

# Driving Towards the Future: How the Lincoln Highway Broke Barriers in Automobile Travel

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Senior Division

Group Performance

Process Paper: 500 words

Transportation in all forms literally breaks barriers, so we were interested in creating a project about a transportation topic. Our family loves road trips-- in fact, it was on a road trip we first learned of the Lincoln Highway when visiting The Archway in Kearney, Nebraska. Apart from that exhibit, there are few places in America that highlight the highway, so National History Day was the perfect opportunity to spread the word about this forgotten road. After further research, we discovered the Lincoln Highway not only broke the barrier of distance by being the first transcontinental highway, but also broke through the negative American attitude towards funding and building roads that posed an additional barrier to automobile travel. Thus, the Lincoln Highway was a perfect topic for this year's theme.

To begin our research, we read secondary sources including non-fiction texts, biographies, and online articles to build a base of knowledge and understand the background of the Lincoln Highway, and its significance in the broader scope of American history. Then, we spent a day in the Western History Collection at the Denver Public Library, where a variety of primary sources gave us insight into what it was like to drive on the Lincoln Highway in the early 20th century, and why the highway was necessary. We found additional primary sources online to further our understanding of these perspectives, and an interview with the president of the Lincoln Highway Association provided insight into the short and long term impacts of the highway.

A performance was the ideal choice to showcase the Lincoln Highway; what better way to portray how a highway broke barriers than through the dramatic portrayal of a road trip? When creating our performance, we chose to have the road trip move through multiple eras because the Lincoln Highway didn't crash through barriers all at once, it pushed through them and inspired America to follow. This format also allowed us to focus on multiple perspectives-- the characters our driver encounters on her journey represent some of the different aspects and people of America, all impacted by the Lincoln Highway.

The Lincoln Highway undeniably broke barriers. As the first transcontinental highway, it broke the geographical barrier presented by the vast continent, connecting previously isolated communities and America as a whole. The roads that did exist before the Lincoln Highway were substandard, preventing Americans from driving long distances. Thus, in the early 20th century, the progression of automobile transportation was

blocked by America's general indifference towards or flat out dislike of funding roadways. The Lincoln Highway also broke this barrier-- through widespread publicity, increased tourism, and the experience of the Motor Transport Convoy of 1919, the Lincoln Highway convinced America funding road expansion and improvement was desirable and necessary. Without the Lincoln Highway to serve as inspiration, the Federal Aid Road Acts of 1916 and 1921 would not have been passed. The Lincoln Highway is responsible for increasing automobile travel-- it broke the barriers that inhibited the age of the automobile.

## Annotated Bibliography

### PRIMARY SOURCES:

#### Books:

Gladding, Effie Price. *Across the Continent by the Lincoln Highway*. New York, 1915.

This book provided a firsthand account of travelling the early Lincoln Highway. Effie Price Gladding inspired the “tourist” character in our performance. She helped us to understand just how many barriers the Lincoln Highway broke, as her book discusses the wonders of travelling on paved roads, the changing attitudes towards funding roadways, and how people in isolated towns received business from tourists.

Lincoln Highway Association. *The Lincoln Highway: The Story of a Crusade that Made Transportation History*. Dodd & Mead, 1935.

Written by the Lincoln Highway Association, we were very conscious of the inherent bias in this book, it is essentially an advertisement for the Lincoln Highway. Nonetheless, this book provided some valuable information and was useful when we were trying to create characters that looked forward to the future of transportation.

Massey, Beatrice Larned. *It Might Have Been Worse: A Motor Trip from Coast to Coast*. San Francisco, 1920.

Another first hand account of a road trip along the Lincoln Highway, this book also inspired our “tourist” character, who paraphrases this book a few times. It also helped us to understand just how revolutionary the Lincoln Highway really was, because we were able to experience firsthand the wonder of automobile travel in the early 20th century.

Post, Emily. *By Motor to the Golden Gate*. D. Appleton and Company, 1916.

A book by yet another American Woman who traversed the Lincoln Highway in its early years, this book describes the conditions along the road in Post’s effort to discover it was possible to comfortably drive from coast to coast. Although she experienced harsh road conditions and a lot of mud, her experience revealed the liberation and beauty of traveling the country by car. We tried to incorporate her optimistic attitude into our tourist character’s personality.

#### Federal Statutes:

United States. Cong. *Federal Aid Road Act of 1916*. 64th Cong. 1st sess. 39 Stat. 355. *Govtrack*.

Web. 22 May 2020.

As the first federal highway funding law, the Federal Aid Road Act of 1916 was instrumental in extending and improving America's roads. It was created as a result of public support following the good roads movement and the development of the Lincoln Highway.

United States. Cong. Sen. *Federal Aid Highway Act of 1921*. 67th Cong. 1st sess. Pub.L. 67-87,

39 Stat. 212. *Govtrack*. Web. 22 May 2020.

As the support and need for improved roads continued to grow, this act updated the Federal Aid Road Act of 1916 to to develop an immense national highway system, and was the first coherent plan for future roads.

United States. Cong. *Federal Aid Highway Act of 1956*. 84th Cong. 1st sess. Pub.L. 84-627, 70

Stat. 374. *Govtrack*. Web. 22 May 2020.

President Eisenhower signed this bill into law, influenced by his experiences in the Motor Transport Corps Convoy in 1919. It details the development of a system of interstate and defense highways, which have changed the framework of American transportation.

Interviews:

Kattchee, Dolores. Personal Interview. 20 April 2020.

Our grandmother experienced firsthand some of the short term impacts of the Lincoln Highway, growing up along its route in Marshalltown, Iowa, so we considered this interview a primary source. We interviewed her to see how the Lincoln Highway affected the day to day lives of everyday citizens along its route. We also used some of her insights into how the Lincoln Highway was viewed by an average person in the 1950s to flesh out the waitress character's perspective.

Quineau, Bernard. "Bernie Quineau: In My Words." Interview by Todd DePastino. *Veterans*

*Breakfast Club*, 20 October 2012.

In this interview, Quineau discusses his experience travelling across the country on the Lincoln Highway. He was a member of the Boy Scouts as they constructed concrete markers along the entire route. His extensive experience traveling the route allowed us to envision what the Lincoln Highway was like back in its heyday and we used his enthusiasm towards the road as the basis for some of our characters' personalities.

Images:

"1913 certificate of \$5 donation to the Lincoln Highway Association." *Stamp Auction Network*,

.2019. <https://stampauctionnetwork.com/V/v50584.cfm>.

This image of a membership certificate to the Lincoln Highway Association was used in our presentation to show one of the many ways the Lincoln Highway Association and Carl Fisher devised to raise funds for the transcontinental highway, as well as increase public investment in the project and support.

"The 1919 Transcontinental Motor Convoy", *Eisenhower Presidential Library*, 1919.

<https://www.thecaucusblog.com/2019/05/tbt-driving-from-sea-to-shining-sea.html>.

This image represents the spirit of the 1919 Transcontinental Motor Convoy- increased nationalism, interest in the Lincoln highway, and awareness of poor road conditions. The American military increased enthusiasm for both the good roads and the Lincoln Highway with their troops and fancy vehicles traveling along the route, and this picture really shows the newfound sense of pride caused by the parade.

“Car Stuck in Dirt Roads.” *Iowa Department of Transportation Historic Archives*, circa 1913.

This image is another example of a car which has fallen to the mercy of bad roads. In this case, the car is stuck in the mud up to its fenders, showcasing the trials that anyone trying to drive on pre-Lincoln Highway roads had to endure. We used the photo as a prop in our performance.

“A Car Stuck in the Mud near Tama, Iowa in 1919.” *Iowa Department of Transportation*

*Historic Archives*, 1919. [www.lincolnhighwayassoc.org/history/](http://www.lincolnhighwayassoc.org/history/).

One of many such pictures, this image depicts a car stuck in the muddy ruts of an unimproved road, demonstrating the intense need for a movement to improve roads in order to ease automobile travel. This photo was used as a prop in our performance.

“The Dwight D. Eisenhower System of Interstate and Defense Highways.” *US Department of*

*Transportation Federal Highway Administration*, 1956. [fhwa.dot.gov/interstate/finalmap.cfm](http://fhwa.dot.gov/interstate/finalmap.cfm).

This map was used as a prop to show the Lincoln Highway’s long term impact on road infrastructure, as it inspired Eisenhower to create the Interstate Highway system.

“Ford Model T Touring.” *Left Coast Classics*, 2019. [www.leftcoastclassics.com/1926-ford](http://www.leftcoastclassics.com/1926-ford)

[-model-t-touring/](http://www.leftcoastclassics.com/1926-ford-model-t-touring/).

We used this photograph as a model when making the car for our set. The photo demonstrates the simplicity of the Model T that allowed it to be produced at such cheap rate, ultimately causing more Americans to buy cars and creating a need for a transcontinental highway.

“The Hotel Tomahawk in the 1920s – a regular stop for travelers along the old Lincoln

Highway”, *The Wyoming State Archives*, circa 1920.

<https://wyo4news.com/news/lincoln-highway-brochure-available-at-the-sweetwater-county-historical-museum/>.

We used this photograph as a prop to show the extensive economic impact of the Lincoln Highway in our performance. It depicts one of the many hotels built along the highway, a hotel that still exists today.

“The Lincoln Garage”, Arlene Ahlbrandt’s book *History of Wellington, Colorado and the*

*Boxelder Valley*, 1928.

<https://northfortynews.com/cleveland-avenue-was-once-part-of-the-lincoln-highway-downtown-wellington-the-teenage-years/>.

Another photograph used as a prop in our performance, this photo shows the highways economic impact as garages were needed to fix broken cars so people could continue their journey along the Lincoln Highway. Garages became very common in many towns along the route.

“Lincoln Highway Sign.” *The Lincoln Highway National Museum & Archives*, Jefferson, IA, 2003, [www.lincoln-highway-museum.org/Signs/Signs-Index.html](http://www.lincoln-highway-museum.org/Signs/Signs-Index.html).

We used this sign as a prop as a sign on the stage right side of our set. This sign represents one of the many ways the Lincoln highway broke barriers allowing for increased automobile travel-- signage. Before the Lincoln Highway, roads were largely unmarked trails that had no real destination, but the Lincoln Highway set the precedent for signage on all future highways.

“Marker on the Lincoln Highway”, *Lincoln Highway Association*, 1928.

[https://www.lincolnhighwayassoc.org/news\\_old/articles/markers](https://www.lincolnhighwayassoc.org/news_old/articles/markers).

We used this picture to inspire the marker on the stage left side of our set. The last act of the original Lincoln Highway Association was to have boy scouts place these markers along the entire highway to clarify the official route.

“Original Seedling Mile - Lincoln Highway - Mount Vernon Road - Mt. Vernon, IL”, *Historical*

*Concrete Pavement Explorer*, 1918. [http://explorer.acpa.org/explorer/places/united-states/ia/mt-vernon/highway/old-us-30-lioln-highway-mount-vernon-road-coutny-e48/#post\\_content](http://explorer.acpa.org/explorer/places/united-states/ia/mt-vernon/highway/old-us-30-lioln-highway-mount-vernon-road-coutny-e48/#post_content).

We use this picture as a prop in our performance. Seedling miles were instrumental in increasing public support and government funding for the Lincoln Highway, and this photograph showcases how they were able to be so successful. With a paved road and a dirt path side by side, it was easy for Americans to realize the necessity of improving roads.

Music:

Golden Gate Orchestra. “Charleston,” Menlo Park, 1925, MP3 file. <https://archive.org/details/charleston1925>.

This song represents the 1920s in our performance. It is a classic that most will recognize and think of the roaring 20s, and because it was originally recorded at that time, the heyday of the Lincoln Highway, it is a primary source.

Murray, Billy. “In My Merry Oldsmobile.” 1906, MP3 file, <https://archive.org/details/in-my-merry-oldsmobile-1931>.

We chose this song to represent the 1900s-1910s era in our performance. Not only does the song talk about automobiles, but it also represents the era when the automobile first became popular, which set up the success of the Lincoln Highway. Although in a modern format not directly related to our topic, it is a primary source because it comes from the era of the Lincoln Highway.

#### Periodicals:

Bement, Austin F. "Lincoln Highway Progress Rapid During Second Year." *The American Chauffeur*, January 1916.

This article discusses the plans and work accomplished by the Lincoln Highway Association after the Highway had been open for a year. It demonstrates the advertising and ambition of the association that we mentioned in our performance.

Bement, Austin F. "Heaviest Auto Travel on the Lincoln Highway." *The New York Times*, January 4, 1920, <https://timesmachine.nytimes.com/timesmachine/1920/01/04/118253374.html?pageNumber=33>. Accessed 2 March 2020.

An article that begins with "American motorists and all others who recognize the value of good roads as a necessity for efficient highway transportation", we got valuable information about the logistics of traveling the Lincoln highway, while getting a prime example of how the highway broke barriers--by allowing people to move from one place to another through improved roads.

"How 'Lincoln Way' Project Now Stands: A. R. Pardington Tells Pittsburghers of Present Accomplishment on Road." *The New York Times*, April 5, 1914, <https://timesmachine.nytimes.com/timesmachine/1914/04/05/100304824.html?pageNumber=105>. Accessed 2 March 2020.

This article is a first hand account of the immediate impact of the Lincoln Highway. It describes how the Lincoln Highway was the longest and most traveled road at the time and the progress that is being made to improve the highway in different states along the route.

Joy, Henry B. "Transcontinental Trails: Their Development and What They Mean to this Country". *Scribner's Magazine*. February 1914. New York NY: Charles Scribner's Sons. <https://books.google.com/books?id=0vQvAAAAMAAJ&pg=PA160#v=onepage&q&f=false>. Accessed 2 March 2020.

This article, by Henry Joy, the very first president of the Lincoln Highway Association, describes the status of the Good Roads Movement in 1914. It was helpful in revealing the attitudes of the people behind the Goods Roads Movement and their motives, and also allowed us to understand some of the



motivation behind the creation of the Lincoln Highway. Plus, it's an example of the advertising by the LHA to popularize the highway.

Lincoln Highway Association. *Achievement on the Lincoln Highway 1920*, January 1921.

This article, located in a brochure published by the Lincoln Highway, lists some of the many achievements of the Lincoln Highway by 1920. One such achievement was securing the funding to upkeep the road by getting the federal government involved, a point in which we discussed in our performance.

Lincoln Highway Association. *The Complete Official Road Guide of the Lincoln Highway*, 1st edition, 1916. Pleiades Press, 1984. <https://www.lincolnhighwayassoc.org/resources/>.

This brochure describes in detail everything a tourist would've needed for a trip along the Lincoln Highway in 1916. Published by the Lincoln Highway Association, the brochure provided insight to how the Lincoln Highway Association wished the Lincoln Highway to be perceived and provided context of the activities of an early American Road trip, important details we used to formulate our set and concept for our performance.

Lincoln Highway Association. *The Complete Official Road Guide of the Lincoln Highway*, 4th edition, 1921.

An updated version to the 1916 guide, this brochure demonstrates through the listing of businesses for tourists just how much economic and population growth the Lincoln Highway caused. This brochure helped inspire the mechanic portion of our performance, helping us discover the industries that experienced the most growth because of the highway. This is the guidebook that the "tourist" character hands to the driver.

Lincoln Highway Association. *A Picture of Progress on the Lincoln Way*. 1918.

This brochure published by the Lincoln Highway Association, covers the responsibility of the association and some of the conflict they faced back in the early years of the Lincoln Highway. This source was instrumental in allowing us to understand the role of the Lincoln Highway Association and their overall impact on the road, both of which is discussed in the Carl Fisher scene.

"Lincoln Highway Good Roads' Spur: One of Factors in Increasing Demand for Better

Highways -Figures That Impress." *The New York Times*, January 2, 1916,

<https://timesmachine.nytimes.com/timesmachine/1916/01/02/104018820.html?pagenumber=37>. Accessed 2 March 2020.

This article connects the Lincoln Highway to the rising popularity of the good roads movement. After the Lincoln highway broke barriers and increased in popularity, it showcased the need for better roads across the entire country.

"Lincoln Highway Hotels: Heavy Increase in Travel Lead to Plans for New Hosteries." *The*

*New York Times*, January 7, 1917,

<https://timesmachine.nytimes.com/timesmachine/1917/01/07/102307959.html?pageNumber=31>. Accessed 2 March 2020.

This article describes the impact of the Lincoln Highway on the hotel industry in 1917. Although the article focuses on hotels, it can be applied to other industries related to tourism. In fact, the article states the Lincoln Highway has increased American automobile traffic by 500 percent.

“Lincoln Highway Route Announced: Ocean-to-Ocean Route to Run Through Thirteen States and Many Cities.” *The New York Times*, September 14, 1913,

<https://timesmachine.nytimes.com/timesmachine/1913/09/14/100646063.html?pageNumber=62>. Accessed 2 March 2020.

This article details the route of the Lincoln Highway for readers. “5,000,000 is subscribed” for the Lincoln Highway, proving that Carl Fisher’s technique of advertising did manage to create a road that broke barriers in transportation.

“Motor Traffic Needs Shown By Army Tour.” *The New York Times*, October 29, 1919,

<https://timesmachine.nytimes.com/timesmachine/1919/10/26/118172200.html?pageNumber=125>. Accessed 2 March 2020.

The title says it all. This article discusses the struggles of the motor transport convoy. Americans were forced to see that improving roadways, and paying for that, would be beneficial to the entire country.

“Much Is Accomplished Along Lincoln Highway: Remarkable Progress Has Been Made in

Improvement, Says Henry B. Joy – Inspection Trip Revealed Few Bad Spots.” *The New*

*York Times*, July 11, 1915, <https://timesmachine.nytimes.com/timesmachine/1915/07/11/104014878.html?pageNumber=92>. Accessed March 2, 2020.

In this article Henry Joy, president of the Lincoln Highway Association, describes some of the progress as well as some of the improvements that need to be made along the Lincoln Highway. The purpose of the article is kind of like what the tourist talked about with seedling miles, the Lincoln Highway represented the future of all roads, yet also demonstrated why roads must need to be improved.

Mohawk Rubber Company. “Mohawk Hobbs Grade and Surface Guide : Lincoln Highway”, 4th edition, Tourist Service Dept. of the Mohawk Rubber Company, 1925.

This brochure also helped us to quantify the impact of the Lincoln Highway on local businesses, as it consists of a list of towns and recommended businesses at which travellers should stop.

## Political Cartoon:

Bushnell, E. A. *The Tacoma Times*, January 25, 1904. Chronicling America. Accessed 9 April 2020. <https://chroniclingamerica.loc.gov/lccn/sn88085187/1904-01-25/ed-1/seq-4/>.

A political cartoon that demonstrated the poor state of roads in 1904, it demonstrates the perspective of Americans who wanted roads to be improved. It was created in response to the very beginning of the Good Roads movement, and references a bill intended to appropriate funding for roads, but that bill failed due to a lack of public support.

## Reports:

Eisenhower, Dwight D. "Log of Motor Transport Corp Convoy". *Eisenhower: The Prewar*

*Diaries and Selected Papers, 1905-1941*, edited by Daniel D. Holt. Johns Hopkins, 1998, pg 86 - 89.

An account of his time with the Motor Transport Corp Convoy that travelled across the country by the Lincoln Highway in 1919, this report mentions "muddy roads", an example of one of the many difficulties faced by the convoy that convinced America that improving roads was necessary.

## SECONDARY SOURCES:

### Books:

Butko, Brian. *Greetings from the Lincoln Highway*. Stackpole, 2005, 2013.

This book provided one of the most detailed and comprehensive histories of the Lincoln Highway, from its founding to modern day, and served as a basis for much of our other research. It led us in the right direction to many valuable primary sources such as *It Might Of Been Worse*, which was quoted in the book. This book also provided detailed information about the subpar or nonexistent roads of the time before the Lincoln Highway as well as the immediate reaction of different people, especially farmers, to the Lincoln Highway. The original annoyance and discontent is demonstrated by the farmer's wife of our performance but the eventual transition to understanding the benefits is expressed by the mechanic.

Committee on Ecological Impacts of Road Density, National Research Council. *Assessing and*

*Managing the Ecological Impacts of Paved Roads*. National Academies Press, 2005.

This book provided us with the negative consequences of paved roads and highways, rounding out our research and balancing modern perspectives on the impact of the Lincoln Highway.

Davies, Pete. *American Road: The Story of An Epic Transcontinental Journey at the Dawn of the*

*Motor Age*. Macmillian, 2003.

This book provided a complete description of the Motor Transport Corps convoy of 1919, detailing the bad roads that were faced by the 294 men and 81 vehicles in the convoy. Additionally, interspersed with the journey are stories of the origin of the Lincoln Highway, Carl Fisher, Henry Joy as well as others involved in its founding, making it a good book to read in order to build background knowledge of the topic.

Fisher, Jerry M. *The Pacesetter: The Untold Story of Carl G. Fisher*. Long Coast Press, 1998.

Written by one of Carl Fisher's descendants, this book chronicled the entrepreneur's extraordinary life, filled with risks that paid off, from the Lincoln Highway to Miami Beach. It allows insight into the mind of the man who first came up with the idea of a coast to coast rock highway.

Parissien, Steven. *The Life of the Automobile: A New History of the Motor Car*. Atlantic Books, 2013.

To understand the development of the first transcontinental highway in the United States, we first had to understand the development of the first automobiles. The early chapters of this book helped us to situate our topic in the context of overall automobile history.

Ratay, Richard. *Don't Make Me Pull Over! An Informal History of the Family Road Trip*. Scribner, 2018.

Not only was this book an enjoyable read, but it also provided information about one of the legacies of the Lincoln Highway: the good, old fashioned American road trip. This book helped us to come up with the idea of a road trip serving as the basic structure of our performance, as the first American road trips were taken on the first road across the country-- the Lincoln Highway.

Swift, Earl. *The Big Roads: The Untold Story of the Engineers, Visionaries, and Trailblazers Who Created the American Superhighways*. HMH, 2011.

This is a book about the history of American highways, from the Lincoln Highway to the modern interstate highway system. It helped us to understand the long term impacts of the Lincoln Highway, as well as the many barriers that highway pioneers such as Fisher and Joy faced when creating new infrastructure for automobiles.

Documentaries:

*10 Streets That Changed America*. Directed by Geoffrey Baer, *WWTTW*, 2018.

This documentary covers roads that changed American culture, and of course the Lincoln Highway is included. This feature was very helpful in pointing out the long term impacts of the Lincoln Highway and connecting it to modern society. In our performance, as we concluded we tried to incorporate these impacts and drive home the point that our ability to drive anywhere at any time owes its existence to the Lincoln Highway.

*100 Years on the Lincoln Highway*. Directed by Tom Manning, *WyomingPBS*, 2013.

[www.wyomingpbs.org/lincoln-highway.php](http://www.wyomingpbs.org/lincoln-highway.php).

A documentary that showed the progression of the Lincoln Highway from before automobiles were even popular all the way to the present, this documentary was a huge inspiration for the format of our performance. We enjoyed seeing visually how the Lincoln Highway evolved, broke barriers, and left a lasting impact over time, so we decided to create a similar performance that emphasize the Lincoln Highway through different time periods.

*A Ride Along The Lincoln Highway*. Directed by Rick Sebak, PBS, 2008.

This documentary provided a good overview of the history and legacy of the Lincoln Highway. It also showed us the modern Lincoln Highway, where impacts of the economic boost provided by the highway are often still resonating today. The subjects of the documentary reinforced the sense of pride and nationalism that came along with the Lincoln Highway.

*The Ideal Section of the Lincoln Highway*. Dyer Historical Society, 2018.

This was a documentary about the history of the Ideal Section, a 1.5 mile stretch in Indiana that was intended to showcase the future of roadways, with thick concrete, 4 lanes, well-lit, and with good signage. While we chose to exclude mentioning the ideal stretch in our performance, this documentary provided video evidence of the terrible road conditions along the Lincoln Highway. It also provided good information about the seedling miles along the Lincoln Highway that, while not as extravagant, convinced Americans, just as the Ideal Stretch did, that paved roads were the future.

Interview:

Kozak, Kay Shelton. Personal Interview. 12 May 2020.

We completed a video interview with the current president of the Lincoln Highway Association, Kay Kozak. She helped us understand the connection between the Lincoln Highway and modern society and even pointed out some unexpected impacts we did not discover in any of our research. She also pointed out the New Deal programs related to the Lincoln Highway and led us in the right direction towards some very helpful primary sources.

Music:

Day, Bobby. "Rockin' Robin." 1957, [https://archive.org/details/cd\\_rockin-robin\\_bobby-day](https://archive.org/details/cd_rockin-robin_bobby-day).

This song is used to represent the 1950s in our performance. The 1950s were an important era in the development of national roads in America, and thus an important era in the legacy of the Lincoln Highway.

"Radio FM Tuning." 2019, MP3 file, <https://www.zapsplat.com/music/radio-alarm-clock-fm-tuning/>.

We used this sound effect to transition from one song/era to another. It helped to organize our performance and make the time jumps easier for our audience to understand.

Rascal Flatts. "Life is A Highway." 2008, MP3 file, <https://mp3paw.com/mp3-download>

/2374593/Life-Is-A-Highway.

This song represents the “modern era” in our performance. It appropriately represents one of the long term impacts of the Lincoln Highway-- the quintessentially American road trip.

#### Periodicals:

Clark, Jayne. “100-Year-Old Lincoln Highway Offer ‘Magic of the Road’”. *USA Today*, July 5, 2013, Travel. Accessed 1 March 2020.

<https://www.usatoday.com/story/travel/destinations/2013/07/05/lincoln-highway-100th-anniversary-transcontinental-road/2491097/>.

This is the article that the modern character reads at the beginning of our performance. It contains information about the continuing significance of the Lincoln Highway in the modern day

#### Surveys:

“Highway and Road Expenditures”, *US Bureau of the Census Survey of State and Local*

*Government Finance*, United States Census Bureau, 1977–2017, accessed via the Urban-Brookings Tax Policy Center Data Query System, <http://slfdqs.taxpolicycenter.org>. Accessed 27 March 2020.

This survey provided us with statistics about the long term impacts of the Lincoln Highway by detailing how much money is spent on roads today. We specifically mention a few numbers from this survey in our performance to emphasize the widespread the long term impacts of the Lincoln Highway-- it broke the barrier of a negative attitude towards the funding of roadways, and today billions of dollars are spent on roads.

“Our Nation’s Highways”, *Federal Highway Administration State Survey*, US Department of

Transportation Federal Highway Administration, 2000,

<https://www.fhwa.dot.gov/ohim/onh00/onh2p1.htm>, Accessed 27 March 2020.

In our performance we cite a couple numbers from this survey in relation to the widespread use of highways today. Hundreds of millions of miles of highways exist today, and millions of Americans travel them each year-- feats that would’ve been impossible without the first transcontinental highway.

#### Webpages:

Butko, Brian. “Lincoln Highway News: What’s Happening Along America’s Premier Coast to Coast Highway”. *Lincoln Highway News*. Accessed 2 March 2020.

<https://lincolnhighwaynews.com/>.

This is a comprehensive blog about the Lincoln Highway by the author of one of the books we read. It provided us with many modern day stories about the impact that the Lincoln Highway continues to have today as well as current updates on the state of the Lincoln Highway. We found his posts to express the same passion, enthusiasm, and connection that many people feel with the Lincoln Highway today and we tried to embody that in our performance.

Davis, Susan. "Congressional Leaders Divided on the Next Steps To Confront Coronavirus Threat." *NPR*, 6 April 2020. Accessed 15 April 2020.

<https://www.npr.org/2020/04/06/828025649/congressional-leaders-divided-on-next-steps-to-confront-coronavirus-threat>.

This online article provided us with some information on how infrastructure continues to be a major subject in public policy. The enthusiasm for road building was first invoked by the Lincoln Highway, so this article helped us to understand the long term impact of the highway.

Lin, James. "A Brief History of the Lincoln Highway". *Lincoln Highway Association*,

Lincoln Highway Association. Accessed 2 March 2020. <https://www.lincolnhighwayassoc.org/history/>.

From the Lincoln Highway Association, this webpage was helpful in providing information about the impact of the Lincoln Highway, the Lincoln Highway Association, and the Impact of government bills on the Lincoln Highway. For example, this webpage helped us find the negative impact of numbering roadways, information in which we used in our performance.

Weingroff, Richard F. "Milestones for US Highway Transportation and the Federal Highway

Administration", *Federal Highway Administration Research and Technology*, US

Department of Transportation Federal Highway Administration, 1996. Accessed 2 March

2020. <https://www.fhwa.dot.gov/publications/publicroads/96spring/p96sp44.cfm>

A timeline of milestones in the development of US Highways, this webpage showed us the progression of public roadways in the US. It helped us to situate the Lincoln Highway within the context of history, and look at the impact of the Lincoln Highway in the long and short term. Overall, timelines such as this one were helpful for organizing our research about the Lincoln Highway and understanding its significance.

## NHD PERFORMANCE SCRIPT

PERFORMANCE INFORMATION	
<b>Project Title</b>	Driving Toward the Future: How the Lincoln Highway Broke Barriers in Automobile Travel
<b>Student Names</b>	Alec Sirois, Marissa Sirois, Michaela Sirois
<b>Division</b>	Senior Group
<b>Performance Runtime</b>	9:59
<b>Thesis</b>	In the early 20th century, mass production made automobiles affordable, but substandard roads and a lack of want to fund them were barriers to their widespread use. As the first transcontinental highway, the Lincoln Highway broke the geographical barrier presented by the vast continent, connecting rural and urban America. Through publicity, tourism, and the journey of the Motor Transport Corps Convoy of 1919, the Lincoln Highway also convinced the American public that funding road expansion and improvement was necessary. By breaking this barrier, the Lincoln Highway catalyzed federal road funding acts and ultimately inspired the interstate highway system; putting Americans to work and on the road.


PERFORMANCE OVERALL SCENARIO	
Story Setting	Timeframe
Rural America along the route of the Lincoln Highway	Various eras, 1909-present
Story Synopsis	
<p>A modern driver decides to take a road trip along the historic Lincoln Highway after reading about it in a newspaper article. She accidentally gets lost trying to find the highway, travelling back in time to 1909, when the Lincoln Highway doesn't yet exist! So begins her journey through time--each time she attempts to listen to her "road trip playlist", static plays and the music skips to that of a different time. In each different time period, she learns how the Lincoln Highway broke barriers in automobile travel and about the impacts of the Lincoln Highway from the characters who have lived through its creation and legacy: a irate 1900s farm wife, founder of the highway Carl Fisher, a 1920s tourist, a grateful mechanic, and a 1950s waitress. Life is a highway!</p>	

CHARACTERS		
Character	Performer	Description/background for the character
Narrator 1	Alec Sirois	He knows a lot about the Lincoln Highway.
Narrator 2	Michaela Sirois	She knows a lot about the Lincoln Highway.
Driver	Marissa Sirois	A millennial who seeks adventure on a road trip along the Lincoln Highway.
Farmer's Wife	Michaela Sirois	A rough woman who speaks with a slight Western accent and isn't afraid to let passersby know exactly how she feels about the "peacock alley" (road) running past her husband's farm. She loves



		her chickens: Pauletta, Annetta, Loretta, Colletta, Marietta, Donnetta and Sue.
Carl G. Fisher	Alec Sirois	Confident, respectable and shrewd, Carl Fisher is the man behind the Indianapolis 500 Speedway and the mastermind behind the Lincoln Highway. A salesman to the very core, he founded the Lincoln Highway Association and firmly believed in improving America's roads.
Tourist	Michaela Sirois	Excited about every aspect of the Lincoln Highway, she is bubbly, outgoing, and speaks very expressively in her New Jersey accent. The "Tourist" is based upon Effie Gladding, Beatrice Massey and Emily Post, real women who travelled the early Lincoln Highway and wrote memoirs about their experience.
Mechanic	Alec Sirois	Laid back and speaking with a slight drawl, he is one of the many rural Americans who saw the economic benefits of the Lincoln Highway. His business is the direct result of the newfound tourists passing through town in their automobiles.
Waitress	Michaela Sirois	The owner of her own drive-in in the late 1950s, she is a middle aged woman who enjoys chatting with her customers. Having grown up along the Lincoln Highway, she can also offer her perspective about its short and long impacts for American as a whole.

## OVERALL STAGE SETTING

Describe the Stage of the Performance	Color Use Scheme	
<p>Blue sheet on which a map of the Lincoln Highway's route across America is printed</p> <p>"L" Lincoln Highway sign on signpost</p> <p>Lincoln Highway route marker, modeled after the thousands of markers the Boy Scouts put up in 1928</p> <p>Black front view of a Model T Ford, with working headlights</p>	<p><b>Background Design</b></p>	<p>Blue is meant to imply the sky, as our performance takes place outdoors. The sky is expansive and free like the new horizons opened up by the Lincoln Highway.</p> <p>The colors red, white, blue are American like this uniquely American road, and are also the official colors of the Lincoln Highway.</p>
	<p><b>Props</b></p>	<p>Black is the most common color of Model T Fords and also stands stark against the rest of the scene to show automobiles' importance.</p>
<p>**The modern highway signs and "Molly's Drive-In" sign in this image are added over the course of our performance</p>		

## COSTUMES & PROPS BY SCENE

Scene #1		
Costume Descriptions	Set Design & Props	
Narrator 1: tweed sportcoat, black trousers, white button-down shirt, black tie, brown dress shoes Narrator 2: Lilac floral calico prairie dress, white pinafore apron, brown boots. Hair in a low bun. Driver: White and blue floral off-the-shoulder top, denim shorts, white converse, sunglasses on head	<b>Background Design</b>	Same as overall setting
	<b>Props</b>	Newspaper Cell phone

## COSTUMES & PROPS BY SCENE

Scene #2		
Costume Descriptions	Set Design & Props	
Driver: Same as Scene #1 Farmer's Wife: Same as Narrator 2	<b>Background Design</b>	Same as overall setting
	<b>Props</b>	2 photos of 1900s cars stuck in muddy roads

## COSTUMES & PROPS BY SCENE

Scene #3		
Costume Descriptions	Set Design & Props	
Driver: Same as Scene #1 Carl Fisher: Same as Narrator 1, but with wire rimmed glasses	<b>Background Design</b>	Same as overall setting
	<b>Props</b>	Clipboard Flyer for Lincoln Highway opening celebration Map Lincoln Highway Association Membership certificate

## COSTUMES & PROPS BY SCENE

Scene #4		
Costume Descriptions	Set Design & Props	
Driver: Same as Scene #1 Tourist: White blouse with straight brown mid-calf skirt and black heels, matching brown cloche hat, carrying a vintage suitcase. Hair in a low bun. Mechanic: White shirt with sleeves rolled up, denim overalls and work boots, beige flat cap, carrying a wrench	<b>Background Design</b>	Sign reading "Rob's Garage" is set to stage left when Mechanic enters (Otherwise same as overall setting)
	<b>Props</b>	Photo of Seedling Mile Photo of Motor Transport Corps Convoy Lincoln Highway Guidebook Photo of Tomahawk Hotel

		Photo of Lincoln Highway Garage
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**COSTUMES & PROPS BY SCENE**

Scene #5		
Costume Descriptions	Set Design & Props	
<p>Driver: Same as Scene #1</p> <p>Waitress: White blouse with black a-line skirt, pink scalloped waist apron, black heels, carrying a pencil and waitress order pad. Hair in a low bun.</p>	<b>Background Design</b>	<p>Sign is flipped to say “Molly’s Diner”</p> <p>Lincoln Highway Signpost turned around to show sign for Highway 1, 30, 40 and 50</p> <p>(Otherwise same as overall setting)</p>
	<b>Props</b>	<p>Lincoln Highway Guidebook</p> <p>Pencil</p> <p>Waitress order pad</p> <p>Map of Interstate Highway System</p>

**COSTUMES & PROPS BY SCENE**

Scene #6		
Costume Descriptions	Set Design & Props	
<p>Driver: Same as Scene #1</p>	<b>Background Design</b>	Same as overall setting
	<b>Props</b>	<p>Cell phone</p> <p>Sunglasses</p>

# PERFORMANCE SCRIPT BY SCENES

## SCENE 1 - SCENARIO

Purpose of the Scene	Key Elements	
<b>To introduce the audience to the Lincoln Highway, to introduce our thesis and to launch our storyline</b>	<b>Setting</b>	Driver's home
	<b>Timeframe</b>	Present day
	<b>Characters</b>	Narrator 1, Narrator 2, Driver
<b>Summary of the Scene</b>		
Narrator 1 and Narrator 2 set the scene for the performance by providing context. Driver finds an article in the newspaper about the Lincoln Highway, and decides to travel along it on a road trip.		

## DIALOGUE - SCENE 1

Character & Action	Dialogue
<b>Narrator 1 (Alec Sirois)</b>	At the turn of the 20th century, America was just beginning to discover automobile travel. Karl Benz constructed the first automobile in 1885, and Henry Ford produced the first Model T in 1908.
<b>Narrator 2 (Michaela Sirois)</b>	With the advent of the assembly line, cars could be mass produced at cheaper prices. But there were barriers to both long distance and automobile travel ... not only were roadways across America neglected or nonexistent, but America had yet to buy into the idea that roads needed to be improved.
<b>Narrator 1 (Alec Sirois)</b>	The first transcontinental highway broke these barriers, connecting America and changing attitudes about roadways.
<b>Narrator 2 (Michaela Sirois)</b>	Before the interstate highway system, before Route 66, and even before highways were numbered, one road captured the heart of America.
<b>Narrator 1 (Alec Sirois)</b>	One road was revolutionary, leading to a new era of American transportation.
<b>Narrator 2 (Michaela Sirois)</b> <i>(after speaking, both narrators step aside and exit stage right to behind the backdrop)</i>	One road changed America forever... the Lincoln Highway.
<b>Driver (Marissa Sirois)</b> <i>(steps out from stage left side of car as she reads out of a newspaper, then looks up and shrugs)</i>  <i>(turns towards car and pulls out phone)</i>	The Lincoln Highway? "It was America's main street, connecting towns and rural areas. If you want to see America, you can see a good chunk of it on the Lincoln highway."  Sounds like an interesting drive. I'll need a good road trip playlist...

## SCENE 2 - SCENARIO

Purpose of the Scene	Key Elements	
<b>To establish context about roads in the pre-Lincoln Highway era, to identify the negative sentiments that many citizens held about improving roads</b>	<b>Setting</b>	Along the future route of the Lincoln Highway in rural America
	<b>Timeframe</b>	1909-1913
	<b>Characters</b>	Driver, Farmer's Wife, Carl Fisher
Summary of the Scene		
After being transported to 1909, Driver happens upon a farmer's wife and asks her for directions to the Lincoln Highway. The wife responds with a tirade against both the current roads, automobiles, and the efforts being made to improve them.		

## DIALOGUE - SCENE 2

Character & Action	Dialogue
<b>Driver (Marissa Sirois)</b> <i>"Life is A Highway" plays, then static and "In My Merry Oldsmobile" begins playing as driver looks confused</i>  <i>(Farmer's Wife walks in stage right brushing dirt from her apron, driver looks up)</i>	<p>What music is this!?!  Excuse me, do you know how to get to the Lincoln Highway?</p>
<b>Farmer's Wife (Michaela Sirois)</b> <i>(holds up pictures of cars stuck in muddy roads)</i>	<p>The Lincoln Highway? It's 1909, miss... that Ford fellow may have made automobiles affordable, but travelin' on nearly any road in this country is a surefire way to get stuck in the mud or blow out a tire.</p>
<b>Driver (Marissa Sirois)</b> <i>(aside)</i>  <i>(turns back to Farmer's Wife)</i>	<p>1909? I must really be lost.  If you don't have good roads, how do you get across the country?</p>
<b>Farmer's Wife (Michaela Sirois)</b> <i>(gestures down yonder to the Peterson farm)</i> <i>(gestures to car)</i>	<p>Across the country in a horseless carriage? <i>laughs</i> This road here ends just past the Peterson farm. We don't see anybody from outside the county... the lack of roads is a barrier for anyone wantin' to get through in one of these.</p>
<b>Driver (Marissa Sirois)</b>	<p>Isn't there any way to improve the roads?</p>
<b>Farmer's Wife (Michaela Sirois)</b>  <i>(exits stage right)</i>	<p>Well, sure, with taxes. But what's the point of these newfangled automobiles, if we have to pay for roads to drive 'em on? Besides, all those peacock alleys are gonna bring is dust and noises and rude drivers that'll upset my chickens! You might try askin' someone else 'round here for directions... good luck.</p>

## SCENE 3 - SCENARIO

Purpose of the Scene	Key Elements	
<b>To tell the tale of the founding and creation of the Lincoln Highway</b>	<b>Setting</b>	Along the Lincoln Highway in rural America
	<b>Timeframe</b>	1920s
	<b>Characters</b>	Driver, Tourist, Mechanic
Summary of the Scene		
As Driver ponders what she learned from Farmer's Wife, the scene shifts to 1912 and Driver meets Carl Fisher, the mastermind behind the Lincoln Highway. He describes the process of planning and getting funding for the Lincoln Highway, how it broke geographical barriers, and how its widespread publicity began to shift the American attitude towards funding and expanding roads.		

## DIALOGUE - SCENE 3

Character & Action	Dialogue
<b>Driver (Marissa Sirois)</b>  <i>(Carl Fisher enters stage left)</i>	Without improved roads there's really nowhere to travel with an automobile. In 1912, roads were sparse and only 8 percent had upgraded surfaces. Someone will have to convince investors of the practicality of better roads in order to fund them.  Sir, do you know how to get to the Lincoln Highway?
<b>Carl Fisher (Alec Sirois)</b>	Well, you're driving on it! Or, what will be the Lincoln Highway when it's finished.
<b>Driver (Marissa Sirois)</b> <i>(does a double take)</i>	Excuse me, uh, sir...
<b>Carl Fisher (Alec Sirois)</b> <i>(interrupts)</i>	It's Fisher. Carl G. Fisher, self made businessman.
<b>Driver (Marissa Sirois)</b>	What's the year?
<b>Carl Fisher (Alec Sirois)</b>	It's 1913... A year since I started this crusade for a transcontinental highway.
<b>Driver (Marissa Sirois)</b>	The Lincoln Highway was your idea?
<b>Carl Fisher (Alec Sirois)</b>  <i>(moves to stage right he speaks, Driver moves to stage left)</i>	Sure! I know a winner when I see one, and automobiles are the future! I started out in the bicycle industry, as the Good Roads Movement first started to blossom. Bicyclists sought a more pleasant ride than the rugged, dirt trails that existed, but I foresaw the movement expanding to automobiles. I finished my Indianapolis motor speedway 4 years ago, and now I think it's high time we break the barrier that's keeping automobiles from being enjoyed by the masses... substandard and limited roads. I believe one magnificent highway

	of this kind will increase automobile travel and stimulate the building of enduring highways everywhere.
<b>Driver (Marissa Sirois)</b>	What a great idea!
<b>Carl Fisher (Alec Sirois)</b>	Ah, most automobile industrialists thought the very same. When I pitched a coast to coast rock highway to them in Indianapolis in September of 1912, Frank Sierberling of Goodyear tires pledged \$300,000 that very night. I've received donations from Thomas Edison, Theodore Roosevelt, and even President Woodrow Wilson. I'm nothing if not a good salesman.
<b>Driver (Marissa Sirois)</b>	I can see that. How did you come up with the name "the Lincoln Highway"?
<b>Carl Fisher (Alec Sirois)</b>	Well, Henry Joy, president of Packard automobiles, had the idea to name it after Abraham Lincoln. The highway, like Lincoln, will bring the Union together. Myself, along with some other important men in the automobile industry, established the Lincoln Highway Association with Henry Joy as president. The Association will be heavily involved in promoting, and upkeeping the Lincoln Highway. Advertising, advertising, advertising! That's how we'll convince America that roads are worth improving.
<b>Driver (Marissa Sirois)</b> <i>(pulls out map and looks at it)</i>	The Lincoln Highway seems to be the most direct route across the country--
<b>Carl Fisher (Alec Sirois)</b>	--With easy grades and scenic splendor! It allows people to cross the grueling geographical barriers posed by the Alleghenies, Great Plains, Rockies, Salt Flats, and Sierra Nevada Mountains. Not to mention, it is safe for all drivers! The Lincoln Highway Association is committed to straightening out sharp turns, rerouting around railroad tracks, and working with local governments to ensure that automobile travel is safer than ever before!
<b>Driver (Marissa Sirois)</b> <i>(traces route with finger on map)</i>	The highway starts in New York City, ending in San Francisco-- connecting major cities and rural areas along the way.
<b>Carl Fisher (Alec Sirois)</b> <i>(holds up clipboard with flyer for celebration)</i>  <i>(removes flyer to reveal membership certificate, Driver shakes her head)</i>  <i>(exits stage right)</i>	My pitch was so successful that towns fought to be on the highway. The official dedication is October 31st and celebrations will occur along the entire route.  Now I must overcome the barrier of a lack of funding. I'm selling memberships to the Lincoln Highway Association for only \$5.  Mark my words, the Lincoln Highway will be a distinctive work to which the Americans of future generations can point with pride.

## SCENE 4 - SCENARIO

Purpose of the Scene	Key Elements	
<b>To convey the change in attitude towards roads because of the Lincoln Highway, to establish its short term impacts</b>	<b>Setting</b>	Along the Lincoln Highway in rural America
	<b>Timeframe</b>	1920s
	<b>Characters</b>	Driver, Tourist, Mechanic
Summary of the Scene		
<p>A tourist asks the driver for a ride, and proceeds to discuss the many impacts the Lincoln Highway has had on both tourism and the American attitude towards automobiles and roads. She and the driver also discuss the journey of the Motor Transport Corps Convoy in 1919. They arrive at a garage, where the Mechanic tells the Driver of the numerous ways the Lincoln Highway has benefited rural communities.</p>		

## DIALOGUE - SCENE 4

Character & Action	Dialogue
<p><b>Driver (Marissa Sirois)</b> <i>(gets in car and starts to drive)</i></p> <p><i>“In My Merry Oldsmobile” plays, then static, then “Charleston” begins playing, driver gives her phone a look but shrugs</i></p>	<p>The Lincoln Highway Association was certainly able to get America invested in improving roads and convinced state, county, and municipal governments to fund the Lincoln Highway.</p>
<p><b>Tourist (Michaela Sirois)</b> <i>(enters stage right, frantically waving down the car. Driver looks up)</i></p>	<p>Hey. Hey!</p> <p>Hello, sorry to be a bother, but my car blew a tire a half mile back. I’m trying to get to the nearest town so I can find a mechanic. Could you give me a lift?</p>
<p><b>Driver (Marissa Sirois)</b></p>	<p>Sure!</p>
<p><b>Tourist (Michaela Sirois)</b> <i>(gets into car)</i></p>	<p>Oh, thank you so much! Are you also travelling across the country by the Lincoln Highway?</p>
<p><b>Driver (Marissa Sirois)</b></p>	<p>I am.</p>
<p><b>Tourist (Michaela Sirois)</b></p>	<p>How wonderful! The motor mind has so grown and changed in a few years, hasn’t it? It’s the roaring twenties, and the widespread prosperity and economic boom has led to an expansion in the production of consumer goods such as the automobile. But ten years ago, a long distance trip like this wasn’t possible, and we didn’t know what we were missing. Of course, this lovely highway didn’t exist then, either. Plus, improved roadways provide freedom and autonomy for adventurous gals like us who wish to see the country.</p>



	Reading the stories of other female motorists like Miss Emily Post in the papers inspired me to make this journey myself... and what a transcontinental tour this has been!
<b>Driver (Marissa Sirois)</b>	I was reading that there was a 300-600% increase in transcontinental touring in the summer of 1915 alone. When did the American attitude towards roads change?
<b>Tourist (Michaela Sirois)</b> <i>(shows picture of seedling mile)</i>	Well, it probably started with the seedling miles the Lincoln Highway Association built along its route. A mile of concrete road was blissful to drive on, but the road around it was still pure mud! The contrast proved that paved roads were superior, and soon drivers were driven to support government-backed funding of the Lincoln Highway. After all, the Lincoln Highway Association had done all it could to raise private money, and if the American public wanted roads to drive on, the government needed to get involved. With newfound public support, the national government passed the Federal Aid Road Act of 1916 which gave 75 million dollars to assist states and counties in funding roads.
<b>Driver (Marissa Sirois)</b>	That momentum waned during World War I, didn't it? Even though the Lincoln Highway was used to transport military goods during the war. But the journey of the Motor Transport Corps convoy in 1919 recaptured America's enthusiasm.
<b>Tourist (Michaela Sirois)</b> <i>(shows picture of convoy)</i>	Just think of our boys in that convoy travelling across the country by this very same highway, battling mud traps, dust and weak bridges. If there ever was a need to use roads for defense the current ones just wouldn't hold up! We were all forced to see the necessity of building and improving roads nationwide. And of course, seeing that tax money needs to go towards roads went along with that.
<b>Driver (Marissa Sirois)</b> <i>("bump" for comedic effect, Tourist adjusts her hat and both regain their seats)</i>	And now roads across the country are improved?
<b>Tourist (Michaela Sirois)</b>	Of course, most roads still leave something to be desired. Improving roads takes time! Parts of this highway aren't yet paved, so we've gotten stuck more than a few times, but it might have been worse!
<b>Driver (Marissa Sirois)</b>	There might have been no way to get across the country by automobile!
<b>Tourist (Michaela Sirois)</b>  <i>(pause, Mechanic walks in stage left and puts out sign)</i>	Right! And I'm sure with the new efforts by local and state governments, these roads will be improved in no time! Even Washington recommitted to funding roads, with the Federal Highway Act of 1921.

<p><i>(Driver and Tourist get out of car, Tourist hands Driver guidebook)</i></p> <p><i>(Tourist exits stage left)</i></p> <p><i>(Driver flips through guidebook)</i></p>	<p>Oh, here we are! Thank you for the ride! Why don't you take my guidebook... it has everything you need to know about the Lincoln Highway.</p> <p>Enjoy your road trip!</p>
<p><b>Mechanic (Alec Sirois)</b></p> <p><i>(enters stage right)</i></p>	<p>Nice car you've got there! We got lots more people round these parts since the Lincoln Highway was built.</p>
<p><b>Driver (Marissa Sirois)</b></p>	<p>I bet business is booming because of the Lincoln Highway!</p>
<p><b>Mechanic (Alec Sirois)</b></p> <p><i>(holds up picture of hotel and garage)</i></p>	<p>Absolutely. It's a boost to any rural economy. Previously isolated farmers and ranchers are now more connected to the American market. And the tourists that come to these parts have brought about many new businesses. Hotels, Motor Courts, restaurants, and garages like this one are springing about all along the highway.</p>
<p><b>Driver (Marissa Sirois)</b></p>	<p>So the Lincoln Highway has benefited rural communities and connected the country.</p>
<p><b>Mechanic (Alec Sirois)</b></p> <p><i>(pause)</i></p> <p><i>(exits stage right, rotating Lincoln Highway signpost as he goes)</i></p>	<p>Sure, but not everyone enjoys this newfound prosperity. The direct route of the Lincoln Highway bypasses many towns. Some even built up in preparation for the Lincoln Highway, only to see the route go around them in order to shorten the trip from coast to coast. In fact, many of my customers have gotten lost following unofficial signs diverting them into these struggling communities. But my business sure doesn't see anything wrong with the Lincoln Highway.</p> <p>I'd better go see to that gal's Packard.</p>

## SCENE 5 - SCENARIO

Purpose of the Scene	Key Elements	
<b>To demonstrate the effectiveness of the Lincoln Highway's barrier breaking, and to explain the long term impacts of the Lincoln Highway</b>	<b>Setting</b>	Along the Lincoln Highway in America
	<b>Timeframe</b>	Late 1950s
	<b>Characters</b>	Driver, Waitress
Summary of the Scene		
Driver continues along her route, this time getting transported to the 1950s. She pulls up to a drive-in, where a friendly waitress notices her guidebook and explains her "modern" view of the Lincoln Highway and its lasting legacy.		

## DIALOGUE - SCENE 5

Character & Action	Dialogue
<p><b>Driver (Marissa Sirois)</b> <i>(gets back in car, starts driving)</i></p> <p><i>"Charleston" plays, then static, then "Rockin Robin"</i></p> <p><i>(Waitress enters stage left and flips sign)</i></p> <p><i>(driver stops driving and starts reading guidebook)</i></p>	<p>So the Lincoln Highway increased automobile use and improved the economy in the short run. I wonder what it achieved in the long run?</p>
<p><b>Waitress (Michaela Sirois)</b> <i>(glances up from her waitress pad and gestures to guidebook with her pencil)</i></p>	<p>The Lincoln Highway, huh? Gee, that must be some old guide you've got there! I don't think it's officially been the Lincoln Highway since the federal government began numbering roadways in 1925!</p>
<p><b>Driver (Marissa Sirois)</b> <i>(puts down guidebook and exits car)</i></p>	<p>But you still know about the Lincoln Highway?</p>
<p><b>Waitress (Michaela Sirois)</b> <i>(crosses in front of car to stage right)</i></p>	<p>Well, as the federal government gained control of the ever increasing number of highways across the US, they numbered roads to simplify travel. The Lincoln Highway was split into sections of U.S. 1, U.S. 30, U.S. 40, and U.S. 50. And ain't that a bite! Those don't quite have the same ring as "the Lincoln Highway". Unfortunately, the legacy of the Lincoln Highway has been outshone by roads like Route 66 and its fancy song.</p>
<p><b>Driver (Marissa Sirois)</b></p>	<p>So the novelty of the Lincoln Highway faded--</p>
<p><b>Waitress (Michaela Sirois)</b></p>	<p>But it's legacy lives on! The Lincoln Highway broke barriers to set the precedent for all modern roads. By creating a newfound enthusiasm towards highway infrastructure, the Lincoln Highway catalyzed a new industry that</p>

	employs millions. Why, when I was a young woman in the midst of the Great Depression, my brothers found work through New Deal programs such as the Public Works Administration and the Works Progress Administration. Those programs built hundreds of thousand of miles of roads and provided jobs for many struggling Americans.
<b>Driver (Marissa Sirois)</b>	So you're saying that the Lincoln Highway is to thank for much of the nation's roads.
<b>Waitress (Michaela Sirois)</b>  <i>(shows map of Interstate Highway System, points to it with her pencil)</i>	Of course! In fact, president Eisenhower's experience travelling the Lincoln Highway in that 1919 military convoy led him to believe that roads were necessary for the economy and defense. And that belief inspired the Federal-Aid Highway Act of 1956, which created our nifty new interstate highway system. Nearly all consumer goods are transported on an interstate at one point or another, and businesses like mine continue to flourish because of roads!
<b>Driver (Marissa Sirois)</b>	There are negative impacts. Highways have led to increased noise and air pollution, and enabled urban sprawl. Ecosystems also suffer due to habitat fragmentation and pollution from roads.
<b>Waitress (Michaela Sirois)</b>  <i>(exits stage left, taking sign with her)</i>	I suppose. But for America, the benefits of highways outweigh those negatives!  Oh, I see someone else pulling in... I'll be right back to take your order!

## SCENE 6 - SCENARIO

Purpose of the Scene	Key Elements	
<b>To describe the lasting impact of the Lincoln Highway in our society today, and to provide a satisfying conclusion to the performance.</b>	<b>Setting</b>	Along the Lincoln Highway in America
	<b>Timeframe</b>	Present day
	<b>Characters</b>	Driver
Summary of the Scene		
Back in the present day, Driver recaps what she’s learned and muses over the legacy of the highway today before cranking up her music and finally beginning her road trip along the historic Lincoln Highway.		

## DIALOGUE - SCENE 6

Character & Action	Dialogue
<p><b>Driver (Marissa Sirois)</b> <i>(steps forward)</i></p> <p><i>(gesture to automobile)</i> <i>(gets back into car)</i></p> <p><i>(Driver flips down sunglasses, starts playing “Life Is A Highway”, and dances along)</i></p>	<p>The Lincoln Highway broke barriers, connecting America as the first transcontinental highway. By making Americans aware of the benefits of good roads, it directly led to the improvement and expansion of all of America’s roads and highways. Infrastructure and road funding are still critical policy issues today. There are over 164 thousand miles of highways in the US, and 181 billion dollars were spent on highways in 2017 alone. 14.2 million Americans are employed in infrastructure, 11% of the workforce, yet only 2% of federal discretionary spending is used for transportation and infrastructure. 27% of major roads are deemed substandard today-- it may be time to revive the enthusiasm towards funding road improvement first created by the Lincoln Highway.</p> <p>The Lincoln Highway opened the floodgates for a new era of transportation, the era of the automobile, and today, cars account for over 90% of personal travel. You can go anywhere, anytime in an automobile.</p> <p>I guess we all have the Lincoln Highway to thank for creating the great American road trip!</p>
<b>All (Alec, Marissa and Michaela Sirois)</b>	Thank you.