. S. Gilbreath, the Secretary of the Hoosier Auto Club in Indianapolis. Gilbreath is also known for his participation in the 1913 cross country Hoosier Auto Tour. A famous photo of Gilbreath, at the end of the tour in San Francisco, with his hands in the air with a pennant, became known as "The Spirit of the Lincoln Highway." Gilbreath later became the Manager of the Detroit Automobile Club, and is recognized as both a trail-blazing pathfinder and a good roads promoter.



**Klosterman
Baking
Company**
4760 PADDOCK ROAD

Motor Time Auto Sales

7505 VINE STREET

Dixie Highway History

CONTINUED

In November, 1914, Gilbreath attended the fourth annual meeting of the American Road Congress in Atlanta to obtain approval from the governors of the southern states for the new North-South highway to be called the “Cotton Belt Route.” Gilbreath let them know that this new highway could serve 300,000 automobile tourists that winter, bringing the area six million dollars a day in tourism related revenue.

In December, Carl Fisher enlisted the aid of Indiana governor Samuel Ralston to promote the highway. Ralston and Tennessee Governor Tom C. Rye invited the other governors of the states through which the highway would pass to an organizational meeting on April 3, 1915 in Chattanooga, co-sponsored by the Chattanooga Auto Club. Fisher attended, as well as governors and officials from Indiana, Illinois, Ohio, Kentucky, Tennessee, Georgia and Florida. Thousands of other highway boosters showed up to promote their towns on what was now referred to as the Dixie Highway. The conference resulted in the formation of the Dixie Highway Association, which was headquartered in the Patten Hotel in Chattanooga. Tennessee Judge Michael M. Allison was elected President, and Gilbreath was named Field Secretary. Each governor was to appoint two Commissioners, and Fisher served as one from Indiana.



GREEN BOOK OVERVIEW MAP, NORTH AND SOUTH (PRIOR).

Tour Itinerary

Start at Hilton Netherlands Hotel – SCA conference hotel
35 W 5th Street, Cincinnati, OH.

The original Dixie Highway was routed through downtown Cincinnati, and across the Roebling Suspension Bridge over the Ohio River to Kentucky. Our route will follow the Dixie Highway north out of Cincinnati taking Reading Road (US 42) to State Route 4, which angles northwest to Hamilton over Paddock Road, Vine Street, and Springfield Pike. In Fairfield we will stop at Jungle Jim's International Market.



Art Deco bridge on Paddock Road in Cincinnati. Route 4 goes over I-75. The bridge was intended to be a “visual gateway” into Cincinnati. Planning started in 1995, but it already endangered due to a scheme to widen I-75 in the future.



Jungle Jim's International Market

After about 45 minutes, we will have our first stop and best bathroom stop ever at Jungle Jim's Grocery. This is more than a grocery store, there are more than 200,000 square feet of shopping space and over 50,000 products from 70 countries. There are gift shops, boutiques, restaurants, coffee and bathrooms.

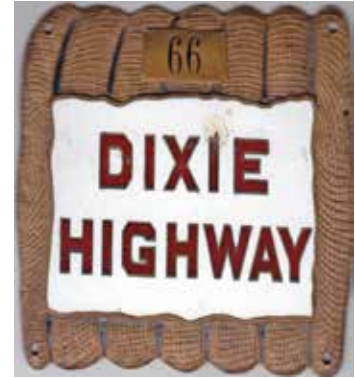
Hollow Earth Monument

SYMMES PARK PLAYGROUND

This is one of the oldest, oddest, public memorials in the U.S. Marking the gravesite of Captain John Cleves Symmes, hero of the War of 1812, who later announced that the Earth was hollow with giant holes at the North and South Poles.

Symmes hollow earth theory was revealed in 1818. When the Hamilton, OH burial ground was turned into a public park in the 1840's, all of the bodies were dug up and moved to new cemetery – except for John Cleves Symmes. “The Symmes Family owned that land, “ according to Dick Scheid of the Butler County Historical Society. “It was feared that if they moved him somewhere else, the land would revert to the Symmes heirs.” Basically creating a cemetery for one guy.

Around this time, Symmes son erected the Hollow Earth Monument, topped by a globe with a hole through the middle, inscribed with “the Earth is hollow and habitable within.”



Above: Cotton bale badge is an early logo for DH. This one is a brass and cloisonné radiator badge used for toll pass in Brevard County, FL.

Robert E. Lee / Dixie Highway **MONUMENT FRANKLIN, OH**

Robert E. Lee / Dixie Highway Monument was located in a triangle of land created by the intersection of two alignments of the Dixie Highway in Franklin, OH. The monument was erected and dedicated in 1927 by the United Daughters of the Confederacy. It states: “The shaft memorial and Highway straight attest his worth – He cometh to his own” -Littlefield-

Erected 1927, Removed 2017

Wympee Hamburgers



This Wympee turned 70 in 2008, with hamburgers at old time prices (70 cents). The diner closed in October 2009. It has come back to life as Arepas & Co, which sells Colombian appetizers like Arepas and empanadas. Within a few blocks of the Old Dixie Highway in Dayton, there are three re-purposed White Towers.

The small, white, porcelain-enamel hamburger stand exemplified by the White Castle, and White Tower chains became a fixture of the industrial city in the 1930s, continuing its popularity through the mid-century. Although most of these diminutive burger joints have faded from the roadside, a surprising number survive in Dixie Highway towns of western Ohio.




Capri Bowling Lanes

The colorful sign is one of the many interesting ones along this stretch in Dayton.

Dixie Twin Drive In



Opened in 1957 as a single screen drive-in. It was twinned around 2002. It has a  for around 900 cars. Further along the Dixie Highway:

- Village Café,
5320 S. Dixie Highway,
Cridersville, OH
- Village Store and Lock,
5319 S. Dixie Highway,
Cridersville, OH
- Dixie Ley Diner,
110 S. Dixie Highway,
Cridersville, OH



Highway Marker

The intersection of National Road and Dixie Highway, Vandalia, OH. There are a few claims to the title, “Crossroads of America”. Maybe with the addition of “original” this sign allows Indiana to claim the title which they adopted in 1937 for use as their motto. When US numbered highways replaced the named auto trails, this bit of the National Road became US 40, this bit of Dixie Highway became US 25.

Dixie Highway History

CONTINUED

The purpose of the Dixie Highway Association was to construct an improved highway from a point on the Lincoln Highway near Chicago through Chattanooga to Miami. Contention about the routing resulted in a split route with an East and West Division, to accommodate more communities. The route headed south out of Chicago to Danville, then east to Indianapolis where it split. The West Division continued south through Louisville, Nashville, and then to Chattanooga. The East Division continued to Dayton, then turned south via Cincinnati, Lexington, Knoxville to Chattanooga. Two alternate routes were included between Chattanooga and Atlanta, and again between Atlanta and Macon. The route continued to Tallahassee, east to Jacksonville, then south to Miami. Gilbreath conducted many pilot runs on the route in 1915 both to locate and promote the highway.

Later the Commission voted to invite Michigan to extend a branch of the east route from Dayton, to Toledo, and Detroit. Michigan consented to create a loop around the Lower Peninsula passing through South Bend, Mackinaw City, Detroit and Toledo. Over the next few years many changes in the routing occurred with additional loops, feeder routes, realignments and deletions. Conditional recognition was given to additional alignments based upon promised road improvements. A Carolina division was

added in 1918. In 1919 the highway was extended into the Upper Peninsula of Michigan from St. Ignace to Sault Ste. Marie, with an automobile ferry from Mackinaw City over Lake Michigan as a connector. Monuments, including arches over the roadway, were constructed to mark the highway, and many still exist.

Starting in 1916, with the Federal Aid Road Act, many Dixie Highway communities were able to qualify for federal aid for road construction projects. The Association's monthly magazine, Dixie Highway, tracked these road improvements in a series of reports. By 1926 the construction of the Dixie Highway was considered complete, as the new US numbered highway system was being established. The Association disbanded in 1927. Parts of the Highway became US 1, US 25, US 27, US 31 and US 41.

The entire routing of the Dixie Highway, with all alignments, is between 5,000 and 6,000 miles. There is no official guidebook with driving instructions for the Dixie Highway. The Dixie Highway Association published a monthly magazine with an overview map, but never a comprehensive touring guide. In 2015 a group of Dixie Highway researchers and enthusiasts started a Facebook Group to share their research, collections and current road trips. It is a goal to create a comprehensive online map set of the entire


Dixie Highway, and perhaps to create a new Dixie Highway Association. All are welcome to join us – please read the Group Description:
<https://www.facebook.com/groups/DixieHwy/>

Except for two small detours we will be on the original alignments of the Dixie Highway between Cincinnati and Lima, OH. For those interested, Mike Curtis created a Google map of the Dixie Highway showing all alignments for this section:
<http://tinyurl.com/ycy3txtl>



Kewpee Hamburgers 111 N. ELIZABETH STREET

Moderne style hamburger joint's period of significance is 1925-1949. Listed on the National Register in 1982.

 Kewpee was a franchised hamburger chain. The restaurants used to be called the Kewpee Hotel. Dave Thomas of Wendy's fame used to go to Kewpee as a kid.

Kewpee Hamburgers 1350 BELLEFONTAINE STREET

This is our lunch stop since the original location can't handle a bus load. The location can seat 180 people. There are three locations in Lima, there are two in Lansing, Michigan and one in Racine, Wisconsin.



Mello-Creme Donuts

According to Agilitynut this was originally a Pure Oil service station, and was a Hinkle donuts in 1970, and became Mello-Creme in 1973.

Temple of Tolerance

The Temple of Tolerance is the backyard of a suburban home, except it expands beyond Jim Bowsher's home and includes about 24 backyards in the center of the block. There are rocks, and things made from rock, like millstones, lintels, urns, and foundation blocks. There are quirky, lovingly made, unexpected stop.



“Perhaps more than anything, the Temple stands to remind us, as well as future generations, to have compassion for others as we continue to explore our dreams, follow our spirit, and search for answers in the hope of scaling new heights.”

Cathy J. Shreima, *The (Wapakoneta) Evening Ledger*. April 7, 2001

THE ROUTE SOUTH ON DIXIE HIGHWAY IS IDENTIFIED AT 25A



Wapakoneta Commercial Historic District, added 1989. Roughly bounded by Auglaize, Park, Main, and Blackhoof Streets.

Late 19th and 20th Century Revivals, Late Victorian. 65 buildings are listed that date from 1840s through 1930s, and represent most American architectural styles from the period.



Shelby County Courthouse

SIDNEY COURTHOUSE SQUARE HISTORIC DISTRICT

The courthouse completed in 1883, is one of the finest in the nation. Limestone, sandstone, and marble were brought in by canal boat. Highlighted by fountains, benches, and landscaped grounds, the French Second Empire style building is composed of four symmetrical sides with projecting pavilions at the entries, and a classical mansard roof. It features a 170-foot center tower of galvanized iron with four clocks.

For many years, the building housed all county government offices and even the Shelby County Motor Club (“AAA”).

People’s Federal Savings & Loan Association

101 EAST COURT STREET, SIDNEY

In October 1918, the American Architect published a discussion, “...a new building from the hand of Louis Sullivan was an event in architecture...If so much space has been given the little building that it glows like a jewel on its much mooted corner, it is because it marks a departure from the day of mere utilitarianism...which may...influence the future of Sidney.”

“Architecturally, this landmark features clear cut lines terminated with a flat roof and bold cornice, dominated by a Syrian arch at the entrance with blue glass mosaic in the tympanum. Sullivan’s terra cotta relief ornamentation is punctuated by lion head gargoyles as decorative rain spouts.”

“This building endures as one of Sullivan’s finest works and is his only unaltered bank building remaining in Ohio.”



Designed by Louis Sullivan. Recognized for its late 19th century and early 20th century movements. Significant 1900-1924. National Register listed in 1972.



Pork Tenderloin Sandwich



The Spot To Eat

201 SOUTH OHIO AVENUE

This eatery opened in 1907 when Spot Miller parked a chuck wagon on this corner. Regulations prevented food on wheels, so he removed the wheels and created a permanent structure. The current structure was built in 1941 and is a fine example of streamlined Art Moderne.

Monumental Building

NORTHWEST CORNER OF OHIO & COURT STREETS

Immediately following the close of the Civil War, a fund was started in Sidney by surviving soldiers and their friends. Initially, the desire was to erect a marble shaft to memorialize the war dead, but an anonymous “letter to the editor” suggested a memorial building and that avenue was pursued.

A lottery was conceived to raise the needed funds with a downtown building. Carey’s Hall, as first prize. However, less than two-thirds of the 60,000 one dollar tickets were sold and much more money was needed.

In April 1875 the public voted overwhelmingly in favor of issuing bonds to pay for construction. The \$58,000 cost was covered by two bond issues that were approved jointly by the city of Sidney and Clinton Township. In June 1875, the cornerstone was laid for the memorial that would not only honor the Civil War dead but also benefit the living.



Sidney Big Four Bridge

This giant bridge was completed in 1924. The original Bellefontaine and Indiana line went through downtown Sidney but was rerouted to this location due in part to the 1913 flood. Construction project materials included 28,000 yards of concrete and 93,000 pounds of steel. The Big Four Bridge was built by the Cleveland,

Cincinnati, Chicago and St. Louis Railroad (i.e. the Big Four Railroad, owned by the New York Central).

Troy

Troy, whose architectural highlights include “The Square” which is a traffic circle in the middle of town, beautifully landscaped with a fountain. This Public Square was laid out in 1807 by Andrew Wallace and features Victorian age buildings, many of which are on the National Register.

K's Hamburger Shop

117 EAST MAIN STREET

Since 1935, K's Hamburger Shop has been serving mouth-watering hamburgers. Specialties include homemade soups, and salads. It has old-fashioned menu boards and a neon sign that has been here since the 1940s. Most of the booths and tabletops are from 1958.





Redmens Lodge
103 EAST MAIN STREET

Tonquas Tribe #222 was formed in 1773, a group of men, all members of the Sons of Liberty, met in Boston to protest the tax on tea. When their protest went unheeded, they disguised themselves as Mohawk Indians, and proceeded to Boston harbor and dumped overboard 342 chests of English tea. They continued in various secret societies over the years and in 1813, near Philadelphia, one of these groups became Society of Red Men.

Loud Mouth Burgers
251 MAIN STREET
Roadside burger joint.



Tipp Roller Mill
225 EAST MAIN STREET

This is now a theater and event venue.

Tipp City

Tipp City was originally named Tippecanoe in honor of William Henry Harrison, whose campaign slogan was “Tippecanoe and Tyler Too.” John Clark developed Tippecanoe in 1840 and purposely situated the town to take advantage of the traffic on the Miami Erie Canal. In evidence of this, Tipp Roller Mill is situated at Lock #15 on the canal. The charming downtown district has over 90 buildings listed on the National Register of Historic Places.



Sam & Ethel's
120 EAST MAIN STREET

TOUR RETURNS TO CINCINNATI VIA I-75

Mecklenburg's Garden

One of the treasures of historic Cincinnati, Mecklenburg Restaurant and Bier Garten was established in 1865. Taking pride in their German heritage, they stay true to their roots and provide German cuisine with traditional German Lagers, Dunkels, Hefeweizen, and Pilsners on tap. This place was referred to SCA by Nancy Sturm's Dad Hiram, so we are proud to pass down this tradition and close our 40th anniversary tour here.



Lincoln Highway crosses
Dixie Highway (Route 30)

B on map, Lima, OH

Orphaned Section of DH

Wapakoneta, OH

A on map, Sidney, OH



Green line, DH
1920 AGB Vol. 3

Blue line, DH
1920 ABB Vol. 4
Based on the Automobile
Blue Book Vol. 4, 1920
route. Note that this does
not identify the route as being
the Dixie Highway, but
it is the only routing shown
between the two cities.

National Road at Vandalia,
then we will get back on I-75
back to the closing dinner.

