



www.WindyCityRoadWarrior.com – Phone: 312-432-1284 - Cell: 312-399-3967 - dave@windycityroadwarrior.com

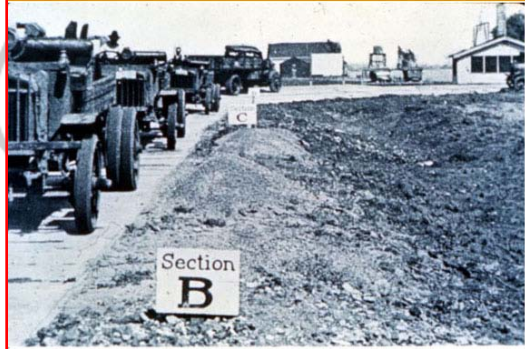
Windy City Road Warrior Presentations-- Bringing the Highways of History to YOU!

New for the Fall of 2017!

Ghost Roads of Illinois



Throughout Illinois, legends abound of haunted happenings and eerie occurrences along the thoroughfares of the state. In the first part of ***Ghost Roads of Illinois*** we discuss some of the stories of unexplained phenomena residents have encountered while traveling along the highways and bi-ways. In Collinsville, locals speak in hushed tones of the seven railroad crossings of Lebanon Road. An abandoned house near one of the crossings is said to be occupied by the spirits of Satanists who guard the area at night. If a vehicle crosses the railroad tracks on all seven places along Lebanon, and encounters the last at the stroke of midnight, it is said that the gates of Hell open and transport the car and its occupants to the underworld, never to be seen again.



While some may suspend disbelief for these stories and others remain skeptical, there is no doubting the reality of the dead end roads and abandoned alignments we discuss in the second part of the program. Some roads in the state were built for only short-term use, and other remain as testament to places that were left behind as time and people moved on. In Bates, Illinois there is no motel by that name, but there is a section of old Highway 54 that served as an experimental road for the state highway department in the early 1920s. In a 2-mile stretch, 63 different materials and thicknesses were tested as pavement types for automobile highways. "Liberty trucks," surplus vehicles

obtained from the federal government following the Great War, drove repeatedly over these test pavements to see how the different types held up to use and abuse in all types of weather over a two-year period. This test set standards that were then used for the state's early highways and served as a scientific model copied throughout the nation. It made Illinois a leader in highway design in the early auto era.

In *Ghost Roads of Illinois* we revisit the Bates Road, Lebanon Road, and more as we tour through the forgotten and haunted thoroughfares of the state.



Windy City Road Warrior Presentations-- Bringing the Highways of History to YOU!

If you are looking for interesting presentations for your museum, library, social group, or any other type of organization, please consider tapping into the informational and visual resources available from Windy City Road Warrior.com! We currently offer a portfolio of PowerPoint Presentations:

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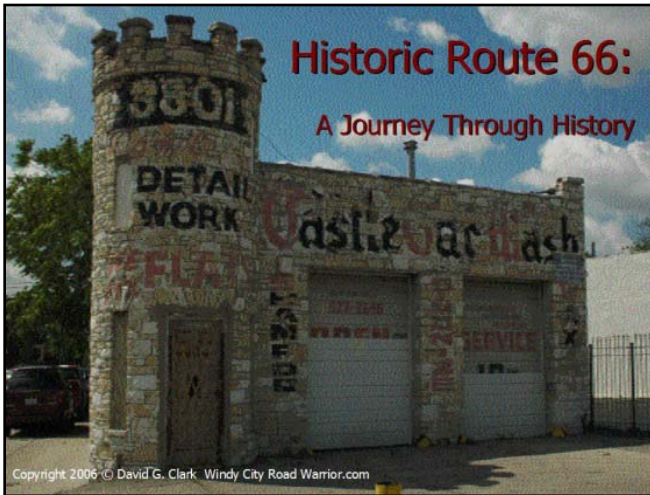
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Route 66: A Journey Through History



The **Historic Route 66** presentation, our most popular program, begins with a video montage of contemporary Route 66 scenes. We explore why Route 66 “winds from Chicago to L.A.,” and how it became a cultural icon.

Next, a video slide show of images showing damage done to Route 66 cities and towns by the passing of time and the migration of through traffic onto the Interstates. The photos show desolation caused by the bypass of previously thriving corridors of travel. However, these images do not spell the “End of Route 66.”

The final section is a “virtual tour” of Route 66 today showing the vibrant life still lived along the Mother Road, Route 66.

Route 66 on a Tank of Gas: The Mother Road in Illinois



Route 66 on a Tank of Gas shows the many Mother Road attractions along Illinois' 300 miles of the highway. An Illinois Route 66 adventure remains an economical trip—see it all on one tank of gas!

We explore the importance of the travel corridor from Chicago to St. Louis dating back centuries. Starting in the 1920s Illinois became a leader in building “hard roads,” pulling the Land of Lincoln “out of the mud” on modern ribbons of concrete.

Finally, we take a virtual tour, stopping at restaurants, museums, and historic sites-- getting our kicks on Illinois Route 66!

Al Capone and the Route 66 Connection



Al Capone came to Chicago in 1921 at age 22, summoned to be Johnny Torrio's chief lieutenant. Together they reaped millions from prostitution, gambling, and bootlegging. Capone would take over in 1924, overseeing a bloody era of wars with rival gangs

Many businesses on or near Route 66 had ties to Capone, including breweries, race tracks, roadhouses, brothels, and speakeasies. It was on US 66 where Capone bought his Cadillacs and had them armor-plated. And when Elliott Ness drove the convicted Capone from Cook County Jail to the train bound for the Federal prison, they used 66 for that final journey. These and many more stories are covered in **Al Capone and the Route 66 Connection**.

Motoring West the Wright Way: Frank Lloyd Wright & Route 66



Starting in 1934, Frank Lloyd Wright and an entourage of architecture students headed south from Wisconsin through Illinois, then west using portions of Route 66, on a journey that would become an annual event. The destination was Taliesin West, Wright's home and architectural school in Scottsdale, AZ. These trips were led by Wright driving one of his various automobiles, most of which were painted Cherokee Red.

Wright's active professional career would span 71 years, and his journeys on the highways of the country including Route 66 would become a metaphor for the growth of a nation and the growth of an architectural legend. This program looks at Wright's annual pilgrimage, his prized automobiles with which he led each journey, and the Wright structures along the route that travelers can visit today as they "travel west on the highway that's the best!"

Diners, Snake Pits, and Long-Haul Truckers: The Commerce of Route 66



For the modern-day Route 66 enthusiast, the commerce most associated with the highway is tourism. However, when the US Highway system debuted in 1926, the planners had more in mind than encouraging pleasure travel. Route 66 followed a path blazed by railroads on its run from Chicago to LA. As muddy trails gave way to the numbered hard roads, capitalism along the route flourished in a uniquely democratic way. What followed were unique ma-and-pa attractions, the emergence of long-distance trucking, and new populations spreading to suburbs and rural towns. This program looks at how Route 66

transformed the spread of wealth and opportunity from the big cities to the countryside in ways that the railroads could not.

The Ghosts of Route 66



This program explores the Ghost Stories and the Ghost Towns found along Route 66.

We cover ghostly legends and supernatural phenomena in each of the eight Route 66 states. Included are the ghost of Joliet's Rialto Square Theater, the mysterious Spook Light of Kansas, and the spirit of the former owner that haunts the Museum Club in Flagstaff, AZ.

Where 66 once brought countless travelers right down the main street of towns such as Funks Grove, Amboy, and Glenrio, the building of the Interstates left these places to decay as Ghost

Towns. Through Ghost Stories and Ghost Towns, the **Ghosts of Route 66** live on.

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Chicago Turns 180: From Frontier Outpost to World-Class City



The year 2017 is Chicago's 180th birthday as a city. Notable in all those years is how many times Chicago has had to literally take 180-degree turns and change its direction. In 1837, the city of 4000 people was created to be the transfer point for water transport between the Great Lakes and the new Illinois & Michigan Canal then under construction. By 1850, Chicago was emerging as the railroad hub of the North American Continent. The city burned down in 1871 and rose from its ashes to become the greatest city of the 19th Century. It then polished its image in the eyes of the world with the wonders of two world's fairs. It was both the center of industry and of the rise of labor

unions, the headquarters for the Temperance Movement and the battleground of Prohibition. This program looks at all of the changes the city has gone through, and the challenges that it faces now and in the future

The Prohibition Era in Chicago



It is well known that the Prohibition Era in Chicago saw the rise and fall of Al Capone. At the same time, the city was home to progressives Clarence Darrow and Jane Addams; crooked politicians "Big Bill" Thompson and "Hinky-Dink" Kenna; and reform Mayor William Dever and the muckraking Chicago Crime Commission.

Chicago has always been the nation's hub for transportation, and the railroads brought African Americans to the city during the prohibition era in the great migration. Among them were "King" Oliver and Louis Armstrong. Amid flappers and temperance leaders, tea rooms and speakeasies, life in Chicago

was a microcosm of the United States—a crossroads where everything new came to terms with deep-rooted traditions. We take a look at all this and more in ***The Prohibition Era in Chicago***.

Terminal City: Chicago's Passenger Stations in the Golden Era of Rail



From after the Civil War until the rise of commercial jet travel in the early 1960s, anyone wishing to travel long distances across the North American continent likely did so via passenger rail. It is also likely that these folks passed through Chicago's passenger rail stations on their journeys.

Chicago was the gateway between east and west and home to six large stations serving the needs of a majority of the long-haul rail companies. This program will give us a glimpse of the experiences of the passengers who passed through those terminals—each

of which had its own unique look and "personality." We will see that Chicago was indeed the Gateway City for anyone traveling across the country in the era of travel by rail.

Traveling to the Chicago Fairs: 1893 & 1933



The Chicago World's Fairs of 1893 and 1933-34 attracted an astounding number of visitors to the city. In each case the attendance numbers were equal to over 40% of the country's population. This program answers two questions: what did they come to see, and how did they get here?

If the fairs were held today, most visitors would arrive by air. In both 1893 and 1933, the journey to Chicago was far more problematic. Most arrived by train, some came by lake steamers, and international visitors took Ocean Liners to the US. In 1933, adventurous motorists could travel on the still-primitive US Highways. The reward for a difficult journey were expositions that showed the promise of a better future.

Christmas in Chicago



In "Christmas in Chicago" we re-live the traditions of the holiday and how they have evolved over the years to our current experience. In the early 20th century the annual Chicago Christmas parade held on Thanksgiving began. The many department stores on State Street competed to outdo each other with their elaborate displays in their windows. There would be caroling under the Marshall Field clock and the enjoyment of a special Christmas meal under the Walnut Room Christmas tree.

Competing with Field's were Sears, Wards, Wieboldt, Rothschild, and the Fair--among the many huge department stores along the Street. We also learn the story of how Rudolph the Red-Nosed Reindeer started as a promotional coloring book given away to get people to visit the State Street Ward's store. These days we have Chriskindlmarket and ice skating at Millennium Park--and Caroling to the Animals at Lincoln Park

Zoo. This and more will be included in the program "Christmas in Chicago."

Chicago by Design: Architectural Vistas for a Visitor's Eyes



This program highlights the builders who created the architectural vistas seen by millions of visitors to Chicago throughout the city's history. We concentrate on the structures seen along Jackson Boulevard from its time as a central thoroughfare for railroad era travelers through its designation as Route 66.

Chicago by Design: Architectural Vistas for a Visitor's Eyes explores the architecture of this important travel corridor. Included are views and discussions of W. W. Boyington's Grand Pacific and Stratford Hotels, William Le Baron Jenney's Fair Store, the Rookery and Monadnock buildings of Burnham and Root, and the Marquette Building of Holabird and Roche. The information and images in this program are based upon an award-winning series of articles that has appeared in the quarterly publication of the National Historic Route 66 Federation since 2007.

No Little Plans: The Roads of Daniel Burnham's Plan of Chicago



The 1909 **Plan of Chicago** influenced the development of Chicagoland as we know it today: Chicago's lakefront parks, double-decked Wacker Drive, and the Michigan Avenue Bridge were among the features of the **Plan**.

In our presentation **No Little Plans**, we look at the **Plan's** concepts for road building that included a system of highways throughout the region. They wrote, "While good highways are of great value to the terminal cities, they are of even greater value to the outlying towns, and of greatest value to the farming communities..."

The presentation looks at the highways proposed by the **Plan**, and how they differed from our current expressways. The **Plan** proposed a system that would add to the surface transportation already in place. We see how different Chicagoland might be if we had not dismantled our streetcar and rail system in favor of near-complete dependence on cars and trucks.

The Illinois Rogue's Gallery: Our Infamous Politicians

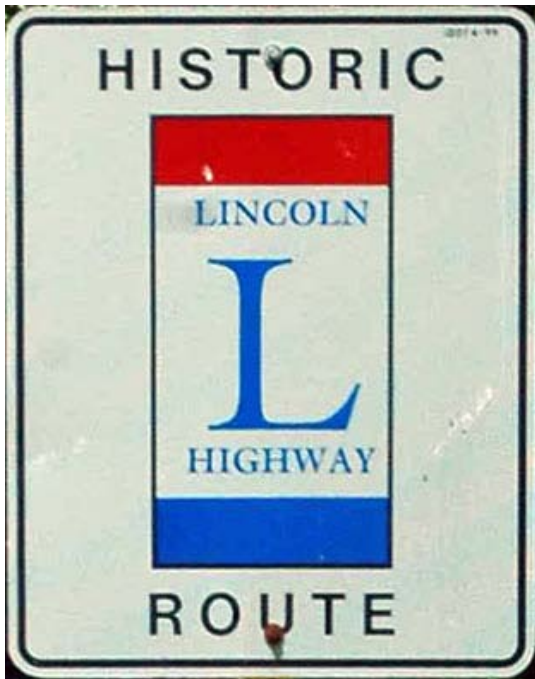


The stories of now-jailed former Governors George Ryan and Rod Blagojevich are familiar, but public corruption in Illinois is nothing new. Chicago is considered the most corrupt city in the United State and Illinois ranks third among states.

Since 1976, Federal prosecutors secured over 1,800 convictions of public officials statewide. Others evaded punishment through devious means. Four governors have been found guilty of corruption and one other was acquitted under suspicious circumstances.

Chicago Aldermen Hinky-Dink Kenna and Bathhouse John Coughlin treated every City Council vote as an opportunity for graft. Alderman Paddy Bauler famously stated "Chicago ain't ready for reform." Dixon, Illinois learned corruption was not limited to Chicago as their city comptroller Rita Crundwell pled guilty to embezzling over \$30 million. This program looks at these stories and more and explores whether Chicago and Illinois will ever be "ready for reform."

The Lincoln Highway in Illinois, Indiana, and Iowa



In 1915, the Lincoln Highway became the first named auto trail to be marked from coast-to-coast. It was the start of the automobile era as Americans began their love affair with the horseless carriage. As early motorists roamed the country, they found mainly dirt roads in terrible condition.

This program begins with an overview of the history of the Lincoln Highway, part of a grass-roots effort called the Good Roads Movement that sought to champion improvements. The ultimate goal was to enact a system of government involvement in building hard surfaces on the public highways of the country. The success of this movement led to the creation of the U.S. and state highway systems.

The Lincoln Highway story includes such luminaries as Dwight Eisenhower and Emily Post, who wrote a series of articles during her trip across the country through 13 states. Today's Lincoln Highway traveler is taken back in time. In Indiana from Fort Wayne to Dyer; in Illinois from Chicago Heights to Fulton through Dixon and DeKalb; and in Iowa from Clinton to Council Bluffs, we end the program with a virtual tour full of nostalgia and history.

The Illinois & Michigan Canal—Past and Present



Long before highways and railroads turned Chicago into the transportation hub of the U.S., the Illinois & Michigan Canal literally put the city on the map. In 1673, the French-Canadian explorers Louis Joliet and Jacques Marquette were the first non-Native Americans to travel from the Illinois River to Lake Michigan via the Des Plaines and Chicago Rivers. They noted in their journals that a canal could be built to connect these waterways, creating a navigable channel of travel stretching from the Great Lakes to the vast Mississippi River system.

The promise of a canal's potential for spreading commerce from the settled east to the western frontier led to the founding of Chicago as the commercial transfer point between Lake Michigan vessels and canal barges.

In this PowerPoint presentation, we will explore the story of the building of the Illinois & Michigan Canal and its eventual replacement by railroads. We will take a "virtual tour" of its surviving structures from Bridgeport in Chicago to Peru, Illinois 96 miles to the southwest.

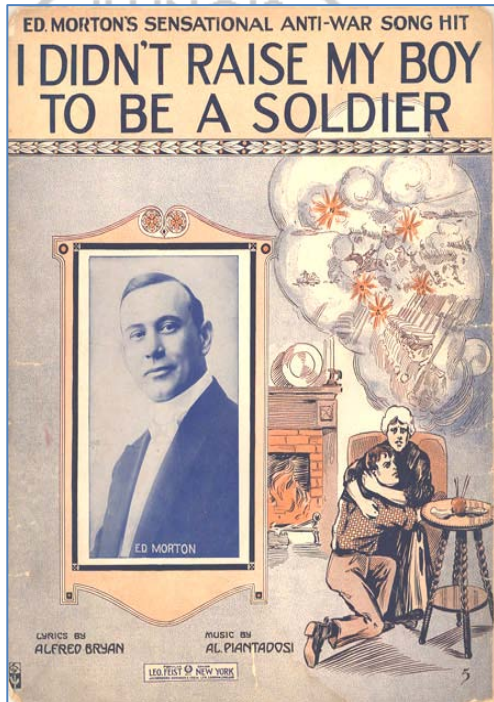
The Roads that Lead to Lincoln: Honest Abe on the Historic Highways of Illinois



In this presentation, we begin with a whimsical look at the impact that Lincoln has made on our culture, from businesses such as Lincoln Towing and Lincoln Insurance, to cars such as the Lincoln Continental. Next, we trace the major events of his life from his arrival in Illinois in 1830 until he left for Washington as President-elect in 1861. We look at the ways he championed the growth of Illinois through his work as a state legislator and as an attorney. We then see through somber images as his funeral train brings him home for his final rest.

In the final section of the presentation, we take a virtual tour along Route 66, the Great River Road, and the Lincoln Highway in search of sites related to the life of Abraham Lincoln. The tour includes images of the places visited by Lincoln, as well as monuments and museums dedicated to his legacy. The emphasis is on the places that travelers can visit to better understand Lincoln while enjoying the historic highways of Illinois.

World War I: Homefront and Consequences

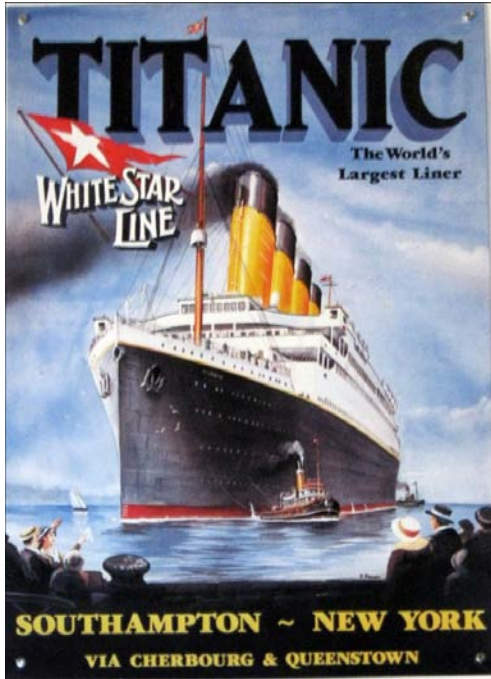


In 1916, President Woodrow Wilson successfully won election to a second term. His campaign slogan “He Kept Us Out of War,” was in keeping with the majority sentiment of the country. However, less than a month after his second inauguration Wilson requested a declaration of war on Germany. This program begins with an overview of the reasons for the country’s changing attitudes and the consequences of the decision to join in the conflict.

The entry into war led to many changes on the homefront. The government took over the railroads to mobilize troops and supplies to the east coast. Civilians endured rationing of such products as wheat that were needed to feed the troops. The same rationale led to passage of Wartime Prohibition of the manufacture of intoxicating beverages.

Finally, we look at conditions as the veterans returned. Many soldiers endured the long-term effects of exposure to mustard gas, while the able-bodied were able to enjoy the benefits of an era of economic uplift and positive outlook. The country had been victorious in battle in the “War to end all wars.”

Centennial 1911-1920: Past Events that Shaped the Present



The decade of 1911-1920 saw the first production of Chevrolet vehicles. A man named Chrysler is hired by General Motors to take over the Buick Division, and Ford sells 3 times as many cars as any other brand. Consumers are able to enjoy the country's first self-serve grocery stores and the first standalone automobile gas station. The first offshore oil wells begin production off the coast of Southern California. Labor strife is everywhere with strikes, violence, and debates about worker's rights.

The *Titanic*, then the world's largest Ocean Liner, sank on its maiden voyage. The horrific event and its aftermath led to the 1915 Seaman's Act requiring additional lifeboats on board passenger vessels and possibly caused unforeseen consequences in other mishaps including Chicago's *Eastland* disaster.

We see that times and technology change, but people and their decisions resonate over time. This program brings us back to that time so long ago that sheds light on our current culture, in both our progress and our continued challenges.

Good Food Fast: The 20th Century Dining Revolution



Good Food Fast: The 20th Century Dining Revolution tells the story through words, photos, and music, of how our favorite dining establishments evolved from Fred Harvey railroad dining cars and urban lunch counters. We look at the serious concerns in the early 1900s with food safety that led to establishments marketing their open kitchens, use of popular and trusted brand-name ingredients, and scrupulous attention to cleanliness. We see how these trends began in urban centers, such as Philadelphia, New York, and Chicago, and how they spread across the country first along the rail lines, and later along the highways. From carhops to cookie-cutter franchises, from familiar foods to unique eats, this program will satisfy a thirst for knowledge—although it may leave you hungry for more!

Bringing Family History to Life: The Stories We Could Tell



Every family has its stories. Beyond basic genealogical facts, the events in the lives of our ancestors can amuse or entertain, showcase traditions or cultural values, or provide insights into the shared society and culture. Writing the unique stories of a person's family can preserve the facts and provide a record for future generations.

Through images and music, ***Bringing Family History to Life: The Stories We Could Tell*** is designed to help motivate those who have an interest in their genealogy to take the next step and create a written record of their unique family stories. We discuss how a collection of family images, documents, and heirlooms remain incomplete without the contextual information that can only be provided with a written explanation.

To overcome the fears of writing, we show how getting started with brief biographical sketches can be easy. We cover simple methods for organizing short pieces that can stand alone or later be combined into a larger project. We end with the message that anyone CAN write the stories of their families—and if they do not, who will?

Standard Presentation Details

Our PowerPoint presentations last 45-60 minutes and involve as much audience interaction as practical. We encourage and prefer time to be set aside at the end of the presentation for Q & A and discussion. We provide the PowerPoint files and can use our own laptop computer. We can supply other audio/video equipment (LCD projector, screen, audio, microphone) if unavailable at the venue.

All of our current presentation offerings include archival postcard views and photographs as well as current views. Musical segments are included with video slideshow accompaniment. We strive to entertain as well as enlighten, and to give the patrons an in-depth experience with information they can use for their own explorations.

Customized Presentations

With sufficient lead-time, we can customize our presentation to the specifications of the customer. Our resources include information that can be used to create programs for any specific segment of highway and transportation history relating to Chicago, or to Illinois, or to the corridors of transportation and commerce for which the city and state serve as hubs. We stand ready to meet any challenge within the scope of our archival resources.

Please use the contact information below for details as to pricing and date availability.