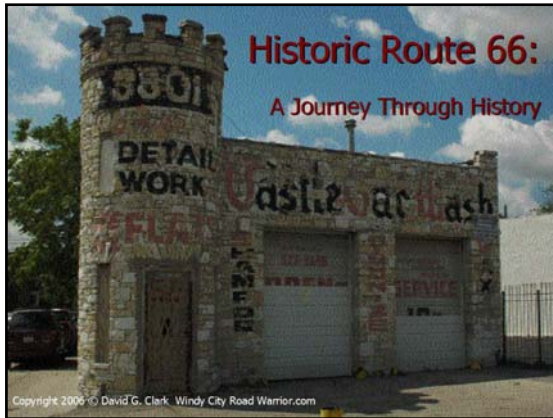


Historic Route 66: A Journey Through History



The **Historic Route 66** presentation begins with a video montage of contemporary Route 66 scenes. Next, a short discussion of the history of road building in the United States notes that many of our current highways (including Route 66) follow trails first blazed by Native American footpaths, 19th century canals, and railroad trunk lines. We explore why Route 66 “winds from Chicago to L.A.,” and we look at the historic biography of the local thoroughfares that carried the highway’s traffic in the Chicago area.

Next, a video slide show of images depicts the damage done to Route 66 cities and towns by the passing of time and the migration of through traffic onto the Interstates. From the west side of Chicago, through neglected areas of otherwise thriving communities and through ghost towns like Glen Rio and Goffs, 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.”

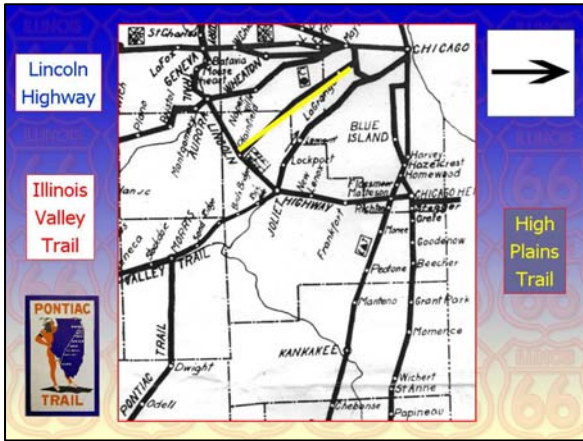


The final section of the standard presentation is a “virtual tour” of Route 66 today. Through Illinois, Missouri, Kansas, Oklahoma, Texas, New Mexico, Arizona, and California, the images show the vibrant life still lived along the highway corridor, despite the fact of Route 66’s “official” de-commissioning in the 1980s. Amidst the decay caused by the interstates, thrifty and industrious business owners and highway enthusiasts continue to breath life and longevity into America’s Main Street, the Mother Road, Route 66.

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

Many travelers believe that Route 66 in Illinois has more attractions per mile than any other state. With our high price of gasoline, people are deciding to remain closer to home on their vacations. **Route 66 on a Tank of Gas** shows in more depth than in our *Historic Route 66* presentation the many Mother Road attractions within the Land of Lincoln, within 300 miles of Chicago. We also suggest a “triangle route,” taking Route 66 to St. Louis, then returning on the Great River Road and the Lincoln Highway.



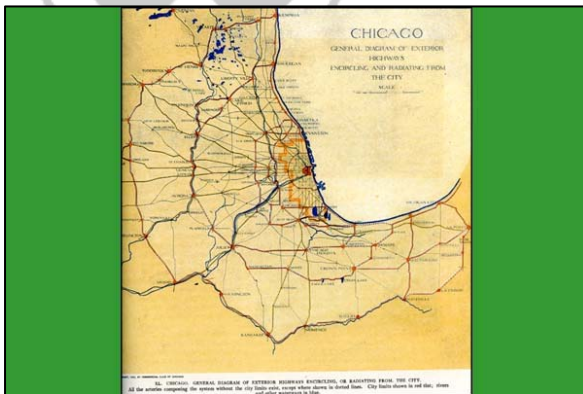


The program begins with an overview of road building in Illinois, from our dependence upon the railroad to our early efforts to create “good roads” with county-wide programs and privately-marked Auto Trails. In 1918, the State legislature passes “An Act to Build Hard Surfaces upon the Public Highways in the State,” which gives the Illinois Division of Highways jurisdiction to improve and maintain a network of primary trunk roads. Financed by \$160 million in road bonds backed by automobile license fees, the state builds roads at a record-breaking pace, pulling Illinois “out of the mud” on modern ribbons of concrete.

In the second half of the presentation, we take a virtual tour of Route 66 in Illinois from Chicago to the Mississippi River near St. Louis. Along the way, we stop at the restaurants, museums, and historic sites that give Illinois Route 66 its special personality and character. We stop at such iconic Route 66 treasures the Del Rhea Chicken Basket, Funk’s Grove Maple Sirup, the Cozy Dog Drive-In, and Henry’s Rabbit Ranch. For our trip back to the Chicagoland area, we take a brief look at the wonders to be seen along the Great River Road from Alton to Fulton, and the Lincoln Highway from Fulton to Chicago Heights.



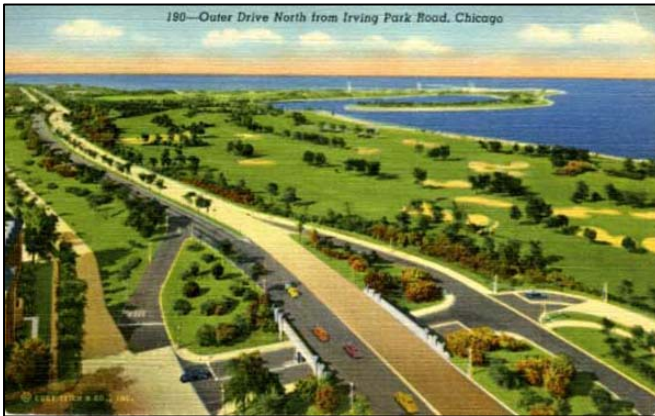
No Little Plans: The Roads of Daniel Burnham’s Plan of Chicago



The year 2009 is the 100th anniversary of the publication of the **Plan of Chicago** by Daniel Burnham and Edward Bennett. At the time, Daniel Burnham was the world’s most famous architect, and his firm’s designs were both prolific and trend-setting. The **Plan of Chicago** was instrumental in influencing the development of Chicagoland as we know it today: Chicago’s vast lakefront parks, double-decked Wacker Drive and the Michigan Avenue Bridge, and the Forest Preserves of Cook and neighboring counties were all concepts contained in and championed by the **Plan**.

In our presentation **No Little Plans**, we look at Burnham and Bennett’s concepts for road building that included grand boulevards as well as a system of radiating and encircling highways throughout Chicago and the suburbs. 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 through which they pass.” The roads would assist farmers in bringing their goods to market, and would be useful for family excursions and holidays.





The presentation looks at the four encircling and many radiating highways proposed by the **Plan**, and how that plan differed markedly from our current dependence on tollways and expressways. Burnham and Bennett proposed a system that would add a new dimension to our existing system of surface transportation and would become an integrated piece along with rail and surface transport already in place. We look at how different Chicagoland might be if we had not dismantled our streetcar and much of our passenger rail system in favor of near-complete dependence on cars and trucks.

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 four of our current presentation offerings, ***The Roads that Lead to Lincoln***, ***Historic Route 66***, ***Route 66 on a Tank of Gas***, and ***No Little Plans*** 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.