

CAUTION: This book may contain inaccurate information.

In 2008, former IVW prez Kathy John organized a project to document favorite local riding routes of IVW members. The goal was to create a reference manual that could be used by locals and visitors to find safe and fun places to ride. Our project eventually evolved into a book of 50 local routes, and 50 recipes provided by those IVW members who did not know enough about local riding to provide a route. Routes provide information such as a safe starting location, items of interest along the way, an overall-view map, cue sheet, and notes section. As an added bonus, each book comes with a CD-Rom containing each route in PDF form, and a downloadable GARMIN route if you have the appropriate/compatible GPS unit.

The Routes and Recipes books were available in local bike shops for years, at a cost that varied with shop, generally 15-20 dollars. We also sold them directly to people that requested copies.

In 2016, with all known copies sold, the IVW board decided to allow downloading of the PDF to anyone that desired a copy. The introductory letter, instructions on how to purchase printed copies, membership application, and the sponsor pages have been removed as they are very out of date and would create confusion at the shops that formerly sold printed copies. This page was added as a preface.

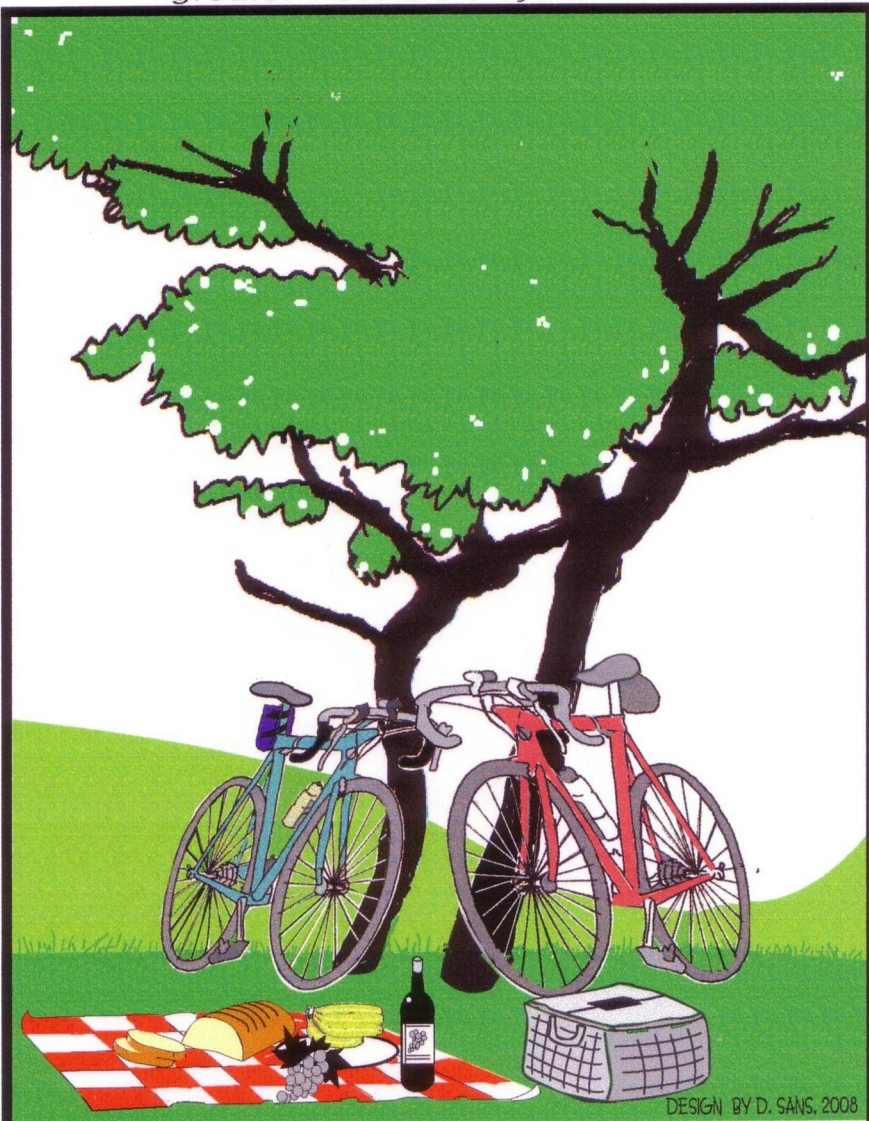
Use with care as links, routes, and other information will no doubt be impacted by the passage of time. Since we are giving away this PDF, we don't plan another printing.

We hope you enjoy this book!

Jim DeVore
Webmaster, Illinois Valley Wheelm'n
<http://ivwheelmn.org/wordpress/>
May 30, 2016

ILLINOIS VALLEY
WHEELM'N

greater Peoria's bicycle club



DESIGN BY D. SANS, 2008

Routes & Recipes

Acknowledgements

Online Maps & Book Maps

Map My Ride

www.mapmyride.com

Garmin

www.garmin.com

Navteq

www.navteq.com

Items of Interest Information

Wikipedia

www.wikipedia.org

LR Nelson Sprinklers

www.lrnelson.com

Morton, IL Chamber of Commerce

www.pumpkincapital.com

Tanners Orchard

www.tannersorchard.com

Illinois Valley Wheelm'n

www.ivwheelmn.org

City of Washington, IL

www.washington-illinois.org

Ride of Silence

www.rideofsilence.org

Russell's Cycling & Fitness Center

www.russellsfitness.com

Village of Princeville, IL

www.princeville.org

City of Chillicothe, IL

www.ci.chillicothe.il.us

Historic Illinois

www.historicillinois.com

Pearce Community Center

www.pearcecc.com

Lakeview Museum

www.lakeview-museum.org

Homeway Homes

www.homewayhomes.com

Springdale Cemetery

www.springdalecemetery.com

Good's Furniture

www.goodsfurniture.com

Contemporary Art Center

www.peoriacac.org

Roadside America

www.roadsideamerica.com

Illinois Department of Natural

Resources

www.dnr.state.il.us

Cracker Barrel

www.crackerbarrel.com

State of Illinois

www.illinois.com

Illinois Periodicals Online

www.lib.niu.edu

Tastee Freeze

www.tasteefreeze.com

Liz Marie's Recipes

www.lizmaries.com

Ronald Reagan Trail

www.ronaldreagantrail.net

Mackinaw, Illinois
www.mackinawillinois.org

Hub Ballroom
www.hubballroom.com

City of Lacon, IL
www.laconchamber.com

Stark County Historical Society
www.starkco.illinois.gov

**Marshall County Historical
Society**
www.il-mchs.org

**Illinois Valley Wheelm'n
No Baloney Ride**
www.ivwnobaloney.com

Peoria Bicycle Club
www.peoriabicycleclub.com

Hopedale Medical Complex
www.hopedalemedicalcomplex.com

OSF St. Francis Medical Center
www.osfhealthcare.org

Pekin, IL Park District
www.pekin.net/pekinparkdistrict

Jim Conover Productions
www.jimconover.com

Canton, IL
www.outfitters.com

McLean County Wheelers
www.mcleancountywheelers.com

City of Normal, IL
www.normal.org

Mackinaw Valley Vineyard
www.mackinawvalleyvineyard.com

Cinema Treasures
www.cinematreasures.org

Route Information / Disclaimers

1. Routes in this book were provided by members of the Illinois Valley Wheelm'n and members of the Peoria bicycling community. All possible efforts were made to evaluate routes for safety, rideability, terrain, etc. Information is included with each route to summarize terrain and specific riding conditions. It is the responsibility of each rider to evaluate the route he chooses to travel and determine if his riding experience/condition allows him to complete the course safely.
2. Mileage cue sheets in this book were calculated using computer software. Every effort was made to accurately represent directions, but be prepared for possible changes due to road construction, re-routes, dogs, traffic, etc.
3. Maps provided with the book are to give cyclists an overall view of where the route will take them. The Illinois Valley Wheelm'n do not intend for a cyclist to navigate 100 percent through the use of these maps. Instead, a cyclist should be pro-active and study the route ahead of time using the www.mapmyride.com hot link and the attached cue sheet. In extreme cases, the cyclist may even choose to drive the route ahead of time to make sure she is familiar enough with it to navigate by bicycle.
4. The Illinois Valley Wheelm'n does not endorse and/or promote locations and historical sites mentioned in the "Items of Interest" section. These items were included to give riders a better feel/knowledge of the area they are planning to ride through.
5. A CD-ROM disk is included with each book and includes all route information contained within the book content. To use the CD-ROM (IBM compatible computers only), place the disk within your disk drive once the computer has booted up to the Windows (Vista and XP) operating environment. A website will appear and display menus related to the book content. Using this disk, riders are able to print out cue sheet information and take it with them on a ride. If website does not appear, please explore disk using "My Computer" and access individual page .PDF files.

Cue Sheet Information

1. Cue sheets are provided with each route to show a rider when to make turns and/or course adjustments.
2. Mileage is shown in two separate locations. "GO" mileage tells the rider how far until the next course direction change is made. "CUM Miles" mileage tells the rider how many total miles of a route they've gone at each direction change. By setting his bicycle odometer to zero at the start of each ride, a rider should be able to look at the chart and know when the next turn is to be made.
3. Directional changes are shown in the "ACT" column by abbreviation. Please reference the attached table for explanation of these abbreviations.

Cue Sheet Abbreviation Table

b/c	becomes	SS	Stop Sign
POI	Point of Interest	TRO	To Remain On
BL	Bear Left	ST	Straight Through
R	Right Turn	UM	Unmarked
BR	Bear Right	T	Intersection
RL	Right, then immediate Left	X	Cross
L	Left	TL	Traffic Light
LR	Left, then immediate right	Y	Y Intersection

Index of Rides by Mileage

<u>Ride</u>	<u>Starting Location</u>	<u>Mileage</u>	<u>Page #</u>
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Pedal Peoria History Ride	Peoria, IL	11	27
Pedal Peoria Sculpture Ride	Peoria, IL	13	31
Pedal Peoria Grandview Drive Ride	Peoria, IL	14	35
Peoria Corner Deli Ride	Peoria, IL	15	39
David's Ride	Dunlap, IL	15	43
Jubilee College History Ride	Dunlap, IL	18	47
Somewhat Hilly Washington Loop	Washington, IL	19	121
Clydesdale Route	Dunlap, IL	21	51
Washington to Santa Fe Loop	Washington, IL	21	125
Chillicothe Train View Route	Chillicothe, IL	22	55
Washington Loop	Morton, IL	23	129
Historic Metamora Courthouse Ride	Washington, IL	23	133
Heaven to Hell to Heaven Ride	Princeville, IL	24	59
Squaresville Ride	Princeville, IL	24	63
Wrecking Crew Chillicothe Ride	Chillicothe, IL	25	67
Mackinaw River Valley Ride	Goodfield, IL	25	195
IVW No Baloney Southern Route	Hanna City, IL	26	71
Morton Breakfast Ride	East Peoria, IL	26	137
Tremont Loop	Pekin, IL	27	141
Around the Spoon River Ride	Princeville, IL	28	75
Washington to Goodfield Loop	Washington, IL	28	145
Dogtown Ice Cream Ride	Brimfield, IL	29	79
Mackinaw River Valley Ride Rev.	Pekin, IL	29	149
Scenic Peoria County Route	Peoria, IL	30	83
Dunlap River Route	Dunlap, IL	30	87
Washburn Road Ride	Lacon, IL	34	199
Brimfield to Elmwood	Brimfield, IL	36	91
Dorothy & Edith's Canton Loop	Farmington, IL	36	203
Green Valley Loop	Pekin, IL	36	153
Small Town Illinois Route	Hopedale, IL	38	157
County Line Ride	Peoria, IL	40	95
Mackinaw Winery Loop	Mackinaw, IL	40	161
Bureau County Backroads Ride	Bureau Junction, IL	41	207
East Peoria to South Pekin Loop	East Peoria, IL	43	165
Sparland to Bradford Route	Sparland, IL	43	211
Tanners Orchard Route	Mossville, IL	44	99
Sparland to Wyoming Loop	Sparland, IL	45	215
Brimfield to Oak Run Ride	Brimfield, IL	47	103
Sand Ridge to Manito Ride	Pekin, IL	48	169
Peoria-Brimfield-Elmwood Loop	Peoria, IL	49	107
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County Line Ride	Peoria, IL	40	95
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Peoria to Glasford Route	Peoria, IL	54	111
Heaven to Hell to Heaven Ride	Princeville, IL	24	59
Squaresville Ride	Princeville, IL	24	63
Around the Spoon River Ride	Princeville, IL	28	75
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Mackinaw Winery Loop	Mackinaw, IL	40	161
Washington Loop	Morton, IL	23	129
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Historic Metamora Courthouse Ride	Washington, IL	23	133
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ILLINOIS VALLEY

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Greater Peoria's Bicycle Club



Routes and Recipes Editorial Staff

Book Coordinator: Kathy John

Route Editor: Michael Honnold

Route & Map Checker: Bill Clark

Route Information Checkers: Barb Drake & Liliana Wong

Cover Art : Dennis Sans

CD-ROM Beta Testers: Don Stickel & Chad Arnold

ILLINOIS VALLEY

WHEELM'N

Greater Peoria's Bicycle Club



PEORIA COUNTY



RIDES

ILLINOIS VALLEY **IVWHEELM'N**



Greater Peoria's Bicycle Club

Benefits of IVW Membership

The following list outlines some of the benefits \$12 (individual) or \$15 (family) membership provides:

- Monthly 8-page newsletter
- Scheduled daily rides during the summer (15 or more rides a week during peak summer months)
- Discounts at most local bike shops
- Safety of riding with a group
- Meet others with similar biking interests
- Helpful riding companions
- Group rides close to where you live (groups meet in Chillicothe, East Peoria, Peoria, Washington, Dunlap, Princeville and Pekin)
- Daytime rides for cyclists who are retired or have flexible work schedules
- Interesting speaker programs that include topics such as bike vacations, biking across the U.S. and bike maintenance
- Support for more urban non-motorized transportation routes (bike trails and bike lanes)
- Bicycle safety programs
- Bicycle advocacy
- Opportunities to volunteer
- Activities particularly during non-biking winter months such as hiking and cross country skiing
- Social events hosted by club members, our annual banquet, the Poker Ride and other get-togethers
- One to three-day out-of-town rides planned and coordinated by club members

If you currently aren't a member, please see the back of this book for IVW membership application. An application is also available on the enclosed CD or at our website: www.ivwheelmn.org

Dunlap Ride of Silence Route

Location: Peoria County; Dunlap; Dunlap Grade School
301 South First Street, Dunlap, IL 61525
Distance: 11 Miles
Terrain: Moderate route with rolling hills – some flat

Internet Link to Ride Map

<http://www.mapmyride.com/ride/united-states/il/dunlap/605545416>

Why this ride is a favorite: “Ride of Silence” is an annual ride organized across the United States and the rest of the world to honor those who have died while riding their bicycles. Riders meet at a pre-determined location, and silently ride together as a group along a 10-12 mile route – no faster than 12 miles per hour. The Illinois Valley Wheelm’n organize a local ride each May leaving from the Dunlap Grade School in honor of local riders Jesse “Jay” Jackson, and Diane Matuska. For more information about the ride and when it will be held, please go to www.rideofsilence.org or www.ivwheelmn.org

Submitted by: Kathy John, IVW

Items of Interest

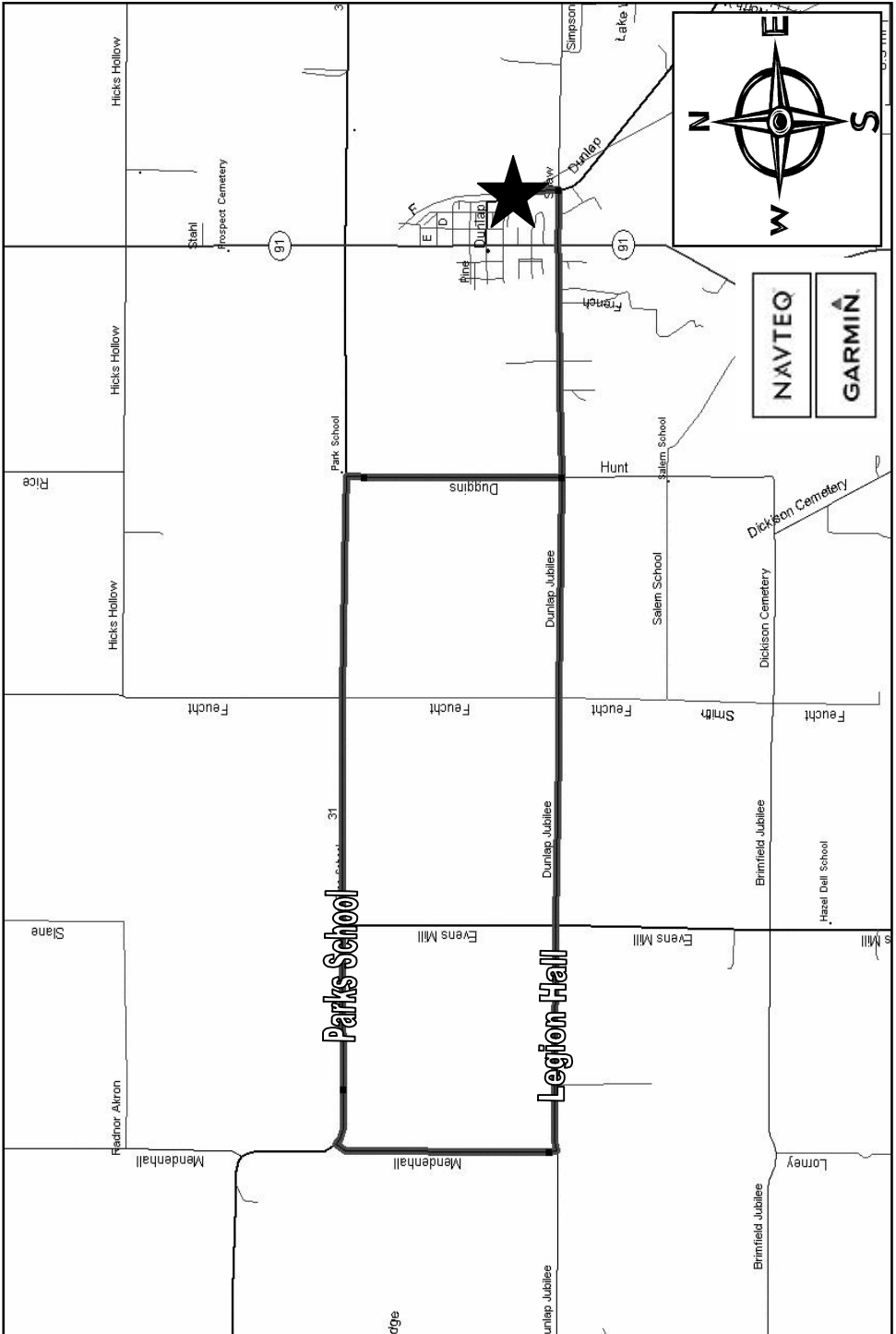
Tonight we number many but ride as one
In honor of those not with us, friends, mothers, fathers, sisters, sons
With helmets on tight and heads down low,
We ride in silence, cautious and slow
The wheels start spinning in the lead pack
But tonight we ride and no one attacks
The dark sunglasses cover our tears
Remembering those we held so dear
Tonight’s ride is to make others aware
The road is there for all to share
To those not with us or by our side,
May God be your partner on your final ride

-Mugai

Poem text from www.rideofsilence.org



Dunlap Ride of Silence Route Map



Dunlap Ride of Silence Cue Sheet

Go	ACT	DESCRIPTION	Cum Miles
0.00	R	South on 1st Street	0.00
0.11	R	West on Legion Hall Road	0.11
0.24	SS	CAUTION - Crossing Route 91 - Be Careful!	0.36
	TRO	Continue West on Legion Hall Road	0.36
4.06	R	North on Mendenhall Road	4.42
1.06	R	East on Parks School Road	5.48
2.99	R	South on Duggins Road	8.47
1.02	L	East on Parks School Road	9.49
1.04	SS	CAUTION - Crossing Route 91 - Be Careful!	10.53
	TRO	Continue East on Legion Hall Road	10.53
0.24	L	North on 1st Street	10.77
0.11	POI	Arrive Back at Dunlap Grade School!	10.88

Ride Notes

Pedal Peoria History Ride

- Location:** Peoria County; Peoria Riverfront Trail
Corner of Main/Water Street, Peoria, IL 61656
- Location Note** Plenty of free parking is available along the Illinois River on the Peoria Riverfront.
- Distance:** 11 Miles
- Terrain:** Urban riding environment – one steep hill up the bluff
- Features:** Historic Springdale Cemetery; Glen Oak Park; Riverfront shops

Internet Link to Ride Map

<http://www.mapmyride.com/ride/united-states/il/peoria/360197384>

Why this ride is a favorite: There is no better way to get to know the City of Peoria than by bicycle. This is my favorite way to introduce new cyclists to the area, and to the city!

Submitted by: Sheldon Schafer; IWW & Lakeview Museum

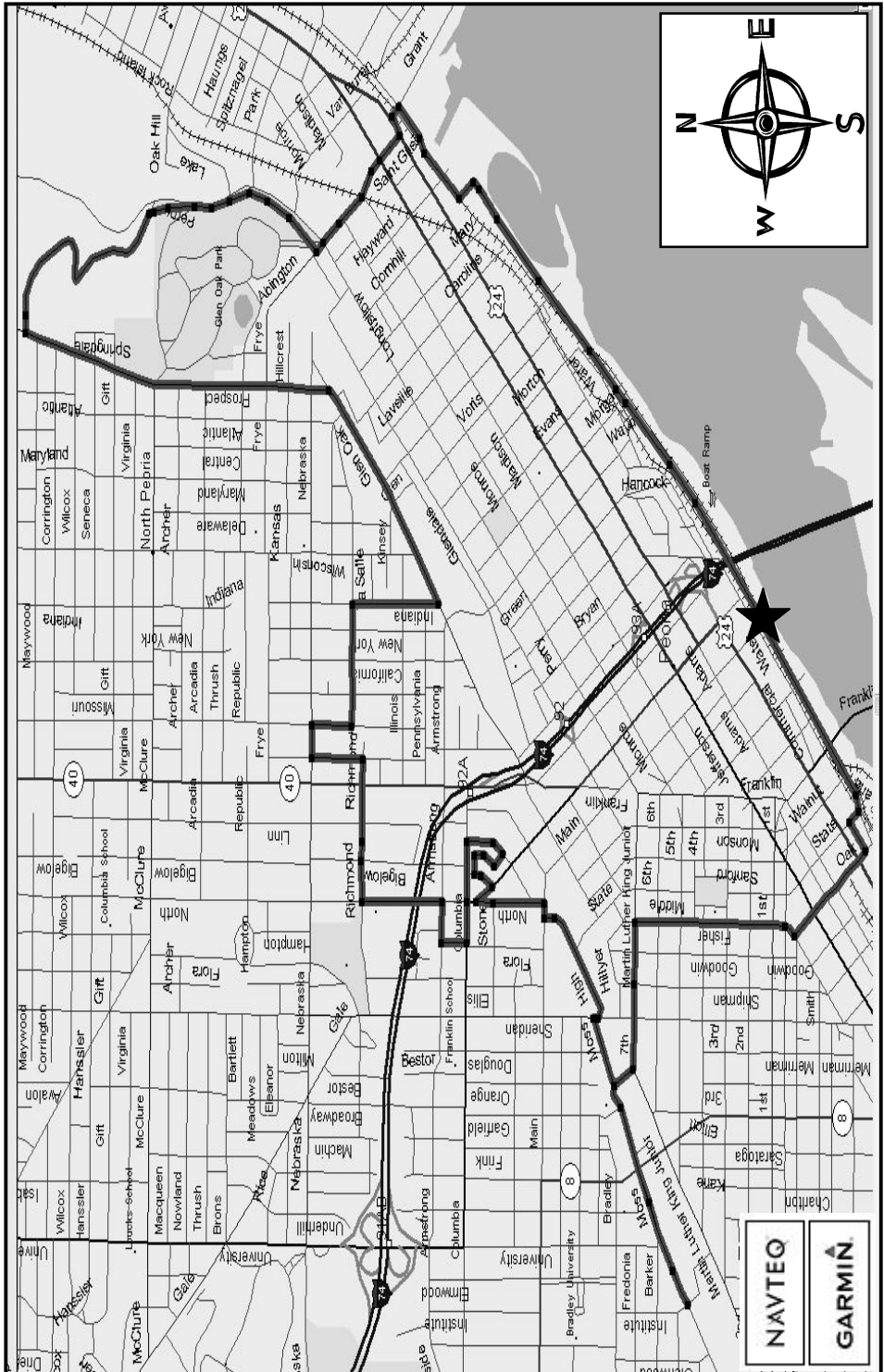
Items of Interest

Springdale Cemetery: At a public meeting held in the courthouse on Aug. 4, 1854, a movement was launched for a new and more adequate cemetery. The most attractive site in all of Peoria lay in the valley beyond Birkets Hollow and in the beautiful wooded hills above. Much of the land was owned by William A. Hall, Thomas Baldwin and Hervey Lightner. In order to become operational as a cemetery, the large size of Springdale required the owners to procure a charter from the State Legislature. To accomplish that, Peoria lawyer Alexander McCoy was hired, and on Feb. 14, 1855, he succeeded in getting the Charter passed. Springdale Cemetery was officially in business. Little did they know that Springdale would grow to be one of the state's largest cemeteries.

Springdale is the final resting place for people of many nationalities: English, German, African, French, Irish, Spanish, Vietnamese, Korean, Italian, Greek, Russian, Polish, Scandinavian and many more. It is also the resting place for some Peoria legends, including Lydia Moss Bradley, Captain Moss, Governor Ford, Senator Bloom, John Gwynn, Romeo Garrett, Captain Detweiller and many more. Several namesakes of Peoria's streets and landmarks are buried there as well. Among all of these lie the thousands of people who built Peoria and surrounding areas.

More than 150 years have gone by since the cemetery became a reality. Today within its confines over 78,000 citizens lie in peace along the 230 acres of hills and valleys and 6.5 miles of roads. Architectural highlights include a beautifully restored public mausoleum, nine statues, seven tree monuments, a gatehouse, and 15 private mausoleums. The public mausoleum was built in 1929 with additions in 1965 and in 1973. On April 15, 1998, Peoria's Historic Preservation Commission unanimously voted landmark status to the gatehouse.

Pedal Peoria History Ride Map



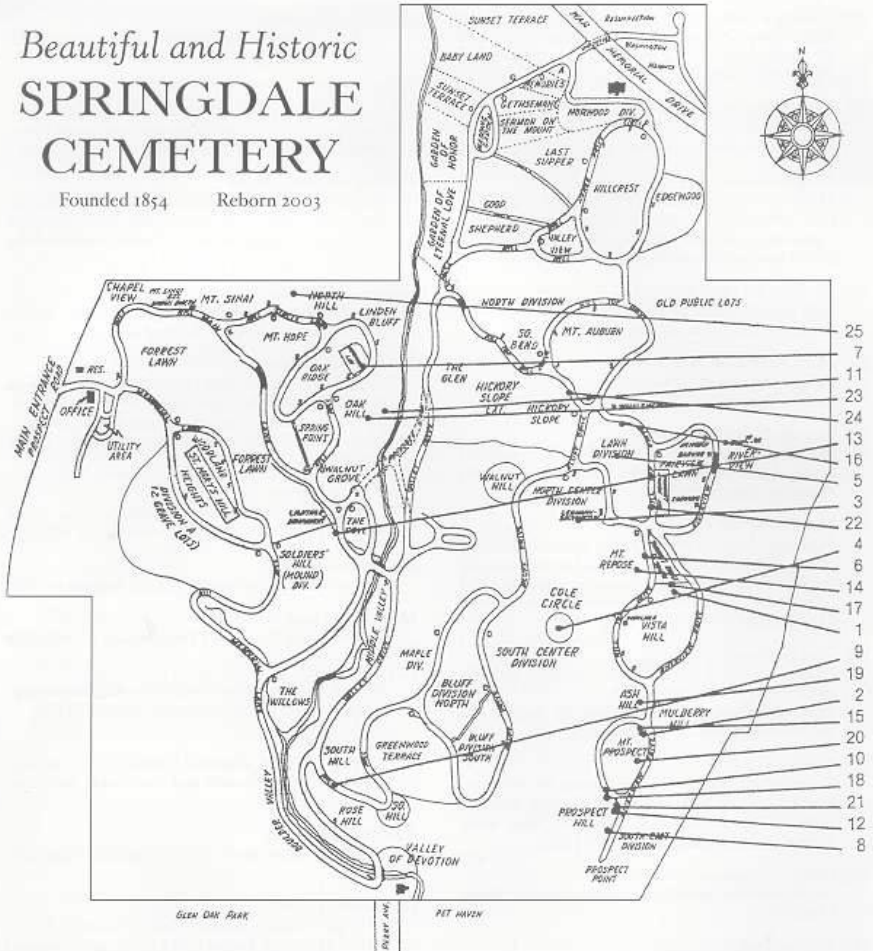
Pedal Peoria History Ride Cue Sheet

Go	ACT	DESCRIPTION	Cum Miles
0.00	TRO	Follow Illinois River Bike Trail North	0.00
1.68	L	Northwest on Grant Street	1.68
0.04	L	Follow sidewalk south along Route 29 (Adams)	1.72
0.04	R	Cross Adams Street @ Abington Street - Careful!	1.76
0.08	SS	Cross Jefferson Street on Abington Street	1.84
	TRO	Continue on Abington Street	1.84
0.28	BR	North East on bike trail just past Perry Avenue	2.12
	TRO	Continue on Bike Trail along Perry Avenue	2.12
0.57	ST	Where bike trail ends - go around fence	2.69
	BL	Take LH turns to exit cemetery on Prospect	2.69
0.67	L	South on Prospect Road	3.36
0.98	BR	Bear right (Southwest) on Glen Oak Avenue	4.34
0.58	R	North on Indiana Avenue	4.92
0.27	L	West on Ravine Avenue	5.20
0.27	R	North on Peoria Avenue	5.46
0.12	L	West on Nebraska Avenue	5.58
0.07	L	South behind Cub Food Shopping Center	5.65
0.16	R	West on Richmond Avenue	5.81
0.31	L	South on North Street	6.13
0.25	R	West on Armstrong Avenue	6.38
0.09	L	South on Flora Avenue	6.47
0.08	L	East on Columbia Terrace	6.55
0.22	R	South on Randolph Avenue	6.77
0.12	R	Turn into parking lot / go North on alley between Randolph and Roanoke - back out to Columbia T.	6.89
0.12	L	West on Columbia Terrace	7.01
0.04	L	South on Roanoke Avenue	7.05
0.06	R	Northwest on Hamilton Blvd.	7.11
0.06	L	South on North Street	7.17
0.22	RL	West on Main Street - South on High Street	7.39
0.31	BR - b/c	Follow High Street North - becomes Sheridan	7.70
0.03	L	Southwest on Moss Avenue	7.73
0.16	SS	Stopsign @ Martin Luther	7.89
	TRO	Continue on Moss Avenue	7.89
0.20	SS	Traffic light @ University Avenue	8.09
	TRO	Continue on Moss Avenue	8.09
0.34	RR	Turn around on Moss Avenue @ Institute Place	8.43
	TRO	Continue back Northeast on Moss Avenue	8.43
0.54	R	Southeast on Martin Luther King Jr	8.97
0.39	R	South on Hightower	9.37
0.59	SS	Cross over Jefferson Street	9.96
	b/c	Becomes Oak Street	9.96
	TRO	Continue on Oak Street	9.96
0.08	SS	Cross over Adams Street	10.04
0.09	SS	Cross over Washington Street	10.13
	TRO	Continue on Oak Street	10.13
0.03	L	Northeast on Commercial Alley	10.16
0.08	R	Southeast on State Street	10.24
0.03	L	Northeast on Water Street	10.27
0.51		Ride concludes	10.78

Springdale Cemetery Map

Beautiful and Historic SPRINGDALE CEMETERY

Founded 1854 Reborn 2003



MAP AND HISTORICAL SITES

See Back For History

Springdale Cemetery

Springdale Cemetery Management Authority
(309) 681-1400

Famous "Residents" of Springdale Cemetery

- | | |
|----------------------------|---------------------|
| 2) Linda Moss Bradley | 3) Octave Chanute |
| 6) Captain Henry Detweiler | 8) John C. Flanagan |
| 9) Thomas Ford | 11) William Hale |
| 12) Rev John Ingersoll | 13) Hervey Lightner |
| 16) Joseph Petarde | 25) Josiah Fulton |

Pedal Peoria Sculpture Ride

- Location:** Peoria County; Peoria, IL; Bradley University
1501 West Bradley Avenue, Peoria, IL 61625
- Location Note** Public parking is available on various locations around campus –
or across main street in Campustown
- Distance:** 12 Miles
- Terrain:** Lower-traffic city streets and paved riverfront trails. Mostly flat
with one hill in Glen Oak Park (a nice place to walk uphill).
- Features:** Tour by bicycle of Peoria's 13 best-known sculptures & sculpture
parks.

Internet Link to Ride Map

<http://www.mapmyride.com/ride/united-states/il/peoria/108044400>

Submitted by: Sheldon Schafer; IWW & Lakeview Museum

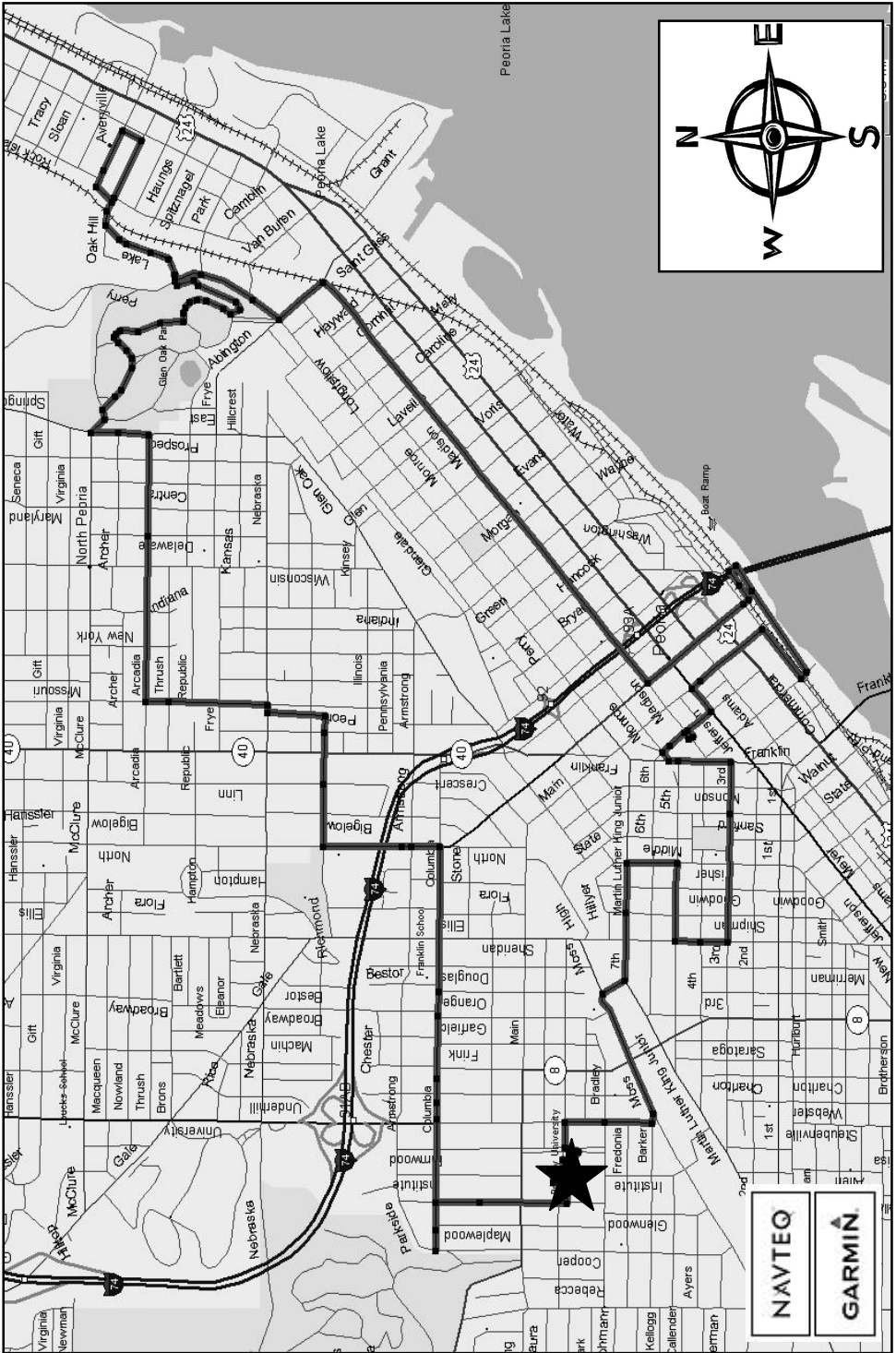
Items of Interest

List of Sculptures on Route:

- | | |
|---|---------------|
| 1. Jean Baptist Dusable by Preston Jackson | (2.07 miles) |
| 2. Sonar Tide by Ronald Bladen | (2.86 miles) |
| 3. Cedric the Sea Dragon by Nita Sunderland | (2.96 miles) |
| 4. Peace and Harvest by Mary Anderson Clark | (3.04 miles) |
| 5. Abraham Lincoln | (3.09 miles) |
| 6. Soldiers and Sailors Monument by Frederick Ernst Triebel | (3.14 miles) |
| 7. Mother Theresa | (4.97 miles) |
| 8. Robert G. Ingersol by Frederick Ernst Triebel | (8.09 miles) |
| 9. The Triebel Lions by Otto Triebel | (8.74 miles) |
| 10. Christopher Columbus by Alfonso Pelzer | (12.14 miles) |

Contemporary Art Center: The story of The Contemporary Art Center of Peoria begins in 1994, when artist/musician Preston Jackson and other artists were searching for new studio space. Their idea was for artists to work together in an environment which they could create and encourage viewing and discussing contemporary art. Joining a small group of investors in buying and renovating three turn-of-the-century warehouse buildings on Peoria's then relatively undeveloped riverfront, the artists opened the Checkered Raven Galleries and Studios in July 1995. They located the facilities on the second and third levels of one of those three buildings, known today as The RiverFront Arts Center. It wasn't long before the artists realized they needed broader-based support to bring their dream to reality and to do so in a way that addressed varying needs of a culturally diverse community. The following year they brought together a group of area residents with similar interests to found The Contemporary Art Center of Peoria as a not-for-profit umbrella. CAC's impact on the community was immediate and significant. Less than a year later, two national arts magazines had heralded the organization for its exhibits and the quality of presentation space. That same year the opening of Preston's epic masterwork, Bronzeville to Harlem, was called the year's "art event of Peoria" after more than 3,000 people of all walks of life attended -- often waiting in lines that reached as long as two blocks. The organization reached a key milestone in 1997, when CAC received its official 501(c)(3) designation from the Internal Revenue Service. That enabled contributions to be fully tax deductible, and CAC was ready to take the next step. In January 2003 William Butler, a resident artist since 1996, took the position of Executive Director. His experience as a professional artist, leader and business owner has brought strong leadership to the center.

Pedal Peoria Sculpture Ride Map



Pedal Peoria Sculpture Ride Cue Sheet

Go	ACT	DESCRIPTION	Cum Miles
0.00		Explore North , West and South sides of Bradley Quad	0.00
0.32	ST	East on St. James Street	0.32
0.06	R	South on Duryea Place	0.38
0.28	L	Northeast on Moss Avenue	0.66
0.16	TL	CAUTION - Cross University Street at light	0.82
	TRO	Continue Northeast on Moss Avenue	0.82
0.20	R	Southeast on Martin Luther King Jr / Union Street	1.02
0.39	R	South on Hightower Street	1.41
0.15	R	West on Romeo B. Garrett / 5th Avenue	1.56
0.21	L	South on Richard Pryor Place	1.77
0.15	L	East on 3rd Avenue	1.92
0.49	L	North on William Kumpf - CAUTION - Busy Road	2.41
0.18	R	Northeast on Monroe Street	2.58
0.03	R	Southeast on Fulton Street	2.61
0.14	POI	Civic Center / City Hall Plaza for Sculptures	2.75
	TRO	Continue Southeast on Fulton Street	2.75
0.08	L	Northeast on Jefferson Street (sidewalk riding here)	2.83
0.08	R	Southeast on Main Street	2.91
0.26	R	Southwest on Water Street	3.17
0.17	L	Southeast on Liberty Street	3.35
0.02	POI	Enter Riverfront Bike Trail	3.37
	TRO	Continue Northeast on Riverfront Bike Trail	3.37
0.35	L	Circle back around at end of Riverfront Park & head SW	3.72
0.12	R	Northwest on Hamilton Blvd	3.84
0.37	R	Northeast on Madison Avenue	4.21
1.44	L	Northwest on Abington Street	5.65
0.16	R	Northeast on Perry Avenue	5.81
0.33	R	Northeast on Lake View Avenue	6.14
0.27	BR	Southeast on Vine Street	6.41
0.25	L	Northeast on Madison Avenue	6.67
0.06	L	Northwest on Fairholm Avenue	6.73
0.17	BL	Follow Fairholm Avenue around Curve to Vine Street	6.90
0.06	R	West on Vine Street	6.96
0.06	BL	Southwest on Lake View Avenue	7.02
0.31	L	Southeast on Perry Avenue	7.33
0.33	R	Enter Glen Oak Park at foot of Perry	7.66
	TRO	Follow Park road up hill and exit park @ Prospect/McClure	7.66
0.87	L	South on Prospect Road	8.53
0.16	R	West on Arcadia Avenue	8.69

0.73	L	South on Peoria Avenue	9.43
0.35	RL	West on Nebraska / South through CUB Foods Parking Lot	9.77
0.18	R	West on Richmond Avenue	9.95
0.10	TL	CAREFUL - Cross Knoxville Avenue	10.05
	TRO	Continue West on Richmond Avenue	10.05
0.25	L	South on North Street	10.31
0.33	R	West on Columbia Terrace	10.64
0.76	TL	CAUTION - Cross University Street	11.39
	TRO	Continue West on Columbia Terrace	11.39
0.35	TRO	Turn around at end of Columbia Terrace and head East	11.74
	TRO	Continue East on Columbia Terrace	11.74
0.13	R	South on Glenwood Avenue	11.87
0.24	SS	CAUTION - Cross Main Street	12.12
	TRO	Continue South on Glenwood Avenue	12.12
0.13	POI	Arrive back at Bradley University Quad	12.25

Ride Notes

Pedal Peoria Grandview Drive Ride

Location: Peoria County; Peoria, Lakeview Museum
1125 West Lake Avenue, Peoria, IL 61614

Location Note Please park near rear of museum parking lot when leaving for a ride, but feel free to visit the museum after/before your adventure! www.lakeview-museum.org

Distance: 14 Miles

Terrain: Urban City riding environment – watch out for traffic!

Features: Oldest Greenhouse in Peoria (2.5 miles), Grandview Drive (3.5 miles), Charles Lindbergh plaque (7.6 miles), All-metal homes from the 1940's (11 miles)

Internet Link to Ride Map

<http://www.mapmyride.com/ride/united-states/il/peoria/1018805557>

Why this ride is a favorite: View from top of Grandview Drive is very inspiring and breathtaking!!

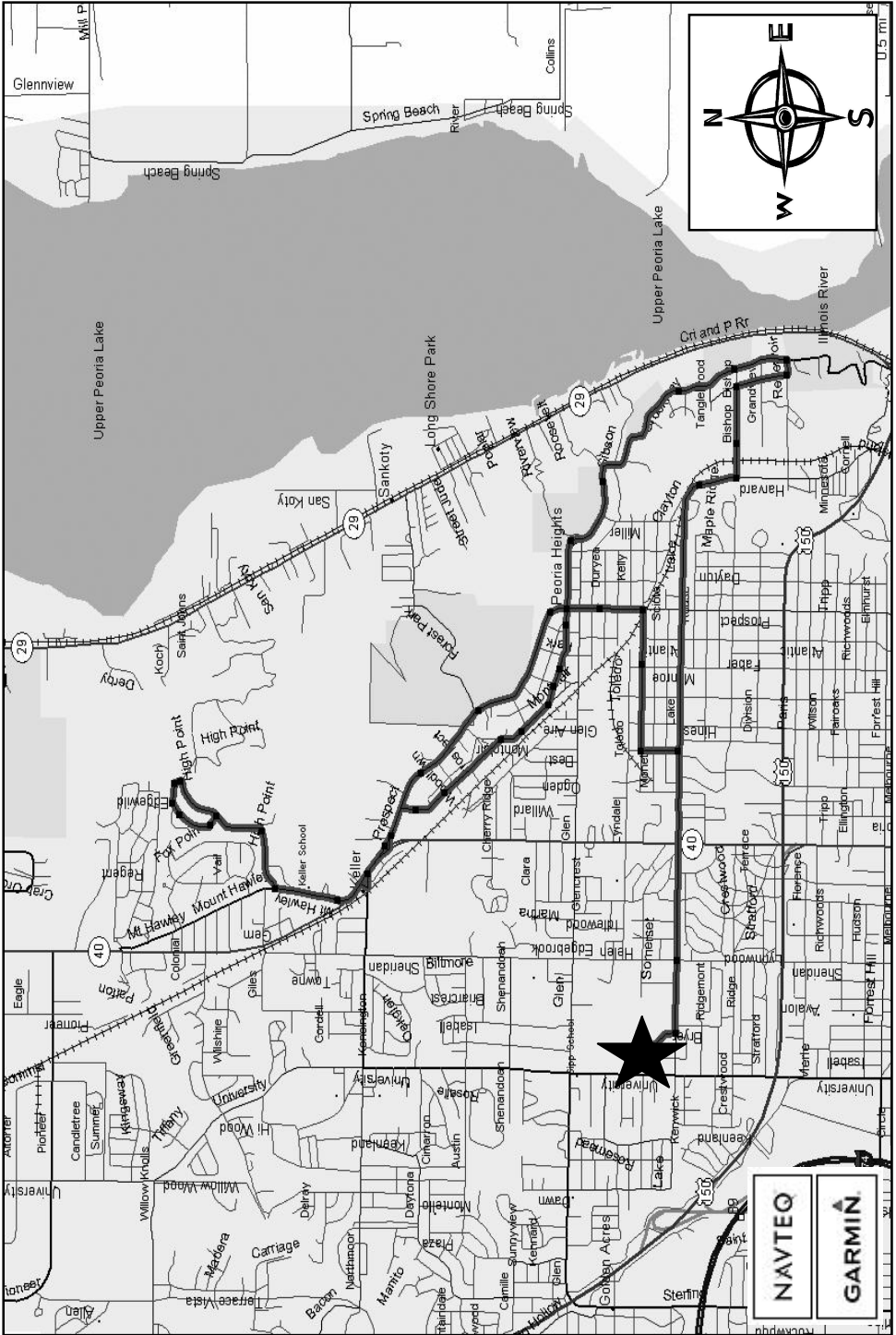
Submitted by: Sheldon Schafer; IWW & Lakeview Museum

Items of Interest

Lakeview Museum: Lakeview Museum opened its doors in 1965, but the seed for the museum was planted in 1954 when 26 art and science groups joined forces to create a facility that would house exhibitions and educational programs of interest to the community. In 1961, a capital campaign raised \$1 million for construction of Lakeview Center of Arts & Sciences. The Planetarium opened as the first phase in 1963, and the galleries and support facilities opened March 28, 1965. In 1978, an additional \$1million was raised to upgrade the facility and the name was changed to Lakeview Museum of Arts & Sciences. The Museum was accredited by the American Association of Museums in 1973. The museum features exhibition galleries; planetarium; Illinois Folk Art Gallery; Discovery Center; valuable collections of fine arts, folk arts and natural history; and educational programming for all ages. Lakeview is the largest private museum in downstate Illinois and serves a varied audience of both rural and urban populations. The Museum has a membership base of 4,000 and attracts 125,000 visitors annually. More than 200,000 students and adults are served through outreach programs.

Lakeview Planetarium: The Lakeview Museum Planetarium was the first component of Lakeview Museum. A Goto M-1 star projector was installed in the 10-meter plaster dome, with 120 seats arranged in a concentric pattern. The initial construction was funded by a donation from Murray Baker, with additional assistance from members of the Peoria Astronomical Society. Principal among these were R.P. Van Zandt and Dr. Ernest Landen. In 1977 the seating was rearranged to face one direction (seating for 79), and a Spitz Model 512 Star Projector was installed. A computer-controlled special effects system was also installed, built by volunteers from the Caterpillar Computer Club. In 1989, through a grant from the Bielfeldt Foundation, a video projection system was installed; and in 2008 a state-of-the-art Zeiss Powerdome Planetarium System (consisting of a Zeiss ZKP4 Planetarium instrument and Spacegate Quinto Fuldome Digital Projection System) was installed, assisted by a \$500,000 grant from NASA. The planetarium serves about 30,000 visitors per year, including 20,000 students from area schools and colleges. Nearly 1 million visitors have been to the planetarium since it opened in 1963. Shows are also presented in repertory format to the public on Saturday mornings at 10:30 AM, October - April.

Pedal Peoria Grandview Drive Ride Map



Pedal Peoria Grandview Drive Ride Cue Sheet

Go	ACT	DESCRIPTION	Cum Miles
0.00	ST	South on East drive of Lakeview Museum	0.00
0.13	L	East on Lake Avenue - CAUTION - Busy Road	0.13
0.32	TL	CAUTION - Cross Sheridan Avenue	0.45
	TRO	Continue East on Lake Avenue	0.45
0.51	TL	CAUTION - Cross Knoxville - Route 40	0.95
	TRO	Continue East on Lake Avenue	0.95
1.01	TL	CAUTION - Cross Prospect Road	1.96
	TRO	Continue East on Lake Avenue	1.96
0.48	BR	South on Harvard Avenue	2.44
0.28	L	East on Bishop Avenue	2.72
0.39	R	South on Harmon Avenue	3.11
0.25	L	East on Reservoir Blvd	3.36
0.06	L	North on Grandview Drive	3.42
1.83	R	North on Prospect Road - CAUTION - Busy Road	5.25
1.46	BR	North on Knoxville Avenue - Sidewalk Available	6.71
0.27	BR	North on Mt. Hawley Road	6.99
0.36	BR	North on High Point Road	7.35
0.76	BL	Circle around on High Point Drive	8.11
0.40	R	South on High Point Road	8.51
0.51	L	South on Mt. Hawley Road	9.02
0.36	L	South on Knoxville - Sidewalk Available	9.39
0.23	BL	South on Prospect Road	9.62
0.18	R	South on Humboldt Avenue	9.80
0.61	B/C	Continue South on Montclair Avenue	10.40
0.28	BL	South on Highland Place	10.69
0.25	B/C	Continue East on Kingman Avenue	10.93
0.19	R	South on Prospect Road - CAREFUL - Busy Road!	11.12
0.37	R	West on Marietta Avenue	11.49
0.61	L	South on Indiana Avenue	12.10
0.19	R	West on Lake Avenue - CAUTION - Busy Road!	12.28
0.40	TL	CAUTION - Cross Knoxville Avenue - Route 40	12.68
	TRO	Continue West on Lake Avenue	12.68
0.51	TL	CAUTION - Cross Sheridan Road	13.19
	TRO	Continue West on Lake Avenue	13.19
0.32	R	Arrive back at Lakeview Museum!	13.50

Grandview Drive

The drive: The Grandview Drive Park upper entrance begins at Prospect Road in Peoria Heights and follows the bluff line from altitude 779' above sea level for two miles. At this point it rapidly descends to its lower entrance at Adams Street in Peoria at altitude 450' above sea level.

Ground was broken for Grandview Drive on Oct. 14, 1903; the Drive was completed in 1906. The small park surrounding Grandview Pavilion, together with the cement bridge at the foot of the hill, were conceived as elements of a dramatic lower entrance to Grandview Drive. The charming pavilion, constructed in 1919, reflects the Prairie Style (with Craftsman influence) architecture of Frank Lloyd Wright and his followers and presents a striking view of the Illinois River from the "narrows" to the Upper and Lower Peoria Lakes. A playground, picnic grounds and restrooms are located adjacent to the pavilion. Picnic tables are also set along some of the scenic views.

Teddy Roosevelt came to Peoria in October 1910 and was driven to the Peoria Country Club, which is located midway along Grandview Drive. On the way back to town, one of the men apologized for the condition of the roadway, whereupon President Roosevelt gazed out over the beautiful expanse of the valley below and remarked, "What difference does it make? I have traveled all over the world and this is the World's Most Beautiful Drive." In May of 1927, Peoria's first radio station adopted the call letters of WMBD, reminiscent of the first letters in Teddy Roosevelt's remark.

In 1996, Grandview Drive Park was placed on the National Historic Register designated as the "only linear park" to receive that distinction. The Peoria Country Club, along with many beautiful, architecturally significant homes located along the roadway, complements the panorama of Grandview Drive. – **Peoria Convention and Visitors Bureau**

Ride Notes

Peoria Corner Deli Ride

Location: Peoria County; Peoria, IL; Loucks School
2503 North University Street, Peoria, IL 61604

Location Note During school week, park on far side of lot

Distance: 15 Miles

Terrain: Lower-traffic city streets and paved riverfront trails. Mostly flat with one hill in Glen Oak Park (a nice place to walk uphill).

Features: Bicycling is my favorite way to enjoy Peoria's scenic attractions. This route starts near Fedora's Deli - a locally owned favorite and a great place to refuel after your ride. There are many pleasant places along this route to stop and enjoy. You may want to bring your bike lock along so you can park and explore on foot. Suggested starting location: Loucks School, McClure & University Street, Peoria (parking lot behind school off McClure). Highlights: Fedora's Deli (across from Loucks School) - legendary pizza and subs. Bradley Park. West Bluff & Moss Ave Victorian neighborhoods. O'Brien Field - baseball stadium. Downtown Peoria riverfront -- riverfront trail (paved), dining, shopping, art galleries, farmer's market (summer Saturday). Riverplex (Peoria Park District health club). Constitution park/garden. Detweiller Marina & peninsula trail. Glen Oak Park, Luthy Botanical Garden & Zoo.

Internet Link to Ride Map

<http://www.mapmyride.com/ride/united-states/il/peoria/485356985>

Submitted by: Eric Hutchison; IVW

Items of Interest

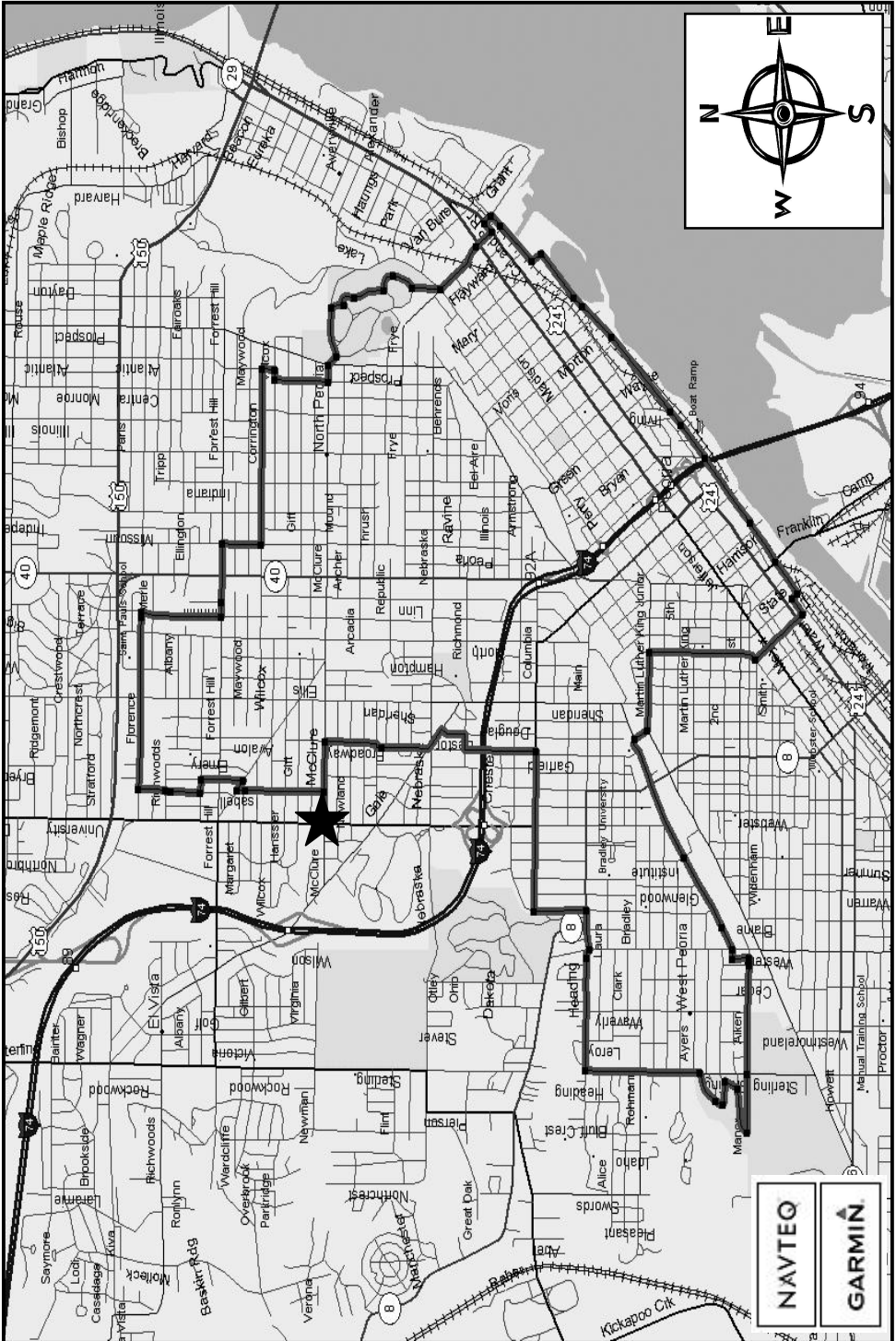
Pettengill-Morrison House: Moses Pettengill and his wife, Lucy, who came to Peoria in 1834 from New Hampshire, built this house. When the Pettengills' wood frame house on Moss Avenue burned down, the present house was built on site in 1868. It had eleven rooms, a full basement, an attic and closets. At the time, closets were taxed as another room. The Pettengills also built another home on Jefferson Street, although it was torn down in 1907 for a hotel. Moses Pettengill ran a hardware store and was very prosperous. Moses and Lucy worked in the movement to abolish slavery, and during the Civil War the Jefferson Street home was reported to be a stop on the Underground Railroad. It is said that Abraham Lincoln stayed or visited there as well.

Seven wealthy occupants filled the Pettengill-Morrison house with fine furniture and left much history. The last owner was philanthropist Jean Morrison, who lived there from 1953 until her death in 1966. Her contribution to the house was in antique furniture as well as some minor remodeling. When her home on Jefferson Street was torn down to make way for an interstate highway, she tried to make her new home as much like her old one as possible. She brought electric gaslights, the ornamental fence that edges the front lawn, brass stair railings and a silver nameplate. Behind the house, she built a three-car garage. A fireplace from her old home was reinstalled in a room that she converted for use as a library, where she removed the carved wood paneling to put in wallpaper, and added a wall of shelves. Most of the furniture displayed in the Pettengill-Morrison house belonged to Morrison; and nearly every style and era is represented, reflecting Morrison's extensive travels. A large selection of Christmas items was displayed in the holiday season.

The Pettengill-Morrison house has a beautifully landscaped yard. Old trees surround the back yard and create an amphitheater where the Peoria Opera was first performed. Also in the back are the foundations of a carriage house. When the Pettengills owned the house, the main entrance was in what is now the back of the house. The columns are now double attached cylinders, added in 1991. Though the columns were round when the house was built, Morrison had changed them to a square configuration. The columns lend an impressive and stately grace to the home.

The Peoria Historical Society received this home in 1967, soon after Jean Morrison's death. Soon after, the Pettengill-Morrison was opened to the public. In 1976 the home was listed on the National Register of Historic Places. It is a lasting landmark to both Peoria's and Illinois' history.

Peoria Corner Deli Ride Map



Peoria Corner Deli Ride Cue Sheet

Go	ACT	DESCRIPTION	Cum Miles
0.00	L	East on McClure Avenue	0.00
0.00	TL	CAREFUL - cross University Street	0.00
	TRO	Continue East on McClure Avenue	0.00
0.33	R	South on Broadway Street	0.33
0.25	RL	Right on Brons / Left on Broadway	0.58
0.76	R	West on Columbia Terrace	1.34
0.31	TL	CAREFUL - Cross University Street	1.64
	TRO	Continue West on Columbia Terrace	1.64
0.35	L	South on Parkside Drive	1.99
0.25	R	West on Main Street	2.23
0.16	BR	Bear right (West) on Heading Avenue	2.39
0.50	L	South on Sterling Avenue	2.90
0.55	R	West on Kickapoo Terrace	3.44
0.28	R	South on Moss Avenue	3.72
0.06	R	Follow Moss Avenue around to the Right	3.78
0.20	L	East on Manor Parkway - Aiken Avenue	3.98
0.72	L	North on Arthur Avenue	4.69
0.07	R	Ride thru parking lot of Radisson Hotel to Moss Ave.	4.76
0.06	TL	Cross over Western to continue on Moss	4.82
0.78	TL	CAREFUL - cross University Street	5.60
	TRO	continue on Moss Avenue	5.60
0.20	R	Southeast on Union Street (Steep Hill)/MLKJr Dr.	5.81
0.39	R	South on Hightower Street	6.20
0.59	SS	CAREFUL - cross Jefferson Avenue	6.79
	b/c	Continue on Oak Street from Hightower	6.79
0.08	SS	CAREFUL - Cross Adams Street	6.87
0.09	SS	CAREFUL - Cross Washington Street	6.96
	TRO	Remain on Oak Street	6.96
0.03	L	Northeast on Commercial Alley	6.99
0.08	R	Southeast on State Street	7.07
0.03	L	Northeast on Waterstreet	7.10
0.51	R	Enter Riverside Bike Trail @ Main Street	7.61
	TRO	Continue North on Riverside Bike Trail	7.61
1.66	L	Northwest on Grant Street	9.27
0.04	LR	Left on 29 / Right on Abington Street - CAREFUL!	9.31
	TRO	Continue Northwest on Abington Street	9.31
0.34	BR	Enter Glen Oak Park road @ Perry Avenue	9.65
	TRO	Continue on Park Road up hill and to Prospect	9.65

0.88	SS	Cross over Prospect and head West on McClure Ave	10.53
0.06	R	North on Atlantic Street	10.59
0.25	R	East on Wilcox	10.85
0.04	L	North on Atlantic Street	10.89
0.06	L	West on Corrington	10.95
0.72	R	North on Peoria Avenue	11.66
0.18	L	West on Forrest Hill Avenue	11.84
0.13	SS	CAREFUL - Cross over Knoxville - Route 40	11.97
	TRO	Continue West on Forrest Hill	11.97
0.16	R	North on Bigelow Street	12.13
0.38	L	West on Florence Avenue	12.51
0.35	LR	Quick LR @ Sheridan to stay on Florence	12.86
0.38	L	South on Isabell	13.24
0.12	RL	Quick RL @ Richwoods to stay on Isabell	13.36
0.17	L	East on Hudson Street	13.53
0.05	R	South on Parrish Avenue	13.58
0.20	RL	Quick RL @ Loucks to continue on Isabell	13.78
	TRO	Continue South on Isabell	13.78
0.47	R	West on McClure	14.25
0.13	POI	Arrive back at Deli	14.38

Ride Notes

David's Ride

Location: Peoria County; Dunlap; Dunlap Grade School
301 South First Street, Dunlap, IL 61525

Distance: 15 Miles

Terrain: Moderate route with rolling hills – some flat

Internet Link to Ride Map

<http://www.mapmyride.com/ride/united-states/il/dunlap/150753821>

Why this ride is a favorite: IVW member David Schenk was the Dunlap Wednesday night beginner's ride leader for many years. Unfortunately, David suddenly passed away in February of 2008. This beginner's level ride was planned by Calvin Schenk, in honor of his father's commitment to helping all new riders feel safe and comfortable out on the road. David worked for the local public radio/television stations – see history regarding both organizations below.

Submitted by: Calvin Schenk, IVW

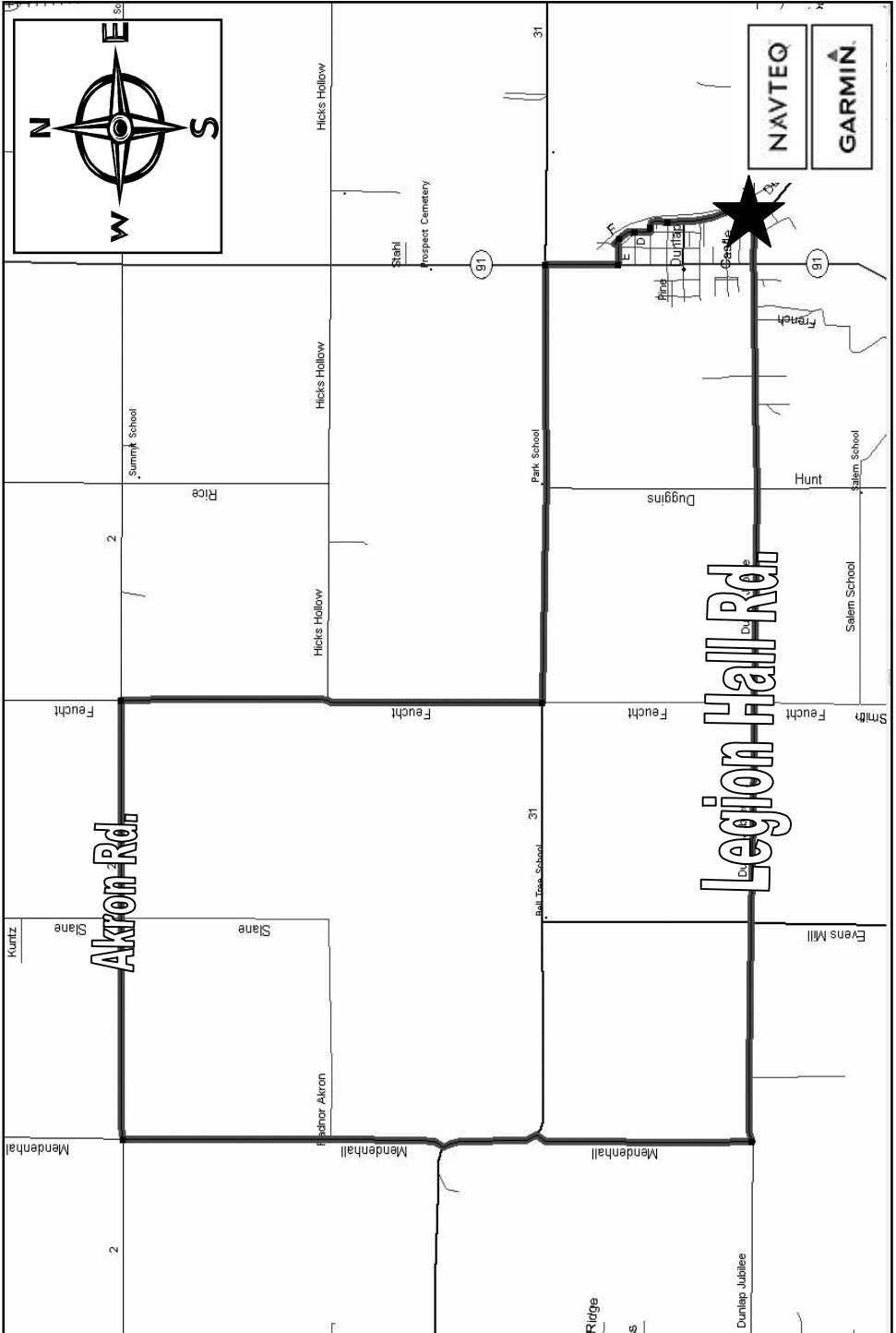
Items of Interest

WTVP TV (PBS): From its first broadcast in 1971 until 2003, the station resided in Jobst Hall on the campus of Bradley University. A Bradley University academic dean, Phil Weinberg, founded WTVP and is credited with pursuing the idea for the station in the late 1960s. He served as its first President. Beginning in 1971, Elwin Basquin served as the station's first paid manager, retiring as General Manager in 1996. Chet Tomczyk succeeded Basquin as general manager, also becoming president & CEO.

WTVP has had a long history of cooperation with Bradley University and public radio station WCBU but is independently owned by the non-profit Illinois Valley Public Telecommunications Corporation. Originally Channel 59 was reserved in Peoria for public television, but WTVP chose the lower open Channel 47 allocation. The FCC later moved the public television reservation to 47 to allow commercial use of channel 59; years later, WAOE came on the air on 59. Originally the call letters WTVP belonged to a Decatur station now known as WAND.

National Public Radio: NPR was founded on Feb. 24, 1970, when it took over the National Educational Radio Network. NPR finally hit the airwaves in April 1971 with coverage of the United States Senate hearings on the Vietnam War. All Things Considered debuted May 3, 1971, hosted by Robert Conley. NPR was primarily a production and distribution organization until 1977, when it merged with the Association of Public Radio Stations. As a membership organization, NPR was now charged with providing stations with training, program promotion, and management; representing public radio before Congress; and providing content delivery mechanisms such as satellite delivery.

David's Ride Map



David's Ride Cue Sheet

Go	ACT	DESCRIPTION	Cum Miles
0.00	R	South on 1st Street	0.00
0.11	R	West on Legion Hall Road	0.11
0.24	SS	CAUTION - Careful crossing Route 91	0.35
	TRO	Continue West on Legion Hall Road	0.35
4.06	R	North on Mendenhall Road	4.41
1.06	BL	Continue North on Parks School Road	5.47
0.46	BR	Exit Parks School / Continue North on Mendenhall	5.94
1.56	R	East on Akron Road	7.50
2.02	R	South on Feucht Road	9.52
2.05	L	East on Parks School Road	11.57
2.02	R	South on Route 91 - CAUTION - Busy Road!	13.59
0.36	L	East on Hickory Street	13.94
0.11	BR	Southeast on 2nd Street	14.05
0.20	L	East on Walnut Street	14.25
0.05	R	South on 1st Street	14.29
0.38	POI	Arrive back at Dunlap Middle School	14.68

David Schenk

As philosophies for living go, David Schenk's approach to cycling works pretty well. In an interview for this newsletter a couple of months before his untimely death on Feb. 29, David complained that most cyclists think too much about how fast they are going and how far they can ride – when they should be thinking about having fun. "I like to emphasize that cycling is fun," he said. Bikers who have fun are more likely to keep riding. Long after they'd advanced beyond the beginning stage cyclists kept coming to the Wednesday night beginner rides David led for the Wheelm'n. Lou McMurray explains why in six well-chosen words: "Riding with David was pure joy." Karen Kendall recalls heading out with David's group when she was "a rank beginner and David was very encouraging and helpful. He helped me develop confidence... He was both relaxed and attentive at the same time. He made the rides great fun. He joked and teased and kept me on my toes... Even after I was no longer a beginner, I wouldn't have missed his rides for anything." Like Karen, Kevin Thornberry says he "loved riding with David" and did so for years. "He always wore a bandanna (on his head) and for the longest time I thought he was some 30-year-old kid wearing out us older riders. Then I found out that he was even older than me." Lou first met David in 2005 when they showed up at the same time for the Black Partridge Ride. "Ceaseless conversations



about family, jobs and biking experiences made the ride extremely enjoyable," Lou says. And a good thing, too, because they got lost. By the time they found their way back to the park, the 50-mile loop had grown to 65 and Lou had joined David's fan club. Many Wednesday nights David led and Lou trailed to make sure no beginner was left behind. Several club members commented that David was an excellent biker, Level 2 or 3, easily capable of outriding his companions. He didn't care. Laurie Wilbur, rides chairman, says he told her "how much he enjoyed leading the beginner ride." For a number of years he biked to work at Bradley University, where he was executive director of communications and engineering support. Both WTVP-TV, where he was a vice president, and WCBU Radio, where he was chief engineer, aired tributes of remembrance. "All I can tell you is that David was a soft-spoken guy who was clearly eager to help the beginner riders and enjoyed being around us," says Liliana Wong. She vividly remembers the picnic celebration he organized at the end of the 2006 season. "It was a beautiful afternoon. He prepared a delicious homemade humus, brought bread and one or two bottles of wine. A few of us brought some dishes to complement the feast. It was all very simple but very luxurious at the same time because of the closeness and the way everything came together... One could clearly tell he truly enjoyed being there for us and with us." Cycling was not David's only sport. He enjoyed golf and racquetball, was a licensed youth soccer referee, and was preparing for a triathlon when he learned he had cancer. But his treatments went well and were nearly over, so he committed to another year as ride leader. "He was really looking forward to starting this again, to the weather breaking," says his wife, Donna Goelz. His death was a shock because it came so unexpectedly and because severe, undetected heart disease, not cancer, appears to be the explanation. He was just 50 years old. Besides his wife, David's two children survive him. Calvin is a Bradley freshman, and Anna a Richwoods High School freshman. David also leaves behind a fond group of cycling buddies who, as Kevin Thornberry put it, "cannot bear the thought of rides without him." Donna says he would want them to keep going. "He would really encourage everybody to be active." Good Bye, David. You will be missed. (By Barb Drake)

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Jubilee College History Ride

Location: Peoria County; Dunlap; Dunlap Grade School
301 South First Street, Dunlap, IL 61525

Distance: 18 Miles

Terrain: Moderate route with rolling hills – some flat

Features: Jubilee College State Park has restrooms and water fountains available during the warmer months

Internet Link to Ride Map

<http://www.mapmyride.com/ride/united-states/il/dunlap/812733366>

Why this ride is a favorite: The great historic value of Jubilee College State Park is one thing that makes riding in the Peoria area very fun and interesting.

Submitted by: Kathy John, IVW

Items of Interest

Bishop Philander Chase: Philander Chase (Dec. 14, 1775 - Sept. 20, 1852) was an Episcopal Church bishop, educator and pioneer of the United States western frontier in Ohio and Illinois. In 1795, while still a student at Dartmouth College, Chase was instrumental in establishing Trinity Church in his hometown of Cornish, N.H.

In 1805 he was appointed as the founding Rector of what is now Christ Church Cathedral in New Orleans. He became the first Episcopal Bishop of Ohio in 1819 and later the first Episcopal Bishop of Illinois, simultaneously serving as Presiding Bishop of the national church.

Upset by the lack of institutions of higher learning west of the Appalachian Mountains, Chase undertook a difficult fund-raising campaign both in the United States and in England to raise money for such a school to be located in Ohio.

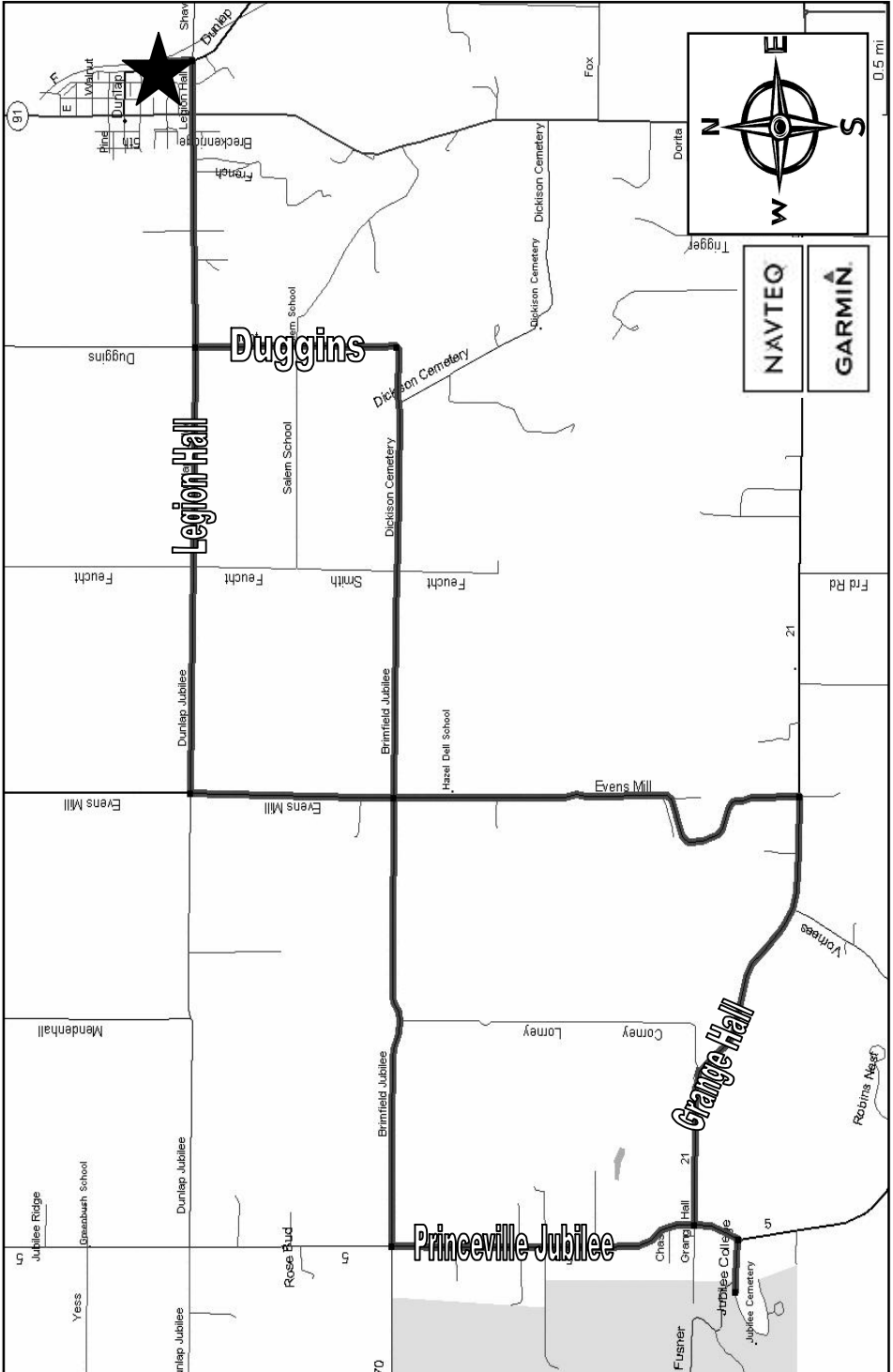
He became the founder and first president of Kenyon College and Bexley Hall seminary in Gambier, Ohio, in 1824. Originally the college existed in Worthington, Ohio, but Chase chose to relocate it on the remote hill of Gambier to protect his students from the immorality (such as drinking and dancing) that could be found in cities.

As Kenyon College grew, Chase came into conflict with the teachers and the trustees of the college, as he desired more control over the direction of the college. After a quarrel with the Board of Trustees, Chase resigned his position as President of the college in 1831.

After removing himself and his family to the Valley of Peace in central Ohio, Chase spent the final years of his life founding Jubilee College and the surrounding frontier community near present-day Peoria, financed by arduous fund-raising journeys overseas.

Philander Chase was the uncle and caretaker of Salmon P. Chase, former Chief Justice of the United States. He was the 18th bishop consecrated in The Episcopal Church.

Jubilee College History Ride Map



Jubilee College History Ride Cue Sheet

Go	ACT	DESCRIPTION	Cum Miles
0.00	R	South on 1st Street	0.00
0.13	R	West on Legion Hall Road	0.13
0.24	SS	CAREFUL - Cross Route 91	0.37
	TRO	Continue West on Legion Hall Road	0.37
1.04	L	South on Duggins Road	1.41
1.01	b/c	Continue West on Brimfield-Jubilee Road	2.42
2.02	L	South on Evans Mill Road	4.44
2.26	R	West on Grange Hall Road	6.70
2.10	L	South on Princeville Jubilee Road	8.80
0.23	R	West on Jubilee College Road (Fussner Rd.)	9.04
0.24	POI	Stop for Bathrooms/Water - if necessary	9.27
	TRO	Continue East on Jubilee College Road (Fussner)	9.27
0.24	L	North on Princeville Jubilee Road	9.51
1.77	R	East on Brimfield Jubilee Road	11.28
2.02	L	North on Evans Mill Road	13.30
1.02	R	East on Legion Hall Road	14.32
3.04	SS	CAREFUL - Cross Route 91	17.36
0.24	L	North on 1st Street	17.61
0.14	POI	Arrive back at Grade School	17.74

Ride Notes

Clydesdale Route

- Location:** Peoria County; Dunlap; Dunlap Grade School
301 South First Street, Dunlap, IL 61525
- Distance:** 21 Miles
- Terrain:** Moderate route with rolling hills – some flat
- Features:** Country ride that passes by a Clydesdale horse ranch (10 mile marker) east of Princeville. Route has a convenient mart (11.5 mile marker) for bathroom/fuel break in Princeville

Internet Link to Ride Map

<http://www.mapmyride.com/ride/unitedstates/il/dunlap/383005229>

Why this ride is a favorite: This route was one of the first group rides I did with the IVW more than 10 years ago on one of the Tuesday night rides. I also trained on this route for the 2005 Redman Ironman for long rides that looped back to my house on a 4-5 loop (80-100 mile) day.

Submitted by: Kathy John, IVW

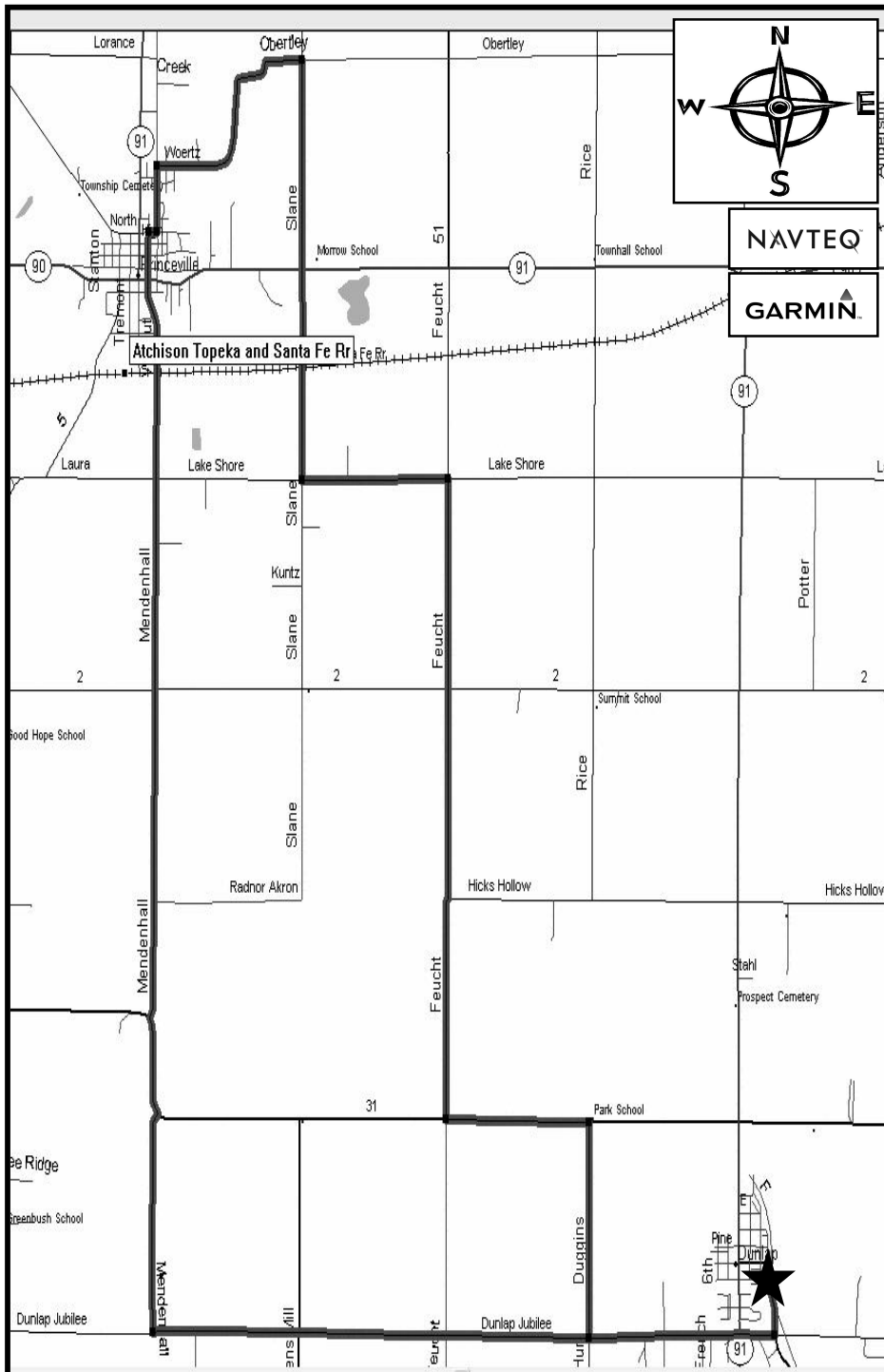
Items of Interest

Alamar Acres (Clydesdale Breeding Farm): Alan and Mary Ann Knobloch have been breeding, raising and selling Clydesdale horses since 2000 and typically have between 15 and 20 horses on the farm at any point in time. Because of the sun and heat through the summer months, the horses are housed inside; but when it's less than 75 degrees, cyclists will be able to view these magnificent animals outside. Recognized for their strength, style and versatility, the heavy draft horses originated from Scottish farm horses over 200 years ago. Clydesdales can grow to over 18 hands tall. Mature Clydesdales weigh between 1600 and 2400 pounds, as much as a Volkswagen Beetle.

Cyclists are invited to stop and view the horses on the farm just east of Princeville at 9501 W. Oertley Road. If you see the Knoblochs outside working around the farm, feel free to pedal up to the barn and visit with them. They enjoy sharing the Clydesdales that God has put in their care. Should anyone want to enjoy the outdoors without the required pedaling on their iron horses, the Knoblochs usually have horses for sale.

Cutter's Grove Park: Found on the far southern edge of Princeville, Cutter's Grove is the largest park in Princeville. The semi-wooded area boasts a fully lighted baseball field for night-time action. Covered picnic areas make for great family reunion locations or large get-togethers. From Frisbee to baseball, soccer to swing sets, Cutter's Grove is local adventure for the whole family.

Clydesdale Route Map



Clydesdale Route Cue Sheet

Go	ACT	DESCRIPTION	Cum Miles
0.00	ST	South on Cedar Hills Drive	0.00
0.21	RT	West on Legion Hall Road	0.21
0.24	T	Careful - cross Route 91	0.45
1.04	RT	North on Duggins Road	1.49
1.02	LT	West on Parks School Road	2.51
1.00	RT	North on Feucht Road	3.51
1.05	BR	Continue North through curve on Feucht Road	4.56
2.00	LT	West on Lake Shore	6.56
1.00	RT	North on Slane Road	7.56
1.00	T	Cross Route 91 - Be Careful!!	8.56
1.00	LT	West on Oertley Road - follow curves	9.56
1.38	RT	South on Town Avenue	10.94
0.32	RT	West on North Street	11.26
0.05	LT	South on Walnut Street	11.31
0.23	T	Cross Route 91 - Be Careful - FOOD STOP HERE	11.54
0.44	ST	Cross Busy Railroad Tracks	11.98
		Road Becomes Mendenhall Road	11.98
3.09	BL	Busy Intersection with Parks School	15.07
0.46	BR	Stay on Mendenhall	15.53
1.06	LT	East on Legion Hall	16.59
4.06	T	Careful - cross Route 91	20.65
0.24	LT	North on Cedar Hills	20.89
0.20	LT	Arrive back at Dunlap Grade School	21.09

Ride Notes

Chillicothe Train View Route

Location: Peoria County; Pearce Community Center
610 W. Cedar St., Chillicothe, IL 61523

Location Note: Please park to the outside edge of the parking lot to avoid taking spots away from club members.

Distance: 22 Miles

Terrain: Moderate route with rolling hills – some flat

Features: A nice, gradual climb up one of Peoria County's few scenic highways and a beautiful descent along a main line of the Burlington-Northern Santa Fe Railroad.

Internet Link to Ride Map

<http://www.mapmyride.com/ride/united-states/il/chillicothe/236273431>

Why this ride is a favorite: The route is special to me, as I enjoy watching trains.

Submitted by: Lou McMurray, IVW

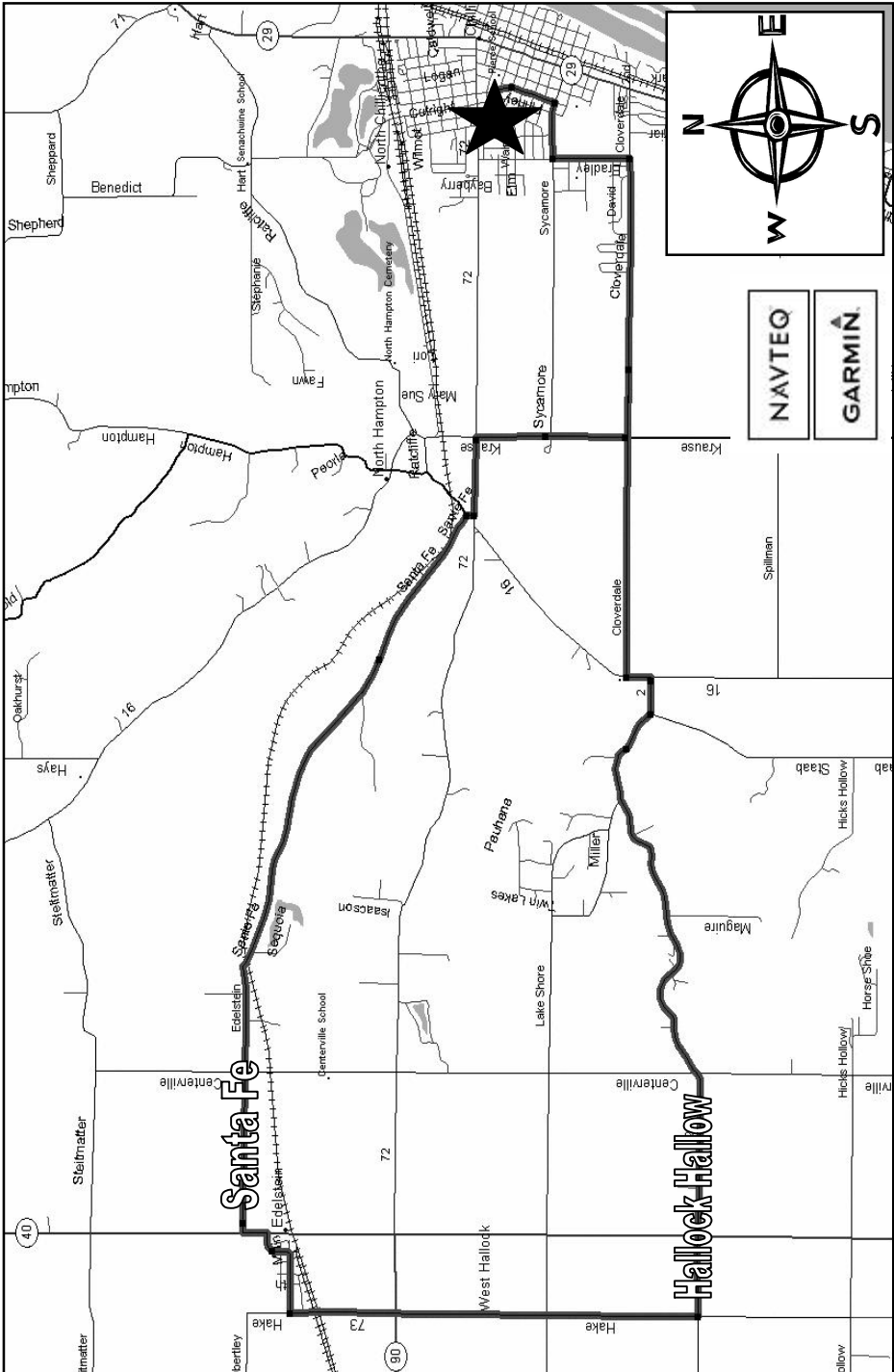
Items of Interest

Train Worker Memorial: While biking along Santa Fe Road between Edelstein and Chillicothe, I came across an eye-catching sight. On the west side of the viaduct that crosses the tracks is a stone monument that is inscribed:

**IN MEMORY OF
RALPH TEMBORIUS
(AN ENGRAVING OF A STEAM LOCOMOTIVE & TENDER)
JAN 3, 1926
JAN 15, 2001**

On the left side of the monument is an American Flag. On the right side are some artificial flowers and, on occasion, a mylar balloon. Ever since Eric Hutchison introduced me to the bike route from Pearce Center in Chillicothe (Cloverdale Road, Hallock Hollow Road, Hakes Road to Edelstein, Santa Fe Road, Truitt Road back to Chillicothe), I have enjoyed the 23-mile ride. I enjoy train watching as well as biking. I sometimes can get an extra "TOOT" from the train engineer if he spots me along the right-of-way. After a period of time asking nearby residents, joggers and walkers what was the significance of the monument, the answer "I don't know" or "What monument?" piqued my curiosity. Finally, on a recent ride I remembered to take along a pencil and paper to record the pertinent data on the monument. After I went up some blind alleys, the thought came to me to look in the phone book to see if I could find any Timborius listing. Sure enough, there was one listing in Chillicothe. I called the number and had a delightful conversation with Ralph's daughter Theresea. Ralph was an engineer and conductor on the Santa Fe Railroad for 44 years. The male members of his family for two generations before him were also employed by the railroad. His run from Chicago to Fort Madison, Iowa, was enhanced by getting his lunch handed to him by his daughter as the train came through Chillicothe. Ralph's ashes are scattered along the tracks near the monument as a fitting tribute to him – Lou McMurray

Chillicothe Train View Route Map



Chillicothe Train View Route Cue Sheet

Go	ACT	DESCRIPTION	Cum Miles
0.00	L	South on Santa Fe	0.00
0.10	BR	Continue South on Santa Fe	0.10
0.30	R	West on Sycamore Street	0.40
0.35	L	South on Bradley Avenue	0.75
0.52	R	West on Cloverdale Road	1.27
3.25	L	South on Old Galena Road	4.52
0.16	R	West on Hallock Hollow Road	4.68
0.85	BL	Continue West on Hallock Hollow Road	5.53
3.02	SS	Careful!! Cross Illinois Route 40	8.55
	TRO	Continue West on Akron Road	8.55
0.50	R	North on Hakes Road	9.05
2.01	SS	Careful!! Cross Route 90	11.06
	TRO	Continue North on Hakes Road	11.06
0.71	R	East on Main Street	11.77
0.37	L	North on 3rd Street	12.14
0.25	L	North on Route 40 - CAREFUL - Single File here!!	12.39
0.10	R	East on Santa Fe	12.49
1.74	POI	View Train Worker Memorial	14.23
	TRO	Continue East on Santa Fe Road	14.23
3.27	L	East on Truitt Road - Careful Single File!!	17.50
0.49	R	South on Krauss Road	17.99
1.01	L	East on Cloverdale Road	19.00
1.75	L	North on Bradley Avenue	20.75
0.52	R	East on Sycamore Street	21.26
0.35	L	North on Santa Fe	21.62
0.43		Arrive back at Pearce Community Center	22.04

Ride Notes

Heaven to Hell to Heaven Ride

- Location:** Peoria County; Princeville, IL; St. Mary's Catholic Church
407 South Walnut Street, Princeville, IL 61559
- Location Note** Plenty of parking is available in Church parking lot
- Distance:** 24 Miles
- Terrain:** Flat to rolling for most of ride – couple of long hills near middle.
- Features:** Famous "Roller Coaster Road" – Brimfield-Jubilee Road; priories of the Brothers and Sisters of St. John

Internet Link to Ride Map

<http://www.mapmyride.com/ride/united-states/il/princeville/424185576>

Submitted by: Msgr. Richard Soseman; IVW

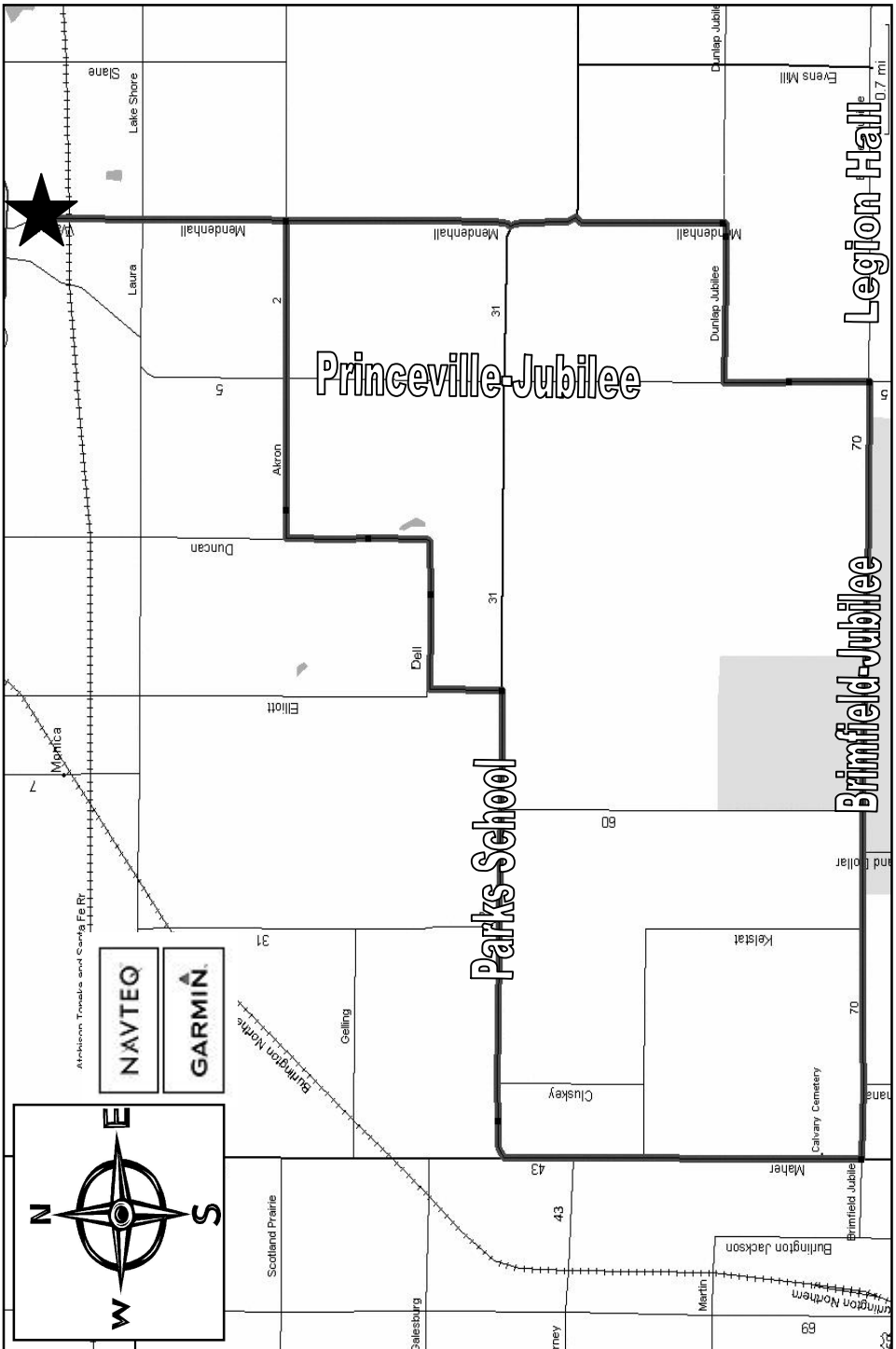
Items of Interest

St. Mary's Church: In the years before St. Mary of the Woods was a parish, Catholics of the Princeville area traveled to Kickapoo for Mass at St. Patrick's Church. It was the second oldest church in the state, having been founded in 1840, part of the Archdiocese of Chicago. In 1867 the Catholics purchased the old Presbyterian Church, which they moved to the site of the present church at 407 South Walnut. After its consecration as a Catholic Church, the Rev. James Murphy was appointed on Sept. 7, 1867, as the first rector of the parish that would become known as St. Mary of the Woods. Baptisms during the first year included Lizze Megan, Michael Noonan and John Schelkopf. From 1868 to 1876 the Rev. Max Albrecht served as pastor. A cemetery site was purchased in 1875, and in 1876 the rectory was built. Father Charles Wensierski followed Father Albrecht in the pastorate at St. Mary of the Woods. In 1878 Very Rev. J. Canon Moynihan assumed his duties as pastor and remained for three years. During this period an out mission was formed at Dunlap. At first called St. Rose's, it was later to be known as St. Clement's. Another out mission, St. Matthew's, was established in 1901 at Edelstein.

In 1881 Rev. F. Schrieber succeeded in 1884 by Father McGair. During the pastorate of Father McGair it became obvious that the parish had outgrown the old frame church. A new brick structure would be provided. Taking their teams and low wagons, groups of three men of the parish made preparations for repeated trips to the brick yard in the Chillicothe-Sparland area. Wagons were carefully loaded so the return trip might be started. Proceeding nicely until they reached a very steep hill, horses had to be up to the task of pulling a wagon to the top. It was necessary to repeat this process until the entire caravan reached the high point. Contractors were Heitter, Best and John Bowman of Peoria. Bishop Spalding participated in the dedication of the new church. One of the first marriages there was Ben Harmon and Julia Nelson. Among those baptized in 1889 were Chrissie German, Sadie Harmon and Marie Purcell. In 1891 Father Hausser came to replace Father McGair.

Priests of this period hired teams from the Livery Stable to drive to out missions in Dunlap and Edelstein. One family walked four miles to Mass on Sundays because, they insisted, the horses worked hard all week and needed the rest. Bishop Spalding confirmed a large class in 1898. It consisted of 20 boys and 30 girls. Father O'Neil came to Princeville in 1901 to succeed Father Hauser. It was decided to build a new rectory, and the old one was sold to the Cunninghams. Using a steam engine, Steve McDermott moved it to the Cunningham farm southeast of Princeville. The new rectory, one of the finest homes in town, was painted red and featured gleaming white trim. Other homes built at approximately the same time were those owned by Lucas Hofer, Joe Friedman, the Autens, Joe German, Dr. Wilcox, Dr. Price and Charles Taylor. St. Mary of the Woods added a chapel in 1910. Used for weekday Masses and catechism classes, it was heated by a stove placed in its northwest corner. Children of the parish attended catechism classes on Saturday afternoons the year around. Following the 2 to 4 p.m. instructions, everyone hurried to the depot to see the train come in at 4:15 P.M. **(continued)**

Heaven to Hell to Heaven Ride Map



Heaven to Hell to Heaven Ride Cue Sheet

Go	ACT	DESCRIPTION	Cum Miles
0.00	R	South on Walnut Street / Mendenhall Road	0.00
1.78	SS	CAREFUL - Cross Akron Road	1.78
	TRO	Continue South on Mendenhall Road	1.78
1.56	BL	Enter Parks School Road and Continue South	3.34
	TRO	Continue South on Parks School Road	3.34
0.46	BR	Exit Parks School Road and continue South	3.80
	TRO	Continue South on Mendenhall Road	3.80
1.06	R	West on Legion Hall Road	4.86
1.02	L	South on Princeville-Jubilee Road - CAREFUL!!	5.88
1.01	R	West on Brimfield-Jubilee Road	6.89
4.97	R	North on Maher Road	11.86
2.01	SS	Enter Forney Road / Parks School Road	13.87
	TRO	Continue North on Parks School Road	13.87
0.48	BR	East on Parks School Road	14.35
3.00	L	North on Elliott Road	17.35
0.51	R	East on Dell Road	17.87
0.95	BL	North on Duncan Road	18.82
1.01	R	East on Akron Road	19.83
1.02	SS	CAUTION - Cross Princeville-Jubilee Road	20.85
	TRO	Continue East on Akron Road	20.85
1.01	L	North on Mendenhall Road	21.86
1.78	POI	Arrive back at St. Mary's Church!	23.64

Items of Interest (St. Mary's Church continued...)

In 1913 Father McKeon arrived as the new pastor. The Holy Name Society was organized, and men of the parish gathered at an early Mass on Sunday to receive Communion together. Another organization, The Knights of Columbus, organized a chapter with a membership of 70. At first the hall above John Bliss' Drug Store was used for meetings and social gatherings. Later on an upper hall on the corner was purchased for club room space. Card parties and dances were often scheduled in this popular location. In 1919 Mrs. George McCarty donated the pipe organ to St. Mary of the Woods in memory of her husband. Thirty members of the Cathedral Choral Club were present to furnish a program of music for the dedication. Organists have been Mrs. Marguerite Long (Harmon) for the longest number of years, Beatrice McCarty (Hall), Mrs. Hichey, Kenneth Bushman, Mary Alice Callery (Thomas), Margaret Mary O'Connor (Coyle), Karen Durbin, Debbie Conley, Tom and Pat Conely and Cathy Hill.



Clement's in Dunlap.

A significant purchase was made by Father McKeon during his stay in Princeville -- a Ford Coupe. Calling it the "Tin Lizzie", he traveled to the out missions of Dunlap and Edelstein in it. When roads were impassable, he could be seen making his way to the Rock Island railroad tracks near the church. There a hand car would be waiting to take him to Dunlap. He would return to Princeville by the same means. Father Humphrey replaced Father McKeon in 1925. An older man, he had wanted to retire because of ill health but filled the vacancy until Bishop appointed Father J.A. Gordon, who spent 27 years as pastor. Church properties were greatly improved. With the cooperation of members, the church was remodeled and redecorated throughout. Father Ralph Gates became pastor on Feb. 25, 1954. The two out missions were combined and formed into a new parish, and Father O'Brien became pastor of St.

In 1956 the rectory was renovated inside, and two new porches were built. Father Gates became ill, and Father Maurus Bernabie came for a short time. Replacing him as assistant pastor was Father George Wuellner. Father Gates passed away after an extended illness. Father William G. Smith came to Princeville on June 18, 1961. Many improvements were undertaken. St. Mary's Cemetery was the first project completed. The sanctuary was redecorated with refinishing of pews, replacing floor materials and installation of new altars. The crucifix, statues of the Blessed Virgin Mary and St. Joseph, as well as the Tabernacle, were imported from Germany. In 1974 the new Rectory was ready for use. On July 18, 1978 the new St. Mary of the Woods Hall and Catechetical Center was granted approval by the Bishop. In 1984 Father Smith retired because of ill health. The steeple of St. Mary of the Woods is now lighted at night and can be seen for several miles approaching Princeville.

Squaresville Ride

- Location:** Peoria County; Princeville, IL; Cutter's Grove Park
South Walnut Street, Princeville, IL 61559
- Location Note** Plenty of parking is available on park grounds. Restrooms are also available for use.
- Distance:** 24 Miles
- Terrain:** Flat to variable rolling for most of ride
- Features:** Nice views of Camp Grove Wind Farm

Internet Link to Ride Map

<http://www.mapmyride.com/ride/united-states/il/princeville/753266068>

Submitted by: Msgr. Richard Soseman; IVW

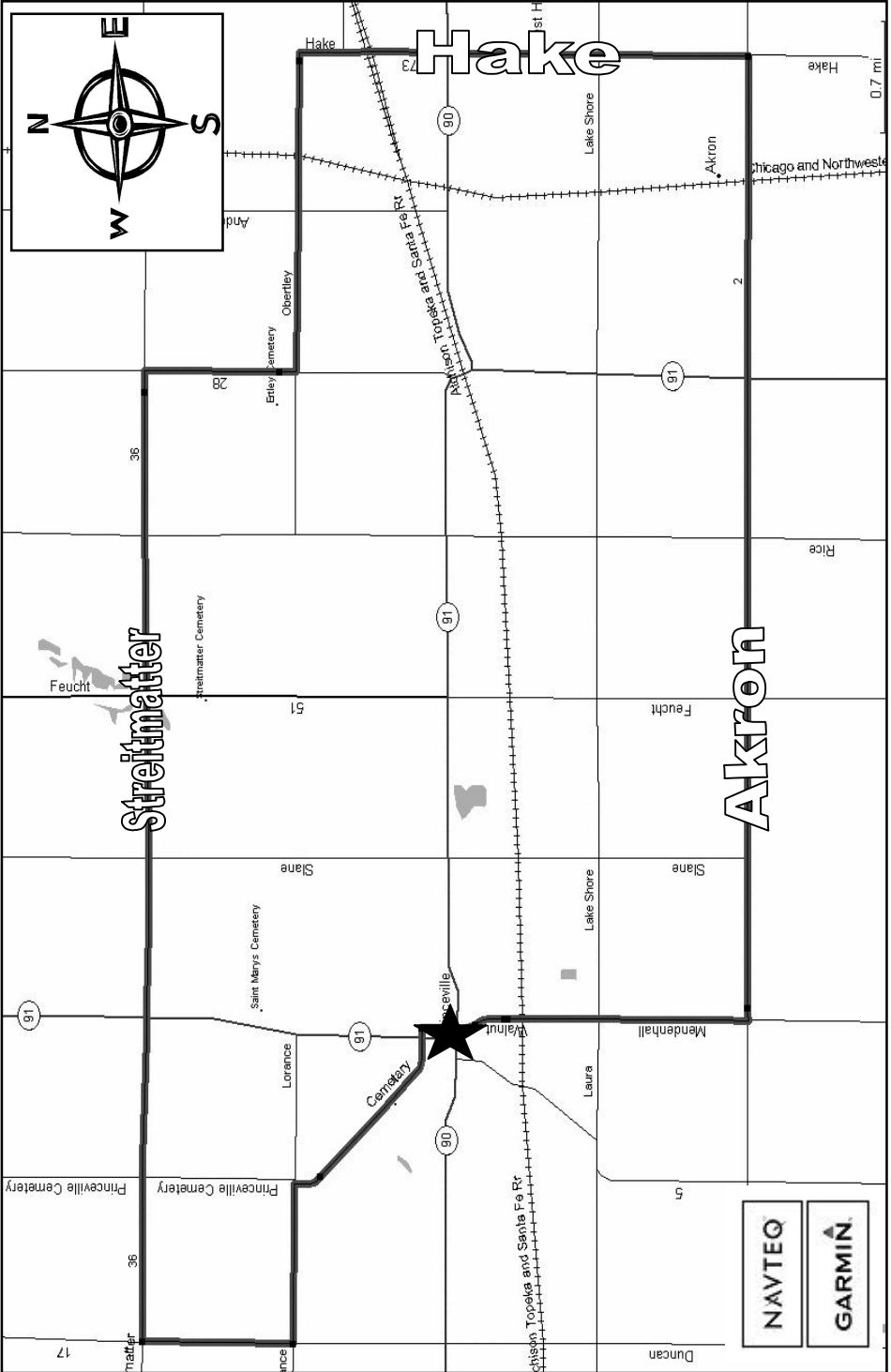
Items of Interest

Hub Ballroom (Edelstein, IL): Did you know the Hub actually came into existence by accident? In 1936 Bert Potter owned a franchise to sell International Harvester implements. The implement business had grown to the extent that Mr. Potter considered building a large showroom to make more space for repairs and service. The building was completed and ready for dedication by late August 1938. Being a musician since childhood and a piano major from the School of Music at Milton College in Wisconsin, Mr. Potter decided to invite the public and have a free dance for the dedication ceremony on the same Saturday night. He planned to place the implements up on the hard maple showroom floor the following week. The combination of visitors and dancers didn't work out very well, as there were too many in attendance for the dancers to enjoy the beautiful music of the Harry Jackson Orchestra of Peoria. The electric transformer burned out too, leaving the building without lights. Two cars were brought up to the floor so the orchestra could read their music. As a result of these events, Mr. Potter was flooded with requests from the dancing guests, as well as from the orchestra, to try the same thing on the next Saturday night and to charge admission to thin out the crowd. During the week, Mr. Potter built a platform high enough for customers to see the orchestra.

This dance was a complete success; and, with the enthusiastic crowd wanting more, Bert Potter began to realize the possibility of using the upper floor for dancing and putting the implements down on the first floor. The financial success of the dances, though small, seemed big in those trying times and induced Mr. Potter to try this plan out for a few months. He figured it would fizzle out after a short time, as other dance halls had. However, each Saturday night brought bigger crowds, and soon a dream of bringing big name bands and orchestras to this little town became reality. Scores of thousands have since had the opportunity to listen and dance to the biggest name bands and orchestras in the United States: Guy Lombardo, Wayne King, Jan Garber, Sammy Kaye, Duke Ellington, Harry James, Benny Goodman, Freddy Martin, Lawrence Welk, Tiny Hill, Ted Lewis, Woody Herman, Cab Calloway, Clyde McCoy, Tommy Dorsey, Ted Weems with Perry Como as vocalist, Jimmy Dorsey, Vaughn Monroe, Ina Ray Hutton, Jack Teagarden, Henry Busse, Eddy Duchin, Little Jack Little, Frankie Carle, Art Kassel, Dick Jurgens, Eddy Howard, and many others. The implement business moved to other buildings, since both floors of the Hub had to be used for ballroom purposes. There were often dances on both floors on the same night as well as wedding receptions, business gatherings, assemblies, private parties, and college dances.

A contest was held in 1940 to name the ballroom. Martha Marshall won the contest. Her thinking was that this place was the "hub" for farm machinery and entertainment. Dances were held during the summer months during the early years. Buildings were not air-conditioned then, so the windows and shutters were opened. If there was a breeze, it came in by cross-ventilation. Big fans were placed around the dance floor and on support columns. The best breeze came from the lower level from the blower on the furnace (no heat -- just air). The slogan of the Hub became, "There's always a breeze at the Hub."

Squaresville Ride Map



Squaresville Ride Cue Sheet

Go	ACT	DESCRIPTION	Cum Miles
0.00	R	South on Walnut Street / Mendenhall Road	0.00
1.56	L	East on Akron Road	1.56
4.03	SS	CAREFUL - Cross over Route 91	5.59
	TRO	Continue East on Akron Road	5.59
2.02	L	North on Hakes Road	7.61
2.01	SS	CAREFUL - Cross over Route 90	9.62
	TRO	Continue North on Hakes Road	9.62
1.00	BL	Hakes continues to the West and becomes Oertley	10.62
	TRO	Continue West on Oertley	10.62
2.00	R	North on Holmes Road	12.62
1.01	L	West on Streitmatter Road	13.63
4.05	SS	CAREFUL - Cross over Route 91	17.68
	TRO	Continue West on Streitmatter Road	17.68
2.04	L	South on Duncan Road	19.72
1.01	L	East on Lorange / Mendell Road	20.73
1.00	R	South on Princeville Cemetery Road	21.72
1.14	BL	East on North Street	22.86
0.20	SS	CAUTION - Cross over Route 91	23.06
	TRO	Continue East on North Street	23.06
0.58	R	South on Walnut Street	23.64
0.23	SS	CAUTION - Cross over Route 91	23.87
	TRO	Continue South on Walnut Street	23.87
0.41	POI	Arrive back at Cutter's Grove Park	24.28

Wrecking Crew Chillicothe Ride

- Location:** Peoria County; Pearce Community Center
610 W. Cedar St., Chillicothe, IL 61523
- Location Note** Please park near rear of lot at recreation center so members can have the closer spots.
- Distance:** 25 Miles
- Terrain:** Hill to get up on bluff along river; nice long downhill on Blue Ridge Road.
- Features:** Camp Grove Wind Farm; Historic Chillicothe Riverfront

Internet Link to Ride Map

<http://www.mapmyride.com/ride/united-states/il/chillicothe/432381411>

Why this ride is a favorite: Riding among the windmill farm is very relaxing and calming after a hard day in the office – at least for me!!

Submitted by: Melissa McClure; IVW

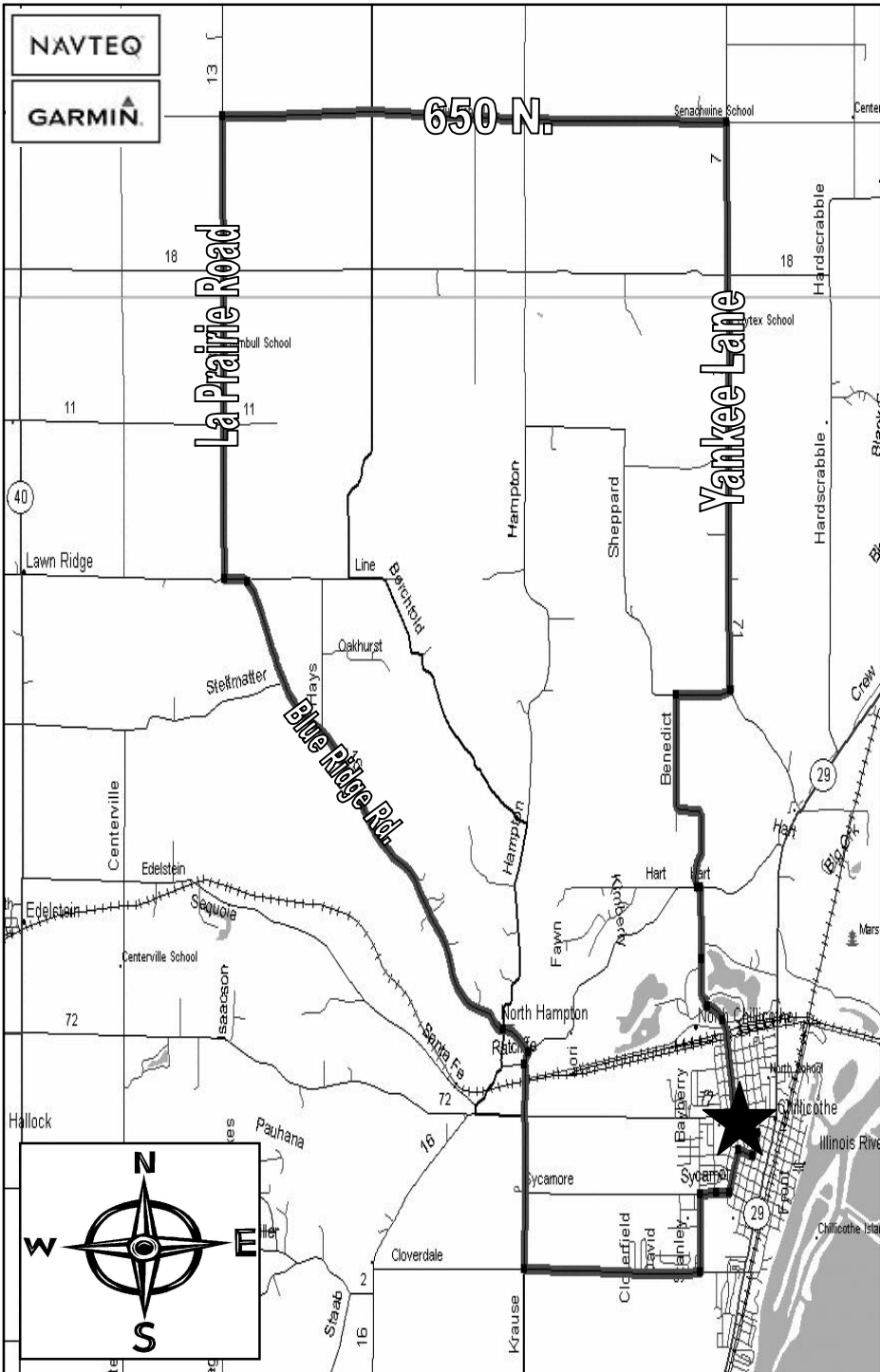
Items of Interest

Chillicothe, IL: The first settlers located in Chillicothe in the 1830's, about the same time the Native Americans moved out of the area. River transportation provided the impetus for the community's growth. Flour milling was the initial industry, but the inns, and eventually shops and stores, were the nucleus around which the community was formally established. Chillicothe, originally platted in 1836, reclines lazily along the Illinois River on ground just high enough to escape the river when it floods. The city was formally incorporated in 1873, which instigated a period of prosperous growth. The last turn of the century was a very vibrant period in the area. The river and the railroads readily transported agricultural products to market and imported merchandise, shoppers and visitors to our business district. Railroads have been a major factor in the growth of Chillicothe. The Rock Island Railroad began operation in the 1840's, with service to Chicago by the 1850's. By the late 1880's, Santa Fe service from Chicago to the West Coast was operating on a regular basis. The railroad bridge crossing the Illinois River at Chillicothe, built in 1931, has a 440-foot- long span, fixed truss, the longest in the entire Santa Fe System.

Pearce Community Center: Pearce Community Center is a multi-use recreational complex which provides such amenities as aerobics, weight training, fitness rooms, basketball and volleyball courts, an indoor swimming pool, a sauna, a whirlpool, an indoor track and locker room facilities.

Pearce offers special programs for senior citizens, children and adults. In addition, Pearce serves as a banquet facility, with seating and dining for up to 250 people. Computer labs and a learning center are also available.

Wrecking Crew Chillicothe Ride Map



Wrecking Crew Chillicothe Ride Cue Sheet

Go	ACT	DESCRIPTION	Cum Miles
0.00	L	Northwest on Cedar Street	0.00
0.32	R	North on Benedict Street	0.32
0.62	X	Careful - cross BUSY railroad tracks - 2 sets!!	0.94
	TRO	Continue on Benedict Street	0.94
1.09	LR	West on Hart Lane / North on Benedict Road	2.03
1.52	R	East on Sheppard Road	3.55
0.55	L	North on Yankee Lane	4.10
3.73	L	West on County Highway 650 North	7.83
5.01	L	South on La Prairie Road	12.84
3.03	L	East on County Line Road	15.87
0.23	BR	South on Blue Ridge Road	16.10
4.31	RL	South on Hampton / East on Blue Ridge	20.41
	TRO	Continuue on Blue Ridge Road	20.41
0.20	X	Careful - cross BUSY railroad tracks - 2 sets!!	20.60
	TRO	Continue on Blue Ridge Road	20.60
0.22	SS	Cross over Truit and continue on Krauss Road	20.83
	TRO	Continue on Krauss Road	20.83
1.01	L	East on Cloverdale Road	21.84
1.75	L	North on Bradley Avenue	23.59
0.52	R	East on Sycamore Street	24.10
0.29	L	North on Benedict Street	24.39
0.30	R	East on Pine Street	24.69
0.15	L	Northeast on 6th Street	24.84
0.16	L	Northwest on Cedar Street	24.99
		Arrive back at Pearce Community Center	24.99

Ride Notes

IVW No Baloney Southern Route

- Location:** Peoria County; Hanna City; Hanna City Community Center
511 North Main Street, Hanna City, IL 61536
- Distance:** 26 Miles
- Terrain:** Moderate route with rolling hills – some flat
- Features:** Southern loop of yearly IVW No Baloney Century ride features beautiful scenery and great fall colors. Casey's food stops located in Hanna City and Glasford.

Internet Link to Ride Map

<http://www.mapmyride.com/ride/united-states/il/hanna-city/649469572637>

Why this ride is a favorite: This loop is the southern portion of the annual IVW No Baloney Century ride. Low-traveled country roads, rolling terrain, and abundant trees make for a fun late-year riding adventure.

Submitted by: Michael Honnold, Peoria Bicycle Club

Items of Interest

No Baloney Ride: The No Baloney Ride is an annual one-day 25-, 50-, 75-, or 100-mile bicycle tour sponsored by the Illinois Valley Wheelm'n in Peoria, IL. It's a recreational and social tour through the rolling hills and plains of central Illinois. The No Baloney Ride is not a race, and it is intended that all participants ride in a safe and intelligent manner. And that's no baloney!

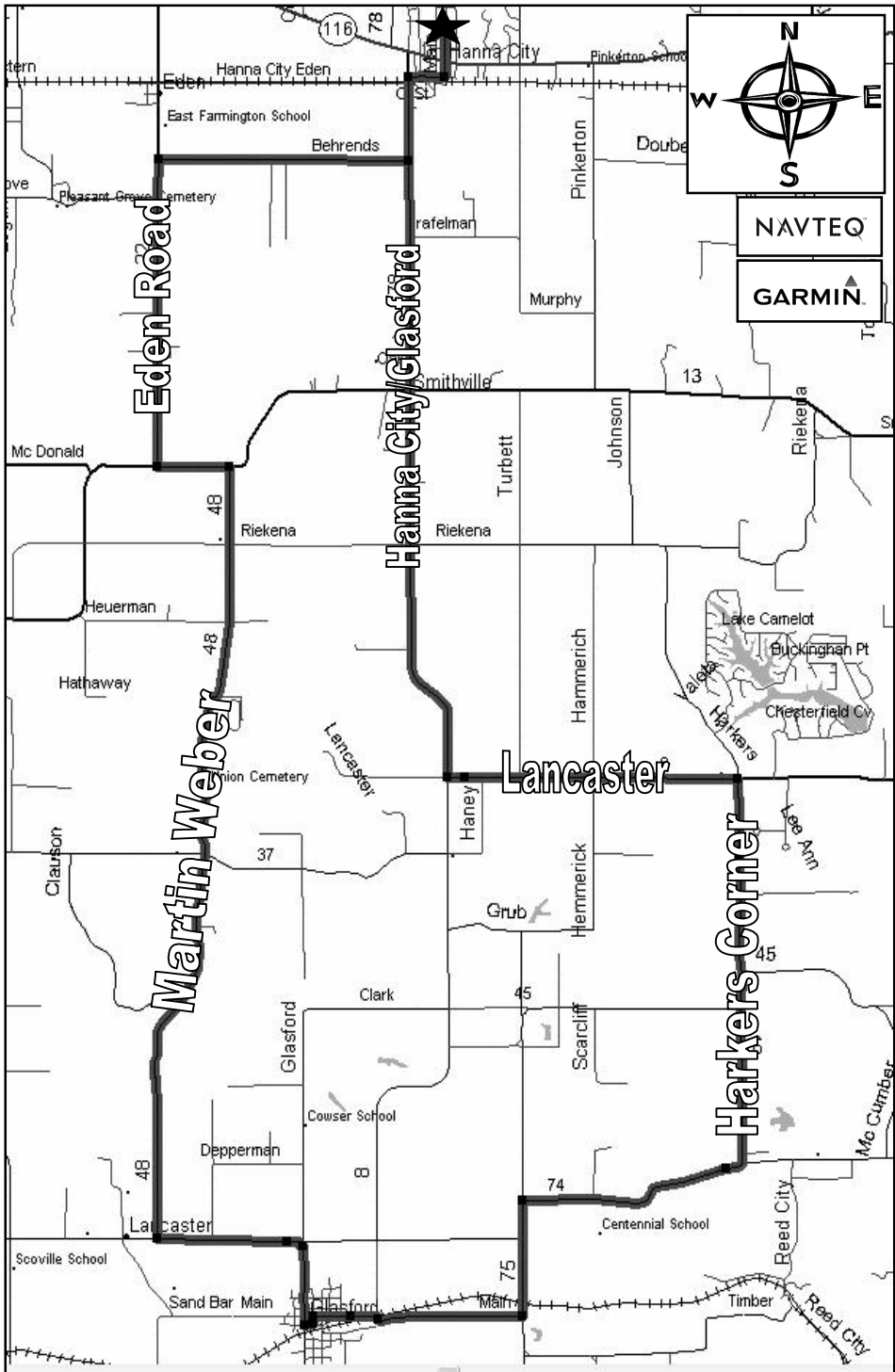
The first ride took place more than 30 years ago and has had many names. It started out as the Pedal-In. Some of the other names have been Biking with the Bison, Gear Down the Geese and Pedal 'Round PeoriaTown. It's always been a great, enjoyable ride. To emphasize that we have the best and most plentiful food on any ride in the area, we changed the name to the No Baloney Ride. Each food stop has a theme. In the past, we've had a French café and Italian and Western food stops. Riders can expect plenty of great homemade snacks and delicacies.

The No Baloney Ride is held each year on the 3rd Saturday in September.

For more information about this ride, please reference the following link:

<http://www.ivwnobaloney.com/>

IWW No Baloney Southern Route Map



IVW No Baloney Southern Route Cue Sheet

Go	ACT	DESCRIPTION	Cum Miles
0.00	L	South on Main Street	0.00
0.22	SS	CAUTION - Cross Route 116 / Farmington Road	0.22
	TRO	Continue South on Main Street	0.22
0.10	R	West on Hanna Street	0.32
0.25	L	South on Pekin Lane / Hanna City-Glasford Blacktop	0.57
4.71	L	East on Lancaster Road	5.28
2.01	R	South on Harkers Corner Road	7.29
2.54	BR	West on Maple Ridge Road	9.83
1.59	L	South on Kingston Mines Road	11.42
0.76	R	West on Main Street	12.18
1.04	BL	Continue West on Main Street	13.22
0.44	L	South on Walnut Street	13.65
0.05	R	West on 2nd Street	13.70
0.05	R	North on Glasford Road	13.75
0.55	L	West on Glasford Canton Road	14.30
1.01	R	North on Martin Weber Road	15.31
5.24	L	West on Smithville Road	20.55
0.5	R	North on Eden Road	21.05
2.02	R	East on Behrends Road	23.07
1.74	L	North on Hanna City - Glasford Blacktop	24.81
0.55	R	East on Hanna Street	25.36
0.25	L	North on Main Street	25.61
0.10	SS	CAUTION - Cross Route 116 / Farmington Road	25.71
	TRO	Continue North on Main Street	25.71
0.22	POI	Arrive back at Hanna City Community Center!	25.93

Ride Notes

Around the Spoon River Ride

- Location:** Peoria County; Princeville, IL; Cutter's Grove Park
South Walnut Street, Princeville, IL 61559
- Location Note** Plenty of parking is available on park grounds. Restrooms are also available for use.
- Distance:** 28 Miles
- Terrain:** Flat to rolling for most of ride – moderate hills near Spoon River
- Features:** Old railroad town of Duncan; Spoon River crossing 2.3 miles north of Duncan

Internet Link to Ride Map

<http://www.mapmyride.com/ride/united-states/il/princeville/454857575>

Submitted by: Msgr. Richard Soseman; IVW

Items of Interest

Spoon River: The Spoon River weaves through four counties in Illinois as a living reminder of prairie history. It begins in northern Stark County and extends through Peoria and Knox Counties. After flowing through Fulton County, it joins the Illinois River. The only dam on the Spoon River is at Bernadotte. It was constructed during the Camp Ellis reservation days of World War II by the Army Corps of Engineers. The river itself is a popular fishing area with a reputation for large catfish. The fish hide in large holes along the river bed; and it is said, when the water is low, a man could step into such a hole in the Spoon and never step out. The Spoon River floods nearly every spring after heavy rains. It is common to find roads completely washed out after a storm. Native Americans had a ford to cross the river at Ellisville, where in 1829 Levi Ellis built the first mill on the Spoon River. Another point of interest along the river is the Fulton County Seat, Lewistown. Edgar Lee Masters grew up in Lewistown, and the village was the inspiration for his 1916 work, *Spoon River Anthology*. In the anthology truthful, autobiographical epitaphs of former townspeople are based in the fictional town of Spoon River, Ill. Readings from *Spoon River Anthology* are performed at Oak Hill Cemetery in Lewistown during the Spoon River Valley Scenic Drive Fall Festival in early October. Masters' work, in turn, has inspired other artistic endeavors based on his characters from the Spoon River Valley. Ten characters from the anthology are depicted through narration and musical dramatization on the 1993 album *Voices from Spoon River* by composer Mark Schultz and musicians Thomas Bacon, James Graber and Phillip Moll.

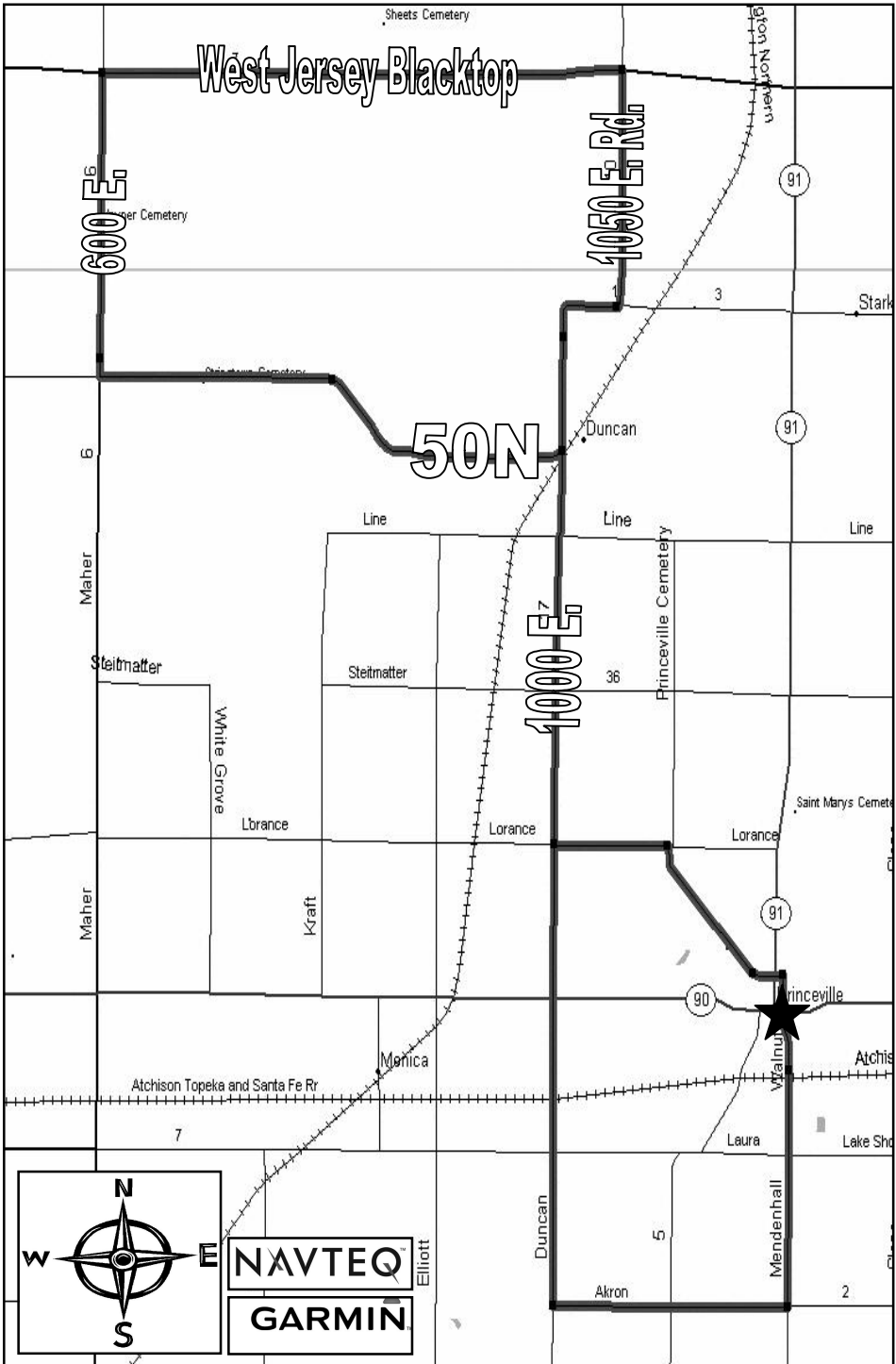
Edgar Lee Masters: He was born on Aug. 23, 1868, to Emma J. Dexter and Hardin Wallace Masters in Garnett, Kans., where his father had moved to set up a law practice. The family soon moved back to his paternal grandparents' farm near Petersburg in Menard County, Ill. In 1880 they moved to Lewistown, where Masters attended high school and had his first publication in the *Chicago Daily News*.

From 1889-1890, Masters attended The Knox Academy, a preparatory program run by Knox College, but was forced to leave due to his family's inability to finance his education. After working in his father's law office, he was admitted to the Illinois bar and moved to Chicago, where he established a law partnership with Kickham Scanlan in 1893. He married twice. In 1898, he married Helen M. Jenkins, the daughter of a lawyer in Chicago. They had three children. Two of his children followed him with literary careers. During his law partnership with Clarence Darrow, from 1903 to 1908, Masters defended the poor. In 1911, he started his own law firm, despite the three years of unrest (1908-1911) due to extramarital affairs and an argument with Darrow.

The culture around Lewistown, in addition to the town's cemetery at Oak Hill, and the nearby Spoon River were the inspirations for many of Masters' works, most notably *Spoon River Anthology*. It was his revenge on small-town hypocrisy and narrow-mindedness. It gained a huge popularity but shattered his position as a respectable member of the establishment.

Masters died March 5, 1953, and is buried in Oakland cemetery in Petersburg.

Around the Spoon River Ride Map



Around the Spoon River Ride Cue Sheet

Go	ACT	DESCRIPTION	Cum Miles
0.00	L	North from park on Walnut Street	0.00
0.41	SS	CAUTION - Cross Route 91	0.41
	TRO	Continue North on Walnut Street	0.41
0.23	L	West on North Street	0.64
0.05	SS	CAUTION - Cross Route 91	0.69
	TRO	Continue West on North Street	0.69
0.20	BR	Northwest on Princeville Cemetery Road	0.88
1.14	L	West on Mendell / Lorance Road	2.02
1.00	R	North on Duncan Road / Highway 17 / 1000E	3.02
2.60	L	West on Duncan Road / 50N	5.62
4.20	R	North on 600 E. Road	9.82
2.00	R	East on W. Jersey Blacktop / 300N	11.82
4.50	R	South on 1050 E. Road	16.32
0.707	POI	Cross the Spoon River	17.03
0.83	BR	West on 150N. Road	17.86
0.47	BL	South on 1000 E. Road	18.32
4.57	SS	CAUTION - Cross Route 91	22.89
	TRO	Continue South on 1000 E. Road	22.89
2.02	L	East on Akron Road	24.91
1.02	SS	CAUTION - Cross Princeville-Jubilee Blacktop	25.93
	TRO	Continue East on Akron Road	25.93
1.01	L	North on Mendenhall Road	26.94
1.56	POI	Arrive back at Cutter's Grove Park!	28.50

Ride Notes

Dogtown Ice Cream Ride

- Location:** Peoria County; Brimfield, IL; City Park
South Galena Avenue, Brimfield, IL 61517
- Location Note** Turn South off 150 by Library; park at end of road. Public restrooms located here
- Distance:** 29 Miles
- Terrain:** A great mix of flats and rolling hills. Noted is the picturesque ride along Dogtown Road.
- Features:** Visit a location from days gone by at the Elmwood Tastee Freeze; 608 W. Main Street. Noted for their homemade ice cream

Internet Link to Ride Map

<http://www.mapmyride.com/ride/united-states/il/brimfield/373855031>

Why this ride is a favorite: Challenging hills give you many opportunities to view the striking countryside.

Submitted by: Laurie Wilbur; IVW

Items of Interest

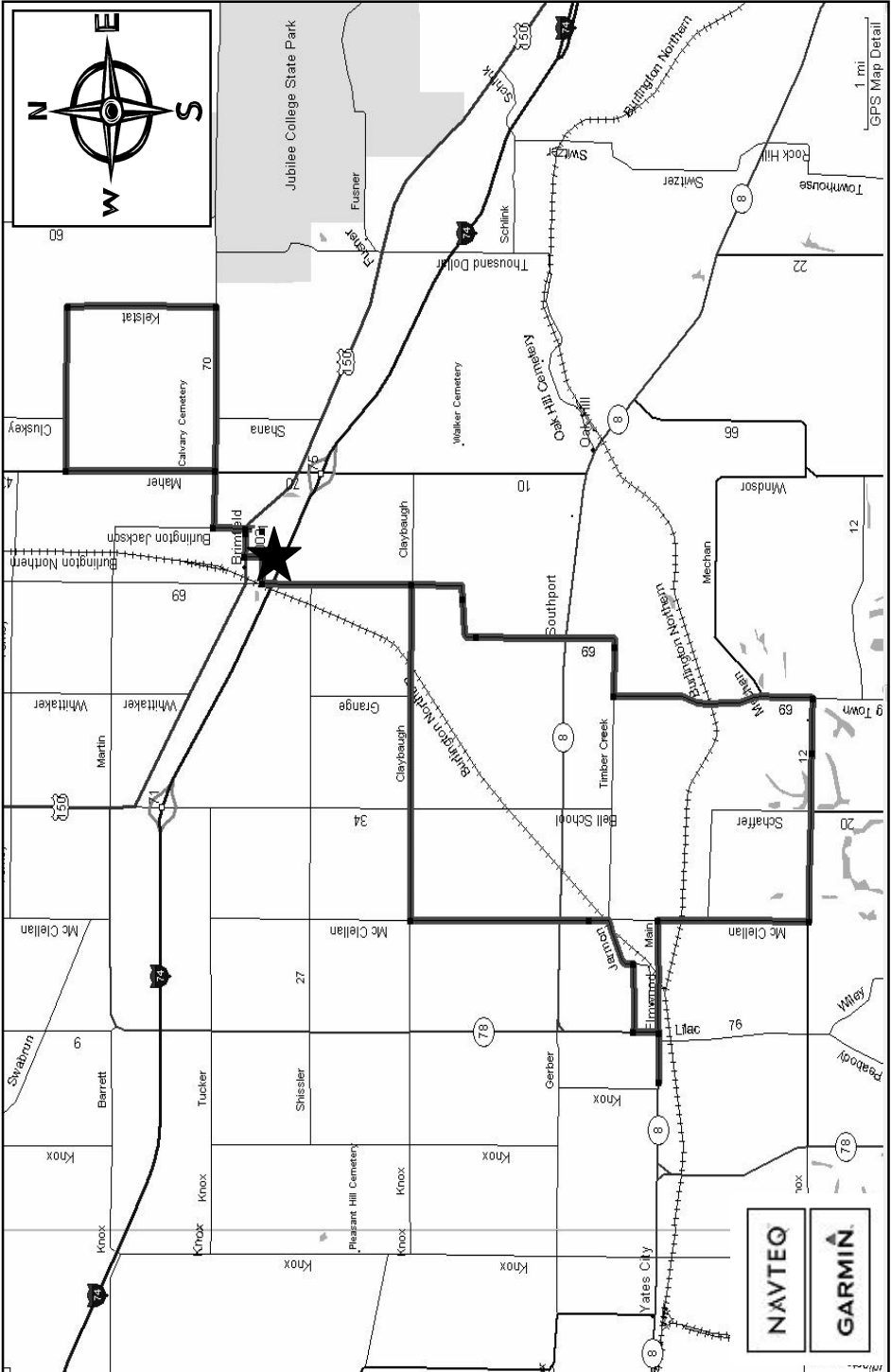
Tastee Freeze: In 1950 an American tradition was born. Two men, Leo Moranz, an inventor, and Harry Axene, an entrepreneur, came together to create what would later become one of America's favorite establishments for high-quality fast food and delicious soft-serve products.

The two men formed a partnership to market a revolutionary new soft-serve pump and freezer which far exceeded the technology of any existing equipment, allowing for quicker service and higher quality product. Within five years after the first freezer was sold, walk-up stands bearing the Tastee Freez name opened across the country to sell sundaes and cones to an eager public. Moranz and Axene allowed stands to use the Tastee Freez name in exchange for rent paid on the soft-serve pumps needed to operate freezers.

Since franchising first gained popularity in the early 1950s, the food service industry has seen many chains come and go. Tastee Freez has weathered the storms of an unstable economy and strived to meet the ever-changing needs of its franchisees and their customers. Today, Tastee Freez is one of the longest-lived franchise operations in the United States.

Tastee Freez, a favorite for soft-serve treats, has increased its menu offerings over the years to include a wide range of options. Some traditional seasonal walk-up stands still exist in regions of the United States. However, the majority of Tastee Freez stores have evolved to become complete fast food operations. Typical locations offer a variety of breakfast, lunch and dinner items in addition to homemade gourmet ice cream and the famous soft-serve treats.

Dogtown Ice Cream Ride Map



Dogtown Ice Cream Ride Cue Sheet

Go	ACT	DESCRIPTION	Cum Miles
0.00	R	North on Galena Avenue	0.00
0.15	L	West on Calhoun Street	0.15
0.24	L	South on Jefferson Street / N. Brimfield Road	0.39
2.04	BR	West on Cahill Road	2.43
0.45	BL	South on Pulsifer Road	2.88
1.03	SS	CAUTION - Careful crossing Route 8	3.91
	TRO	Continue South on Pulsifer Road	3.91
0.50	R	West on Tiber Creek Road	4.41
0.50	L	South on Dogtown Road	4.92
2.05	R	West on Graham Chapel Road	6.97
2.01	R	North on McClellan Road	8.98
1.53	L	West on Main Street / Elmwood Street	10.51
1.01	SS	CAUTION - Entering Route 8 & 78 - CAREFUL	11.52
	TRO	Continue West on Main Street / Route 8 & 78	11.52
0.44	POI	Rest at Tastee Freeze on Corner of Locust / Main	11.96
	TRO	Continue back East on Main Street	11.96
0.44	L	North on Route 8 & 78 / Magnolia Street	12.40
0.25	R	East on Ash Street	12.65
0.61	L	North on Jarman Street / Tiber Creek Road	13.26
0.52	L	North on McClellan Road	13.78
0.51	SS	CAUTION - Careful crossing Route 8	14.28
	TRO	Continue North on McClellan Road	14.28
1.52	R	East on Clabaugh Road	15.80
3.01	L	North on Brimfield Road / Jefferson Street	18.81
1.53	R	East on Calhoun Street	20.34
0.24	L	North on Galena Road	20.58
0.18	R	West on Route 150 / Knoxville - CAUTION - BUSY!	20.76
0.25	L	North on Jackson Street	21.01
0.32	R	East on Brimfield-Jubilee Road	21.33
1.97	L	North on Kelstadt Road	23.30
2.98	L	South on Maher Road	26.28
1.52	R	West on Brimfield-Jubilee Road	27.80
0.50	L	South on Jackson Street	28.30
0.32	SS	CAUTION - Careful crossing Route 150	28.62
	TRO	Continue South on Jackson Street	28.62
0.17	R	West on Calhoun Street	28.79
0.24	L	South on Galena Avenue	29.03
0.15		Arrive back at Park!	29.18

Ride Notes

Scenic Peoria County Route

Location: Peoria County; Peoria; Nelson Sprinkler Factory
1 Sprinkler Lane, Peoria, IL 61615

Location Note: Please park near the north side of the main employee parking lot. Do not park in the lot used for semi truck trailers!

Distance: 30 Miles

Terrain: Moderate route with rolling hills – flat at the end

Features: Nice rural ride passing through the scenic Jubilee College Park along the way. Jubilee does offer opportunities for filling up water bottles or using the bathroom.

Internet Link to Ride Map

<http://www.mapmyride.com/ride/united-states/il/peoria/355048381>

Why this ride is a favorite: This was one of the first routes I discovered after moving to Peoria in 2001. The route is only 30 miles long, but in that short distance you have opportunities to climb hills, time trial, and even cruise along, looking at the scenery.

Submitted by: Michael Honnold, IVW & PiBC

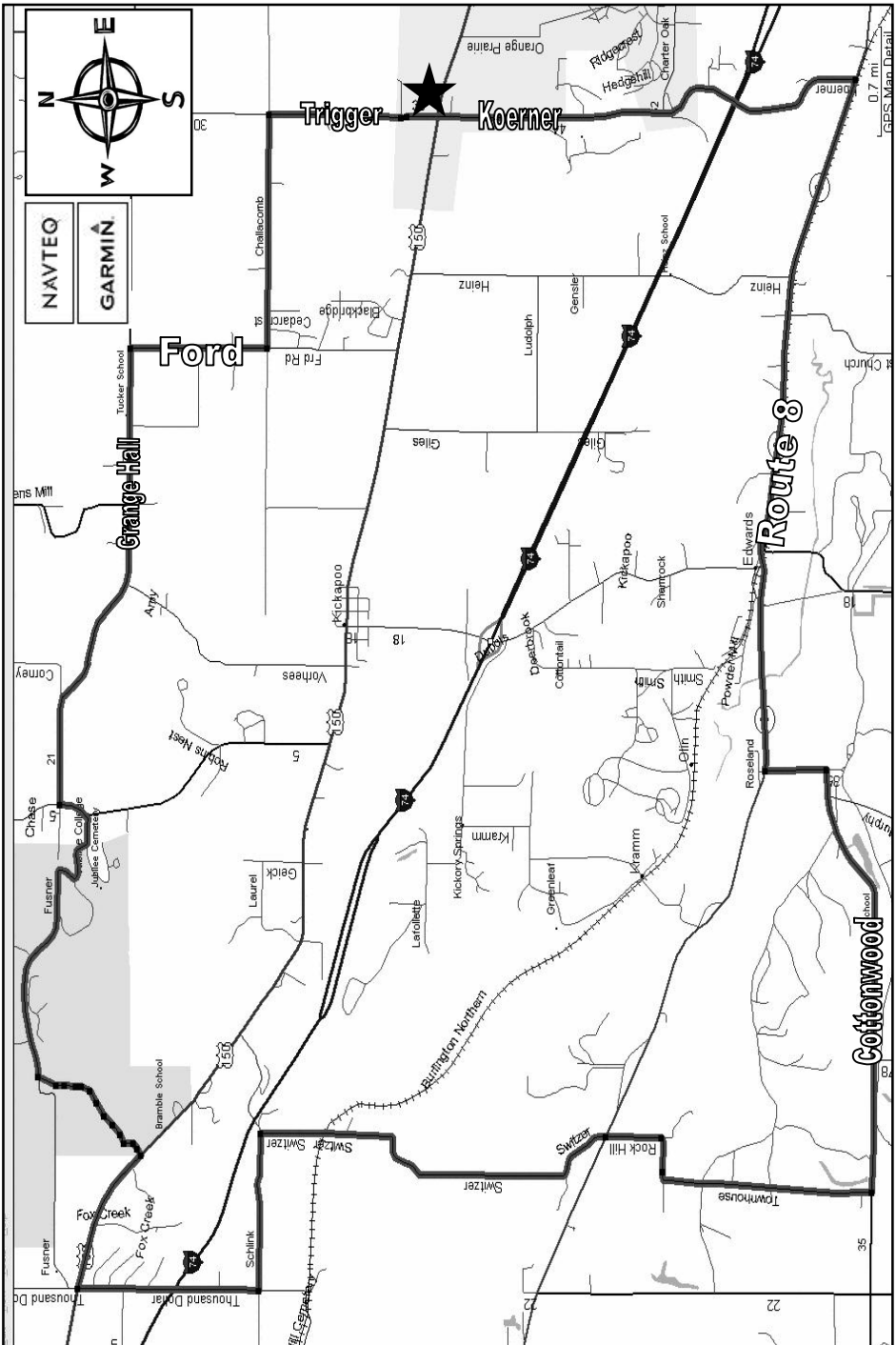
Items of Interest

LR Nelson Sprinkler Factory: It all started back in 1904 when a man named Lewen R. Nelson created and patented a coupling device for garden hoses. It sold well, so in 1911 he formed his own company. The business remained in the Nelson family until the 1970s.

Current owner Dave Ransburg bought the company in 1972 and put the focus on research and development. Today's line of more than 1,000 products for lawn, garden, landscape and turf includes many of the industry's most innovative and high-tech designs.

Jubilee College State Park: Named Jubilee College by its founder, Episcopal Bishop Philander Chase in 1839, in expression of his thankfulness and joy, the college was one of the earliest educational enterprises in Illinois. Through a series of misfortunes climaxed by the Bishop's death, the college closed in 1862. In 1933 the college and grounds, consisting of 93 acres, were presented to the state of Illinois. Since that time the Department of Natural Resources has increased the acreage to 3,200. The college building, placed on the National Register of Historic Places in 1972, has been restored to its original appearance and is under the management of the Illinois Historic Preservation Agency. Contact the site for information at: Jubilee College State Historic Site, 11817 Jubilee College Rd., Brimfield, IL 61517, 309-243-9489

Scenic Peoria County Route Map



Scenic Peoria County Route Cue Sheet

Go	ACT	DESCRIPTION	Cum Miles
0.00	R	Turn Right out of Sprinkler Drive onto N. Trigger Rd.	0.00
1.15	L	West on Challacomb Road	1.15
1.50	R	North on Ford Road	2.65
1.02	L	West on Grange Hall Road	3.67
3.10	L	South on Princeville-Jubilee Road	6.77
0.23	R	West on Jubilee College Road (enter park)	7.00
0.19	R	North on Fussner Road (dangerous hill here)	7.19
0.28	BR	Follow Northerly section of circular road in Park	7.48
2.50	ST	Follow remaining Fussner road out of park to 150	9.98
	R	West on U.S. Route 150	9.98
	POI	Strange Rock house on R.H side of 150	9.98
1.15	L	South on Thousand Dollar Road	11.13
1.35	L	East on Schlink Road	12.48
1.01	R	South on Switzer Road	13.49
0.48	X	Caution Railroad Tracks and STEEP hill	13.96
2.37	X	Caution - Cross Route 8 - can be busy at times	16.33
		Road becomes Townhouse Road	16.33
2.25	L	East on Cottonwood Road	18.58
2.82	BL	Continue toward the left on Cottonwood	21.40
0.45	R	East on Route 8 (busy road - SINGLE FILE)	21.86
4.55	L	North on Koerner-Trigger Road	26.41
3.29	X	Caution - cross Route 150 - BE CAREFUL!!	29.70
0.10	R	Arrive back at Nelson's	29.80

Route Notes

Dunlap River Route

- Location:** Peoria County; Dunlap; Dunlap Grade School
301 South First Street, Dunlap, IL 61525
- Distance:** 30 Miles
- Terrain:** Moderate route with rolling hills – some flat
- Features:** Beautiful climb up Hallock Hollow Road, a Peoria County Scenic Highway, and a nice ride along the Illinois river from Rome to Chillicothe.

Internet Link to Ride Map

<http://www.mapmyride.com/ride/united-states/il/dunlap/1047881065>

Why this ride is a favorite: The ride along River Beach Road is one of the best ways in the area for getting to see the Illinois River and how life is lived on/along it. Be sure and keep your eyes peeled for eagles – especially during the winter months!! In addition – climbing up Hallock Hollow Road (a Peoria County Scenic Highway) always serves as a good challenge to all riders – young & old!!

Submitted by: Al Covington, IWW

Items of Interest

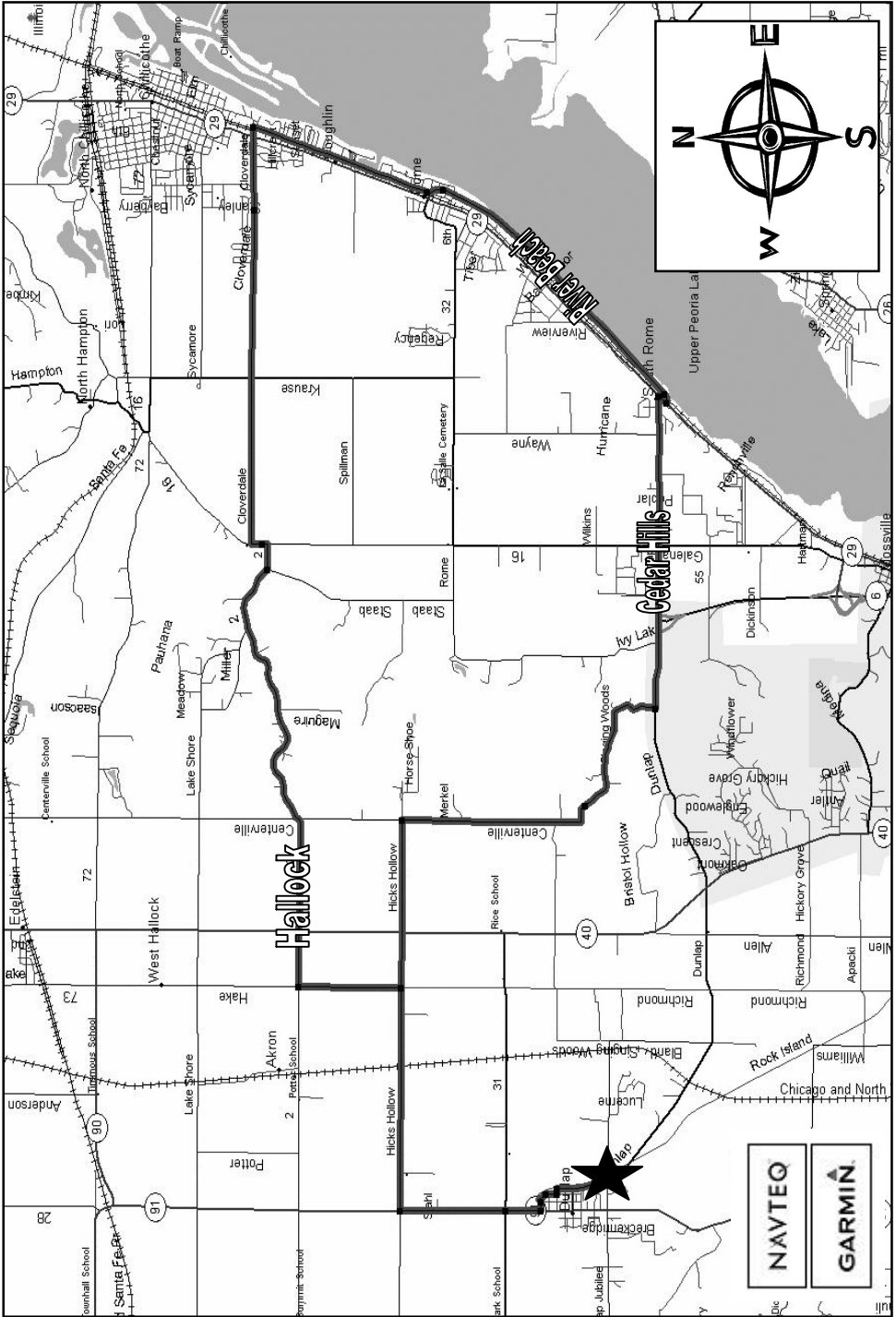
Illinois River: South of Hennepin, the Illinois River is actually following the ancient channel of the Mississippi River. The Illinoian Glaciation, about 200,000 to 125,000 years ago, blocked the Mississippi near Rock Island, diverting it into its present channel. After the glacier melted, the Illinois River flowed into the ancient channel. The modern channel of the Illinois River was shaped in a matter of days by the Kankakee Torrent. During the melting of the Wisconsin Glacier, about 10,000 years ago, a lake formed in Indiana that was comparable to one of the modern Great Lakes. The lake formed behind the terminal moraine of a substage of that glacier. Melting ice to the north eventually raised the level of the lake so it topped the moraine. The dam burst, and the entire volume of the lake was released in a very short time, perhaps a few days. Because of the manner of its formation, the Illinois River runs through a deep canyon with many rock formations. It has an "underutilized channel", a channel that is far larger than would be needed to contain any conceivable flow in modern times.

The Illinois River Valley was one of the strongholds of the Illiniwek confederation of Native Americans. The French first met the natives here in 1673. The first European settlement in the state of Illinois was the Jesuit mission founded in 1675 by Father Jacques Marquette on the banks of the Illinois at Starved Rock. In 1680 Robert Cavalier de La Salle built the first fort in Illinois, Ft. St. Louis, at Starved Rock. Later the Jesuits relocated to the present site of Creve Coeur, near Peoria.

From 1905 to 1915, more freshwater fish were harvested from the Illinois than from any other river in the United States except for the Columbia. The Illinois was once a major source of mussels for the shell button industry. Over-fishing and habitat loss due to heavy siltation and pollution have eliminated most commercial fishing, except for a small mussel harvest to provide shells to seed pearl oysters overseas. It is still commercially fished downstream of the Rt. 89 bridge at Spring Valley. The river is still an important sports fishing resource with a world class Sauger fishery.

The Illinois forms part of a modern waterway that connects the Great Lakes at Chicago to the Mississippi River. The waterway was originally established by building the Illinois and Michigan Canal, which connected the Illinois to the Chicago River. When the Chicago River was later reversed, the pollution and sewage of the city of Chicago flowed down into the Illinois. The Illinois and Michigan Canal has since been replaced by the Illinois Waterway, including the Chicago Sanitary and Ship Canal. The river is controlled by five locks and dams to facilitate river traffic. The waterway is heavily trafficked by barges transporting bulk goods such as grain and oil. The waterway is used in the summer and early fall by pleasure boats cruising the Great loop.

Dunlap River Route Map



Dunlap River Route Cue Sheet

Go	ACT	DESCRIPTION	Cum Miles
0.00	L	North on 1st Street	0.00
0.38	L	West on Walnut Street	0.38
0.04	R	North on 2nd Street	0.42
0.23	L	West on Hickory Street	0.65
0.07	R	North on Route 91 - BE CAREFUL!!	0.72
1.40	R	East on Hicks Hollow Road	2.12
2.52	SS	CAREFUL - Cross Route 40	4.64
	TRO	Continue East on Hicks Hollow Road	4.64
1.02	R	South on Centerville Road	5.66
1.53	b/c	Becomes Singing Woods Road	7.19
	TRO	Continue South on Singing Woods Road	7.19
1.83	L	East on Cedar Hills Drive	9.02
1.49	TL	Continue East on Cedar Hills Drive	10.51
1.36	RL	Quick Right on Route 29 - Left on River Beach Drive	11.87
	TRO	Continue North on River Beach Drive	11.87
3.13	TRO	Continue North on River Beach Drive	15.00
1.86	L	West on Cloverdale Road	16.86
3.78	L	South on Old Galena Road - BE CAREFUL!!	20.64
0.16	R	West on Hallock Hollow Road	20.80
0.85	BL	Continue West on Hallock Hollow Road	21.65
3.02	SS	CAREFUL - Cross Route 40	24.67
	b/c	Continue West on Akron Road	24.67
0.50	L	South on Hakes Road	25.17
1.02	R	West on Hicks Hollow Road	26.19
2.02	L	South on Route 91 - BE CAREFUL	28.21
1.40	L	East on Hickory Street	29.61
0.07	R	South on 2nd Street	29.68
0.23	L	East on Walnut Street	29.91
0.04	R	South on 1st Street	29.95
0.38		Arrive back at Dunlap Grade School	30.33

Ride Notes

Brimfield to Elmwood Ride

- Location:** Peoria County; Brimfield, IL; City Park
South Galena Avenue, Brimfield, IL 61517
- Location Note** Turn South off 150 by Library; park at end of road. Public restrooms located here
- Distance:** 36 Miles
- Terrain:** Flat near start of ride – ramping up to rolling sections
- Features:** Historic town of Elmwood – home of sculptor Lorado Taft.
Food options are Geppetto's Italian on the East side of town or Casey's/Jordan's Mobil for quicker fare.

Internet Link to Ride Map

<http://www.mapmyride.com/ride/united-states/il/brimfield/768021490>

Why this ride is a favorite: Part of this route follows the world-famous IVW No Baloney Ride – a popular early fall century attended by many cyclists.

Submitted by: Herb Unkrich; IVW

Items of Interest

Lorado Taft: After being home-schooled by his parents in Elmwood, Taft earned his bachelor's degree (1879) and master's degree (1880) from the University of Illinois, where his father was a professor of geology. The same year he left for Paris to study sculpture. In Paris he attended the Ecole des Beaux-Arts, where he studied with Augustin Dumont, Jean Marie Bienaimé (Bonnassieux) and Jules Thomas. Upon returning to the United States in 1886, he settled in Chicago and began teaching at the Art Institute of Chicago, remaining on the faculty until 1929.

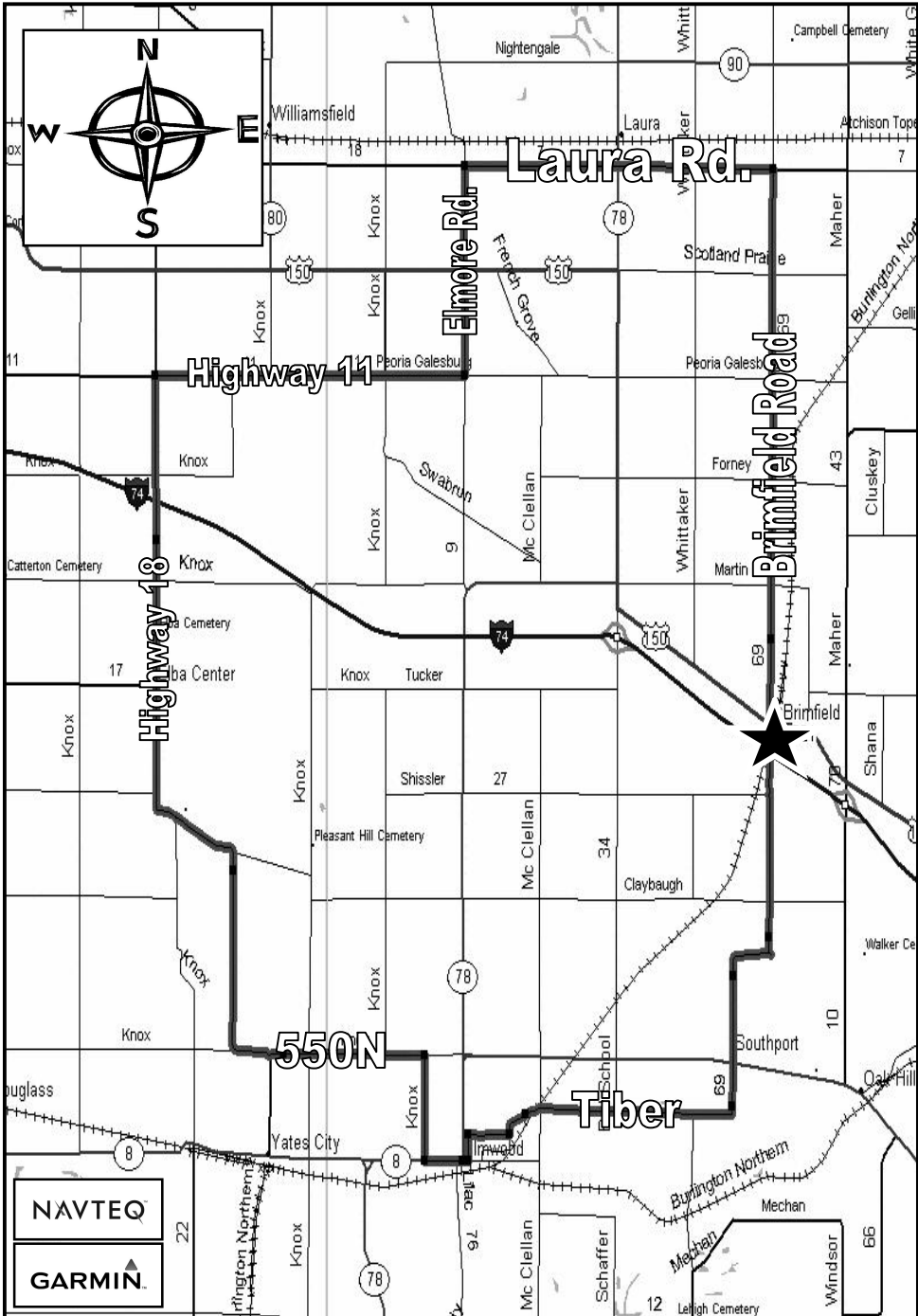
In 1892, while the art community of Chicago was all in a twitter about preparing for the Columbian Exposition of 1893, head architect Daniel Burnham expressed concern to Taft that the sculptural adornments to the buildings might not be finished on time. Taft asked if he could employ some of his female students as assistants (women as sculptors were not an accepted reality at that time) for the Horticultural Building, Burnham responded with the classic reply, "Hire anyone, even white rabbits if they'll do the work." From that arose a group of talented women sculptors who were to retain the name "The White Rabbits." These included Enid Yandell, Carol Brooks MacNeil, Bessie Potter Vonnoh, Janet Scudder, and Julia Bracken. Later another former student, Francis Loring, noted that Taft used his students' talents to further his own career, a not uncommon observation by students regarding their teachers. In general, history has given Taft credit for helping to advance the status of women as sculptors.

Taft died in 1936.

Lorado Taft Selected works:

Black Hawk Statue Monument, Oregon IL
Heald Square Monument, Chicago, IL
Fountain of the Great Lakes, Art Institute of Chicago, Chicago IL
Two Groups, Louisiana State Capitol, Baton Rouge, LA
Graves Memorial, Graceland Cemetery, Chicago, IL 1909
Lawson Monument, the Crusader, Graceland Cemetery, Chicago, IL 1931
Thatcher Memorial Fountain, Denver CO
Defense of the Flag, Jackson MI
William A. Foote Memorial, Jackson, MI
Lincoln the Orator, Urbana, Illinois
Alma Mater, University of Illinois

Brimfield to Elmwood Route Map



Brimfield to Elmwood Cue Sheet

Go	ACT	DESCRIPTION	Cum Miles
0.00	R	North on Galena Avenue	0.00
0.09	L	West on Calhoun Street	0.09
0.24	R	North on Jefferson Street	0.33
0.18	SS	CAREFUL - Cross Route 150	0.51
	TRO	Continue on Jefferson Street / Brimfield Road	0.51
5.50	L	West on Laura Road	6.01
2.02	SS	CAREFUL - Cross Route 78	8.03
	TRO	Continue West on Laura Road	8.03
2.01	L	South on Elmore Road	10.04
1.00	SS	CAREFUL - Cross Route 150	11.04
	TRO	Continue South on Elmore Road	11.04
1.02	R	West on Peoria Galesburg Trail - Knox Highway 11	12.06
4.04	L	South on Knox Highway 18	16.10
4.17	BL	Follow Highway 18 around to the Left	20.27
1.12	BR	Follow Highway 18 around to the Right	21.39
	TRO	Continue South on Highway 18	21.39
1.87	BL	Follow Highway 18 around to the Left (East)	23.26
0.52	BL	Bear Left (East) onto Knox Road 550N \ Gerber Road	23.78
2.04	R	South on Knox Street	25.82
1.02	L	East on Route 8 - Main Street	26.84
0.43	POI	Mobil Station @ corner of Liliac Street	27.27
	TRO	Continue East on Main Street	27.27
0.15	L	North on Rose Street	27.42
0.25	R	East on Ash Street	27.66
0.54	L	North East on Tiber Creek Road	28.20
3.03	BL	Follow Tiber Creek around bend North	31.23
	TRO	Continue North on Pulsifer Road	31.23
1.52	BR	Bear Right (East) on Cahill Road	32.75
0.46	L	North on Brimfield Road	33.21
2.04	R	East on Calhoun Street	35.25
0.24	R	South on Galena Avenue	35.49
0.09	POI	Arrive back at Brimfield Park	35.58

Ride Notes

County Line Ride

- Location:** Peoria County; LR Nelson Sprinkler Factory
1 Sprinkler Lane, Peoria, IL 61615
- Location Note** Please park in the far NE corner of main parking lot off Route 150; back parking lot is used for semi trailers
- Distance:** 40 Miles
- Terrain:** Mostly long, flat sections coupled with rolling hills farther north
- Features:** Camp Grove Wind Farm

Internet Link to Ride Map

<http://www.mapmyride.com/ride/united-states/il/peoria/102183271>

Submitted by: Steve Alfred; IVW

Items of Interest

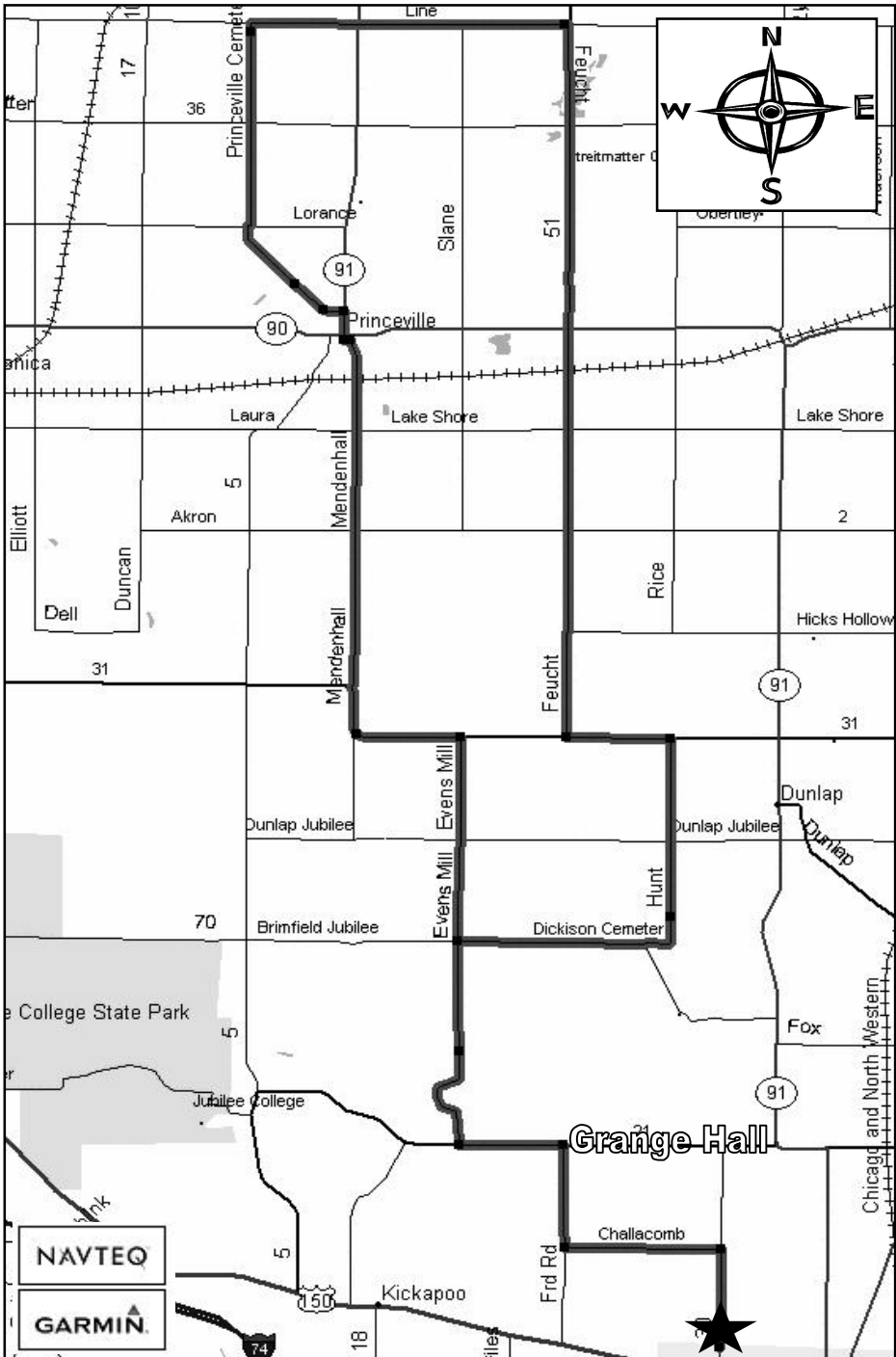
Princeville, IL: The area of Princeville was home to the Illinois people until the late 1600s - early 1700s, when they were pushed west by the Sauk, Fox, Kickapoo, and Potawatomi after the murder of the Ottawa Chief Pontiac sparked a war. It was probably the Potawatomi or the Kickapoo whom Daniel Prince first encountered when he came here from Indiana in 1821. Said to be the first European to live among the native Americans in the area later known as Prince's Grove, he appears to have been accepted as a friend as well. The Native Americans saved his life after a deadly rattlesnake bite, and he was able to remain in the area, unmolested throughout the Black Hawk War, when the other European Americans took refuge in the Fort at Peoria.

Daniel Prince was a conservationist. He plowed furrows and burned the grass early in the season to prevent massive prairie fires from endangering the stands of trees where he built his home on the high prairie a few miles west of the Illinois River. On June 22, 1837, William C. Stevens, Benjamin Clark and Jesse M. McCutchen acknowledged Daniel Prince's contribution to the settlement of the area and filed a plat for the original town of Princeville. Two years later Mr. Prince left for Missouri, telling friends things were just too crowded for his taste. As late as 1841, the town had only nine families.

Founders Clark and McCutchen were land speculators, while Stevens lived in nearby Rosefield Township. Before the railroad was built, Princeville was one of the stopping places on the stagecoach route running from Peoria and Chillicothe through Southampton to Princeville and on to the west and northwest. The stage, which carried mail as well as passengers, first came just once a week, then twice and later three times a week. It stopped at the Bliss-Millen Hotel.

Princeville was incorporated on March 24, 1874. Trains began visiting the village during the next decade as the line connecting Peoria and Rock Island was completed.

County Line Ride Map



County Line Ride Cue Sheet

Go	ACT	DESCRIPTION	Cum Miles
0.00	R	North on Trigger Road	0.00
0.98	L	West on Challacombe Road	0.98
1.50	R	North on Ford Road	2.48
1.02	L	West on Grange Hall Road	3.50
1.00	R	North on Evans Mill Road	4.50
2.26	R	East on Brimfield-Jubilee Road	6.76
2.02	b/c	Road becomes Duggins Road	8.78
	TRO	Follow curve North and remain on Duggins Road	8.78
1.02	SS	Cross Legion Hall Road	9.80
	TRO	Continue North on Duggins Road	9.80
1.02	L	West on Parks School Road	10.82
0.99	R	North on Feucht Road	11.81
1.05	BR	Follow Road around curve and continue on Feucht	12.86
3.01	SS	CAREFUL - Cross over Route 91	15.87
	TRO	Continue North on Feucht Road	15.87
3.02	L	West on Cedar Bluff Road / County Line Road	18.89
2.02	SS	CAREFUL - Cross over Route 91	20.91
	TRO	Continue on Cedar Bluff Road / County Line Road	20.91
1.02	L	South on Princeville Cemetary Road	21.93
2.02	RL	West on Mendell / South on Princeville Cemetary	23.95
1.18	BL	Bear left on North Street	25.13
0.20	R	South on Route 91 / Santa Fe Avenue	25.33
0.23	SS	Cross over Route 91 - Caseys on Left	25.55
	TRO	Continue South on Santa Fe Avenue	25.55
0.05	L	East on South Street	25.60
0.05	R	South on Walnut Street	25.65
0.40	b/c / x	Becomes Mendenhall - Cross BUSY RAILROAD!!	26.05
1.51	SS	Cross over Akron Road	27.56
1.56	BL	Merge going South with Parks School	29.12
	TRO	Continue around curve on Parks School	29.12
1.45	R	South on Evans Mill Road	30.57
4.30	L	East on Grange Hall	34.87
1.00	R	South on Ford Road	35.87
1.02	L	East on Challacombe Road	36.89
1.50	R	South on Trigger Road	38.39
0.98		Arrive back at LR Nelson	39.37

Ride Notes

Tanners Orchard Route

- Location:** Peoria County; Mossville; Mossville Grade School
12207 North Galena Road, Mossville, IL 61552
- Distance:** 44 Miles
- Terrain:** Moderate route with rolling hills – some flat
- Features:** Scenic ride passes Illinois River, the historic town of Chillicothe, and an intriguing field of wind turbines. Final destination is family-owned Tanners Orchard – selling apples, cider, muffins, and other yummy treats!
- Bike Shop:** Chillli Bicycles; 924 N 2nd St, Chillicothe, IL 61523

Internet Link to Ride Map

<http://www.mapmyride.com/ride/united-states/il/mossville/462378126>

Why this ride is a favorite: This route has been a club favorite for many years now. Each fall an organized ride (self-supported, though) is scheduled for the club to enjoy a day of cycling to the orchard.

Submitted by: Steve Kurt, IVW

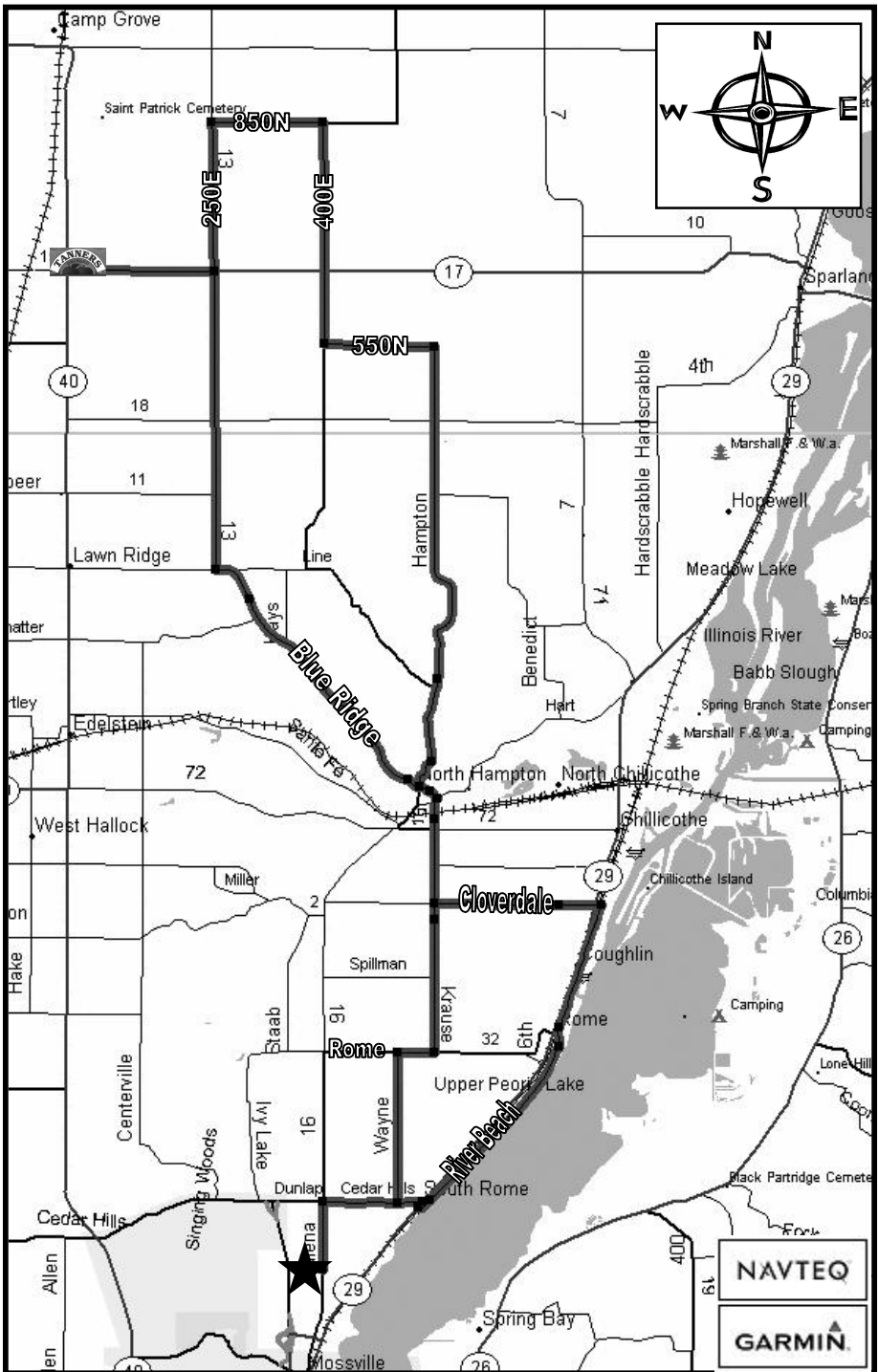
Items of Interest

Tanners Orchard: The roots of the apple tree run deep. You might say the same thing about the Tanners; their roots run halfway around the world to the town of Walde, Switzerland. It was there that Rudolph Tanner ran his family's apple orchard until 1906 when he set off for the "new world". Rudolph and his new bride Mina settled in Deer Creek, Illinois, and started a new orchard and family. Rudolph and Mina raised lots of children and lots of apples. Their son John, seventh of eleven children, eventually took over the Deer Creek Orchard. John and his wife Margaret raised their apples and children.

Unfortunately, the Deer Creek Orchard was five dusty, bumpy miles from the nearest "hard road". In 1947 John found a new place: an 80 acre farm near Speer, Illinois with 20 acres of well established apple trees right next to Old Route 88 (now Route 40), and he and Margaret moved there with their four children. Sons Harold and Richard, with their wives, worked together for 30 years. Now the orchard is owned and managed by Richard and Marilyn; their two children, Craig and Jennifer, and Jennifer's husband, Ben. They are the fifth generation of fruit growers. It has been 60 years now for Tanners Orchard at this location. The Tanners have grown together through the years, spanning the generations, across the country and an ocean. Tanners Orchard has become a family destination with an on farm bakery serving noon lunches, a large county farm market, wagon rides to the orchard for pick-your-own apples and pumpkins, a corn maze and a children's playground with farm animals. As the fourth generation of Tanners remains optimistic about the future of their diversified family farm, they hope to keep growing fruit, fun and memories for future generations. Hard work and the blessings of God are very sweet fruit indeed.

Wind Power Generation: Wind power is the conversion of wind energy into useful form, such as electricity, using wind turbines. In windmills, wind energy is directly used to crush grain or to pump water. At the end of 2007, worldwide capacity of wind-powered generators was 94.1 gigawatts.. Although wind currently produces just over 1% of world-wide electricity use, it accounts for approximately 19% of electricity production in Denmark, 9% in Spain and Portugal, and 6% in Germany and the Republic of Ireland (2007 data). Globally, wind power generation increased more than fivefold between 2000 and 2007. Wind power is produced in large scale wind farms connected to electrical grids, as well as in individual turbines for providing electricity to isolated locations. Wind energy is plentiful, renewable, widely distributed, clean, and reduces greenhouse gas emissions when it displaces fossil-fuel-derived electricity.

Tanners Orchard Route Map



Tanners Orchard Route Cue Sheet

Go	ACT	DESCRIPTION	Cum Miles
0.00	L	Turn Left out of parking lot onto N. Galena Road	0.00
0.90	R	East on Cedar Hills Drive	0.90
1.36	RL	CAUTION - South on Route 29 (Old Galena Road)	2.26
0.10		Stay in L.H. lane and immediately enter turn lane	2.36
		Make a quick L.H. & cross tracks to River Beach Drive	
3.23	LR	Continue North around curves on River Beach Drive	5.59
1.97	L	West on Cloverdale	7.56
0.10	TL	CAUTION - Cross Route 29 and continue on Cloverdale	7.66
2.19	R	North on Krause Road	9.85
1.01	B/C	CAUTION - Cross Truitt Road & continue on Blue Ridge	10.86
0.72	BR	North on Hampton Road	11.58
5.29	L	West on 550N or County Highway 18	16.87
1.51	R	North on 400E	18.38
2.02	X	CAUTION - Cross Route 17 & continue N. on 400E	20.40
0.99	L	West on 850N	21.40
1.51	L	South on 250E, or County Highway 13	22.91
1.01	R	CAUTION - West on Route 17	23.92
1.91	POI	ARRIVE AT TANNERS ORCHARD!!!	25.83
1.91	R	Backtrack to 250E and go South	27.74
4.03	L	East on 350N	31.77
0.23	TRO	Continue South on Blue Ridge Road	32.00
4.73	B/C	CAUTION - Cross Truitt Road & continue on Krause	36.73
3.02	R	West on Rome West Road	39.75
0.51	L	South on Wayne Road	40.25
2.04	R	West on Cedar Hills Drive - CAUTION - BUSY ROAD	42.29
1.01	L	South on Galena Road - CAUTION - BUSY ROAD	43.30
0.90	POI	Arrive back at Mossville Grade School	44.21

Brimfield to Oak Run Ride

- Location:** Peoria County; Brimfield, IL; City Park
South Galena Avenue, Brimfield, IL 61517
- Location Note** Turn south off 150 by Library; park at end of road. Public restrooms located here
- Distance:** 47 Miles
- Terrain:** Descent into town of Dahinda in the Spoon River Valley is a great reason to save this ride for the fall.
- Features:** Oak Run Lake near the mid-point of this ride features a sit-down restaurant (309-879-2155), 600 acre lake, and golf course.

Internet Link to Ride Map

<http://www.mapmyride.com/ride/united-states/il/brimfield/114731197>

Why this ride is a favorite: Riding in and around the Spoon River Valley is an exciting experience – especially during the fall when leaves are beginning to change the scenery from ordinary to extraordinary!

Submitted by: Herb Unkrich; IVW

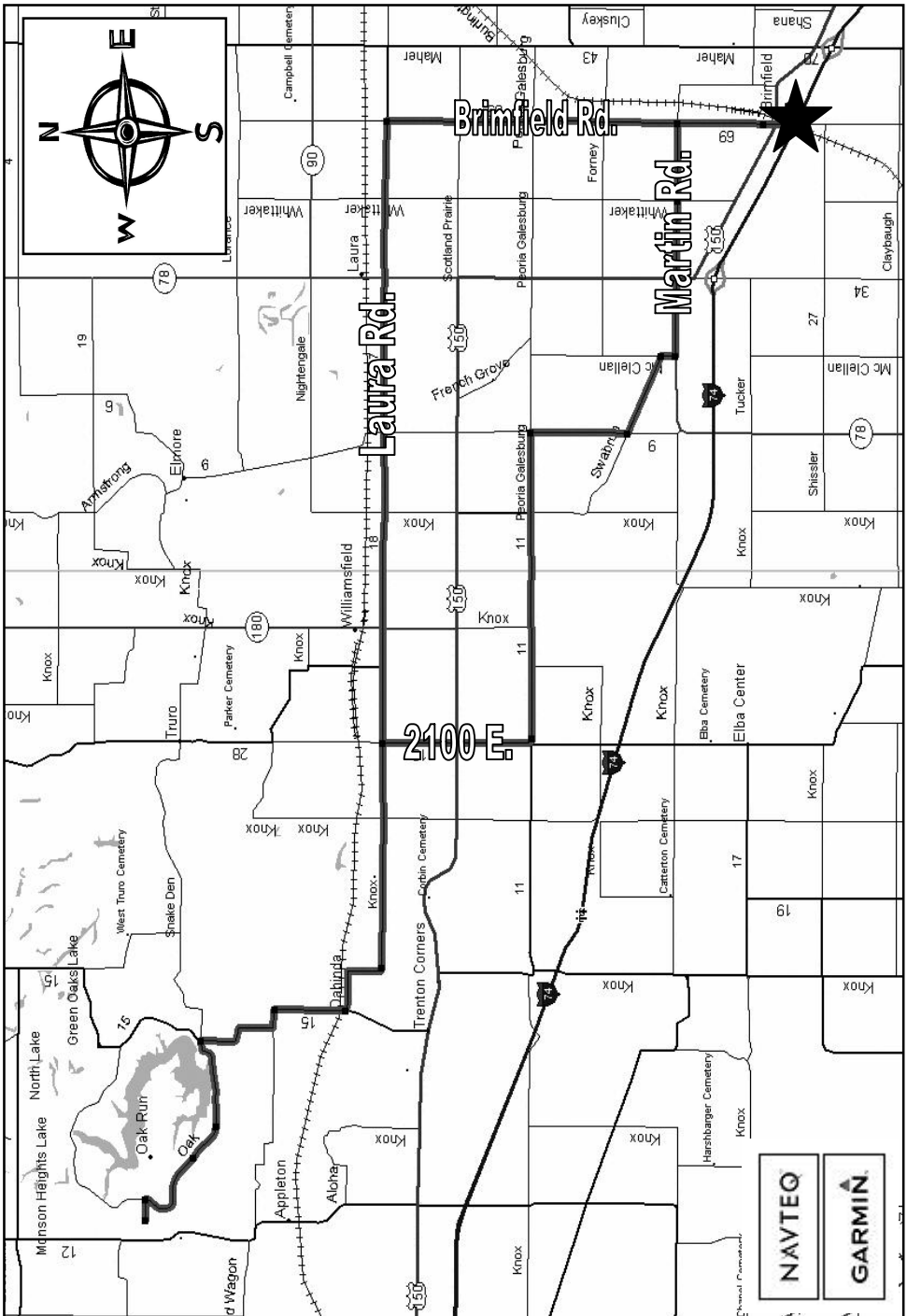
Items of Interest

Casey's General Stores: In 1959 Don Lamberti leased a service station in Des Moines, Iowa, from his father. After Lamberti successfully remodeled the station into a convenience store and operated it for nine years, his gasoline supplier and friend, Kurvin C. (K.C.) Fish, suggested that he purchase the Square Deal Oil Company, a service station for sale in Boone, Iowa. Lamberti followed Fish's advice and purchased the station, which he renamed "Casey's" after Fish. As with his leased store, Lamberti converted the station into a convenience store. The logo on the Boone store is the same logo used today by the Casey's chain. The Boone store (located in a town of only 12,500) did well, so Lamberti decided to see if he could duplicate his success. He purchased another store in Creston, Iowa, (population 7,000) and that store did well also. Lamberti became more ambitious and decided to open a store from scratch in the even smaller town of Waukee, Iowa (population 1,500 at the time). The Waukee store proved to be the most successful of the three, so Lamberti decided to buy and open more stores, concentrating on towns of less than 5,000 population (a variation on the tactic used in the early success of Wal-Mart). By the late 1970s (when Casey's opened its first warehouse) the chain had 118 stores, including the original store operated by Lamberti's parents. It entered the Casey's fold in 1977. In 1982 Casey's opened its first Distribution Center in Urbandale, Iowa.

Casey's became a publicly traded company in October 1983, with an initial public offering of 700,000 shares. Around this time Casey's began to sell doughnuts in its stores; in December 1984 it introduced pizza, one of its signature items today. In 1990 Casey's moved to its current facility in Ankeny, Iowa. Casey's 1,000th store opened in Altoona, Iowa in 1996, the same year Casey's exceeded \$1 billion in annual sales. In January 2006, Casey's purchased Gas 'N Shop of Lincoln, Neb. On Aug. 7, 2006, Casey's agreed to purchase the 33-store HandiMart chain, based in Cedar Rapids, Iowa, in a \$63 million deal.

The chain markets itself toward smaller communities. Most Casey's stores sell their own freshly made pizza and doughnuts (according to Casey's, over 27,000 pizzas and over 269,000 doughnuts per day) in addition to gasoline and other convenience store products. Recently the chain began upgrading or replacing its facilities, as many of the original stores were dated from the 1960s and 70s. Many of the original stores were considered too small by the company and were starting to show age.

Brimfield to Oak Run Ride Map



Brimfield to Oak Run Ride Cue Sheet

Go	ACT	DESCRIPTION	Cum Miles
0.00	R	North on Galena Avenue	0.00
0.09	L	West on Calhoun Street	0.09
0.24	R	North on Jefferson Street	0.33
0.18	SS	CAREFUL – Cross Route 150	0.51
	TRO	Continue on Jefferson Street / Brimfield Road	0.51
5.50	L	West on Laura Road	6.01
2.02	SS	CAREFUL – Cross Route 78	8.03
	TRO	Continue West on Laura Road	8.03
4.54	POI	Williamsville – detour North for bathroom/food	12.57
	TRO	Continue West on Laura Road	12.57
4.40	BR	Road Curves North	16.97
0.44	BL	Road Curves back left – West – b/c 1450 N	17.40
0.51	R	North on Knox Highway 15	17.92
2.33	L	West on Snake Den Road / Oak Run Drive	20.25
	TRO	Follow Oak Run Drive Around Lake	20.25
2.85	POI	Turn Around at intersection of Oak Run & Lakeview	23.10
	TRO	Follow Oak Run Drive back around lake	23.10
2.85	R	South on Knox Highway 15	25.95
2.33	L	East on Knox Road 1450 N	28.28
0.51	BR	Follow Road South around Curve	28.79
0.44	BL	Follow Road East around Curve onto 1400N	29.23
2.97	R	South on Knox Road 2100 East	32.20
1.02	SS	CAREFUL – Cross Route 150	33.22
	TRO	Continue South on Knox Road 2100 East	33.22
0.98	L	East on Knox Highway 11 / Peoria Galesburg	34.20
4.05	R	South on Elmore Road	38.25
1.34	L	Southeast on Swab Run Road	39.59
1.10	RL	Right on McClellan Road / Left on Route 78	40.69
1.21	b/c	Continue Straight – Road becomes Martin Road	41.90
2.01	R	South on Brimfield Road	43.91
1.35	SS	CAREFUL – Cross Route 150	45.26
	TRO	Continue on Brimfield Road / Jefferson	45.26
0.18	L	East on Calhoun Street	45.43
0.24	R	South on Galena Avenue	45.67
0.09	POI	Arrive back at park in Brimfield	45.76

Ride Notes

Peoria – Brimfield - Elmwood Loop

- Location:** Peoria County; Nelson Sprinkler Factory
1 Sprinkler Lane, Peoria, IL 61615
- Location Note** Please park in the far NE corner of main parking lot off Route 150; back parking lot is used for semi trailers
- Distance:** 49 Miles
- Terrain:** Hilly first half; rolling middle section; climbs at end
- Features:** A Casey's General Store in Brimfield and Jordan's Mobile in Elmwood are available for convenient refueling. Elmwood offers opportunities to view sculptures from native Lorado Taft, see a unique Palace movie theater, and visit the quaint town square.

Internet Link to Ride Map

<http://www.mapmyride.com/ride/united-states/il/peoria/535868300>

Why this ride is a favorite: Besides beautiful scenery, the town of Elmwood has always been a favorite of mine in the area. In the days of small towns going by the wayside, Elmwood offers many things to do and see. A favorite place of mine to visit is The Parkview – a fine-dining establishment on the square.

Submitted by: Michael Honnold, IVW & PiBC

Items of Interest

Palace movie theater: The Palace opened in 1913, as a vaudeville theater, and later switched over to movies. It was wired for sound in 1930.

In 1979, the theater's third owner became Vern Reynolds, who beautifully restored and renovated the Palace to its original appearance. A next-door barber shop was converted into a larger concession area.

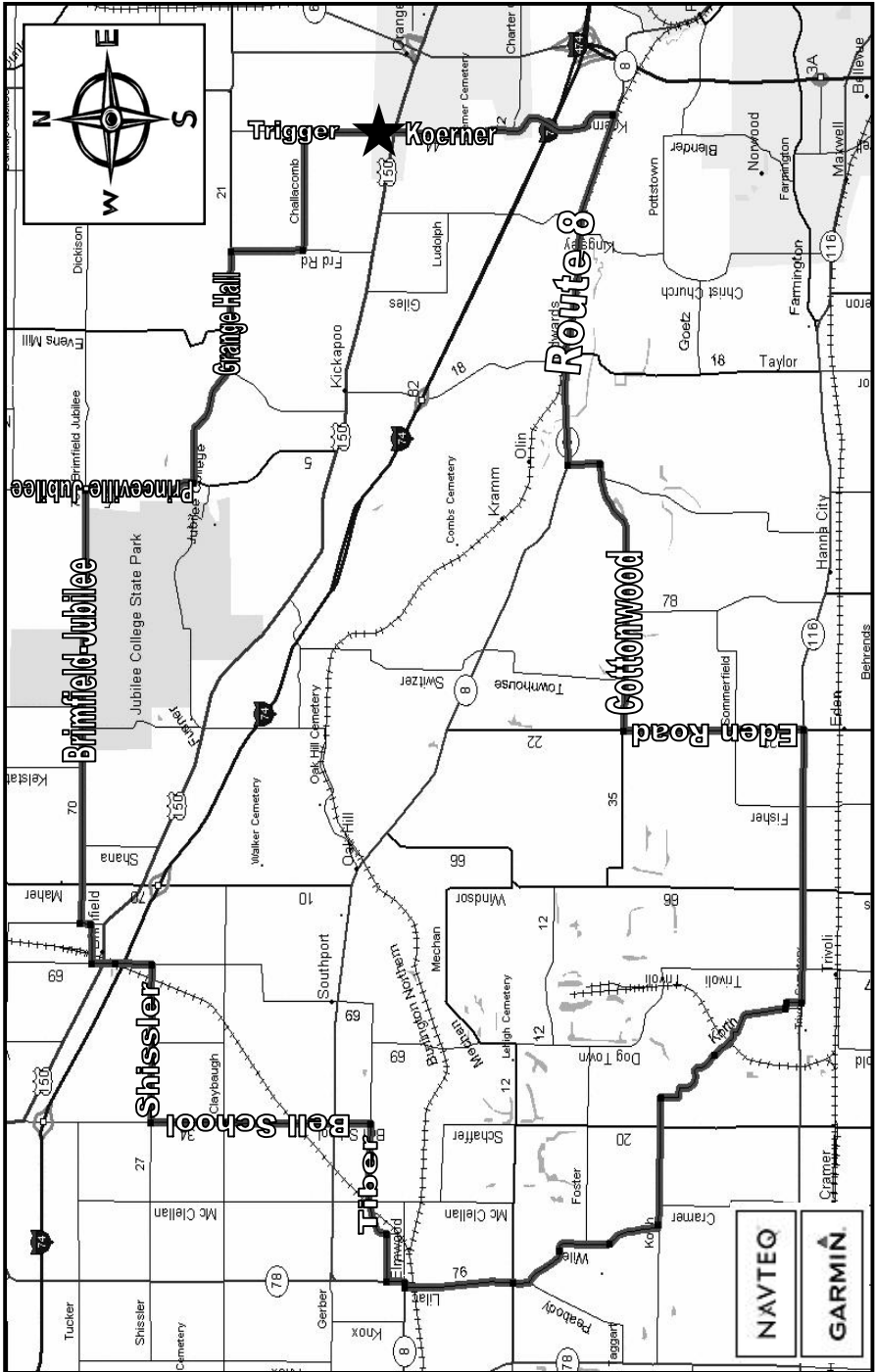
The Palace contains its original tin ceiling and features a 75-seat balcony, with seating for 300 on the main floor.

This rare single-screen movie house is one of the gems of charming downtown Elmwood. For more information regarding show times, please see www.reynoldstheaters.com

Rock Island Trail State Park: The Peoria and Rock Island Railroad Company was granted a charter to construct a railroad between Peoria and Rock Island on March 7, 1867. Construction began two years later, and the first regularly scheduled passenger train passed over the Rock Island Line July 8, 1871. For more than 40 years, passenger and freight trains rumbled through the small towns of Alta, Dunlap, Princeville, Stark, Wyoming and Toulon. By 1915, however, rail traffic through these communities began to decline and ceased completely by the late 1950's.

Peoria's Forest Park Foundation acquired the abandoned railway corridor in June, 1965, and deeded the property to the Department of Conservation four years later. Officially dedicated in 1989, the Rock Island Trail is the first railway conversion completed by the department.

Peoria - Brimfield - Elmwood Loop Map



Peoria – Brimfield – Elmwood Loop Cue Sheet

Go	ACT	DESCRIPTION	Cum Miles
0.00	R	North on Trigger Road out of Sprinkler Lane	0.00
1.00	L	West on Challacombe Road	1.00
1.50	R	North on Ford Road	2.50
1.02	L	West on Grange Hall Road	3.52
3.10	R	North on Princeville-Jubilee Blacktop (CAREFUL)	6.62
1.54	L	West on Brimfield-Jubilee Blacktop	8.16
5.48	L	South on Jackson Street	13.64
0.10	R	West on Clinton Street	13.74
0.50	L	South on Jefferson Street	14.24
0.10	SS	Careful - Cross Route 150 -Knoxville Street	14.34
		Continue on Jefferson Street	
0.68	R	West on Shissler Road	15.02
1.99	L	South on Bell School Road	17.01
2.56	SS	Careful - Cross over Route 8 - Busy!!	19.57
		Continue on Bell School Road	
0.50	R	West on Tiber Creek Road	20.07
1.00	B/C	Jarman Street	21.07
0.52	R	West on Ash Street	21.59
0.61	L	South on Route 8 / 78 Magnolia Street	22.20
0.25	R	West on Main Street	22.45
0.10	L	South on Liliac Street	22.55
	POI	Gas Station - Jordan's Mobil	
	TRO	Continue South on Liliac Street	
0.40	B/C	Becomes North Wiley Road	22.95
1.13	SS	Cross Graham Chapel Road	24.08
0.22	BL	Bear left on Wiley Road	24.30
2.10	L	East on Korth Road	26.40
4.04	L	East on Bethel Road	30.44
0.10	R	South on Moran Road	30.54
0.21	L	East on IL Route 116 - Be CAREFUL - Busy Road	30.74
3.46	L	North on Eden Road	34.20
2.52	R	East on Cottonwood Road	36.72
3.47	BL	Bear left on Cottonwood Road	40.19
0.45	R	East on Route 8	40.65
4.55	L	North on Koerner Road	45.20
3.29	SS	CAREFUL crossing Route 150 - War Memorial	48.49
	b/c	Road becomes Trigger Road	
0.27	R	East on Sprinkler Lane and back to Starting Point!	48.76

Ride Notes

Peoria to Glasford Route

- Location:** Peoria County; Peoria; Nelson Sprinkler Factory
1 Sprinkler Lane, Peoria, IL 61615
- Location Note:** Please park near the north side of the main employee parking lot. Do not park in the lot used for semi truck trailers!
- Distance:** 54 Miles
- Terrain:** Moderate route with rolling hills
- Features:** Nice rural ride – takes you through many different areas of Peoria County – rolling hills, steep hills (and some flats)

Internet Link to Ride Map

<http://www.mapmyride.com/ride/united-states/il/peoria/606256137>

Why this ride is a favorite: This route is one of the longer routes the Peoria Bicycle Club trains for on its Saturday morning club rides. One of the more scenic sections includes old strip mines around Glasford.

Submitted by: Michael Honnold, IWW & PiBC

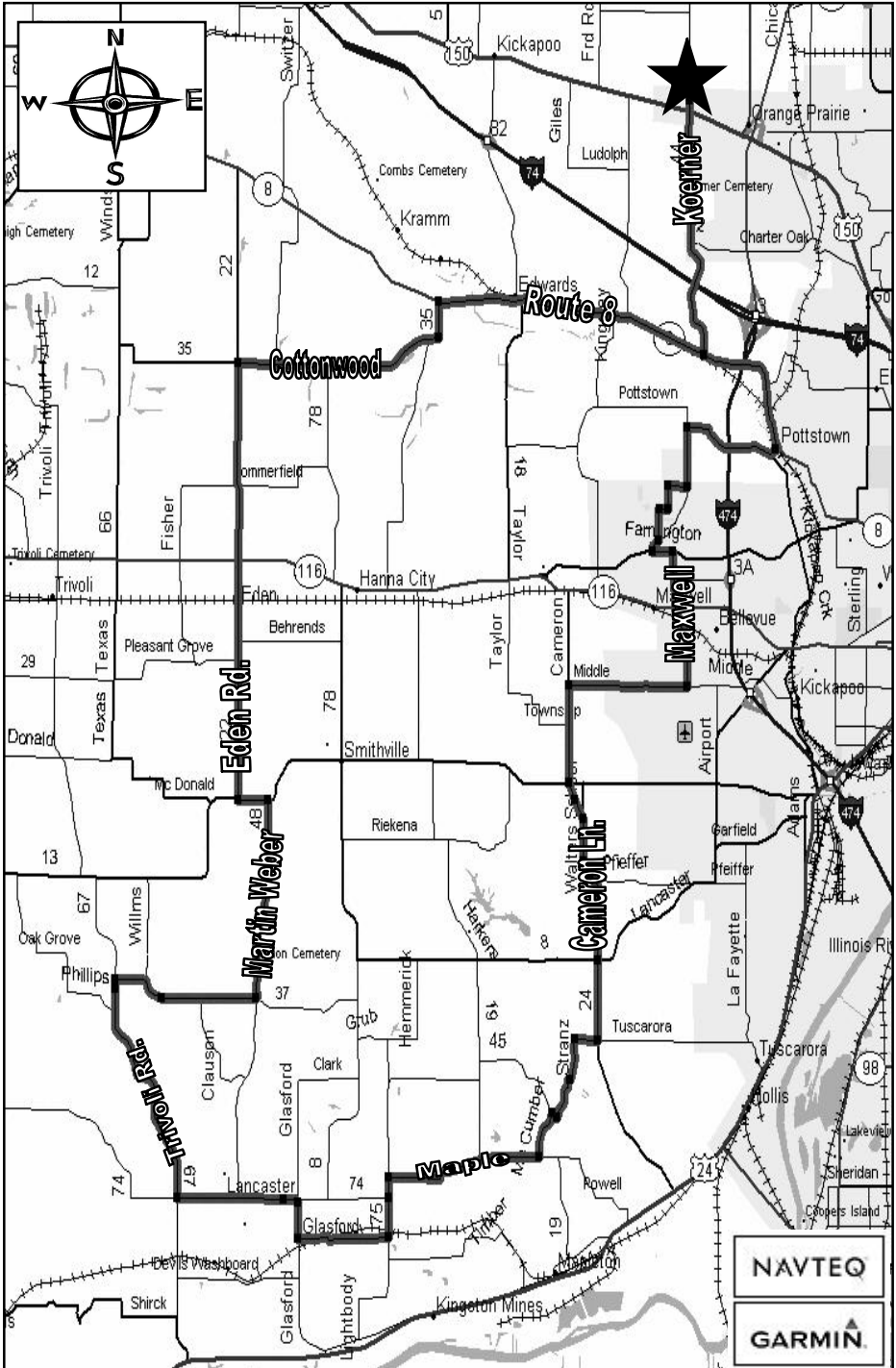
Items of Interest

The Glasford Crater: Glasford is located near the "Glasford Disturbance," where the normal layering of the bedrock has been highly disturbed. This is believed to be an ancient meteor crater. The impact fractured the bedrock and upended large blocks of sedimentary rocks. The crater has been filled by glacial action, so no trace appears on the surface.

Wildlife Prairie State Park: Wildlife Prairie State Park, officially dedicated as Hazel & Bill Rutherford Wildlife Prairie State Park, is an Illinois state park located about 10 miles west of downtown Peoria.

The massive park, home to animals native to Illinois, was opened in the autumn of 1978 under the name Wildlife Prairie Park. It was transferred from private foundation ownership to the Illinois Department of Natural Resources and renamed in autumn of 2001. A restaurant and unusual lodging – you can stay in silos, cabooses and stables -- are also located on the grounds. Years before environmental protection was common practice in most places, many of the man-made features of the park were built manually and with recycled materials to minimize the impact to the environment.

Peoria to Glasford Route Map



Peoria to Glasford Route Cue Sheet

Go	ACT	DESCRIPTION	Cum Miles
0.00	L	South on Trigger Road out of parking lot	0.00
0.10	T	CAREFUL - busy intersection cross over Rte. 150	0.10
	TRO	Continue South on Koerner Road after crossing	
3.29	L	East on Route 8 (Southport Road)	3.39
2.07	R	Southwest on Pottstown Road	5.46
	X	CAREFUL - cross double train line - BUSY!!	
0.10	BR	West on Pottstown (Johnson) road	5.56
1.52	L	South on Ellory (Blender) road	7.08
0.76	R	West on Conley Road	7.84
0.33	L	South on Park Avenue	8.17
0.30	R	West on Jones Road	8.47
0.10	L	South on Norwood Blvd	8.57
0.57	L	East on Farmington Road - CAREFUL - BUSY!!	9.14
0.33	R	South on Maxwell Road - CAREFUL - BUSY!!	9.47
0.72	SS	Intersection with 116 - CAREFUL - BUSY	10.19
1.05	R	West on Middle Road	11.24
2.00	L	South on Cameron Lane - CAREFUL - BUSY	13.24
4.68	R	West on Tuscarora Road	17.92
0.38	B/C	Tuscarora Road turns into Stranz	18.30
	R	South on Stranz	
1.10	R	Northwest on McCullough Road	19.40
0.10	L	South on McCumber Road	19.50
0.66	R	West on Mapleridge Road	20.16
1.00	BL	Bear Left and remain on Mapleridge Road	21.15
1.59	L	South on Kingston Mines Road	22.74
0.76	R	West on Main Street	23.50
1.04	BL	Bear Left and remain on Main Street	24.54
0.50	R	North on Glasford Road	25.04
0.46	BL	West on Glasford Canton Road	25.50
2.05	R	North on Trivoli Road	27.55
3.23	R	East on Todd School Road	30.78
2.49	L	North on Martin Weber Road	33.27
2.59	L	West on Smithville Road	35.86
0.50	R	North on Eden Road	36.36
3.03	SS	CAREFUL - cross Rte. 116 and continue North	39.39
2.52	R	West on Cottonwood Road	41.91
3.47	BL	Continue around corner on Cottonwood	45.38
0.45	R	West on Route 8 - CAREFUL- BUSY ROAD!!	45.84
4.55	L	North on Koerner Road	50.39
3.29	SS	CAREFUL - cross Rte. 150 and continue on Trigger	53.68
0.10	POI	End of Ride - Back at L.R. Nelson	53.78

Ride Notes

Route to Nowhere Ride

- Location:** Peoria County; Princeville, IL; Cutter's Grove Park
South Walnut Street, Princeville, IL 61559
- Location Note** Plenty of free parking is located on/around grounds
- Distance:** 54 Miles
- Terrain:** Mostly gradually rolling Illinois county roads
- Features:** Camp Grove Wind Farm; Bridge to Nowhere a little north of 450th street on Route 40

Internet Link to Ride Map

<http://www.mapmyride.com/ride/united-states/il/princeville/326404850>

Why this ride is a favorite: Here is a route we mapped out for the IVW Favorite Routes & Recipes project. It begins in Princeville and is mostly flat to rolling, with a few shorter, steeper hills south of Wyoming. Highlights include low traffic, (typically) good pavement, windmills, the Bridge to Nowhere, and The Whip in Princeville. It makes for a great ice cream stop after the ride!

Submitted by: Regina and Jeff Walk; IVW

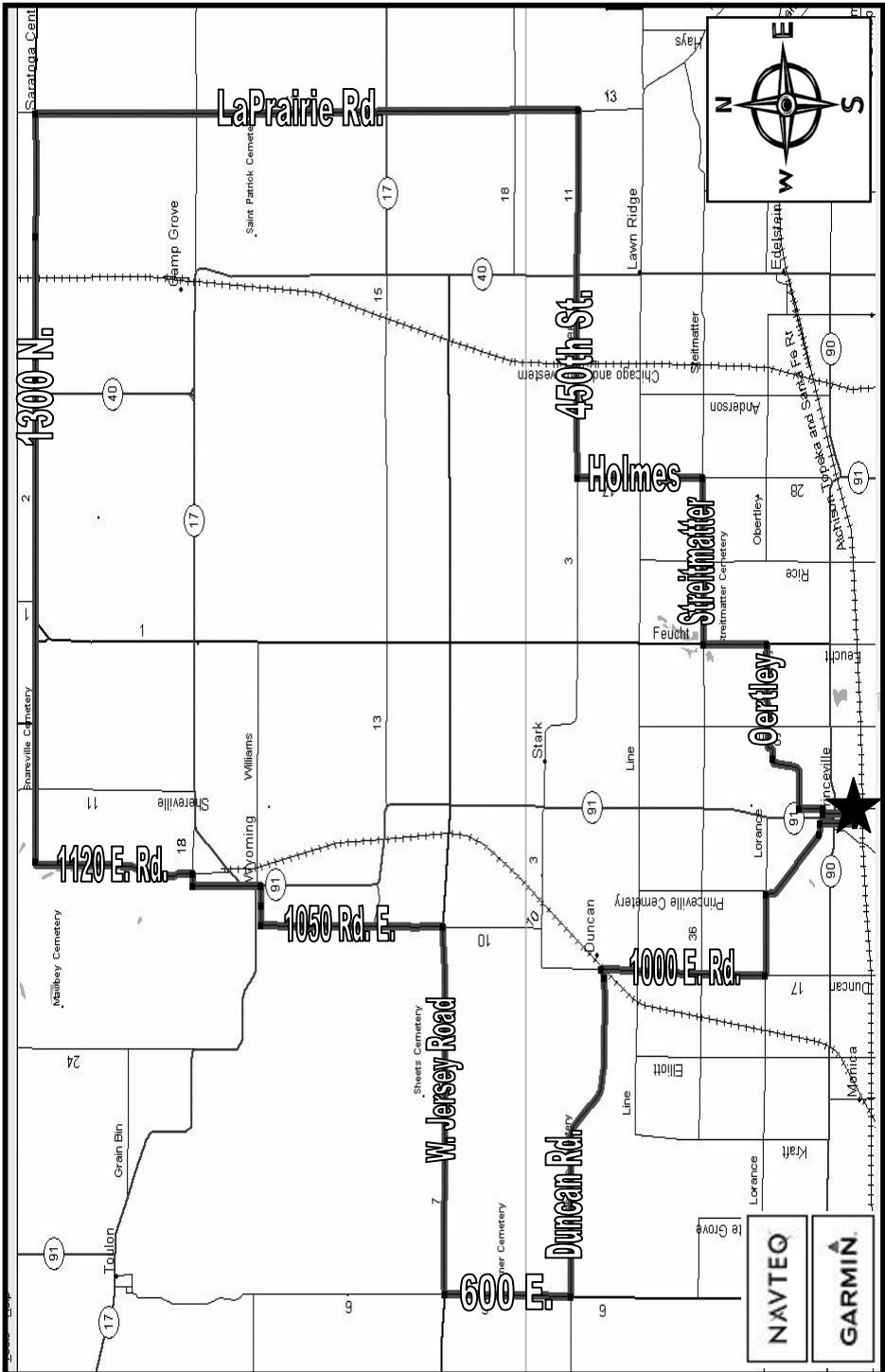
Items of Interest

Wyoming, IL: The city of Wyoming was founded on May 3, 1836, by General Samuel Thomas, who was a veteran of the War of 1812. General Thomas was born in 1787 and died in 1879. He is buried in the Wyoming City Cemetery, where a plaque below his stone denotes that he was the founder and benefactor of the town. The main city park in Wyoming is Thomas Park, and there is also a Thomas street in honor of him. Samuel Thomas, as well as many of the other early settlers, came from Pennsylvania. It is for the Wyoming Valley in Pennsylvania that the city is named.

Wyoming is located in Stark County, which is largely rural. Stark County was established on March 2, 1839, and named for John Stark, a soldier of the French and Indian wars and a Major General of the Revolution. He served with great distinction at Bunker Hill, Trenton, Princeton and Bennington.

Wyoming is the largest town in Stark County, with 1424 people as of the 2000 census. The other principal villages are Toulon, Bradford, Lafayette, Castleton, Camp Grove, West Jersey, Duncan, Stark, Speer, Monica, Milo, Elmira, Osceola, and Modena. Toulon is the county seat, where the historic courthouse sits.

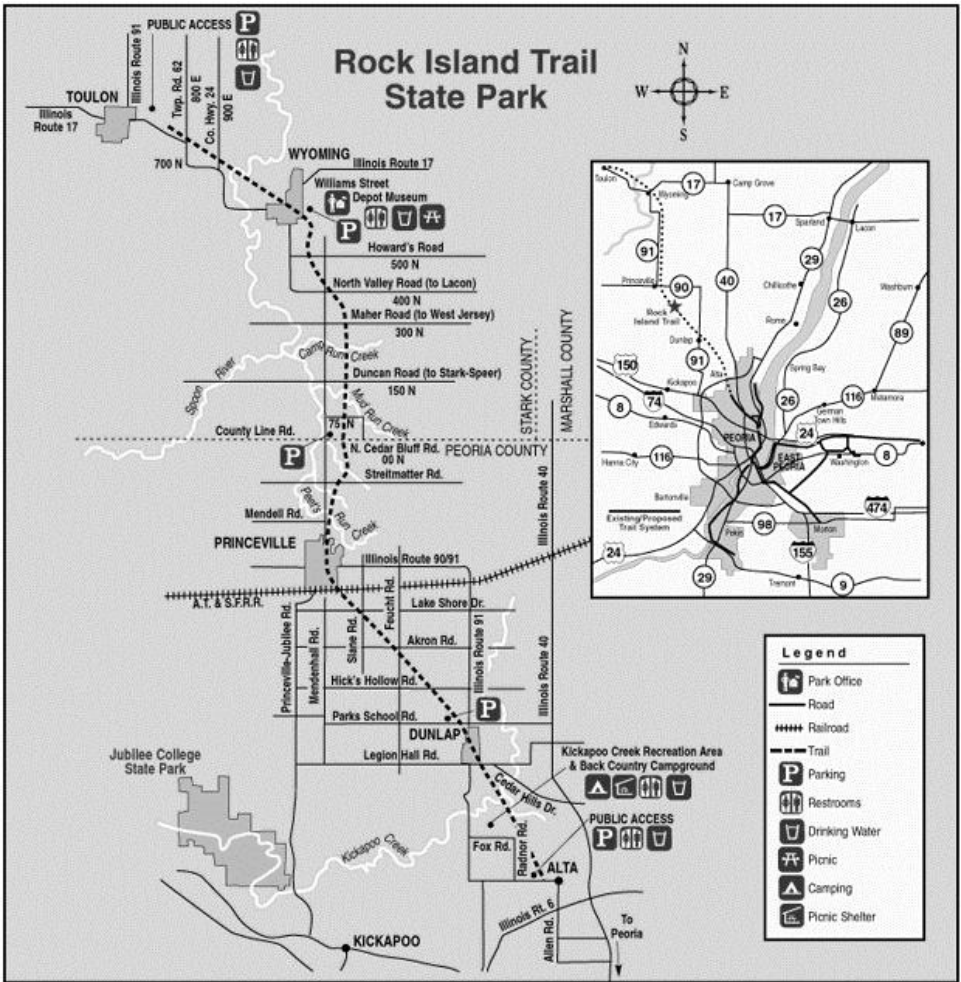
Route to Nowhere Ride Map



Route to Nowhere Ride Cue Sheet

Go	ACT	DESCRIPTION	Cum Miles
0.00	L	North on Walnut Street on East side of Park	0.00
0.41	SS	CAREFUL - Crossing Route 91	0.41
	TRO	Continue North on Walnut Street	0.41
0.17	R	East on High Street	0.58
0.06	L	North on Town Avenue	0.64
0.37	R	East on Woertz/Oertley Road	1.01
2.39	L	North on Feucht Road	3.40
1.01	R	East on Streitmatter Road	4.41
2.04	L	North on Holmes Road	6.45
1.99	R	East on Valley Road \ 450th Street	8.44
2.48	SS	CAREFUL - Crossing Route 40	10.92
	TRO	Continue East on Valley Road \ 450th Street	10.92
2.02	L	North on LaPrairie Road	12.94
3.02	SS	CAREFUL - Crossing Route 17	15.96
	TRO	Continue North on LaPrairie Road	15.96
5.57	L	West on Cty Hwy 1300 North \ Western Road	21.53
3.43	SS	CAREFUL Crossing Route 40	24.96
	TRO	Continue on Cty Hwy 1300 North \ Castleton Road	24.96
3.02	b/c	Road becomes 950 N. Road past Castleton	27.98
	TRO	Continue West on 950 North Road	27.98
2.70	BL	Follow curve around South - road becomes 1120 E. Rd.	30.68
2.55	R	West on Monroe Street	33.23
0.16	L	South on 7th Street	33.39
0.77	SS	CAREFUL - 7th intersection Route 17 in Wyoming	34.16
0.30	POI	Casey's Available for Food/Bathrooms	34.46
	R	West on Elm Street	34.46
0.48	L	South on 1st Street \ 1050 Road East	34.94
1.80	TRO	Continue South on 1050 Road East past intersection	36.74
1.09	R	West on 300 North Road \ W. Jersey Road	37.83
4.50	L	South on 600 East Road	42.33
2.00	L	East on Duncan Road \ 100N	44.33
4.20	R	South on 1000 East Road in Duncan	48.53
2.60	L	East on Lorange/Mendell Road	51.13
1.00	R	South on Princeville Cemetery Road	52.12
1.27	R	South on Tremont Avenue	53.39
0.5	L	East on Lincoln Street - Arrive back at Park!	53.89

Rock Island Trail State Park Map



Ride Notes

ILLINOIS VALLEY

WHEELM'N

Greater Peoria's Bicycle Club



TAZEWELL COUNTY



RIDES

ILLINOIS VALLEY

WHEELM'N

Greater Peoria's Bicycle Club



No Baloney Ride

The IVW's annual club ride is traditionally held the third Saturday in September. The past several years it has begun at Jubilee College Historic Site in Brimfield, about 10 miles west of Peoria. The ride offers 25-, 50-, 75- and 100-mile routes.

No Baloney is a recreational and social tour through the rolling hills and plains of Central Illinois. It is not a race. The intention is that all participants ride in a safe and intelligent manner -- and that's no baloney!

The ride first took place in the late 1970s and since then has had many names -- Pedal-In, Biking with the Bison, Gear Down the Geese and Pedal 'Round Peoria Town, for example. The name was changed to No Baloney to emphasize that that the food is the best and most plentiful in the area -- you won't be served something as inelegant as baloney. Each food stop has a theme. In the past, we have had a French café, as well as Italian and Western food stops. Snacks and delicacies are homemade.

Regardless of route chosen, each rider receives a map. All routes are well marked with arrows color-coordinated to the map. Each 25-mile loop includes at least one food stop and passes through some unique small towns.

For more information or a printable application, go to the No Baloney website at www.ivwnobaloney.org

Or sign up on line at www.active.com

Somewhat Hilly Washington Loop

- Location:** Tazewell County; Washington, IL Town Square
Corner of Main/Peoria streets, Washington, IL 61571
- Location Note:** There are many locations for public parking around the Washington square. Many cyclists choose to park near the gas station on the N.W. corner.
- Distance:** 19 Miles
- Terrain:** If you've never ridden into the Farmdale Dam area between Washington and East Peoria, you will find this route to be of interest. There's very little flat prairie riding on this loop. It's mostly rolling or hilly terrain
- Features:** Farmdale Reservoir; East Peoria Landfill; Sunnyland

Internet Link to Ride Map

<http://www.mapmyride.com/ride/united-states/il/washington/43104032>

Why this ride is a favorite: The varied rolling and hilly terrain of Illinois around the Farmdale Reservoir always gives me a challenging ride in a very short distance.

Submitted by: Ron Anderson; IVW

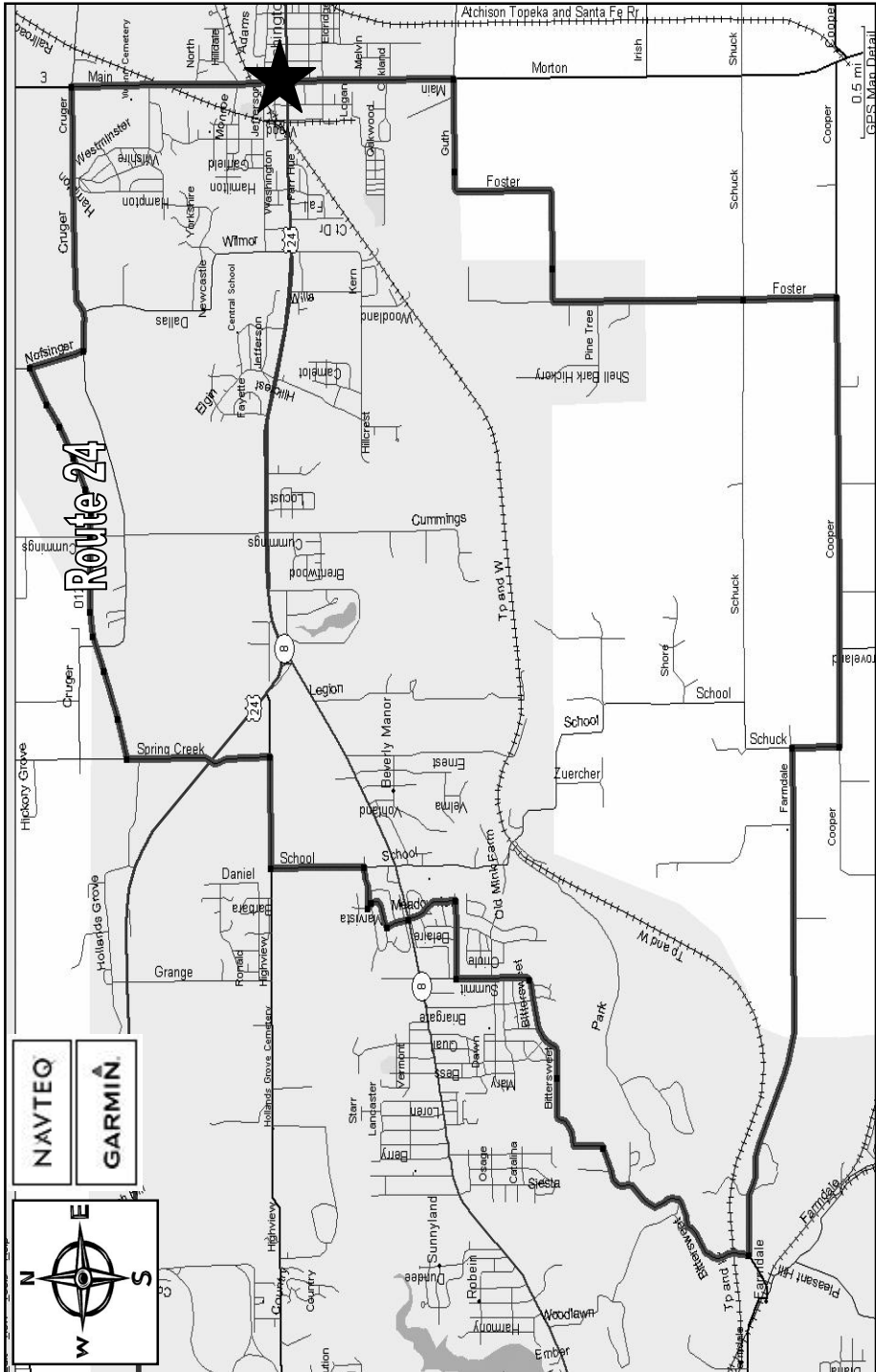
Items of Interest

Army Corps of Engineers: The history of the United States Army Corps of Engineers can be traced back to June 16, 1775, when the Continental Congress organized an army with a chief engineer and two assistants. Colonel Richard Gridley became General George Washington's first chief engineer; however, it was not until 1779 that Congress created a separate Corps of Engineers. One of its first tasks was to build fortifications near Boston at Bunker Hill. The first Corps was mostly composed of French subjects, who had been hired by General Washington from the service of Louis XVI. The Corps of Engineers as it is known today came into being on March 16, 1802, when President Thomas Jefferson was authorized to "organize and establish a Corps of Engineers ... that the said Corps ... shall be stationed at West Point in the State of New York and shall constitute a Military Academy." The United States Military Academy was under the direction of the Corps of Engineers until 1866.

The Corps's authority over river works in the United States began with its fortification of New Orleans after the War of 1812. A Corps of Topographical Engineers, authorized on July 4, 1838, consisted only of officers and was used for mapping and the design and construction of federal civil works, such as lighthouses. It included such officers as George Meade. It was merged with the Corps of Engineers in March 1863. In the mid-1800s, Corps of Engineers' officers ran Lighthouse Districts in tandem with US Naval officers. From the beginning, many politicians wanted the Corps to contribute to both military construction and works of a civil nature. Assigned the military construction mission on Dec. 1, 1941, the Corps built facilities at home and abroad to support the U.S. Army and Air Force. During World War II the mission grew to more than 27,000 military and industrial projects in a \$15.3 billion mobilization program. Included were aircraft, tank assembly and ammunition plants; camps for 5.3 million soldiers; depots, ports, and hospitals; the Manhattan Project, and the Pentagon.

In the 20th century, the Corps became the lead federal flood control agency and significantly expanded its civil works activities, becoming, among other things, a major provider of hydroelectric energy and the country's leading provider of water recreation. Its role in responding to natural disasters also grew dramatically. In the late 1960s, the Corps became a leading environmental preservation and restoration agency.

Somewhat Hilly Washington Loop Map



Somewhat Hilly Washington Loop Cue Sheet

Go	ACT	DESCRIPTION	Cum Miles
0.00	R	South on Main Street	0.00
0.91	R	West on Guth/Foster Road	0.91
3.06	R	West on Cooper Road	3.97
2.02	R	North on Schuck Road	5.99
0.26	L	West on Farmdale Road	6.24
2.32	R	North on Bittersweet Road	8.56
2.10	BL	North on Summit Drive	10.66
0.40	R	East on Knollaire Drive	11.06
0.35	L	North on Meadowview Lane	11.41
0.28	SS	CAUTION - Careful crossing Route 8	11.69
	TRO	Continue North on Meadowview Lane	11.69
0.12	BR	Northeast on Mar Vista Drive	11.81
0.19	R	East on Lexington Drive	12.00
0.19	L	North on School Street	12.19
0.51	R	East on Centennial Drive	12.70
0.50	L	North on Spring Creek Road	13.20
0.33	SS	CAUTION - Careful crossing Business 24	13.53
	TRO	Continue North on Spring Creek Road	13.53
0.46	R	Northeast on shoulder of Route 24 - CAUTION!!!	13.98
1.87	R	South on Nofsinger Drive	15.85
0.30	L	East on Cruger Road	16.16
1.20	R	South on Main Street	17.36
1.16	POI	Arrive back at Washington town square!!	18.52

Ride Notes

Washington to Santa Fe Loop

Location: Tazewell County; Washington; OSF Saint Clare Health Center
10 Saint Clare CT, Washington, IL 61571

Location Note: Please park as far away as possible from patient areas.

Distance: 21 Miles

Terrain: Moderate route with rolling hills and a fairly long climb/descent.

Features: Ride gives beautiful views of the Illinois River Valley north of Peoria; Caterpillar Proving Grounds near route; convenience mart located near top of hill in Germantown Hills.

Internet Link to Ride Map

<http://www.mapmyride.com/ride/united-states/il/washington/363660904667>

Why this ride is a favorite: Climbing up the bluff along Ten Mile Creek Road is a very beautiful experience – especially during the fall. It will remind you of a quaint, small road somewhere out in Vermont or New Hampshire.

Submitted by: Dan Weakley, IVW

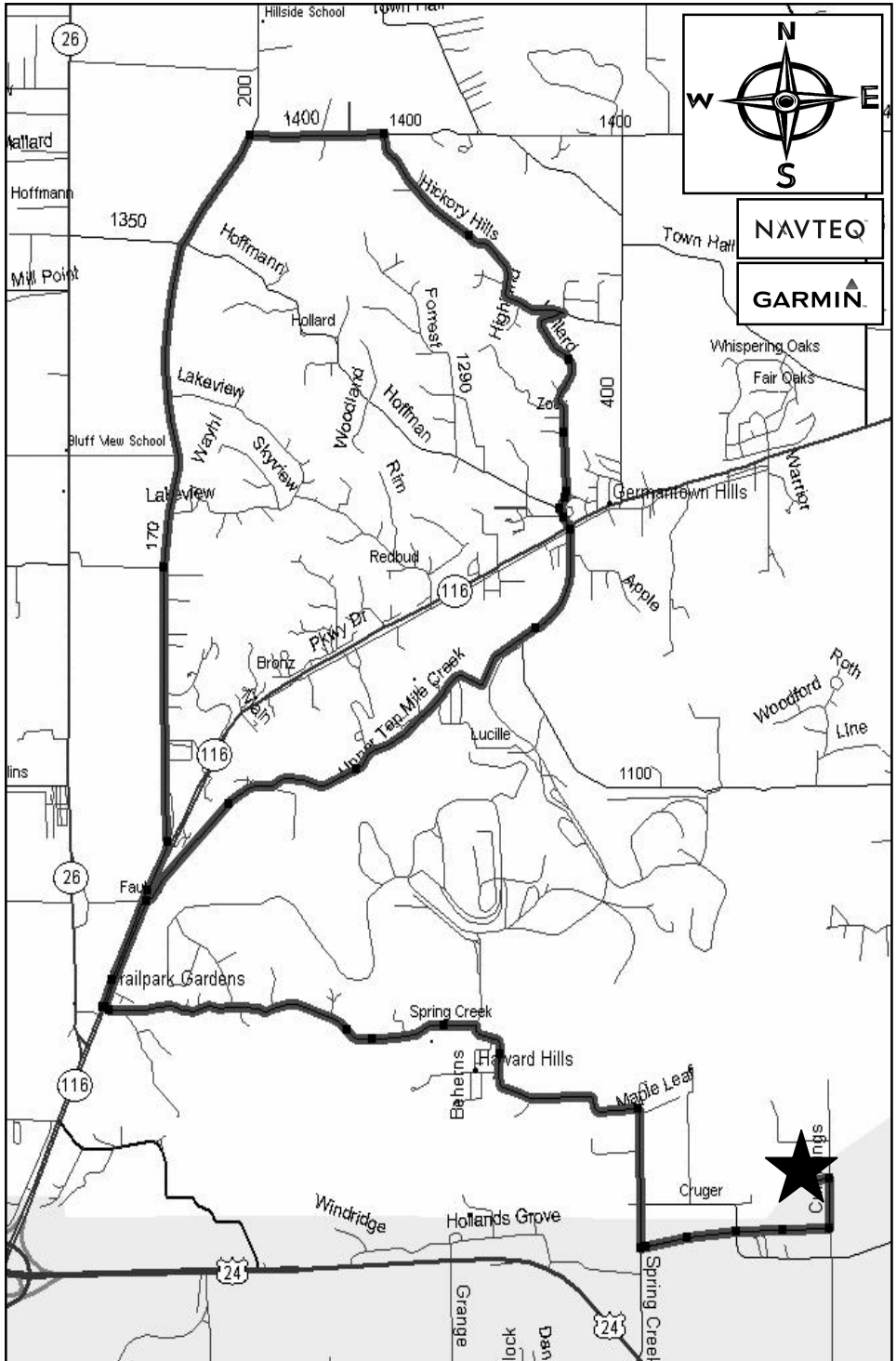
Items of Interest

OSF St. Francis Hospital System: In 1875, as a result of the German religious wars initiated by Bismarck, a group of Franciscan Sisters came to America and took refuge in Iowa City, Iowa. On Oct. 28, 1876, six Sisters were sent to Peoria by Mother M. Xavier, at the request of Reverend Bernard Baak, pastor of St. Joseph Church. Reverend Baak rented an old two-story frame house on South Adams Street to be used as the hospital where the Sisters could take care of the sick and poor.

In May, 1877, Bishop John Lancaster Spalding, the first Bishop of the Peoria Diocese, arrived in Peoria. Shortly after his arrival, he visited the Sisters at the hospital and saw the poverty and hardships they were enduring in carrying out their work. He contacted Mother M. Xavier and offered to help the Sisters, asking that she allow them to be established as an independent religious community in Peoria. With Mother M. Xavier's consent, this was done.

On July 16, 1877, nine Sisters gathered with Bishop Spalding and elected Mother M. Frances Krasse as their first Mother General. This was the beginning of a new Franciscan Community, The Sisters of the Third Order of St. Francis, Peoria, Illinois. This Religious Congregation would follow the Rule of St. Francis of Assisi, and would express its deep spiritual life through Christ-like care of the sick and the poor.

Washington to Santa Fe Loop Map



Washington to Santa Fe Loop Cue Sheet

Go	ACT	DESCRIPTION	Cum Miles
0.00	R	East on St. Clare Court	0.00
0.15	R	South on Cummings Lane	0.15
0.23	R	CAUTION - West on Route 24 - Ride on Shoulder	0.38
1.00	R	North on Spring Creek Road	1.38
1.80	L	Continue West on Spring Creek Road	3.18
1.48	TRO	CAUTION - Very steep Descent on Spring Creek	4.66
0.56	R	CAUTION - North on 116 - Stay on Shoulder	5.22
0.47	TRO	CAUTION - Be Careful when crossing Bridge	5.69
0.07	BR	Northeast on Ten Mile Creek Road	5.76
3.13	TL	Cross Route 116 on Ten Mile Creek Road	8.89
	b/c	Ten Mile Creek Road becomes Woodland Knolls	8.89
0.10	BR	North on Holland Road	8.99
1.11	L	Northwest on Hickory Hills Road	10.10
1.38	L	West on Santa Fe Trail	11.48
0.70	BL	South on Upper Spring Bay Road	12.18
3.44	BR	CAUTION - Enter Route 116 - Stay on Shoulder	15.62
	TRO	Continue South on Route 116	15.62
0.27	L	CAUTION - Cross 116 - Head East on Spring Creek	15.89
	TRO	Continue East up hill on Spring Creek Road	15.89
2.04	R	South on Spring Creek Road	17.93
1.80	L	East on Route 24	19.73
1.00	L	North on Cummings Lane	20.73
0.23	L	West on St. Clare Court	20.96
0.15	POI	Arrive Back at St. Clare Center!!	21.11

Ride Notes

Washington Loop

- Location:** Tazewell County; Lette Brown School
2550 N. Morton Ave., Morton, IL 61550
- Location Note:** Please park near rear of lot when students are in session
- Distance:** 23 Miles
- Terrain:** Shorter hilly section – rest is flat to rolling
- Features:** Beautiful Farmdale Recreation Area

Internet Link to Ride Map

<http://www.mapmyride.com/ride/united-states/il/morton/886470858>

Submitted by: Rich Gieblehausen; Tri-Peoria Club

Items of Interest

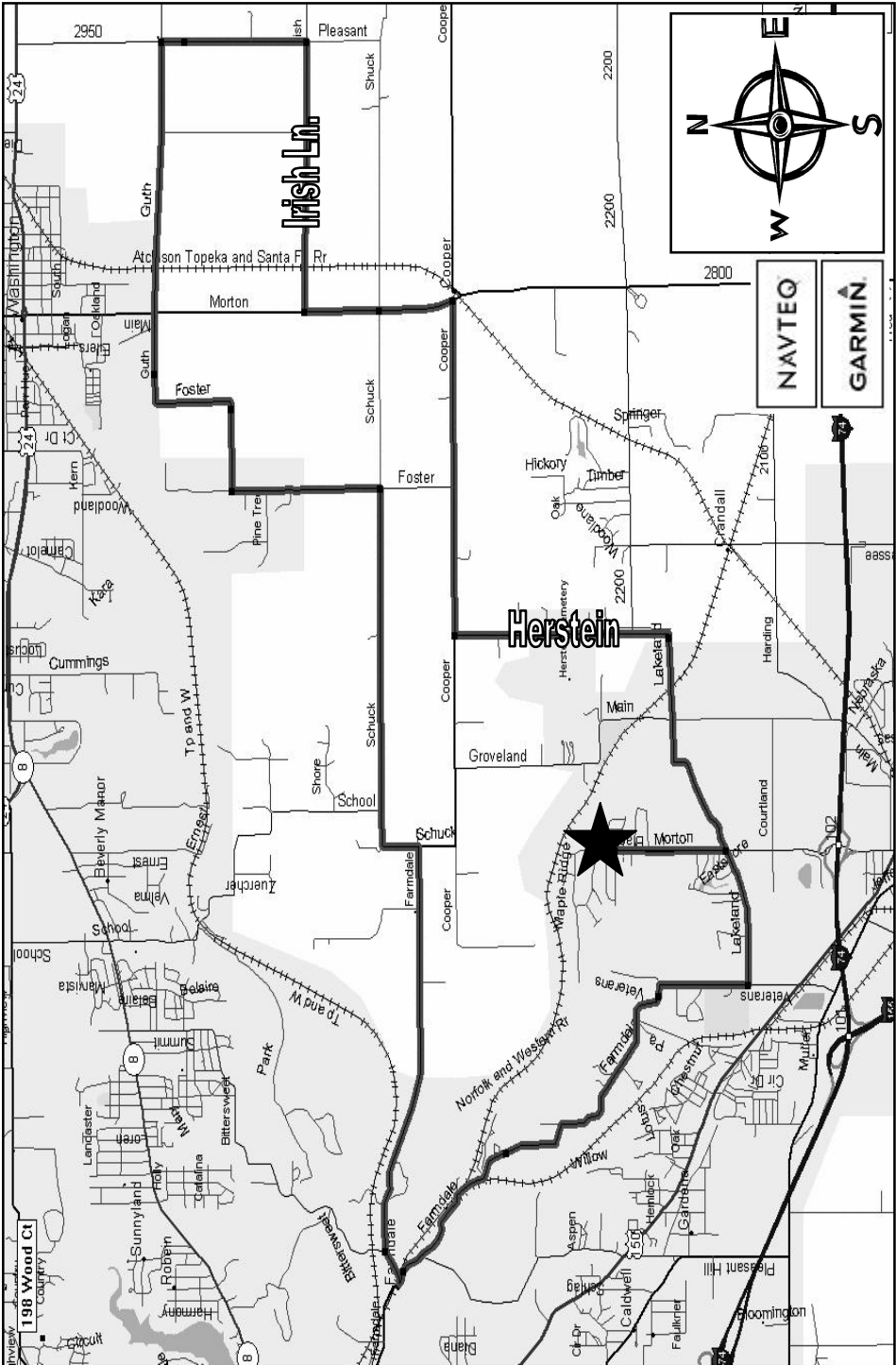
Russell's Cycling & Fitness Center: In August of 1977, Russell's Cycle World Incorporated was established in Washington. It was started in Everett Russell's garage by his son, Joe Russell. In 1980 the business moved into the building at 308 North Main in Washington and remained there until November of 1994, when it moved to its present location at #10 Valley Forge Plaza. It now occupies what was the Valley Forge Cinema. This is the most recent, but far from the last, chapter in Russell's history.

Caterpillar: The story of Caterpillar Inc. originates in the late 19th century, when Daniel Best and Benjamin Holt experimented with ways to fulfill the promise that steam tractors held for farming. By 1904 these large steam-powered tractors had been plowing California fields for 14 years and occasionally got bogged down in the soft California soil, especially after heavy rains. These huge tractors were difficult to pull free, even with teams of horses. Benjamin Holt had an idea: Why not carry the road with the vehicle? On November 24, 1904, he added wooden block-linked treads around the idlers on Holt No.77, his test tractor. The results were impressive, and the modern tractor was born.

Caterpillar formed on April 15, 1925, with the merger of Holt Manufacturing Company of Stockton, Cal., and the C. L. Best Gas Traction Company of San Leandro, Cal., forming the Caterpillar Tractor Co. The Holt Manufacturing Company had pioneered the use of the caterpillar track during World War I. The crawler tractors inspired the first military tanks, which helped end the war. Sales the first year were \$13 million.

By 1929, Caterpillar sales climbed to \$52.8 million, and Cat continued to grow throughout the Depression of the 1930s. Over the years, Caterpillar went through many changes, including the adoption of the diesel engine. Caterpillar products found fame with the U.S. Navy "Seabees," who built airfields for the Pacific War. Following World War II, the company grew at a rapid pace and launched its first venture outside the United States in 1950, marking the beginning of Caterpillar's development into a multinational corporation. Caterpillar products range from track-type tractors to hydraulic excavators, backhoe loaders, motor graders, off-highway trucks, wheel loaders, agricultural tractors, diesel and natural gas engines and gas turbines. They are used in construction, road-building, mining, forestry, energy, transportation and material-handling industries. Many of the company's machines helped build the Hoover Dam, tunnel under the English Channel, tumble the Berlin Wall and construct cities and neighborhoods across the United States.

Washington Loop Map



Washington Loop Cue Sheet

Go	ACT	DESCRIPTION	Cum Miles
0.00	L	South on Morton Avenue	0.00
0.77	L	East on Lakeland Road	0.77
1.37	b/c	Continue North on Herstein Road	2.14
1.49	R	East on Cooper Road	3.63
1.89	L	North on Washington/Morton Road - busy - Careful!	5.52
1.03	R	East on Irish Lane	6.55
1.52	L	North on Pleasant View Road	8.07
1.01	L	West on Guth Road	9.08
1.53	SS	Continue on Guth across Washington Road	10.61
2.55	R	West on Schuck Road	13.16
2.27	R	West on Farmdale Road	15.43
2.32	BL	Bear left on Farmdale Road	17.75
0.21	L	East on Farmdale Road (Veterans Road)	17.96
3.42	L	East on Lakeland Road	21.38
0.79	L	North on Morton Avenue	22.17
0.76		Arrive back at Lette Brown School	22.93

Ride Notes

Historic Metamora Courthouse Ride

- Location:** Tazewell County; Washington, IL Town Square
Corner of Main/Peoria streets, Washington, IL 61571
- Location Note:** There are many locations for public parking around the Washington square. Many cyclists choose to park near the gas station on the N.W. corner.
- Distance:** 23 Miles
- Terrain:** Challenging hills await you on the outbound trip from Washington. After resting in Metamora, mostly flat prairies help propel you back to the starting location.
- Features:** Historic courthouse in Metamora dating back to the days of Abraham Lincoln; Lourdes Catholic church along Santa Fe Road

Internet Link to Ride Map

<http://www.mapmyride.com/ride/united-states/il/washington/87833301>

Why this ride is a favorite: Celebrate Lincoln's 200th birthday with a ride to a local landmark where Mr. Lincoln practiced law. A statue of Abe and his client may be in place by the time you visit. There's a convenient park across from the courthouse where you may rest and get water. Restaurants are nearby. A fun spot for fast food is Didley's Drive-In (www.didleys.com). It's not far off the route - north side of town on Rt. 89. Ride carefully and enjoy the food!

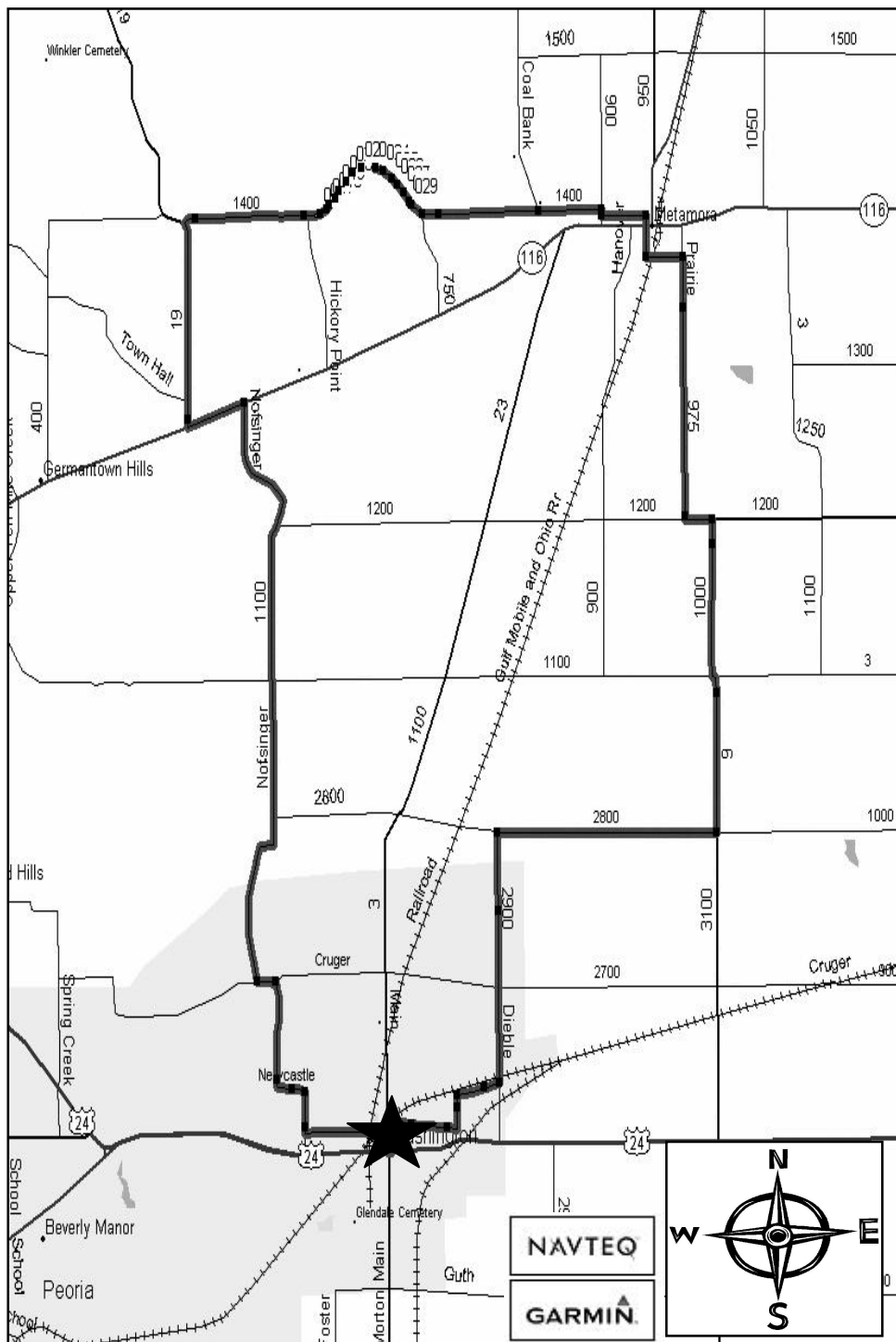
Submitted by: Ron Anderson; IWW

Items of Interest

Metamora Courthouse: The Metamora Courthouse is one of only two remaining courthouses from the Eighth Judicial Circuit, where Abraham Lincoln practiced law for 12 years. (The other is located in Mt. Pulaski.) Lincoln's contemporaries on the circuit included lawyers Edward Baker, Stephen Logan and John Stuart. Judges David Davis and Samuel Treat presided at the courthouse during Lincoln's time. Other famous lawyers and jurists at the courthouse were Stephen Douglas, Robert Ingersoll and Adlai Stevenson. The building includes a museum and restored courtroom. The museum, located on the first floor, includes an American flag made for the 1858 Lincoln-Douglas debates. Visitors will also find a table used by Lincoln during the 1860 presidential campaign. (The table had to be cut to make room for Lincoln's especially long legs.) Upstairs, the courtroom, jury room and judge's chambers have been carefully restored. The courtroom appears much the way it would have when it was constructed in 1845, complete with furnishings of the time. The courthouse was added to the National Register of Historic Places in 1978.

The most famous of Lincoln's Woodford County cases is part of the local folklore. On April 14, 1857, an argument between the elderly Roswell Goings and wife Melissa turned violent. Defending herself, Melissa picked up a piece of wood and struck two blows. Her husband sustained a skull fracture and died a few days later. Mrs. Goings was summoned to appear before a coroner's court on April 23 and ordered to post \$1,000 bond. Formal arraignment came on Oct. 10, 1857, with the trial to begin later in day. When the case was called in the afternoon, Melissa Goings was nowhere to be found. What happened is still unclear. According to the bailiff, Robert Cassell, Lincoln took advantage of a private conference with his client to suggest that she flee. Confronted by the bailiff when Goings could not be found, Lincoln is reported to have said, "I did not run her off. She wanted to know where she could get a good drink of water, and I told her there was mighty good water in Tennessee." Another version of the affair has Lincoln telling his client to prepare for the worst and, after suggesting that things would be safer many miles away, leaving her to decide on a course of action. In any case, community feeling seems to have been with Mrs. Goings, whose husband was famed for his violent temper. No serious attempt was made to apprehend her, and on May 24, 1859, the murder charge was ordered stricken from the court docket.

Historic Metamora Courthouse Ride Map



Historic Metamora Courthouse Ride Cue Sheet

Go	ACT	DESCRIPTION	Cum Miles
0.00	R	North on Main Street	0.00
0.11	L	West on Jefferson Street	0.11
0.76	R	North on Wilmore Road	0.87
0.26	L	West on Newcastle Road	1.14
0.25	BR	North on Dallas Road	1.39
0.70	L	West on Cruger Road	2.09
0.18	R	North on Nofsinger Road	2.27
0.31	SS	CAUTION - Careful Crossing Route 24	2.57
	TRO	Continue North on Nofsinger Road	2.57
1.80	LR	West on Tazewood / North on Nofsinger	4.37
	TRO	Continue North on Nofsinger Road	4.37
2.02	L	CAUTION - Southwest on Route 116 - Busy Road!	6.39
0.54	R	North on Lourdes Road	6.93
1.34	R	East on Santa Fe Road / County Road 1400	8.27
3.53	b/c	Santa Fe becomes Progress St.	11.80
0.57	RL	South on Washington St. / East on Partridge	12.38
0.42	POI	Historic Courthouse on North side of Partridge	12.79
	TRO	Continue East on Partridge	12.79
0.04	R	South on Davenport St.	12.83
0.07	SS	CAUTION - Careful crossing Route 116	12.90
	TRO	Continue South on Davenport St.	12.90
0.21	L	East on Pine Street	13.11
0.34	R	South on Prairie Street	13.45
1.71	LR	East on CR 1200 N / South on CR 1000 E	15.16
1.28	LR	East on Tazewood Rd. / South on Dee Mack Rd.	16.44
1.05	R	West on Dutch Lane	17.49
2.02	L	South on Dieble Road	19.51
0.51	SS	CAUTION - Careful crossing Route 24	20.02
	TRO	Continue South on Dieble Road	20.02
1.13	R	West on Knollcrest Road	21.15
0.40	L	South on Lawndale Avenue	21.55
0.22	R	West on Adams Street	21.77
0.52	TRO	Follow Adams around corner to the South	22.29
0.06	R	West on Jefferson Street	22.35
0.12	L	South on Main Street	22.47
0.10	POI	Arrive back at Square!	22.57

Ride Notes

Morton Breakfast Ride

- Location:** Tazewell County; Fon du Lac Administration Center
201 Veterans Dr., East Peoria, IL 61611
- Location Note** If riding during the work week, please try and park near the far east side of the parking lot – close to the caboose.
- Distance:** 26 Miles
- Terrain:** Slight uphill grade on bike trail going out – flat afterwards.
- Features:** The first few miles of this ride feature the East Peoria → Morton multi-use recreational trail. Trail is paved all the way into Morton, so road bikes can be used. Breakfast stop is at the Morton Cracker Barrel restaurant – famous for country cookin'!

Internet Link to Ride Map

<http://www.mapmyride.com/ride/united-states/il/east-peoria/63232622>

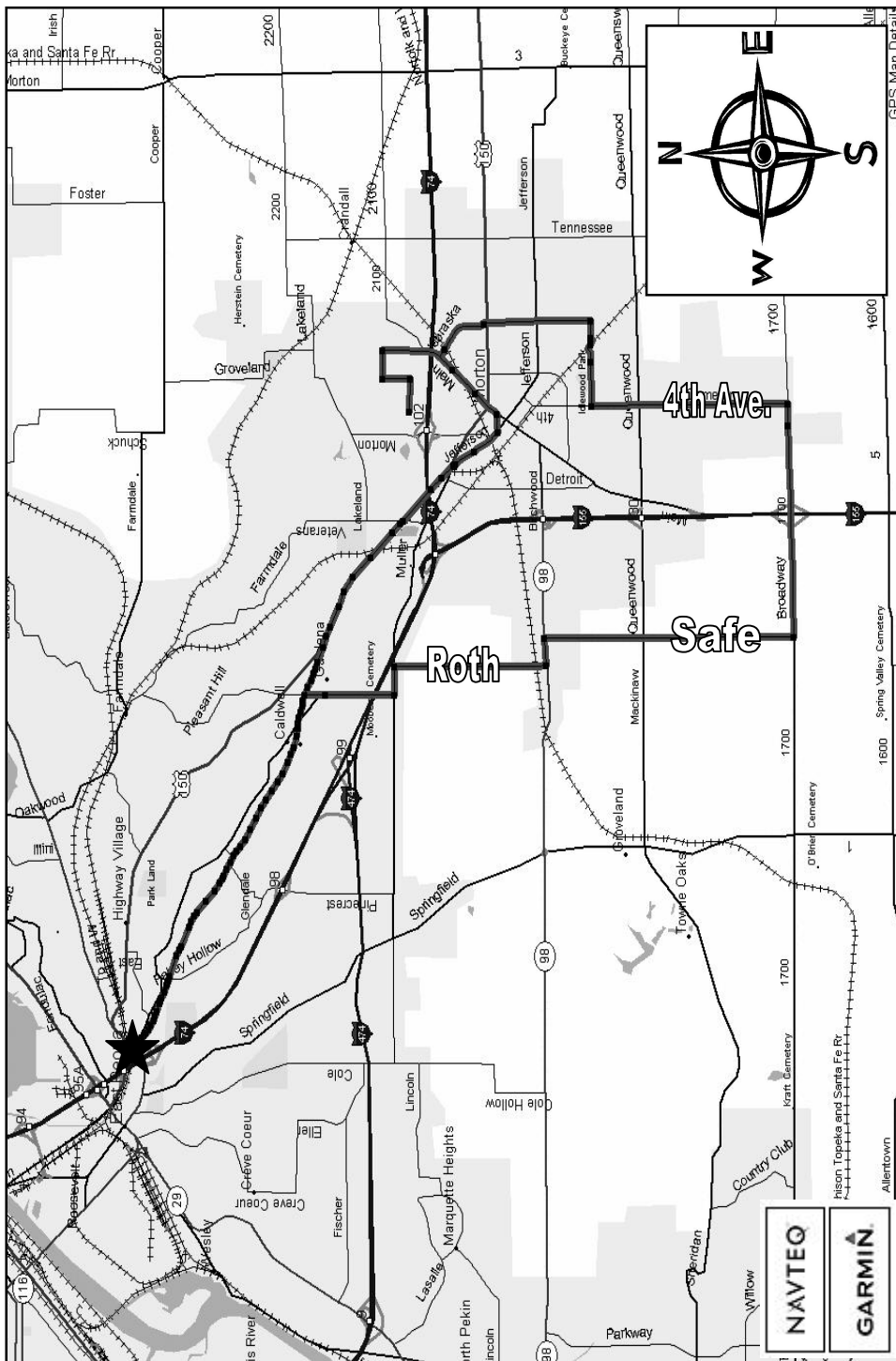
Submitted by: Larry Davis, IVW

Items of Interest

Cracker Barrel: Few people know that almost every tool, advertisement, sign and toy on display at each Cracker Barrel Old Country Store location is authentic. When the first restaurant opened in 1969, founder Dan Evins turned to Don and Kathleen Singleton, owners of a local antique store, to locate the antiques that people used to find in old country stores. Today their son, Larry Singleton, continues the unique task of finding local and regional artifacts for new Cracker Barrel locations. At the company's home office in Lebanon, Tenn., Singleton oversees a collection of more than 90,000 artifacts. From the Décor Warehouse, Singleton's team restores and archives every artifact that is purchased by the company. As soon as Cracker Barrel breaks ground on a new location, Larry and his team start planning. They research the town's history to identify artifacts that will complement the town and region. Selecting from the collection inside the Décor Warehouse, designers carefully begin the layout process. After photographing the finished design, the team packs the artifacts and photographs off to the new store. The design is later recreated at the store just as Singleton and his team intended.

With every new store, Cracker Barrel honors America's heritage by creating another "museum" inside the store. Each new store opens with approximately 1,000 original artifacts that give it a homespun appeal for residents and an interesting twist for visitors. During his tenure, Singleton has purchased more than 600,000 original artifacts now on display. From this enormous inventory, Cracker Barrel has filled more than 500 locations with artifacts that bring back those old country store memories. Although Singleton has a team that helps with the restoration and design process, he is still the only person who purchases artifacts for the stores. By doing so, he has created quite a reputation for Cracker Barrel among antique dealers, making Cracker Barrel so widely known throughout the industry that antique dealers understand the Cracker Barrel "look" and will call Larry when they find antiques that match the company's nostalgic theme. The Singleton family has helped create the warm atmosphere that exists in every Cracker Barrel location nationwide. Thanks to them, guests can enjoy the hearty, home-style meals served at Cracker Barrel in a welcoming place that evokes the true spirit of a 1900's-era country store.

Morton Breakfast Ride Map



Morton Breakfast Ride Cue Sheet

Go	ACT	DESCRIPTION	Cum Miles
0.00	L	Southeast on Bloomington Road	0.00
0.10	BR	Bear right to enter Morton Bicycle Trail	0.10
	TRO	Continue East on Morton Bicycle Trail	0.10
3.25	T	CAUTION - Cross over Bloomington Road on Trail	3.35
	TRO	Continue East on Morton Bicycle Trail	3.35
0.26	T	CAUTION - Cross over Pleasant Hill Road	3.61
	TRO	Continue East on Morton Bicycle Trail	3.61
2.56	R	South on Detroit Avenue	6.17
0.01	L	Southeast on Jefferson Street	6.18
0.54	BL	East on Bradley Street	6.72
0.16	BL	Northeast on Route 98 / Main Street	6.88
0.10	SS	CAUTION - Cross Route 150 / Jackson Street	6.98
	TRO	Continue Northeast on Route 98 / Main Street	6.98
1.26	L	West on Courtland Street	8.24
0.25	L	South on Commerce Drive	8.49
0.57	POI	Arrive at Cracker Barrel for Breakfast!	9.06
	L	East on Commerce Drive	9.06
0.57	R	East on Courtland Street	9.63
0.25	R	South on Main Street	9.88
0.59	L	Southeast on Nebraska Avenue	10.46
0.62	SS	CAUTION - Cross Route 150 / Jackson Street	11.08
	TRO	Continue South on Nebraska Avenue	11.08
1.05	R	West on Idlewood Street	12.13
0.75	L	South on 4th Avenue	12.88
1.99	R	West on Broadway	14.87
2.05	R	North on Safe Road	16.92
1.52	b/c	Continue North on Unsicker Road	18.44
1.02	L	West on Birchwood / Route 98	19.46
0.25	R	North on Roth Road	19.71
1.54	L	West on Muller Road	21.25
0.25	R	North on Pleasant Hill Road	21.49
0.91	L	Enter Morton Bicycle Trail West to East Peoria	22.41
0.26	SS	CAUTION - Cross Bloomington Road on Trail	22.67
	TRO	Continue West on Morton Bicycle Trail	22.67
3.25	BR	Exit trail onto Bloomington Road	25.92
0.10	POI	Arrive back at Parking Lot!	26.02

Ride Notes

Tremont Loop

Location: Tazewell County; Pekin; Pekin Moose Lodge
2605 Broadway, Pekin, IL 61554

Distance: 27 Miles

Terrain: Moderate route with rolling hills – some flat

Features: Moose Lodge has bathrooms available and food – if open.
Convenience stores are located in Tremont.

Internet Link to Ride Map

<http://www.mapmyride.com/route/united-states/il/pekin/220948171>

Why this ride is a favorite: This route is my favorite because it has a little of everything a cyclist wants but isn't too terribly difficult. If riding around the first full weekend in June, please check out the Tremont Turkey Festival – it is a lot of fun (especially if you are a turkey!).

Submitted by: Bill Clark, IVW

Items of Interest

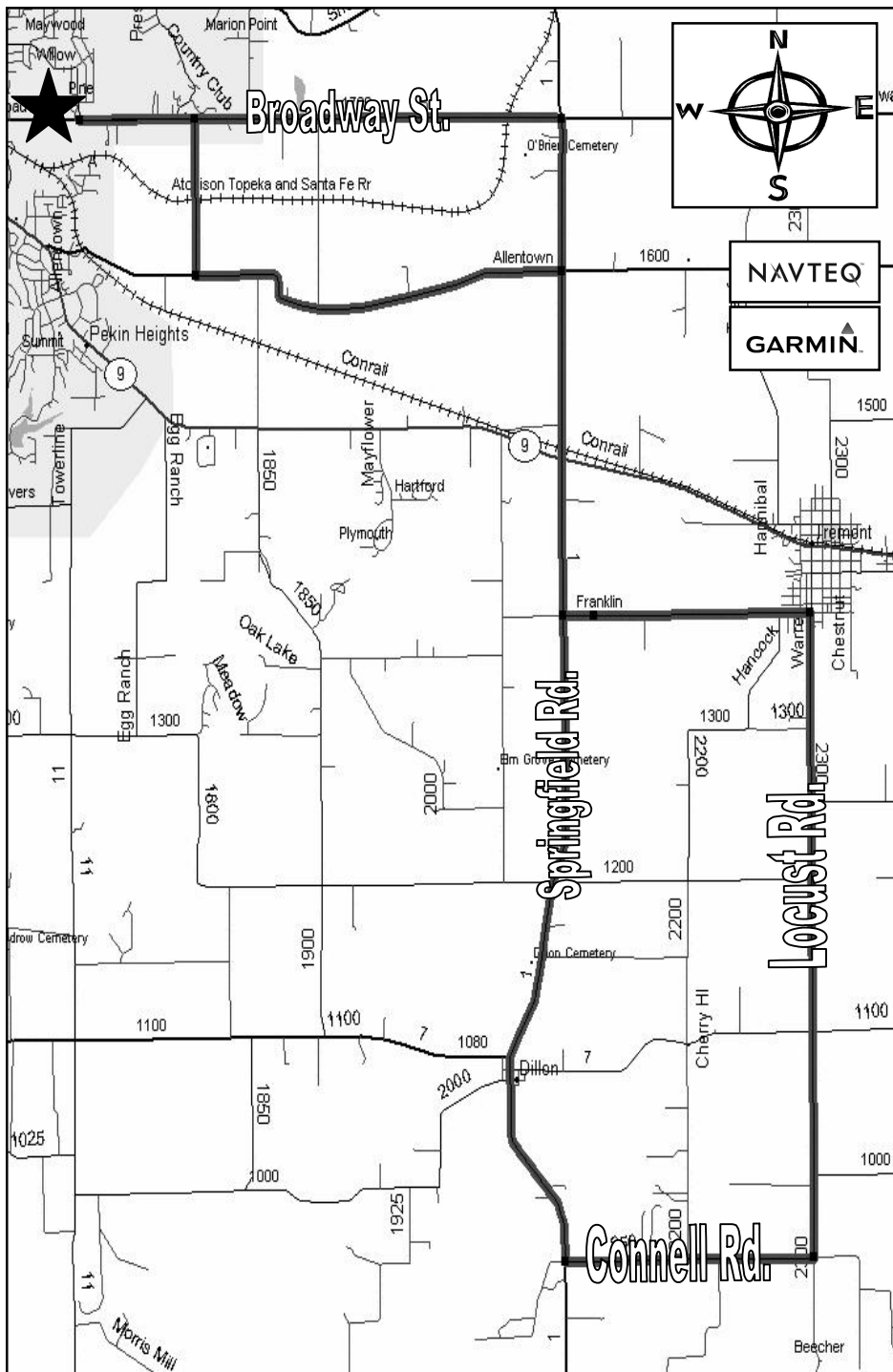
Moose International: Loyal Order of Moose was founded in the spring of 1888 by Dr. John Henry Wilson in his home in Louisville, Ky., as a social organization for men. Lodges were instituted in Cincinnati, Ohio; St. Louis, Mo.; and the smaller Indiana towns of Crawfordsville and Frankfort by the early 1890s. Dr. Wilson himself became dissatisfied and quit the organization well before 1900. It was just the two remaining Indiana Lodges that kept Loyal Order of Moose from disappearing altogether until the fall of 1906, when a government clerk named James J. Davis from Elwood, Ind., was invited to enroll in the Crawfordsville Lodge. On his 33rd birthday, October 27, he became the 247th member of Loyal Order of the Moose. Davis changed the outlook of Loyal Order of Moose from a social group to one that provided protection for its members' families should the member die and leave behind a wife or child.

Loyal Order of Moose expanded into Great Britain and Southern Canada in 1926. Davis, a native of Wales who had worked from boyhood as an iron puddler in the steel mills of Pennsylvania, had also been a labor organizer and immediately saw potential to build the tiny Moose fraternity into a force to provide protection and security for a largely working-class membership. At the time no government safety net existed to provide benefits to the wife and children of a wage earner who died or became disabled. Davis proposed to provide such protection at bargain prices - annual dues of \$5 to \$10. In 1912 Loyal Order of Moose purchased the land for Mooseheart, and in 1922 purchased the land for Moosehaven.

In 1926, the Moose opened its first lodge in Europe, with the founding of the Grand Lodge of Great Britain at Tredegar in Wales, the birthplace of James J. Davis. The British Headquarters of Moose International are at Mooseheart in Winscombe, Somerset. There are over 70 lodges active throughout England and Wales.

In the early 1990s, the Moose organization decided to rethink the entire idea of what a fraternal facility and its programs need to be about in the 21st Century. They de-emphasized the organization's Social Quarters and placed greater emphasis on programs designed to appeal to every segment of the members' families in facilities called Family Centers.

Tremont Loop Map



Tremont Loop Cue Sheet

Go	ACT	DESCRIPTION	Cum Miles
0.00	R	East on Broadway St.	0.00
0.93	R	South on California Rd.	0.93
1.03	L	East on Allentown Rd.	1.96
3.12	R	South on Springfield Rd.	5.08
1.23	SS	CAUTION - Cross Route 9 - BUSY!	6.31
	TRO	Continue South on Springfield Rd.	6.31
1.03	L	East on Franklin St.	7.34
2.00	R	South on Locust Rd.	9.34
4.22	R	West on Connell Rd.	13.56
2.03	R	North on Springfield Rd.	15.59
5.51	SS	CAUTION - Cross Route 9 - BUSY!	21.10
	TRO	Continue North on Springfield Rd.	21.10
2.23	L	West on Broadway Rd.	23.33
3.90	POI	Arrive back at Moose Lodge!	27.23

Washington to Goodfield Loop

- Location:** Tazewell County; Washington, IL Town Square
Corner of Main/Peoria streets, Washington, IL 61571
- Location Note:** There are many locations for public parking around the Washington square. Many cyclists choose to park near the gas station on the N.W. corner.
- Distance:** 28 Miles
- Terrain:** The terrain of the Washington to Goodfield loop is a great mix of rolling prairie and some reasonably challenging hills.
- Features:** Yogi Bear Campground, and Conklin Dinner Theatre

Internet Link to Ride Map

<http://www.mapmyride.com/ride/united-states/il/washington/262810756>

Why this ride is a favorite: This route has been popular for many years with participants in Saturday morning club rides out of Washington -- and is a favorite of mine. It is often referred to as the Busy Corner Cafe ride, since that cafe has been a destination of choice in Goodfield. Several years ago the cafe moved to a new new location a bit closer to I-74. but it's still a convenient destination. If you're in the mood for a quick snack rather than blueberry pancakes at the Busy Corner Cafe, stop at the Shell station/convenience store/Subway.

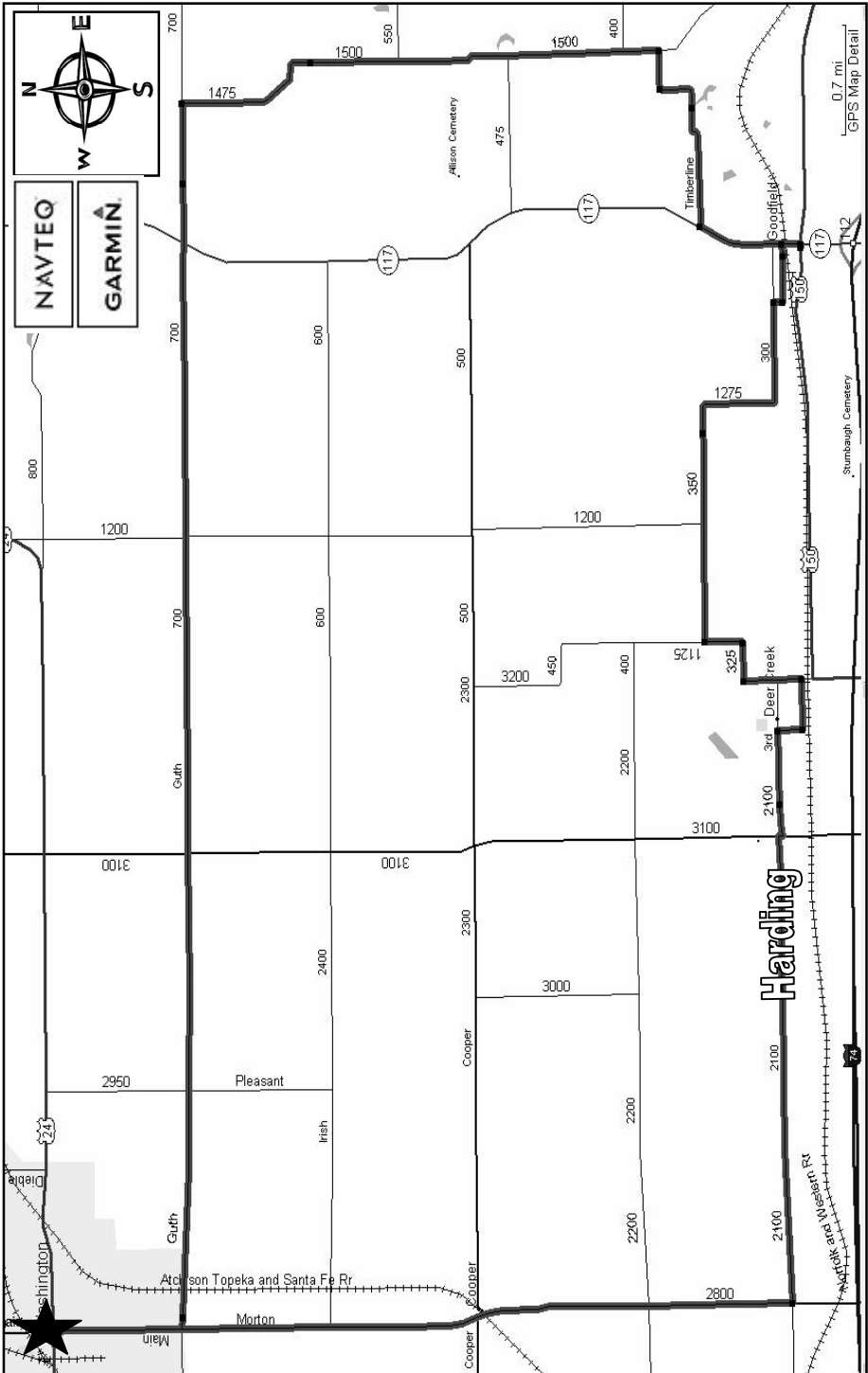
Submitted by: Ron Anderson; IVW

Items of Interest

Washington, IL: Washington was founded in 1825 by William Holland, Sr., who came from North Carolina and was hired by the U.S. Government to provide blacksmith services to the local Native Americans. During his long and eventful life he was married three times and was the father of 21 children, 14 by his first wife and seven by his second. He had 82 grandchildren, and 50 great-grandchildren. He died in Washington on Nov. 27, 1871, at the age of 91. The city was originally known as Holland's Grove before being renamed in honor of the first U.S. president.

Homeway Homes: Homeway Homes, Inc. made its official beginning by holding a news conference in Goodfield on March 15, 2004. That day was a great beginning to a chapter in the life of a family construction business that has been a fixture in Central Illinois since its inception in 1963. Bob Schieler and his partner, Arnold Rassi, founded Schieler & Rassi Quality Builders, Inc. in 1963. They were in the custom home building business together for over 30 years. Eventually, Arnold Rassi retired. This left the entire business to Bob and his three sons: Brian, Rich and Ted. The Schieler family continued on with the Schieler & Rassi name and the quality that made them a leader in the home-building market. It was in 1995 that the Schielers took new direction in home building -- modular home construction. The goal the Schielers set out to accomplish was to maintain the priority of a quality reputation and give their customers a value for their money. Modular construction was the right direction to meet both of these goals. They saw the benefits of building homes indoors in a controlled environment. They took advantages of manufacturers' volume discounts on materials, timely deliveries and the quality of a system-built structure. In 1996, Schieler & Rassi Quality Builders, Inc. became an authorized builder for a modular home manufacturer. They invested in a model home center with three model homes to display the modular system. This proved to be an essential and beneficial venture. The result of it was yearly growth and recognition of the same quality reputation that has been a Schieler & Rassi tradition. The growth cycle started by building 10 homes in 1996 and doubling for four consecutive years. In 2003 Schieler & Rassi constructed 100 modular homes. This made Schieler & Rassi the largest builder in Central Illinois. Tours are offered on a weekly basis -- see website for details.

Washington to Goodfield Loop Map



Washington to Goodfield Loop Cue Sheet

Go	ACT	DESCRIPTION	Cum Miles
0.00	L	South on Main Street	0.00
0.92	L	East on Guth Road	0.92
6.92	SS	CAREFUL - cross over Route 117	7.84
	TRO	Continue on Guth Road	7.84
0.89	R	South on County Road 1475 East	8.72
0.91	b/c	Becomes County Road 1500 East	9.64
	TRO	Continue on Country Road 1500 East	9.64
2.59	R	West on Timberline Road	12.23
0.25	BL	Continue on Timberline Road	12.47
0.20	BR	Continue on Timberline Road	12.67
0.92	L	South on Route 117 - CAUTION - Busy Road	13.60
0.73	POI	Restrooms/food available at 117/150 crossing	14.32
	L	North on Route 117 from Gas Station	14.32
0.12	L	West on Fisk Street	14.44
0.37	R	North on Birkey Street	14.82
0.06	L	West on Robinson Street or County Road 300N	14.88
0.64	BR	North on County Road 1275 East	15.52
0.50	BL	West on County Road 350 North	16.02
1.50	L	South on County Road 1125 East	17.52
0.27	BR	West on County Road 325 North	17.79
0.25	L	South on Perry Street	18.04
0.41	R	West on 1st Avenue	18.44
0.32	R	North on Mason Street	18.76
0.18	R	West on 3rd Avenue/Harding Road	18.94
0.68	RL	North on Deer Creek Road / West on Harding	19.61
	TRO	Continue West on Harding	19.61
3.01	R	North on Washington Road	22.62
5.21	POI	Arrive Back at Washington Square	27.83

Ride Notes

Mackinaw River Valley Ride Revisited

- Location:** Tazewell County; Pekin; Coal Miner's Park; Soccer Fields
Intersection of Broadway Rd. & Parkway Dr., Pekin, IL 61554
- Location Note:** Plenty of parking is available at park around soccer fields. First portion of route to Allentown Road is on a paved bike trail. Facilities are available at park – none are available on bike route.
- Distance:** 29 Miles
- Terrain:** Moderate route with rolling hills around the Mackinaw River
- Features:** Secluded bike trail along first portion of route to Allentown Road; beautiful scenery around and along the Mackinaw River bluffs.

Internet Link to Ride Map

<http://www.mapmyride.com/ride/united-states/il/pekin/766902785>

Why this ride is a favorite: Like most rides around the Mackinaw River Valley, the scenery offers much to please the eyes around fall. In addition – after completing the ride, it's always fun to head south to Mackinaw, and visit the Mackinaw Valley Vineyard! www.mackinawvalleyvineyard.com

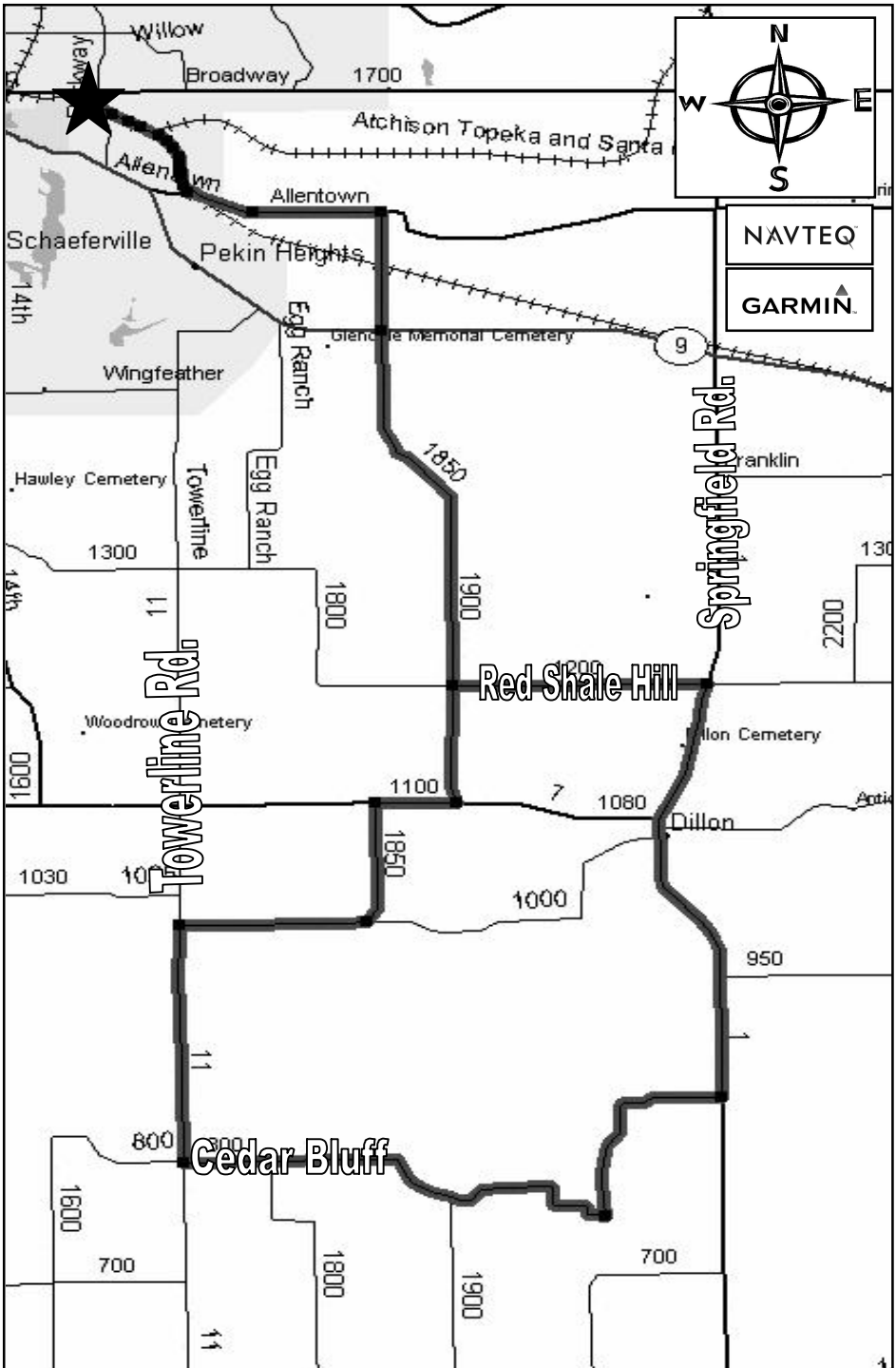
Submitted by: Bill Clark, IVW

Items of Interest

Pekin Park District: Since 1902 the Pekin Park District has been a treasure for visitors and residents. It is a wonderful blend of old and new, memories and anticipation. The park system encompasses over 2,500 acres of ground, developed into 14 parks. The majority of acreage rests in four large satellite parks: McNaughton Park, Dirksen Park, Independence Park and Tante Park, which have been intentionally left in their natural state. Additionally, the Pekin Park District operates neighborhood parks and many special facilities not available in most communities of this size.

The Berry Gang: Situated on the very edge of the western frontier, Tazewell County was the jumping-off place for many pioneers. As hundreds of wagon trains from the east rumbled westward over the vast prairies of Illinois, many families claimed homesteads along the Illinois River. One such family to settle here was the Berrys, who homesteaded a few acres just outside of Circleville. Four brothers of this family, William, Isaac, Emanuel and Simeon Berry, and their many cohorts, became known as "the Berry Gang". This gang of horse thieves, road agents and killers terrorized the people of Tazewell County for years, despite the efforts of Pekin's tough City Marshal Alfred Stone, Tazewell County Sheriff Edward Pratt, and his deputies. Then one day they made the fatal mistake of resisting the law once too often. Over the next few days, that resistance would result in murder, aggravated assault, mob action, suicide, and a lynching.

Mackinaw River Valley Ride Revisited Map



Mackinaw River Valley Ride Revisited Cue Sheet

Go	ACT	DESCRIPTION	Cum Miles
0.00	R	Southeast on Pekin Bike Trail thru Coal Miner's Park	0.00
1.06	BL	Southeast on Allentown Rd.	1.06
0.96	SS	CAUTION - Cross Veteran's Dr.	2.02
	TRO	Continue East on Allentown Rd.	2.02
0.50	R	South on Mennonite Church Rd.	2.52
1.01	SS	CAUTION - Cross Route 9	3.53
	TRO	Continue South on Mennonite Church Road	3.53
4.20	R	West on Townline Rd.	7.73
0.59	L	South on Birkmeier Rd.	8.33
1.03	BR	West on Straub Rd.	9.36
1.38	L	South on Towerline Rd.	10.74
2.01	L	East on Cedar Bluff Rd.	12.75
1.57	BR	Continue East on Cedar Bluff Rd.	14.32
1.93	L	North on Delavan Rd.	16.25
1.74	L	North on Springfield Rd.	17.99
3.72	L	West on Red Shale Hill Rd.	21.71
1.88	R	North on Mennonite Church Rd.	23.59
3.22	SS	CAUTION - Cross Route 9	26.81
	TRO	Continue North on Mennonite Church Rd.	26.81
1.01	L	West on Allentown Rd.	27.82
0.50	SS	CAUTION - Cross Veterans Rd.	28.32
	TRO	Continue West on Allentown Rd.	28.32
0.96	BR	Enter bike trail and head West	29.28
1.06	POI	Arrive back at Coal Miners Park!!	30.34

Ride Notes

Green Valley Loop

- Location:** Tazewell County; Pekin; Pekin Moose Lodge
2605 Broadway, Pekin, IL 61554
- Distance:** 36 Miles
- Terrain:** Moderate route with rolling hills – some flat
- Features:** Moose Lodge has bathrooms available and food – if open.
Convenience stores are located just outside of Pekin near mall
on Route 9, in Green Valley, and South Pekin.

Internet Link to Ride Map

<http://www.mapmyride.com/ride/united-states/il/pekin/1047921528>

Submitted by: Bill Clark, IVW

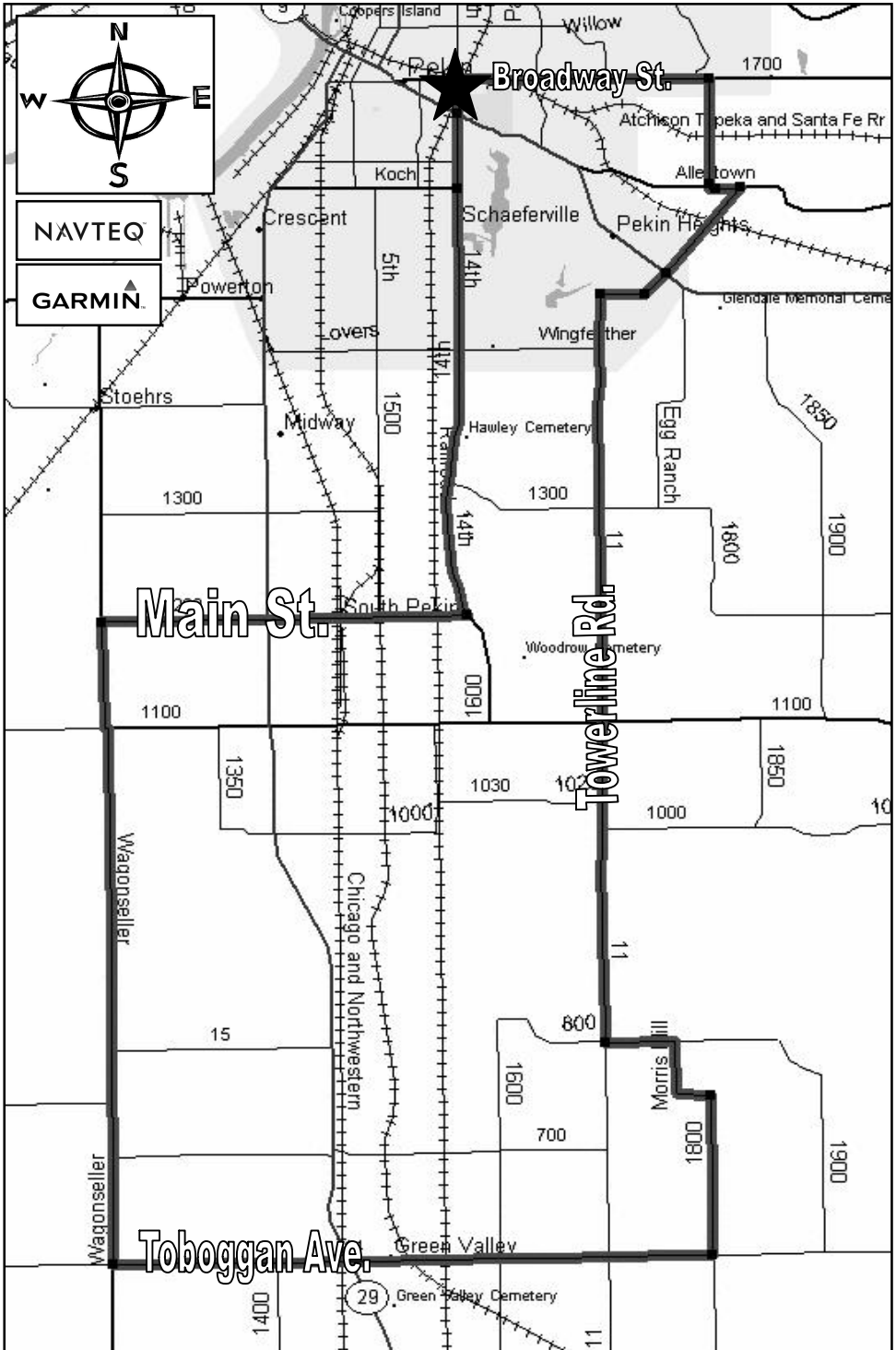
Items of Interest

Pekin Marigold Festival: The Marigold Festival began in 1972 as a way to honor one of Pekin's favorite sons, Senator Everett Dirksen. While in the United States Congress, Senator Dirksen tried to make the marigold the national flower. In support of Dirksen, the community began growing marigolds. Although Dirksen was unsuccessful in his efforts, his hometown of Pekin soon became known as the Marigold Capital of the World. The Marigold Festival is held the first weekend after Labor Day in September. Its activities and entertainment include the annual Marigold Parade, the crowning of Miss Marigold, live music, and an arts and crafts fair that attracts exhibitors from five surrounding states. The Pekin Chamber of Commerce appoints an executive committee to coordinate the Festival, and more than 1,000 volunteers work to present the events and concessions to the public. All proceeds outside the administrative and promotional costs go to charity and not-for-profit organizations in the Pekin area.

In the early years of the festival, volunteers and residents planted more than two million marigolds throughout the city, creating displays which were judged by the garden club. Today the purpose has been modified to encourage community pride, displayed through marigold plantings and such events as the Miss Marigold pageant, the annual Marigold Parade, a Medallion Hunt, 5-kilometer Run/Walk, Carnival, Art in the Park, Friday Night Family Fest, and live music. These events not only bring the people of Pekin together, but also give area businesses the opportunity to give back to the community. For example, the Miss Marigold Pageant is sponsored by Pekin Insurance. Pepsi is responsible for the Medallion Hunt, which begins a week before the festival and has clues that help participants find the medallion. The Marigold parade features many local businesses and organizations. Recent celebrity guests have included William "The Refrigerator" Perry, James Best (better known as Sheriff Rosco P. Coltrane of the television show *The Dukes of Hazzard*), and local celebrity comedian Royce Elliott.

The Marigold Festival takes great pride in offering the food concessions to non-profit organizations. Most of the Festive Food booths are located in Mineral Springs Park. For many of these groups, this is their biggest fund raising event of the year. They include local churches and Boy Scout Troops, Kiwanis Club of Pekin, PCHS JROTC Boosters, local firefighters, Pekin Lions Club, the Salvation Army and United Way of Pekin. Over the years the Marigold Festival has grown from a small event around the courthouse in downtown Pekin to a community-wide festival that attracts over 100,000 people annually. Other festivals in the local area include the Washington Cherry Festival, Morton Pumpkin Festival, Tremont Turkey Festival, and East Peoria Festival of Lights

Green Valley Loop Map



Green Valley Loop Cue Sheet

Go	ACT	DESCRIPTION	Cum Miles
0.00	R	East on Broadway St.	0.00
1.86	R	South on California Rd.	1.86
1.03	L	East on Allentown Road	2.89
0.27	BR	Southwest on Veterans Drive - CAUTION - 4 Lane	3.16
1.05	TL	CAUTION - Cross intersection with Route 9	4.21
	TRO	Continue Southwest on Veterans / Mall Road	4.21
0.68	L	South on Towerline Rd.	4.90
7.04	L	East on Cedar Bluff Rd.	11.94
0.64	R	South on Morris Mill Rd.	12.57
2.30	R	West on Toboggan Avenue	14.87
0.95	SS	CAUTION - Cross Towerline Road	15.82
	TRO	Continue West on Toboggan Avenue	15.82
2.37	SS	CAUTION - Cross Route 29	18.19
	TRO	Continue West on Toboggan Avenue	18.19
2.16	R	North on Wagonseller Road	20.35
5.05	LR	West on Townline Rd. / North on Wagonseller Rd.	25.40
1.00	R	East on Hurt Road / Main St.	26.40
1.52	SS	CAUTION - Cross Route 29	27.92
	TRO	Continue East on Hurt Road / Main St./ Furrow Rd.	27.92
1.81	L	North on 14th Street	29.73
4.76	TL	CAUTION - Cross Route 9 / Court Street	34.49
	TRO	Continue North on 14th Street	34.49
0.36	R	East on Broadway St.	34.85
1.37	POI	Arrive back at Moose Lodge!!	36.22

Small Town Illinois Route

Location: Tazewell County; Hopedale Medical Complex
107 Tremont Street, Hopedale, IL 61747

Location Note Please park in the lot on the West side of Tremont Street
Try to park near the back of the lot so patients have spots closer
to the front

Distance: 38 Miles

Terrain: Typical Illinois rolling prairie

Features: Hopedale Medical Complex – unique, independent state-of-the-
art hospital located in a small town setting; convenience mart
located in Delavan to use bathroom or purchase snacks.

Internet Link to Ride Map

<http://www.mapmyride.com/ride/united-states/il/hopedale/1024834054>

Why this ride is a favorite: Gently rolling terrain and distant views offer a great
way to relieve stress at the end of a hard day of work. In addition, the small
towns of Hopedale and Delavan take you back to a simpler time before carbon
fiber and titanium even existed. Be sure and take the time & see these towns!

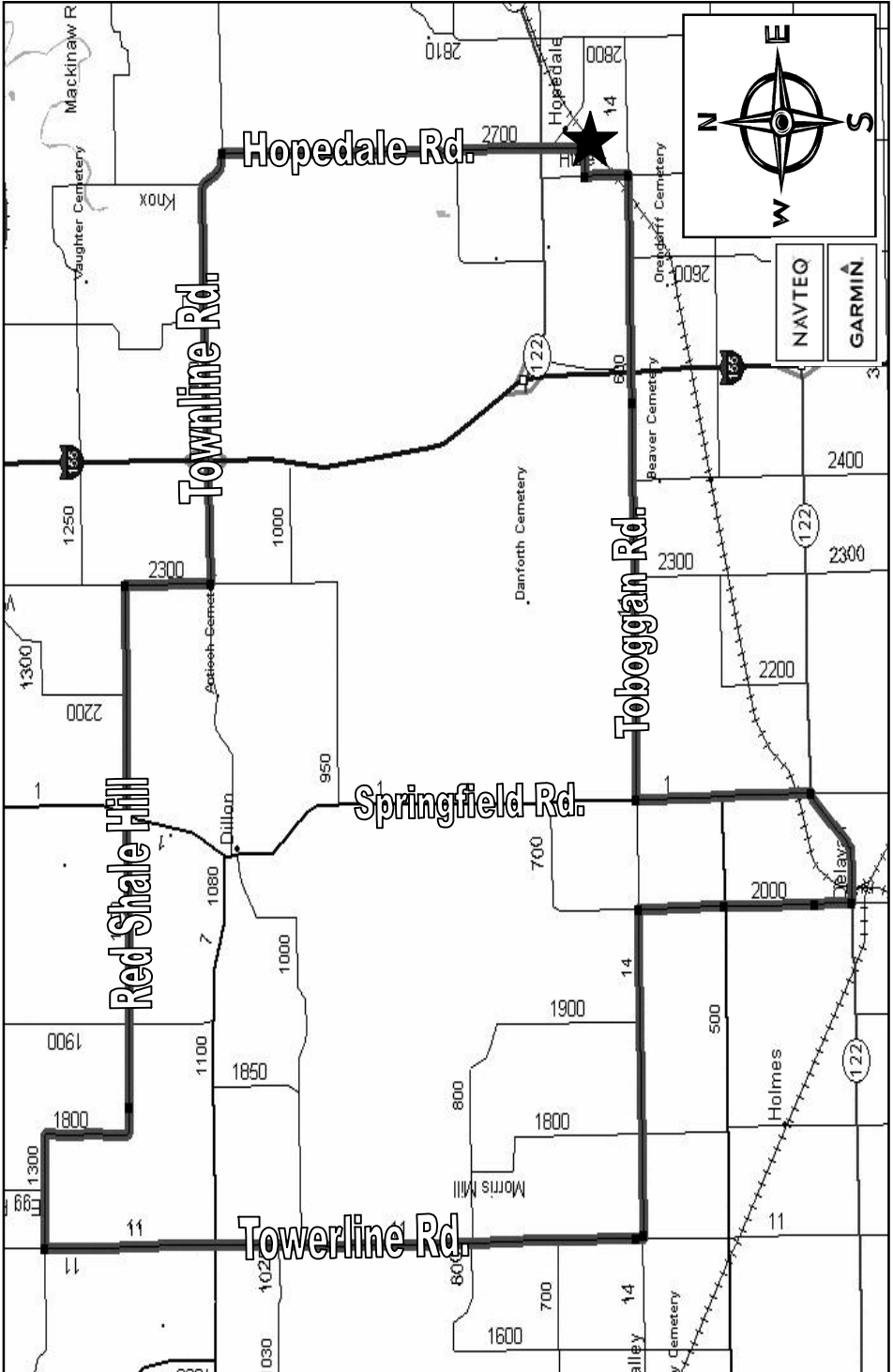
Submitted by: Jeff Greer, IVW

Items of Interest

Hopedale Medical Complex: The amazing story of The Hopedale Medical Complex
began in 1955 when Dr. Lawrence J. Rossi founded Hopedale Hospital with the help of local
citizens. Dr. Rossi, who passed away on February 9, 2001 at the age of 84, was nationally
recognized for his innovation in the health care field. Below is an excerpt from an interview he
gave explaining how the Complex grew from a tiny hospital in a rural town to a 218-bed modern
health care facility serving its surrounding communities and beyond. Dr. Rossi's vision is re-
lived every day through the dedicated and talented staff that works at HMC. Indeed, Hopedale
Medical Complex is where healthcare and hope meet every day! The story in Dr. Rossi's own
words: "The Hopedale Medical Complex began as a 20-bed Hopedale Hospital in 1955. The
Hospital was built on five acres of land owned by my wife, Lorayne, and I. Money to build the
Hospital was raised by a volunteer group from the surrounding communities. Approximately 300
(promissory) notes were sold to the public and \$75,000 was raised. In addition, I personally
guaranteed over \$50,000 for equipment and furnishings. I agreed to be responsible for repaying
the \$75,000 to the note holders who were given a first mortgage on the hospital building and
property.

The original Nursing Home was opened in 1958. It was the first Nursing Home built in Illinois
from original plans. Hopedale House, a 24-bed addition, was built in 1962. (This was possibly
the first assisted living facility in Illinois!) At this point, my wife and I carried a mortgage debt of
over \$500,000. We could have stopped and smiled about our future as for-profit private owners
because Medicare was right around the corner. Construction of private for-profit health facilities
zoomed and we were one of the first "on board." However, this did not appeal to us. We
decided the Medical Complex really should not be family owned. It was the community's
hospital. A non-profit charitable foundation was formed in 1961 to own the Complex. The
Foundation was named "The Hopedale (continued.....)

Small Town Illinois Route Map



Small Town Illinois Route Cue Sheet

Go	ACT	DESCRIPTION	Cum Miles
0.00	R	South on Tremont Street	0.00
0.04	R	West on Lincoln Street	0.04
0.26	L	South on Hittle Street	0.30
0.50	R	West on Toboggan Avenue	0.80
1.78	POI	Cross over I-55 Overpass	2.58
	TRO	Continue West on Toboggan	2.58
3.87	L	South on Springfield Road	6.45
2.04	BR	Southwest on 4th Street / Route 122 - CAUTION!	8.49
1.18	R	North on Locust Street / Delavan Road	9.67
2.51	L	West on Toboggan Avenue	12.18
2.97	R	North on Towerline Road	15.15
7.03	R	East on Red Shale Hill Road	22.18
4.89	SS	CAUTION - Cross Springfield Road - BUSY!!	27.07
	TRO	Continue East on Red Shale Hill Road	27.07
2.08	R	South on Locust Road	29.15
1.00	L	East on Townline Road	30.15
3.98	R	South on Hopedale Road	34.13
3.77	SS	CAUTION - Cross Route 122 / Stringtown Road	37.90
	TRO	Continue South on Hopedale Road / Tremont Street	37.90
0.46	POI	Arrive back at Hopedale Medical Complex!!	38.37

Ride Notes

Items of Interest Continued

Medical Foundation." It is operated by a Board of Directors, majority of which are local citizens. These Board Members receive no pay and there are no stockholders, no individual owners.

Expansion continued with the Foundation in 1964 when the size of the Nursing Home was doubled. A new kitchen, laundry and Medical Arts Building were completed. A physical therapy wing with rehabilitation beds was also added at this time. In 1974, a new surgery wing and



operating rooms were added. In 1976, a new Medical Arts Building was constructed. In 1978, six triple apartments for the elderly were completed. The Medical Complex had also acquired additional real estate in its immediate vicinity for future expansions. In April, 1987, the Hopedale Medical Complex mortgage debt was paid off in full. Growth continued with the retirement housing in 1994 as we constructed Hopedale Commons West, an assisted living facility for the elderly, and a later addition in 1999 Hopedale Commons East independent living. Other parts of the hospital which have been renovated with updated equipment are the surgical and intensive care units and the formation of the Midwest Vascular Institute. A new 26-bed Nursing Home, Hillman Pavilion, was built in 2000. The new 34,000

sq foot Hopedale Wellness Center, Dr. Rossi's final dream, opened on July 4, 2002. This beautiful, modern facility was dedicated in his memory.

Today, the Hopedale Medical Complex includes Hopedale Hospital, Hopedale Nursing Home, Hopedale Commons, and triplex residential units for the elderly. In addition, the Medical Arts Physicians building offers numerous physicians, a dentist, podiatrist, and pharmacy. Satellite doctor's offices are now available in Mackinaw, Manito, and Atlanta.

The Medical Complex employs about 250 local people, and the annual payroll exceeds \$6 million. Our annual scholarship program has granted over \$200,000 in scholarships to area students. The Hopedale Medical Complex has never requested nor accepted grants or gifts from the federal government. However, since The Foundation is an IRS 501(c)(3) not-for-profit corporation, it does accept tax deductible, charitable contributions. Two of the Medical Complex's newer buildings were built in large part due to the generosity of local donors.

For the Hopedale Medical Complex to remain viable and strong and continue to serve the health needs our rural area, local doctors must give their support, and the people of the surrounding communities must also remember how important it is to request their personal physician make use of the facility.

Mackinaw Winery Loop

Location: Tazewell County; Mackinaw Valley Vineyard
33633 IL. Rt 9, Mackinaw, IL 61755

Location Note: Feel free to park in the winery lot – just be sure and park near the back if you plan to be riding for awhile!!!

Distance: 40 Miles

Terrain: Moderate route with a few rolling hills – some flat

Features: One of central Illinois' most popular vineyards serves as the starting/ending point for this ride. Be sure and time your ride so you can try out a few varieties after (not before!!) you make the loop!!

Internet Link to Ride Map

<http://www.mapmyride.com/ride/united-states/il/mackinaw/593034259309>

Why this ride is a favorite: Vineyards are something you expect to see in California – not Central Illinois – so I always enjoy bringing visitors on this loop. They are always pleasantly surprised by the varieties and types of wines available.

Submitted by: Fred Smiser, IVW

Items of Interest

Mackinaw Valley Vineyard: What started as a dream in the spring of 1997 has developed into a perfect getaway from the hustle and bustle of today's hectic world. Mackinaw Valley Vineyard hosts a winery, tasting room and gift shop. Choose from a selection of award winning red and white wines to savor by the glass or bottle. Complete your wine experience with a selection of cheese and crackers while taking in the panoramic view from the tasting room or veranda.

The vineyard and winery are a true family affair. The vineyard and winery were started by Paul Hahn and his three children, Alexander, Nicole and Eric, who work in the vineyard, winery and tasting room and are the namesakes for three of the winery's blended wines -- Alexander's Conquest, Nicole's Blush and Eric's Red. The year 2006 saw the Hahn family grow larger with Paul's marriage to Diane in November. Diane and her three children, Cole, Carly and Cody, enjoy helping in the family business; and Paul is happy to see his workforce doubled without adding any new payroll expenses.

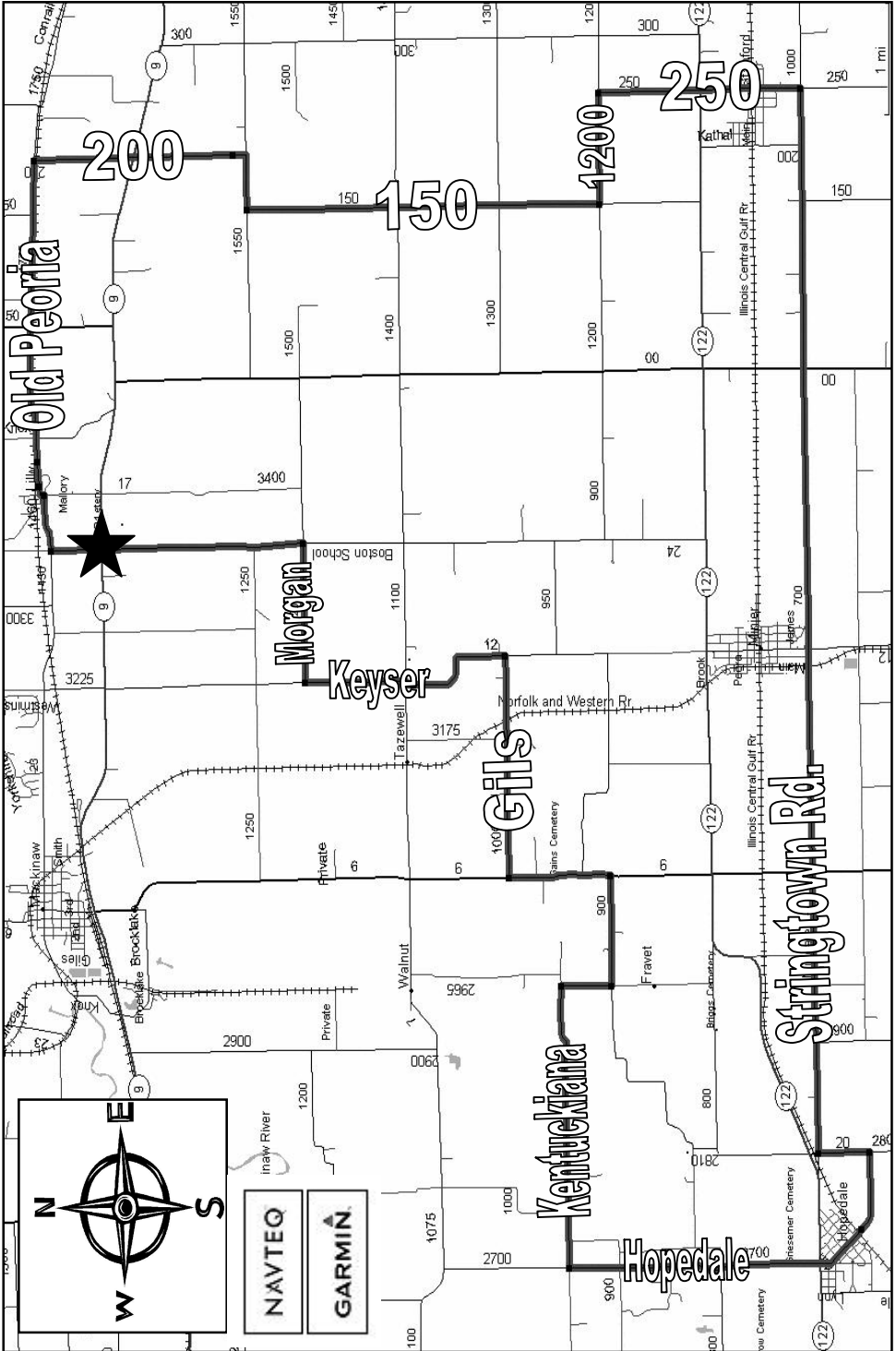
Before the opening of the tasting room in May of 2003, the vineyard was awarded "Vineyard of the Year" by the Illinois Grape Grower's and Vintner's Association (IGGVA). Alexander's Conquest, a dry red wine, received "Best of Show" honors at the 2003 Illinois State Fair against more than 250 entries. Nicole's Blush and Eric's Red took home Silver Medals in their respective categories, and Eric's Red took home a Silver Medal at the 2003 Indy International Wine Competition in its category. Most recently, winemaker Paul Hahn was awarded "Illinois Winemaker of the Year" by the IGGVA.

The tasting room and surrounding grounds are available to rent for business meetings, office parties, and family or social events. They have also hosted small, intimate weddings, receptions, and rehearsal dinners. Catering is available or you may provide your own.

The wine maker Paul Hahn and his family invite you to visit the winery for a glass of wine...or two!

Call them at 309-359-WINE (9463) for additional information and to reserve your date.

Mackinaw Winery Loop Map



Mackinaw Winery Loop Cue Sheet

Go	ACT	DESCRIPTION	Cum Miles
0.00	L	West on Illinois Route 9 - CAREFUL!	0.00
0.08	L	South on Boston School Road / Cnty Highway 24	0.08
2.00	R	West on Morgan Road	2.08
1.25	L	South on Keyser Road / Cnty Road 3225	3.33
1.00	RL	West on Townline Road / South on Miner Road	4.33
	TRO	Continue South on Miner Road	4.33
1.21	R	West on Gils Road / County Road 1000	5.54
1.99	L	South on Mackinaw Road / County Road 3050	7.53
1.01	R	West on Shiloh Road	8.54
0.99	R	North on Railsback Road	9.53
0.50	L	West on Kentuckiana Road	10.03
2.56	L	South on Hopedale Road / County Road 2700	12.59
2.52	SS	CAUTION - Cross Route 22	15.11
	TRO	Continue South on Miner Road / Tremont Street	15.11
0.10	BL	Southeast on Main Street	15.21
1.15	L	North on Hopedale Road / County Road 2800	16.36
0.51	R	East on Stringtown Road / County Road 700	16.87
9.56	L	North on Division Street / N. 250 East Road	26.43
1.00	SS	CAUTION - Cross Route 122	27.43
	TRO	Continue North on N. 250 East Road	27.43
1.01	L	West on E. 1200 North Road	28.44
1.00	R	North on N. 150 East Road	29.43
3.51	R	East on 1550 North Road	32.94
0.50	L	North on N. 200 East Road	33.44
1.12	SS	CAUTION - Cross Route 9	34.56
	TRO	Continue North on N. 200 East Road	34.56
0.99	L	West on Old Peoria Road / County Road 1760	35.55
3.02	L	South on Lily Road	38.57
0.04	R	West on Fast Avenue / County Road 1450	38.61
0.51	L	South on Boston School Road	39.12
0.51	L	East on Route 9 - CAUTION!!	39.63
0.10	R	South - Arrive back at Winery!!	39.73

Ride Notes

East Peoria to South Peoria Loop

- Location:** Tazewell County; Fon du Lac Administration Center
201 Veterans Dr., East Peoria, IL 61611
- Location Note** If riding during the work week, please try and park near the far east side of the parking lot – close to the caboose
- Distance:** 43 Miles
- Terrain:** Mostly flat route with a couple gradual climbs up bluff
- Features:** This ride lets you enjoy a section of the Morton -> East Peoria bike trail to get out of town safely. Rest of ride is through a relatively quiet part of the area. A Casey's gas station serves as a nice turn-around point in South Peoria.

Internet Link to Ride Map

<http://www.mapmyride.com/ride/united-states/il/peoria/219634810>

Why this ride is a favorite: The wide open vistas of Western Tazewell county are very beautiful and inspiring to even the most experienced rider. This area is a stark difference to pedaling around on the other side of the Illinois River.

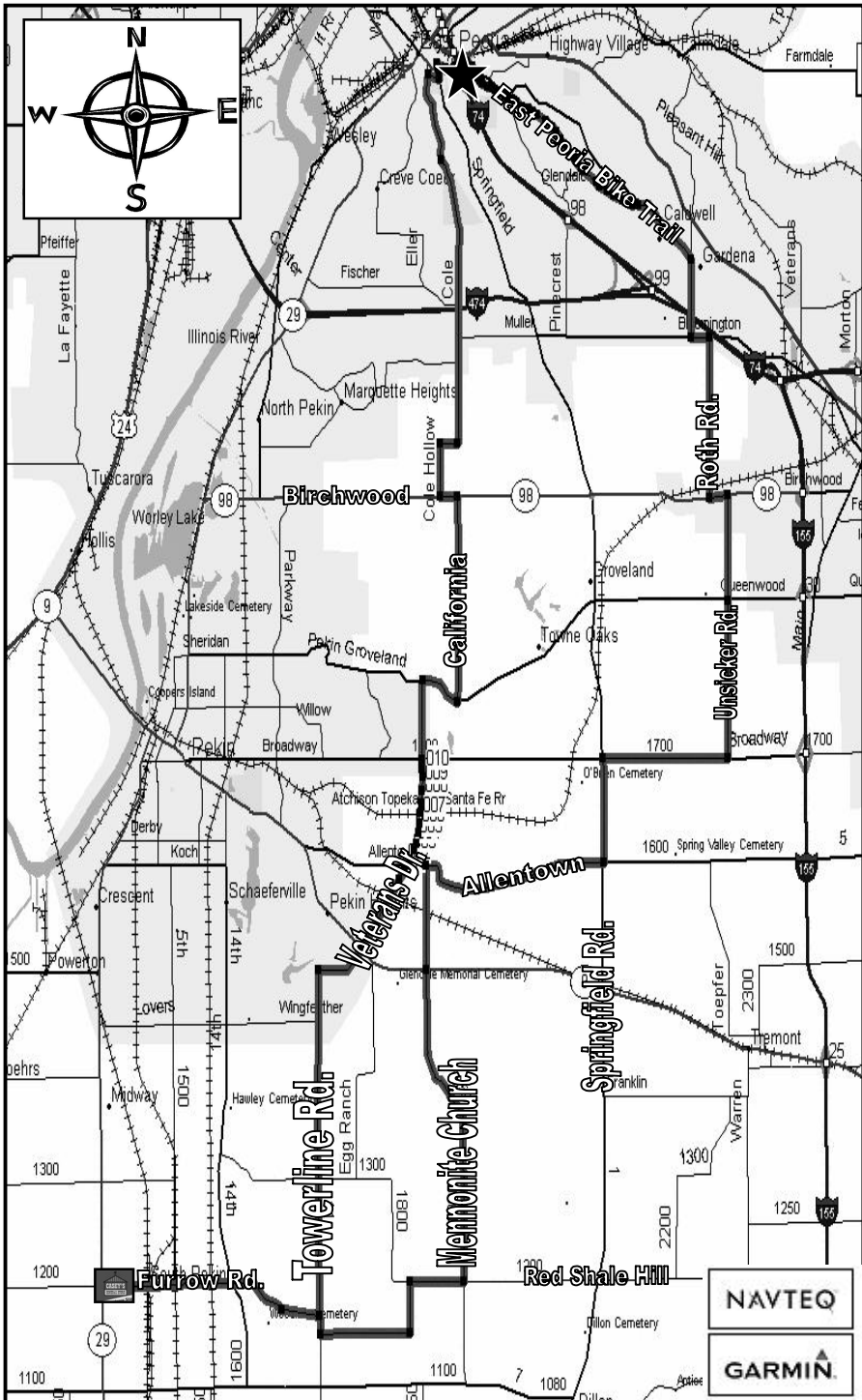
Submitted by: Michael Honnold, IVW & PiBC

Items of Interest

Peoria, IL: In January 1680, Sieur de La Salle (Robert de LaSalle) and 33 fellow explorers landed their canoes on the eastern bank of the Illinois River. They built a winter refuge in what is now the southeast quarter of section 1 of Peoria Township. Peoria, historically, has a rich American Indian heritage. It was the site of Lebourne Sulky's Village in 1812. "At Little Makina, a river in southern Illinois, five leagues below Peoria, is a band, consisting of Kickapoos, Chippeways, Ottaways and Pottowottamies. They are called warriors, and their head man is Lebourne of Sulky. Their number is 60 men, all desperate fellows and great plunderers."-(Edwards, Ninian W. History of Illinois, from 1778 to 1833 and Life and Times of Ninian Edwards. p. 315.) Sulky oversaw a mixed village of the Potawatomi, Kickapoo and Ojibwa people. He fought with Tecumseh in the War of 1812, as did most chiefs the Illinois Valley area. Later, this area was the site of Chief Shabbona's village during the Black Hawk War. Farmer Jonathan Tharp was the first non-Indian resident, building a log cabin in 1824. For some time after the arrival of white settlers, there continued to be a quite large Indian village, populated primarily by Potawatomi, along the ridge of what is today Peoria Lake. After a county surveyor laid out a "town site," an auction of this town plat and site was held in Springfield. The village site was awarded to Major Isaac Perkins, Gideon Hawley, William Haines and Major Nathan Cromwell, the last of whose wife named the City of Peoria after Beijing, China, which was at that time spelled "Peking" or "Pekin," spellings still common in German and French.

A group of 11 men gathered on June 25, 1862, in Peoria to establish the first council of the Union League of America, to promote patriotism and loyalty to the Union. Its members hoped to counter Northern disillusionment with President Abraham Lincoln's military policies after early Union defeats in the American Civil War. Although closely allied with the Republican Party, the League sought to enroll all Union supporters, regardless of party. By December, 1863, it claimed 140,000 members in Illinois and almost one million nationwide. The Union League movement focused on providing medical supplies, training nurses, and advocating equality for slaves. As the War gradually turned in favor of the North, the Union Leagues shifted to political endorsements, favoring radical Republicans who advocated full equality and voting rights for African-Americans. The Union League played a prominent role in Lincoln's closely contested re-election in 1864. By the end of the Civil War, the Union League of America movement grew to two million members, and the clubs still continue today.

East Peoria to South Pekin Loop Map



East Peoria to South Pekin Loop Cue Sheet

Go	ACT	DESCRIPTION	Cum Miles
0.00	L	SE on Bloomington Road	0.00
0.10	BR	Exit Bloomington Road onto East Peoria Bike Trail	0.10
2.69	BR	Exit Bike Trail & back onto Bloomington Road	2.79
1.00	R	South on Pleasant Hill Road	3.79
0.74	L	East on Muller Road	4.53
0.25	R	South on Roth Road	4.78
1.54	L	East on Birchwood Rd. (Route 98)	6.32
0.25	R	South on Unsicker Road	6.56
2.54	R	CAUTION!! - West on Broadway	9.10
1.74	L	CAUTION!! - South on Springfield Road	10.84
1.00	R	West on Allentown Road	11.84
2.62	L	South on Mennonite Church Road	14.46
1.01	SS	CAUTION while crossing busy Route 9	15.47
3.20	R	West on Red Shale Hill Road	18.67
0.75	L	South on Schleder Road	19.42
0.49	R	West on Lake Knolls Road	19.91
1.25	R	North on Towerline Road	21.16
0.10	L	West on Furrow Road	21.26
0.54	BL	Continue West on Furrow Road	21.80
0.78	SS	Continue West on Furrow Road	22.58
1.77	POI	Stop at Casey's General Store in S. Pekin	24.35
1.77	SS	Backtrack East on Furrow Road	26.12
1.32	L	North on Towerline Road - BUSY ROAD	27.44
3.33	R	East on Mall Road	30.77
0.68	TL	BUSY Intersection @ Pekin Mall	31.45
	TRO	Cross Route 9 and continue on Veterans	31.45
2.09	TL	Continue North on California Road	33.54
0.76	R	East on Sheridan Road	34.30
0.55	L	North on California Road	34.85
1.98	L	West on Edgewater Drive (Route 98)	36.83
0.24	R	North on Cole Hollow Road	37.08
4.41	R	East on Stewart Avenue	41.49
0.10	L	North on Springfield Road	41.59
0.10	R	East on Taylor Avenue	41.69
0.50	TL	Cross Washington Street at stoplight	42.19
0.1		Finish ride back at starting point	42.29

Ride Notes

Sand Ridge to Manito Ride

Location: Tazewell County; Pekin, IL; VFW Hall
VFW Road, Pekin, IL 61517
Location Note Please park at the VFW Hall
Distance: 47 Miles
Terrain: Gently rolling Illinois prairie
Features: Sand Ridge Forest and Liz Recipes in Manito, IL

Internet Link to Ride Map

<http://www.mapmyride.com/ride/united-states/il/pekin/65178816>

Why this ride is a favorite: Great ride for seeing strange things in Illinois – like cactus at the Sand Ridge State Forest!!!

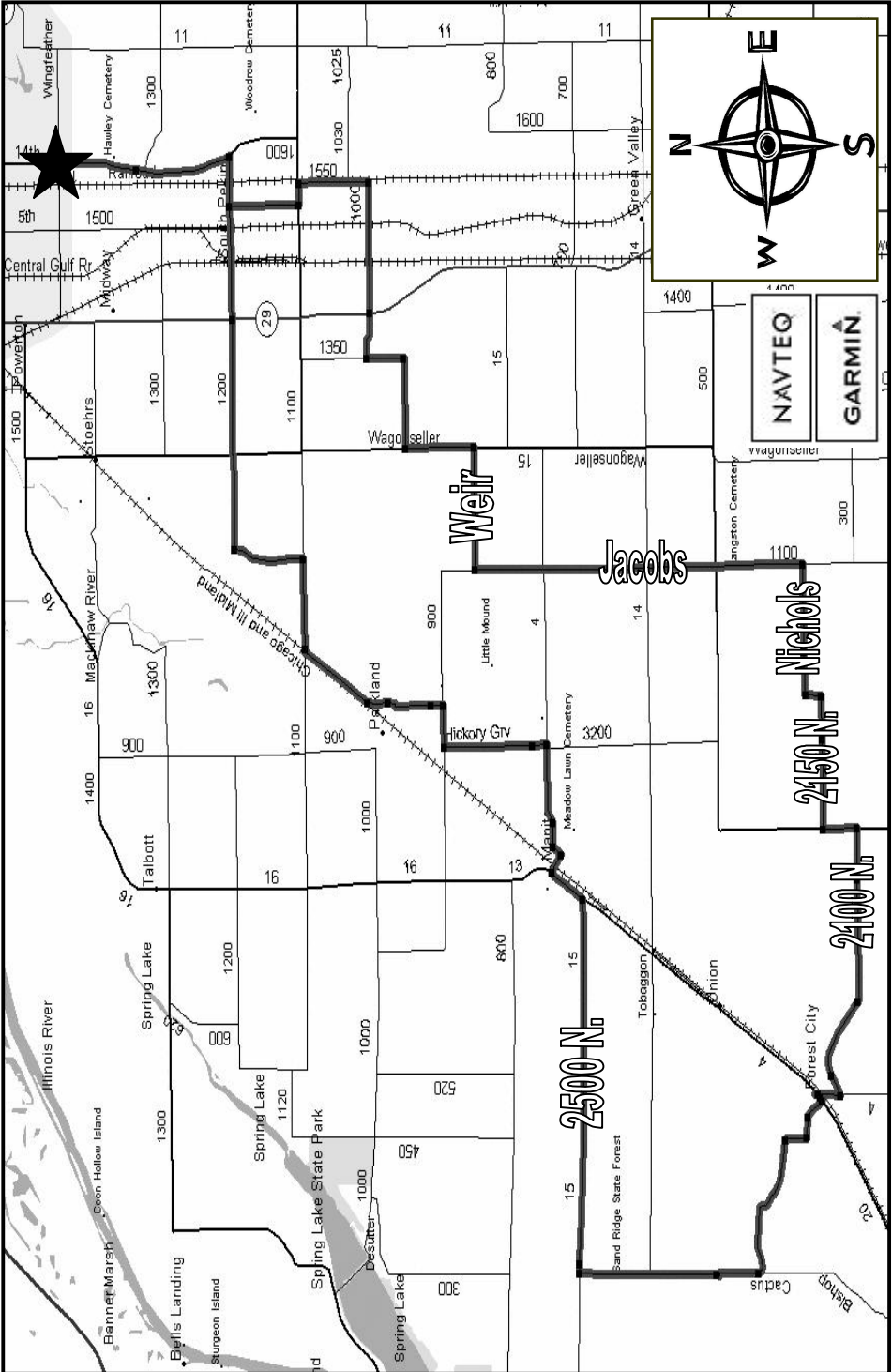
Submitted by: Fred Smiser; IVW

Items of Interest

Sand Ridge State Forest: For those who think central Illinois is one big cornfield, Sand Ridge State Forest will come as a very pleasant surprise. The forest is an island in a sea of agriculture. Just minutes southwest of Peoria, this 7,200-acre forest, the largest of Illinois' state forests, boasts sweeping expanses of native oaks and hickory, extensive plantations of pine, sprawling open fields, grasslands, and completely unique sand prairies. For a refreshing, invigorating taste of unspoiled nature and an opportunity to experience a truly unusual environment, Sand Ridge State Forest is ideal. Fifteen thousand years ago the flood waters of the last glaciation period receded down the Illinois River Valley, leaving a vast deposit of sand from near Pekin to past Beardstown and as far west as San Jose. A subsequent period of extreme dryness and warmth invited plants and animals of the southwestern states to extend their range. Shifting winds sculpted 100-foot-high sand dunes evident today as the now wooded ridges for which the forest is named.

Liz Recipes: Over 50 years ago, a Croatian fella, Joe Juraco, married an Irish beauty named Liz, and boy did things start cooking after that! Joe's mother, Caroline, shared some of her cherished Croatian recipes with Liz. One of those recipes, called Povitica, was the inspiration to start Liz Marie's Recipes. Just before Christmas of 1996, Liz Marie's began baking in Liz Juraco's kitchen on the family farm in Canton. The six women owners baked Povitica to fill orders received via word of mouth. After two years of holiday baking out of the homestead kitchen, Liz Marie's acquired rental space in Pekin. The location was well suited for two years as word spread of the baking venture. Then on April 20, 2000, a new location was secured, and baking started in Manito at 102 N. Broadway. By 2005 the business was "bursting at the seams," as the signature item was no longer the only thing being baked. In December of 2005, Liz Marie's moved to a new Manito location purchased early that year and remodeled by the team of bakers, relatives and friends. It serves soups and sandwiches for lunch, as well as baked goods.

Sand Ridge to Manito Ride Map



Sand Ridge to Manito Ride Cue Sheet

Go	ACT	DESCRIPTION	Cum Miles
0.00	R	East on VFW Road / Lover's Lane	0.00
0.09	R	South on 14 th Street	0.09
2.53	R	West on Furrow Road	2.62
0.54	L	South on Weyrich Road	3.16
1.01	L	East on Townline Road	4.17
0.25	R	South on Tarpley Road	4.42
1.02	R	West on Christmas Tree Road	5.44
1.46	SS	CAREFUL – Cross over Route 29	6.90
	TRO	Continue West on Christmas Tree Road	6.90
0.52	L	South on Deppert Road	7.42
1.55	L	South on Wagonseller Road	8.97
1.01	R	West on Weir Road	9.98
1.37	L	South on Jacobs Road	11.35
4.80	R	West on Nichols Road	16.15
1.46	L	South on County Road 3200 E	17.61
0.22	R	West on County Road 2150 N	17.83
1.49	L	South on County Road 3100 E	19.32
0.49	R	West on County Road 2100 N	19.81
1.89	BR	Northwest on Forest City Ditch Road	21.70
1.28	R	North on Broadway / County Route 4	22.98
0.30	L	Southwest on Manito Road	23.28
0.08	R	Northwest on Market Street	23.36
0.28	BL	West on Cemetery Road	23.65
0.23	b/c	Road changes to Worner Road and heads North	23.88
1.99	BR	North on Cactus Drive	25.87
0.57	LR	Quick LR to remain going North on Cactus Drive	26.44
2.09	R	East on County Road 2500 North	28.53
4.18	L	Northeast on Manito Road	32.71
0.54	R	Southeast on Market Street	33.25
0.11	POI	Liz Recipes stop for food/water	33.36
	TRO	Continue on Market Street	33.36
0.13	L	Northeast on Harrison Street	33.49
0.13	R	East on Hickory Grove Road / High Street	33.62
1.16	L	North on County Road 3200 East	34.78
1.51	R	East on Warner Road	36.29
0.47	L	North on Schuttler Road	36.76
0.70	BR	Continue North on Schuttler Road	37.46
1.55	R	East on Townline Road	39.01
1.02	L	North on Fuelberth Road	40.03
1.04	R	East on Hurt Road / Main Street	41.07
2.57	SS	CAREFUL – Cross Route 29	43.64
	POI	Casey's for Food/Water	43.64
	TRO	Continue East on Main Street / Furrow Road	43.64
1.81	L	North on 14 th Street	45.45
2.53	L	West on VFW Road / Lover's Lane	47.98
0.09		Arrive back at VFW Hall	48.07

Big Bovine Ride

- Location:** Tazewell County; Lette Brown School
2550 N. Morton Ave., Morton, IL 61550
- Location Note** Park near back of lot during times school is in session.
- Distance:** 55 Miles
- Terrain:** Typical Illinois prairie with sections of rolling hills.
- Features:** Views of Pekin Dragon Dome, Mackinaw River Valley, Turkey Farm

Internet Link to Ride Map

<http://www.mapmyride.com/ride/united-states/il/morton/906847404>

Why this ride is a favorite: This is a favorite route of mine while I am training for a very important triathlon.

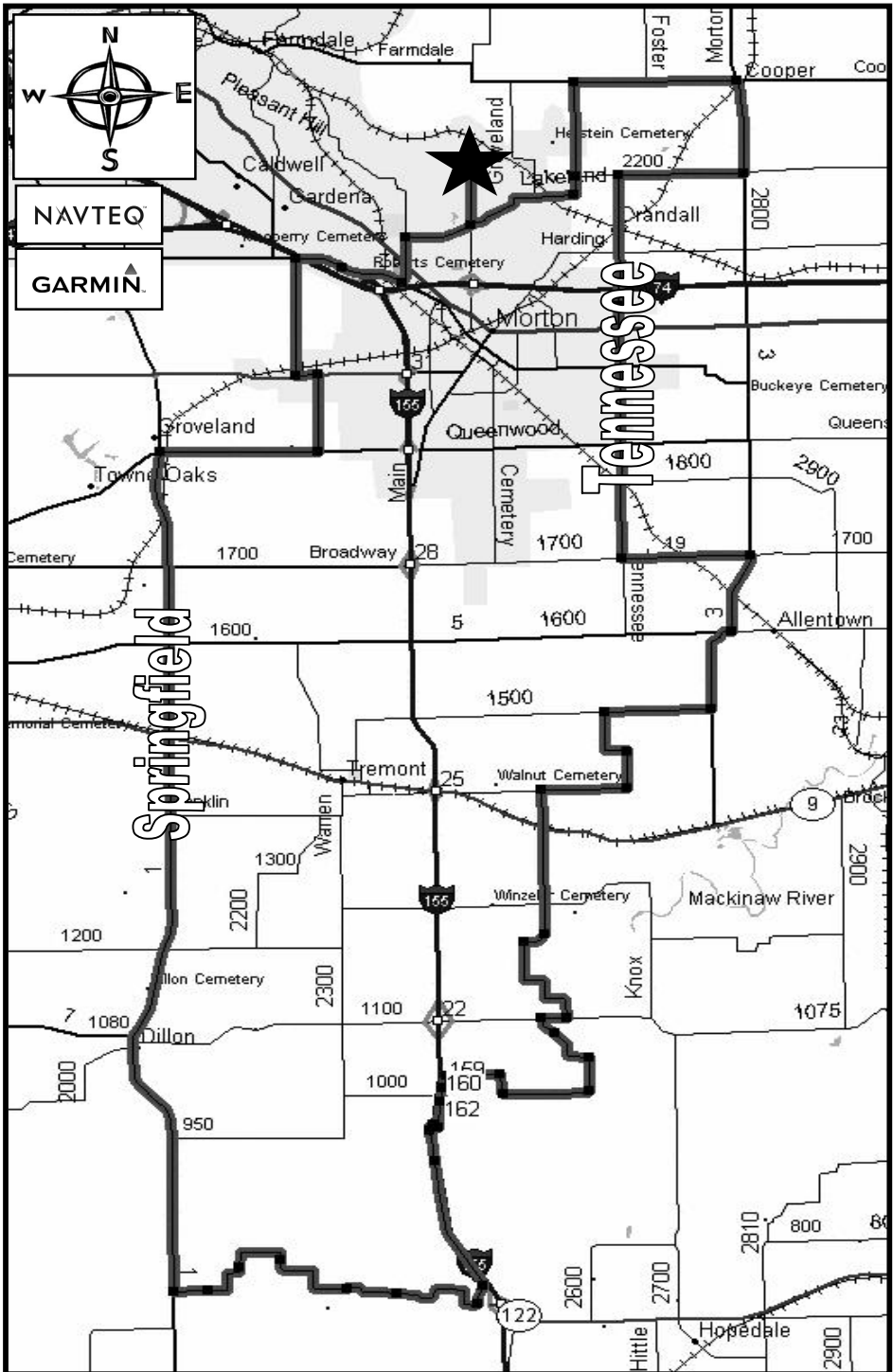
Submitted by: Rich Gieblehausen; Tri-Peoria Club

Points of Interest

Morton Pumpkin Festival: Morton is home of the Nestlé/Libby's pumpkin packing plant, which processes over 80 percent of the world's canned pumpkin. In September 1978, then Governor James Thompson declared Morton "the Pumpkin Capital of the World." Morton celebrates the canning season every September with the Pumpkin Festival. From opening day ceremonies to the giant parade, the Morton Pumpkin Festival delights all ages with family-style entertainment, carnival rides, foot races, food tents, merchants' tents, a craft show, parade and pumpkins. The food is delectable. Butterfly pork chops and pumpkin pie are the specialty, but pumpkin ice cream, pumpkin pancakes and pumpkin fudge are worth trying.

Tremont, Illinois: Tremont is a perfect example of the classic Midwestern small town. Neighborhoods are quaint and neighbors friendly. The largest employer is R.A. Cullinan. Tremont is best known in central Illinois for its annual summer festival, The Tremont Turkey Festival. The festival draws 20,000-30,000 people into the small village for a weekend of excitement. It includes free entertainment, bed races, an antique tractor pull, pageant, parade and carnival. The festival is famous for its turkey sandwiches and strawberry shortcake. Tremont was host to Abraham Lincoln during one of his travels as a lawyer.

Big Bovine Ride Map



Big Bovine Ride Cue Sheet

Go	ACT	DESCRIPTION	Cum Miles
0.00	L	South on Morton Avenue	0.00
0.76	L	East on Lakeland Road	0.76
1.38	B/C	Hirstein Road	2.14
	BL	Continue North on Hirstein Road	2.14
1.48	R	East on Cooper Road	3.62
1.89	R	South on Washington Road (CAREFUL - Busy!)	5.51
1.21	R	West on Lakeland Road	6.72
1.46	L	South on Tennessee Avenue	8.18
2.02	POI	McClallen Park	10.20
	SS	CAREFUL - Cross Route 150	10.20
1.98	BR	Bear right @ intersection of Tennessee & Robison	12.18
1.02	L	East on Broadway	13.20
1.50	R	South on Washington Road (CAREFUL - Busy!)	14.70
1.06	RL	West on Allentown & South on Schmidgall Road	15.76
1.17	R	West on Augustine Road	16.93
1.25	L	South on N. Lake Windermere Road	18.18
1.24	R	West on E. Lake Windermere Road	19.42
1.00	L	South on Ropp Lane	20.42
0.50	SS	CAREFUL - Cross Route 9	20.92
3.12	R	West on Townline Road	24.04
0.28	L	South on Levy Road	24.32
1.30	BR & b/c	Continue West on Iron Mountain Road	25.62
1.90	L	South on Lay Road (Interstate 155 frontage rd)	27.52
1.39	R	West on Feather Road	28.91
0.10	L	South on Old 121	29.01
1.90	R	West on McMullen Road	30.91
1.84	b/c	Continue West on Locust Road	32.75
0.62	L	West on Tullamore Road	33.37
1.66	BR	Continue West on Tullamore Road	35.03
0.62	R	North on Springfield Road - Caution - use shoulder	35.65
11.30	R	East on Queenwood Road	46.95
1.84	L	North on Unsicker Road	48.79
1.02	L	West on Birchwood (Route 98)	49.81
0.24	R	North on Roth Road	50.05
1.54	R	East on Muller Road	51.59
1.31	L	North on Veteran's Road	52.90
0.60	R	East on Lakeland Road	53.50
0.79	L	North on Morton Avenue	54.30
0.76		Arrive Back at Lette Brown School	55.06

Ride Notes

Morton – Congerville - Eureka Loop

Location: Tazewell County; Morton, IL; Field Shopping Center
2135 South Main Street, Morton, Illinois 61550

Location Note: Field Shopping Center provides many places to park – please try to park away from stores so those spots are saved for customers.

Distance: 60 Miles

Terrain: The majority of this ride is composed of flat to rolling terrain, but you will come across some hills around the Mackinaw River valley.

Features: Field Shopping Center; Mackinaw River.

Internet Link to Ride Map

<http://www.mapmyride.com/ride/united-states/il/morton/680565042>

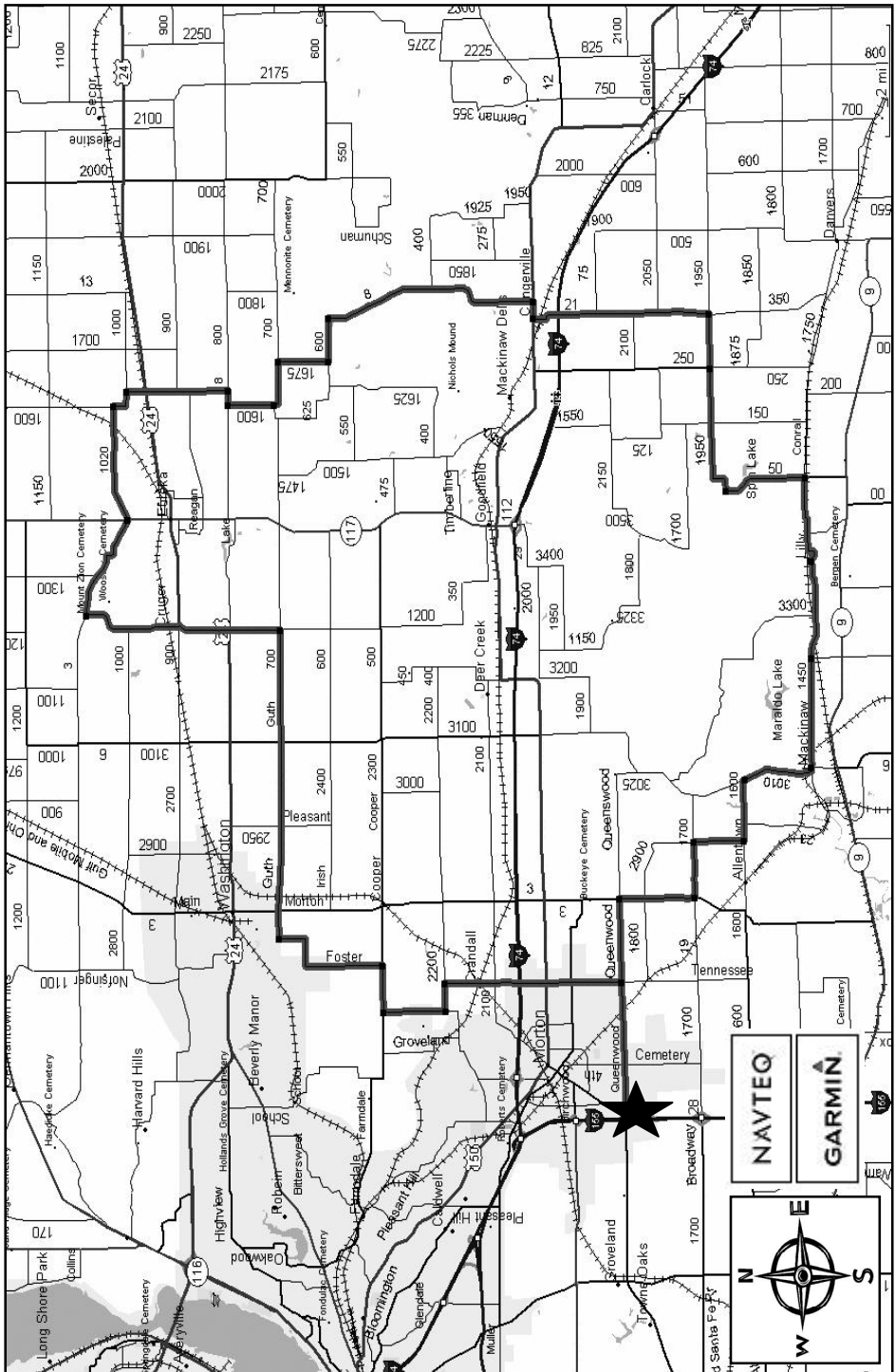
Submitted by: Dan McCaherty; Oatmeal Roadies

Items of Interest

Mackinaw River: The Mackinaw River, also called "Mackinac River," flows through what was once the Grande Prairie region of Central Illinois. This region is now a zone of intensive crop farming, and high-productivity techniques have extensively altered the river from its natural state. The headwaters of the river are located near Sibley in western Ford County. Flowing west through McLean County, the Mackinaw provides drainage to part of the Bloomington-Normal metropolitan area. The Mackinaw River then flows west through Woodford County before turning southwest and draining much of Tazewell County. The river's course describes several bends and meanders typical of alluvial rivers before flowing northwards into the Illinois River just south of Pekin. A parcel of Mackinaw River hillside land, in far eastern Tazewell County just east of Mackinaw, is preserved as the Mackinaw River State Fish and Wildlife Area, a state game preserve. Most central Illinois towns and cities were founded as a result of transportation on local railroads, not rivers. Even though this river drains much of three counties, only one town of any size, Mackinaw, is actually located on the river. It is believed that the Mackinaw River was named in the early 1800s in honor of an unnamed fur trader from Mackinac Island, Michigan who traded goods at or near the river.

Mackinaw, IL: Mackinaw has a long and interesting history in Central Illinois. Early settlers in the area encountered Indians who were, for the most part, friendly. Mackinaw is named for the Mackinaw River, which is first mentioned in the journal of Patrick Kennedy in 1773 as the Little Michilimackinac River, and the name evolved to Mackinaw. The meaning is thought to be the same as the meaning in the case of Mackinaw Island and Straits area in Michigan, which comes from the Ojibway word for turtle (Michilimackinac means Great Turtle). This information comes from Virgil Vogel's book "Indian Place Names in Illinois," and most others concur. No one knows why the river was named this, but it is assumed that the word Mackinaw means turtle in several different Native American languages in the Algonquian language family, not just Ojibway. Settlers probably found the area around Mackinaw geographically desirable for the same reasons the Indians did -- nearness to water (the river) and general "lay of the land." For example, the highest point of elevation for many miles around is about one mile east of Mackinaw near the entrance to Heritage Lake. The history of Mackinaw as a Village may be said to begin early in 1827. At that time Tazewell County was just organized, and the commissioners appointed to select a county seat chose the settlement, which had come to be known as Mackinaw. The first tax levy passed to defray expenses of the new county government called for a tax of 1/2 of 1 percent on carriages, distilleries, livestock in trade, slaves and horses - but no real estate tax.

Morton - Congerville - Eureka Loop Route Map



Morton – Congerville – Eureka Loop Cue Sheet

Go	ACT	DESCRIPTION	Cum Miles
0.00	L	North on Main Street	0.00
0.35	R	East on Queenwood Road	0.35
3.81	R	South on Washington Road	4.16
1.51	L	East on Broadway	5.67
1.00	R	South on Moore Road	6.67
1.00	L	East on Allentown Road	7.67
1.09	R	South on Dee-Mack Road / Main Street	8.76
1.42	L	East on Fast Avenue	10.18
3.84	LR	North on Lilly Road / East on Runyon Road	14.02
	TRO	Continue on Runyon Road / Cnty Road 1760 N.	14.02
1.57	L	North on N. 50 East Road	15.59
1.66	TRO	Follow N.50 East Road through doglegs in road	17.25
0.49	TRO	Continue East after road straightens out	17.74
2.93	L	North on 350 East Road / Danvers Road	20.67
3.30	R	North on Main Street in Congerville	23.97
0.26	R	East on Kauffman Street - Route 150 - CAREFUL	24.23
0.33	L	North on County Rd. 1775 East / Highway 8	24.56
4.34	L	West on County Road 600N	28.90
0.78	R	North on County Road 1675 East	29.68
1.00	L	West on County Road 700 North	30.68
0.75	R	North on County Road 1600 East	31.43
1.01	R	East on 4-H Park Road / County Road 800 N	32.44
0.25	L	North on County Road 1625 East	32.69
1.62	SS	CAUTION - Cross Route 24	34.31
	TRO	Continue North on 1625 East	34.31
0.40	L	West on County Road 1000 North	34.71
0.50	L	West on County Road 1020 North	35.21
2.09	SS	CAUTION - Cross Route 117	37.30
	TRO	Continue West on Mount Zion Road	37.30
2.03	L	South on County Highway 3	39.33
2.04	SS	CAUTION - Enter/merge with Route 24	41.37
	TRO	Continue South on Route 24 - CAREFUL - BUSY!	41.37
0.81	ST	Do not follow Route 24 - Stay South on Road 1200	42.18
1.21	R	West on Guth Road	43.39
2.01	SS	CAUTION - Cross Dee-Mack Road	45.40
	TRO	Continue West on Guth Road	45.40
3.04	SS	CAUTION - Cross Morton Blacktop	48.44
	TRO	Continue West on Guth Road	48.44
0.50	b/c	Guth becomes Foster Road	48.94

	TRO	Continue South on Foster Road	48.94
2.56	R	West on Cooper Road	51.50
0.83	L	South on Herstein Road	52.33
1.24	L	East on Lakeland Road	53.57
0.50	R	South on Tennessee Avenue	54.07
2.02	SS	CAUTION - Cross Route 150	56.09
	TRO	Continue South on Tennessee Avenue	56.09
1.51	R	West on Queenwood	57.60
2.32	L	South on Main Street	59.92
0.24	POI	Arrive back at Field Shopping Center	60.16

Ride Notes

Washington to Washburn Loop

Location: Tazewell County; Washington; Russell's Cycling & Fitness
10 Valley Forge Plaza, Washington, IL 61571

Location Note: Please park away from customer area of Russell's Cycling and Fitness if you are planning to be out on the road for any length of time. Once finished with your ride, make sure to stop by and see the excellent selection of bikes and accessories sold at Joe's shop! www.russellsfitness.com

Distance: 62 Miles

Terrain: Flat to rolling with a few very challenging – but short hills.

Features: The first part of this ride will take you along beautiful river bluffs of the Illinois River. Once you climb back out of the bluff around the 25-mile mark, terrain will be flat to gently rolling. Water/food stops are spread out widely along this route. Gas stations are available for breaks in Washburn (35-mile mark) and Metamora (50-mile mark).

Internet Link to Ride Map

<http://www.mapmyride.com/ride/united-states/il/washington/84740637>

Submitted by: Dan McCaherty, Oatmeal Roadies

Items of Interest

Eureka College: Although it is enveloped in history, Eureka College remains the best-kept secret of the small Central Illinois town for which it is named.

This liberal arts college was founded in 1855 by abolitionists who gave the school its basis in the Disciples of Christ Church. Eureka has maintained these beliefs throughout its history and continues to instill them in all who pass through its doors.

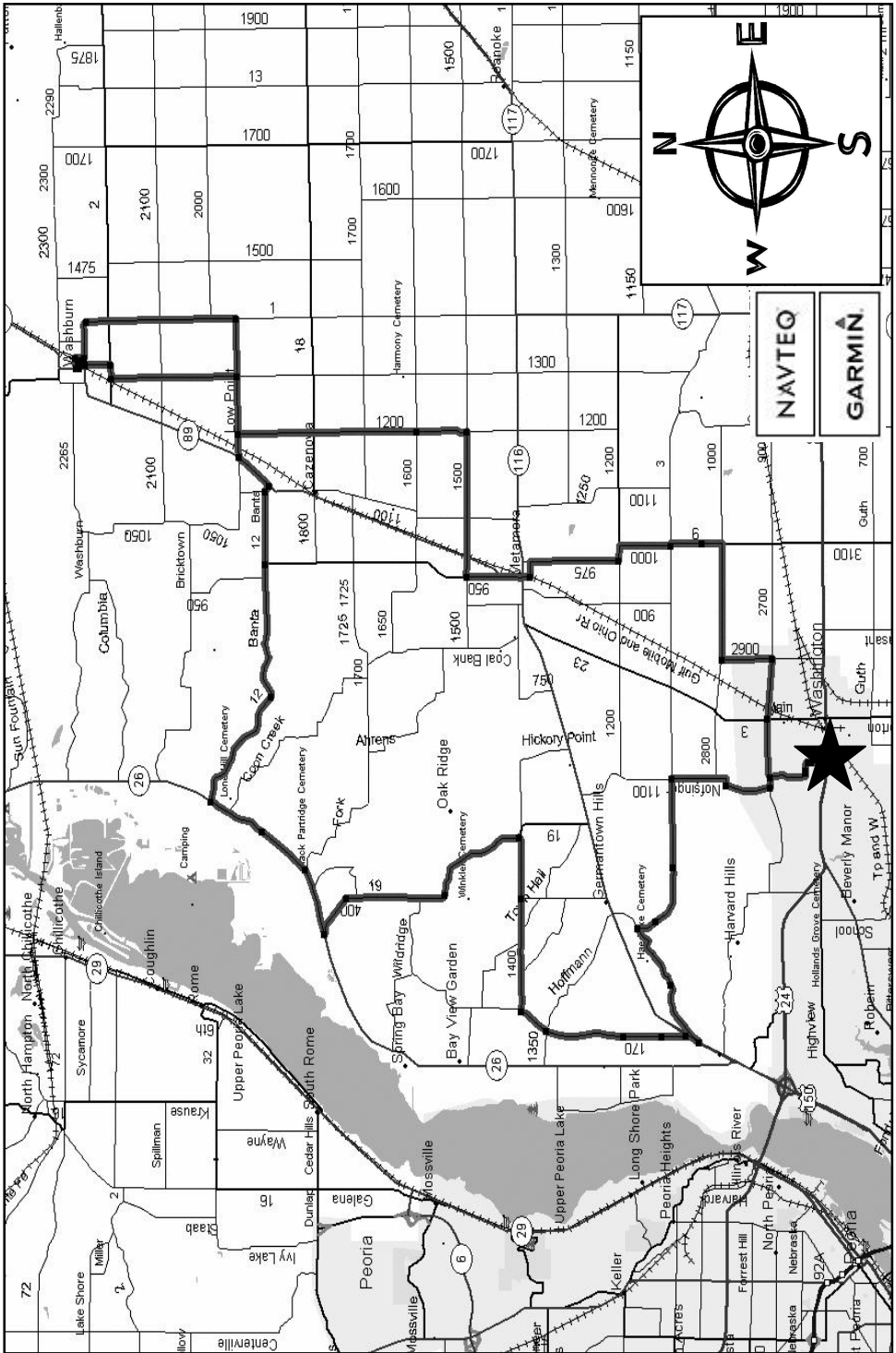
Among the school's rich history is the fact that it was first in the state and third in the country to accept men and women equally. Even prior to that, students and faculty gathered under the Recruiting Elm when they learned of the South's attack on Fort Sumter in 1861 to encourage support for the military and to eventually enlist themselves.

Several buildings on campus also have historical significance, and two are on the National Register of Historic Places. Burrus Dickinson Hall is the oldest on campus, while the Chapel once hosted Susan B. Anthony as she spoke on women's suffrage.

Burgess Hall, on the other hand, is the basis for one of the school's most important traditions. In 1900, ivy from Bethany College was brought to Eureka and planted near Burgess Hall, where it flourished. Eventually the school began to hold two ivy ceremonies each year. The first occurs during the first prayer time at the beginning of the new school year, when all incoming students are given a short piece of ivy to toss into a basket, representing the students' joining the Eureka community. At the spring commencement, all of the graduates take hold of a ring of ivy. As their section of ivy is cut away, they take Eureka out into life with them.

More recently, Eureka has dedicated the Reagan Peace Garden, the school's tribute to its 1932 graduate, President Ronald Reagan. It has also begun a major revitalization effort. This has included a new school logo and a rise in enrollment.

Washington to Washburn Loop Map



Washington to Washburn Loop Cue Sheet

Go	ACT	DESCRIPTION	Cum Miles
0.00	R	South on Muller Road	0.00
0.06	L	East on Valley Forge Road	0.06
0.18	L	North on Wilmore Road	0.24
0.04	TL	CAUTION - Careful Crossing Business 24	0.28
	TRO	Continue North on Wilmore Road	0.28
0.41	BL	West on Newcastle Road	0.69
0.25	R	North on Dallas Road	0.94
0.70	L	West on Cruger Road	1.64
0.17	R	North on Nofsinger Road	1.81
0.31	SS	CAUTION - Careful Crossing Route 24	2.12
	TRO	Continue North on Nofsinger Road	2.12
1.80	L	West on Tazewood - County Line Road	3.92
3.04	L	West on Ten Mile Creek Road (steep downhill)	6.96
2.51	R	North on Route 116 - CAUTION - Single File!!	9.47
0.24	L	West on Upper Spring Bay Road - CAUTION!!	9.71
3.47	BR	East on Santa Fe Trail	13.18
3.04	L	North on Lourdes Road	16.22
4.78	R	Northeast on Route 26 - CAUTION - BUSY ROAD!	21.00
3.43	R	East on Banta Road	24.43
6.11	L	Northeast on Route 89 - CAUTION - BUSY ROAD	30.54
0.77	R	East on County Road 1950 N. / Clark Street	31.31
1.40	L	North on County Road 1300 East	32.71
2.51	R	East on County Road 2200 North	35.22
0.26	L	North on County Road 1325 East / Park Street	35.48
	POI	Opportunity for Food/Bathroom in Washburn	35.48
0.51	R	East on Parkside Drive	35.99
0.77	BR	South on County Road 1400 East	36.76
2.97	R	West on County Road 1950 North	39.73
2.01	L	South on Madison Street / County Road 1200 East	41.74
4.60	R	West on County Road 1500 North	46.34
2.20	SS	CAUTION - Careful Crossing Route 89	48.54
	TRO	Continue West on County Road 1500 North	48.54
0.33	L	South on County Road 950 East / Wiedman St.	48.87
0.71	BR	Continue South on Route 89 - CAREFUL!!	49.58
0.42	TL	Continue South on Niles Street - Caseys on Right	49.99
0.13	L	East on Locust Street	50.12
0.272	R	South on Prairie Street	50.40
1.78	L	East on County Road 1200 North	52.18

0.252	R	South on County Road 1000 East	52.43
1.02	LR	Continue South on Dee Mack Road	53.45
1.01	R	West on Dutch Lane / Cnty Road 1000 N.	54.46
2.02	L	South on Dieble Road	56.48
0.48	SS	CAUTION - Crossing Route 24 - BUSY!	56.96
	TRO	Continue South on Dieble Road	56.96
0.54	R	West on Cruger Road	57.49
1.05	SS	CAUTION - Crossing Main Street - BUSY!	58.54
	TRO	Continue West on Cruger Road	58.54
1.03	L	South on Dallas Road	59.57
0.70	L	East on Newcastle Road	60.27
0.22	R	South on Wilmore Road	60.50
0.43	TL	CAUTION - Crossing Business 24 - BUSY!	60.93
	TRO	Continue South on Wilmore Road	60.93
0.04	R	West on Valley Forge Road	60.97
0.08		Arrive Back at Russell's Cycle and Fitness!	61.05

Ride Notes

Washington to Lacon Loop

Location: Tazewell County; Washington; Russell's Cycling and Fitness
10 Valley Forge Plaza, Washington, IL 61571

Location Note: Please park away from customer area of Russell's Cycling and Fitness if you are planning to be out on the road for any length of time. Once finished with your ride, make sure to stop by and see the excellent selection of bikes and accessories sold at Joe's shop! www.russellsfitness.com

Distance: 70 Miles

Terrain: Flat to rolling with a few very challenging hills

Features: The first part of this ride will take you along beautiful river bluffs of the Illinois River. Around the halfway point, you will arrive in the Illinois River town of Lacon. Be sure to fuel up at Casey's downtown for the ride back to Washington!

Internet Link to Ride Map

<http://www.mapmyride.com/ride/united-states/il/washington/582237832216>

Submitted by: Dan McCaherty, Oatmeal Roadies

Items of Interest

Peoria Bicycle Club: Established in 1881, the Peoria Bicycle Club is one of the oldest cycling clubs in the nation with deep roots in soil rich in cycling history -- Peoria, Illinois. The club was revived in March of 1989, after a period of dormancy, to "bring the spirit of cycling back to Peoria". It is the sponsoring organization for the Proctor Cycling Classic, Jubilee Jam Mountain Bike Race and various other cycling activities; the "spirit" has returned.

Today's Peoria Bicycle Club is focused on competitive cycling and activities that advance the sport for both road and off-road cyclists. Regularly scheduled training rides, classroom sessions and coaching provide an excellent environment for competitive cyclists to develop their skills and fitness.

The Proctor Cycling Team consists of club members who regularly compete in road and off-road races. Team membership is a part of club membership and is open to any member, regardless of skill level. Team clothing is available to any club member. See www.peoriabicycleclub.com.

Benefits of Membership

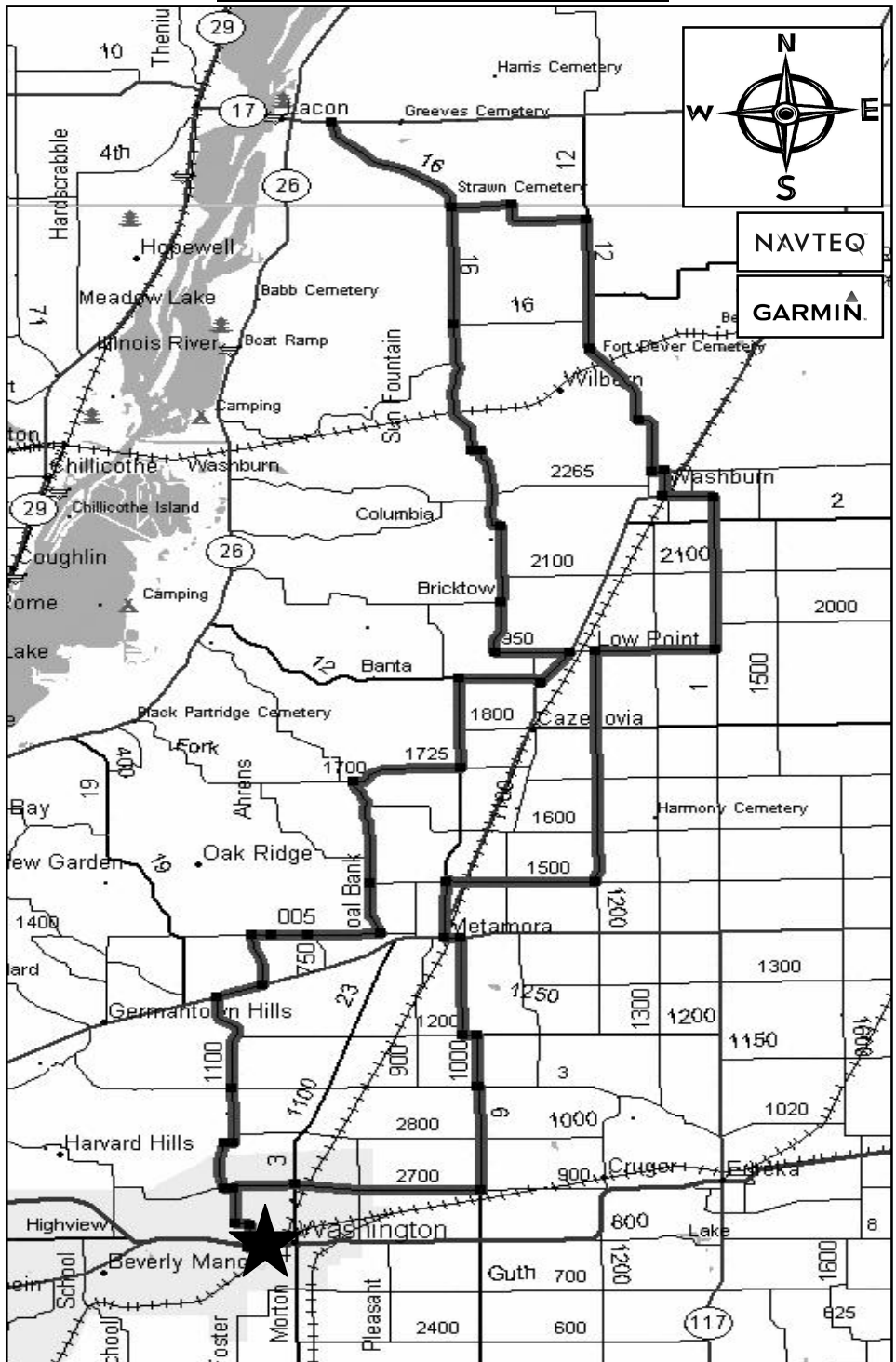
Custom team clothing

CompuTrainer Center - eight unit Multi-Rider System

Personalized coaching available

Group training rides (both road and off-road) to develop riding skills while riding with experienced cyclists

Washington to Lacon Loop Map



Washington to Lacon Loop Cue Sheet

Go	ACT	DESCRIPTION	Cum Miles
0.00	L	East on Valley Forge Road	0.00
0.04	L	North on Wilmore Road	0.04
0.04	TL	CAUTION - Cross Route 24 - Busy!	0.08
	TRO	Continue North on Wilmore Road	0.08
0.41	L	West on Newcastle Road	0.49
0.25	R	North on Dallas Road	0.74
0.70	L	West on Cruger Road	1.44
0.17	R	North on Nofsinger Road	1.61
0.31	SS	CAUTION - Cross Route 24 - Busy!	1.92
	TRO	Continue North on Nofsinger Road	1.92
1.80	LR	West on Tazewood / North on Nofsinger Road	3.72
2.02	R	East on Route 116 - CAUTION - Busy road!	5.74
0.80	L	North on Hickory Point Road - MUST CROSS ROAD	6.54
1.02	R	East on Santa Fe Trail	7.56
2.14	L	North on Coal Bank Road	9.70
3.15	R	East on County Road 1725 East / 1700 North	12.85
1.88	L	North on County Road 975 East	14.73
1.75	R	East on Banta Road	16.48
1.38	L	North on Route 89 - CAUTION - BUSY road	17.86
0.77	L	West on County Road 1950 North	18.63
1.24	BR	1950 curves North and becomes 1035 East	19.87
1.53	BL	Continue North on County Road 1050 East	21.40
2.70	L	West on Pleasantview Road	24.10
0.15	R	North on Wind Haven Road / 1475 East	24.25
	TRO	Continue North on 1475 East / Washburn Road	24.25
7.68	L	West on IL Route 17 / 5th Street	31.93
0.66	SS	CAUTION - Cross Route 26	32.59
	TRO	Continue West on Route 17 / 5th Street	32.59
0.15	POI	Arrive at Casey's for rest stop	32.74
	TRO	Continue back East on Route 17 / 5th Street	32.74
0.81	R	South on Washburn Road / 1475 East Road	33.55
2.73	L	East on Strawn Creek Road / 530 N Road	36.28
2.53	R	South on Tax School Road / 1700 E. Road	38.81
4.26	BL	Continue around curve on Tax School Road	43.07
1.28	L	East on State Street	44.35
0.193	R	South on Jefferson Street / Route 89	44.54
0.513	L	East on Parkside Drive	45.06
0.874	BR	South on County Road 1400 East	45.93

2.99	R	West on County Road 1950 North / Clark Street	48.92
2.01	L	South on Madison Street	50.93
4.58	R	West on County Road 1500 North	55.51
2.17	SS	CAUTION - Cross Route 89	57.68
	TRO	Continue West on County Road 1500 North	57.68
0.33	L	South on Wiedman Street / 950 East	58.01
0.71	BR	Merge going South with Route 89 / Niles Street	58.72
0.35	L	East on Route 116 / Mt Vernon Street	59.06
0.26	R	South on Prairie Street	59.32
1.92	L	East on County Road 1200 North	61.24
0.25	R	South on County Road 1000 East	61.50
1.02	LR	East on Tazewood Road / South on Dee Mack Road	62.52
1.67	SS	CAUTION - Cross Route 24 - CAREFUL!!	64.19
	TRO	Continue South on Dee Mack Road	64.19
0.39	R	West on Cruger Road	64.57
4.09	BL	South on Dallas Road	68.66
0.70	L	East on Newcastle Road	69.36
0.25	R	South on Wilmore Road	69.62
0.41	TL	CAUTION - Cross Route 24	70.02
	TRO	Continue South on Wilmore Road	70.02
0.04	R	West on Valley Forge Road	70.06
0.04	POI	Arrive back at Russell's Cycle and Fitness!!	70.10

Ride Notes

Washington – Hudson – Congerville Loop

- Location:** Tazewell County; Washington, IL Town Square
Corner of Main/Peoria streets, Washington, IL 61571
- Location Note:** There are many locations for public parking around the Washington square. Many cyclists choose to park near the gas station on the N.W. corner.
- Distance:** 71 Miles
- Terrain:** The majority of this ride is composed of flat to rolling terrain, but you might come across some hills around the Mackinaw River Valley
- Features:** Eureka College; Lake Bloomington; Lake Evergreen

Internet Link to Ride Map

<http://www.mapmyride.com/ride/united-states/il/washington/232086196>

Submitted by: Dan McCaherty; Oatmeal Roadies

Items of Interest

Ronald Reagan Trail: A self-guided driving tour that celebrates the hometown values and heritage of our 40th president.

President Reagan was born in Tampico. Of the three Illinois presidents, including Lincoln and Grant, Reagan was the only one born in the state. Tampico boasts the Reagan birthplace, reconstructed to the period, and has the very bedroom where he was born. The site also includes a small town museum filled with Reagan memorabilia and collectables.

Dixon, considered by Ronald to be his hometown, is where he attended school and church, graduated from Dixon High, taught Sunday school, developed his early acting skills and saved 77 lives while working as a summer lifeguard at Lowell Park. Dixon boasts the Reagan Home; Dixon Historic Center, which houses the famous "Jelly Belly" portrait, Wings of Peace with a Berlin Wall replica; the Reagan Way and other sites celebrating their connection to the President.

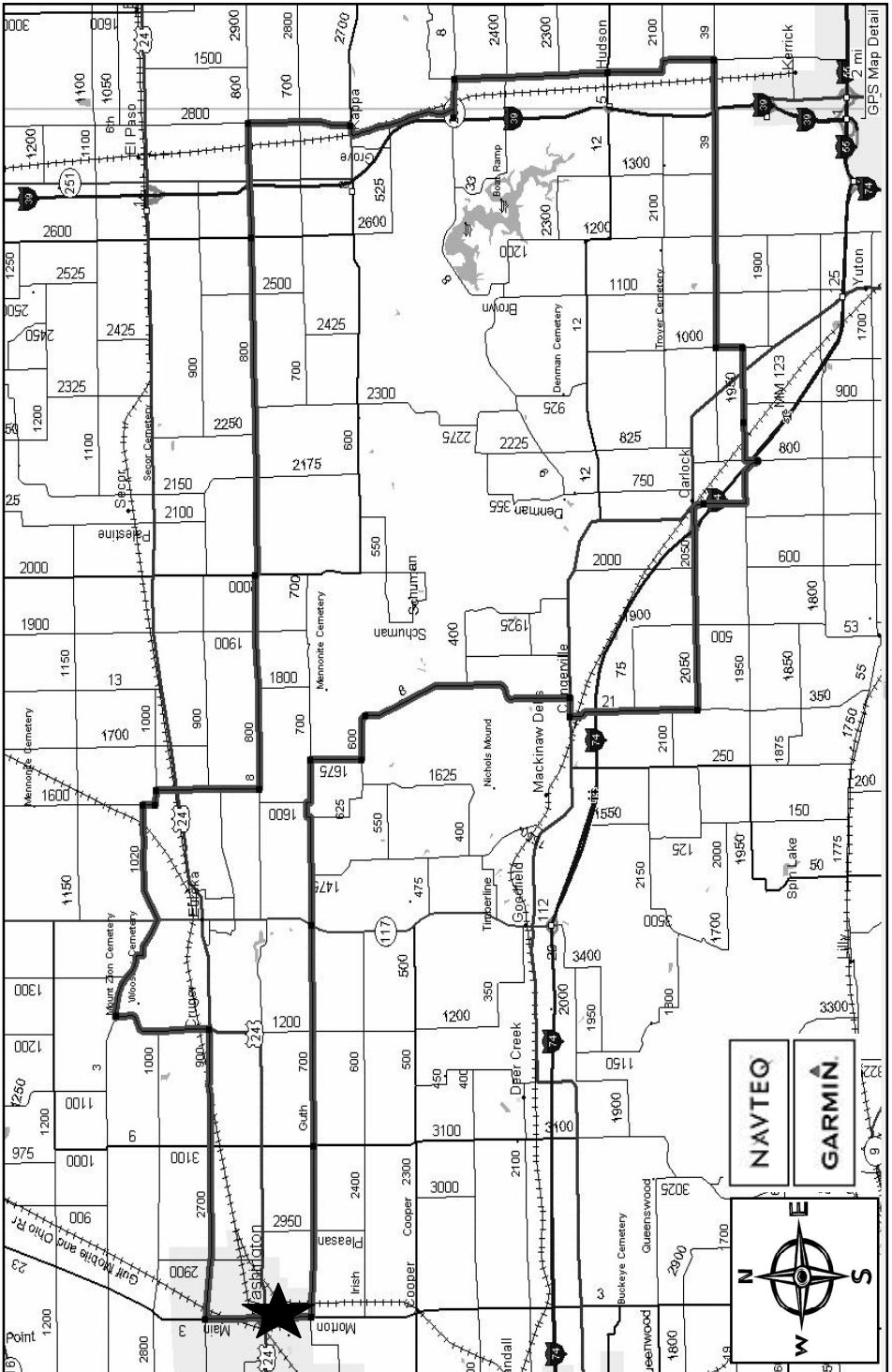
Eureka, at the Southern end of the Trail, is home to Eureka College. Here Reagan majored in economics, played football, furthered his drama skills and returned many years later to deliver his "Salt 2" speech, hailed by many to be the beginning of the end of the Cold War. The campus features the site where the speech was given. There is a bust of Reagan as well as an impressive museum dedicated to his life and legacy.

Other cities along the trail contribute their stories of the early Reagan. The school and first grade classroom he attended is still in use in Galesburg. This is the same town where his wife to be, Nancy Davis, grew up and attended school.

Accommodations ranging from Bed & Breakfast, to motels and hotels, and eating establishments from the fast to leisurely abound along the rural roads and scenic by-ways following the Illinois River.

The Ronald Reagan Trail was officially designated by the Illinois General Assembly on May 21, 1999. For a glimpse of what made a common man into a great president, visit the trail.

Washington - Hudson - Congerville Loop Route Map



Washington – Hudson – Congerville Loop Cue Sheet

Go	ACT	DESCRIPTION	Cum Miles
0.00	R	West on Route 24 / Peoria Street	0.00
0.11	R	North on Market Street	0.11
0.07	R	East on Washington Street	0.18
0.10	L	North on Main Street	0.28
1.10	R	East on Cruger Road	1.38
5.15	R	North on Highway 3	6.53
0.07	SS	CAUTION - Cross Route 24	6.60
	TRO	Continue North on Highway 3	6.60
2.01	R	East on Mount Zion Road	8.61
2.03	SS	CAUTION - Cross Route 177	10.64
	TRO	Continue East on County Road 1000 N	10.64
2.09	R	South on County Road 1600 East	12.73
0.24	BL	Follow 1600 E. around curve b/c 1000 N	12.97
0.27	R	South on County Road 1625 East	13.24
0.40	SS	CAUTION - Cross Route 24	13.63
	TRO	Continue South on 1625 East	13.63
1.62	L	East on 4-H Park Road / County Road 800 N.	15.25
3.78	RL	South on CR 2000 E / East on CR 800 North	19.03
	TRO	Continue East on CR 800 North	19.03
8.00	R	South on County Road 2800 East	27.03
2.02	R	West on County Road 600 North	29.05
0.20	L	South on Dixon Avenue / Chester Street	29.25
2.07	L	East on E. 2500 North Road	31.32
0.54	R	South on N. 1475 East Road	31.85
2.66	b/c	N.1475 East Road becomes Broadway in Hudson	34.51
	TRO	Continue South on Broadway / 1475 E. Road	34.51
2.62	R	West on E. 2000 North Road	37.13
5.1	L	South on N. 1000 East Road	42.23
0.517	R	West on E. 1950 North Road	42.75
0.44	SS	CAREFUL - Cross Route 150	43.19
	TRO	Continue West on E. 1950 North Road	43.19
1.57	L	South on N. 800 East Road	44.76
0.258	R	West on E. 1925/1950 North Road	45.02
0.903	R	North on Center Street / N. 725 E. Road	45.92
0.95	BL	West on Washington Street	46.87
	TRO	Continue West on Washington St. in Carlock	46.87
0.38	TRO	Continue West on Washington / E. 2050 N. Rd	47.25
3.20	R	North on N. 350 East Road / Danvers Road	50.45
2.28	R	North on Main Street in Congerville	52.73

0.26	R	East on Route 150 / Kauffman Street - CAREFUL	52.99
0.33	L	North on County Road 1750 East / Hwy 8	53.32
4.36	L	West on County Road 600 North	57.68
0.73	R	North on County Road 1675 East	58.40
1.00	L	West on County Road 700 North	59.40
0.84	L	West on County Road 710 North	60.24
0.32	R	West on Guth Road / County Road 700 North	60.56
1.90	SS	CAUTION - Cross Route 177	62.46
	TRO	Continue West on Guth Road	62.46
3.89	SS	CAUTION - Cross Dee-Mack Road	66.35
	TRO	Continue West on Guth Road	66.35
3.04	R	North on Main Street	69.39
0.89	POI	Arrive back at Washington Square!	70.28

Ride Notes

ILLINOIS VALLEY
WHEELM'N



Greater Peoria's Bicycle Club

Miscellaneous



RIDES

ILLINOIS VALLEY

WHEELM'N

Greater Peoria's Bicycle Club



Ride Rules

1. Riders must obey all Illinois traffic laws.
2. Ride no more than two abreast.
3. When riding in a large group, create space to help motorists.
4. Use hand signals and obey all traffic signals.
5. Check all intersections for traffic.
6. Warn riders of potholes, dogs, cars & other obstacles.
7. Riders are strongly encouraged to wear approved helmets.
8. Riders should make certain that their bikes are in good working condition.
9. Riders should carry water and a spare tube for their wheel size.
10. Riders should be prepared for weather conditions. Most rides take place in any weather.
11. Riders should arrive in time to be ready to ride.

Ride Levels

(Ride leaders can be contacted for specific details concerning their rides.)

Beginner/Family: These rides are at a casual pace averaging less than 12 miles per hour and ride as a group.

Level I: Rides average 12-14 miles per hour and regroup on a regular basis.

Level II: Rides average 13-17 miles per hour and regroup occasionally.

Level III: Rides average 17 miles per hour and over. Riders may regroup periodically but should be prepared to ride in pace lines to keep from being dropped.

Show & Go: Riders have **NO** leaders. The distance and speed is decided upon by the group, but governed by the ride level designated.

Mackinaw River Valley Ride

Location: Woodford County; Goodfield; Conklin's Barn II Dinner Theater
310 Conklin Court, Goodfield, IL 61742

Location Note: The theater will let you park in their lot if you will park close to the street. They will even let you use their restrooms if they are open while you are there. There are no restroom facilities on the route.

Distance: 25 Miles

Terrain: Flat to rolling with a few very challenging – but short - hills

Features: This is a pretty ride. You will pass farms as well as some beautiful homes. Creeks and a river give the terrain its rolling hills. The little loop in the middle of the ride before heading back is a particularly pretty area. The last part takes a different route back to the theater, but only for diversity. After the ride you can reward yourself with a stop at Busy Corner Restaurant on Route 117 close to the interstate in Goodfield. Their pie makes all that climbing worthwhile.

Internet Link to Ride Map

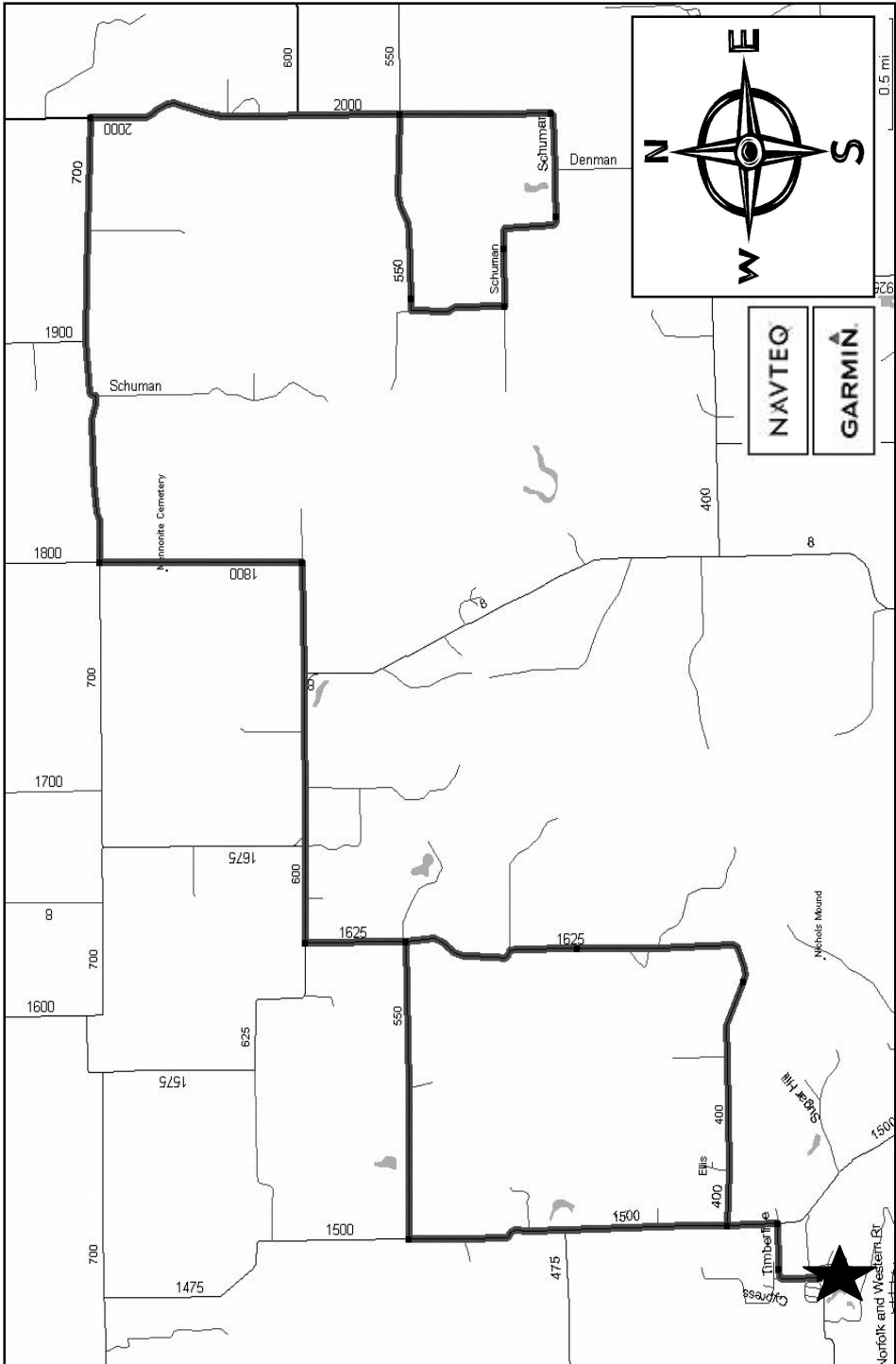
<http://www.mapmyride.com/ride/united-states/il/goodfield/359878648>

Submitted by: Cora Lynn Green, IWV

Items of Interest

Busy Corner: Located in Goodfield at the bustling intersection of Illinois routes 150 and 117, Busy Corner restaurant certainly lives up to its name. Built in the winter of 1946-1947, the restaurant/café/gathering place has become an institution of local history and color throughout the years. Legendary for its popular weekend Rib Special and variety of homemade pies, Busy Corner is a culinary mainstay for the surrounding rural communities. Anyone who has grown up in a rural area can attest that the quality of a dining establishment is not reflected in fancy advertising, slick menu design, exclusive clientele, or jazzy signage. Instead, the reputation of a successful roadhouse is reflected in the number of pickup trucks in the parking lot. Judging by this standard, Busy Corner is among the most successful restaurants in the area. At any given time of the day or night, the restaurant is buzzing with Goodfield locals, as well as patrons from Eureka, Washington, Morton and other outlying areas. Customers visit looking for a satisfying meal at a fair price. But most of Busy Corner's charm comes from the comfortable hometown atmosphere. Visitors feel as if they have stepped back in time when they enter Busy Corner; both the restaurant's exterior and its menu have remained unfettered by the years. An important slice of rural Illinois is experienced at the restaurant. Here the "regulars" meet to exchange advice, farming tips, and gossip over a steaming coffee and cinnamon rolls. In fact, according to owner Randy Selvey, "regulars" comprise most of his business; 30 percent of Busy Corner's profits are made from travelers on Interstate 74, located 1/4 mile from the restaurant. Randy and his wife, Peggy, have owned Busy Corner since 1977 and in that time have served some of the same customers daily. The "regulars" are just as much a part of the dining experience as the ribs, pancakes or homemade pie. Speaking of pie, if customers are looking to delight their sweet tooth, then Busy Corner is the place to visit. Old fashioned ice cream sodas (chocolate, vanilla, strawberry) highlight the dessert menu, accompanied by pies, pies and more pies. "Coconut cream, hands down, is the year-round favorite," says Selvey, "although my favorite is rhubarb." Busy Corner bakes at least 20 pies a day to satisfy hungry customers.

Mackinaw River Valley Ride Map



Mackinaw River Valley Ride Cue Sheet

Go	ACT	DESCRIPTION	Cum Miles
0.00	ST	East on Timberline Road	0.00
0.10	L	Continue North on Timberline Road	0.10
0.22	R	Continue East on Timberline Road	0.32
0.25	L	North on County Road 1500 East	0.56
0.25	R	East on County Road 400 North	0.81
1.28	BL	North on County Road 1625 East	2.09
2.18	R	East on County Road 600 North	4.27
1.71	BL	Continue North on County Road 1800 East	5.98
1.01	R	East on County Road 700 North	6.99
2.03	R	South on County Road 2000 East	9.02
2.32	R	West on Schuman Road	11.34
1.10	R	Continue North on Schuman Road	12.44
0.47	R	East on County Road 550 North	12.91
0.89	L	North on County Road 2000 East	13.81
1.56	L	West on County Road 700 North	15.37
2.03	L	South on County Road 1800 East	17.40
1.01	BR	Continue West on County Road 600 North	18.41
1.71	L	South on County Road 1625 East	20.12
0.50	R	West on County Road 550 North	20.62
1.34	L	South on County Road 1500 East	21.96
1.85	R	West on Timberline Road	23.81
0.25	L	Continue South on Timberline Road	24.05
0.20	POI	Arrive back at Conklin's!	24.25

Ride Notes

Washburn Road Ride

Location: Marshall County; Lacon, IL; Lacon Marina
112 Marina Drive, Lacon, Illinois 61540

Location Note: Lacon Marina provides many spots for parking your vehicle. Restaurants are available at Marina, as is a Casey's Gas station just up the road to the East.

Distance: 34 Miles

Terrain: Rolling terrain around the Illinois River Valley always provides a change in scenery around every turn.

Features: Illinois River; town of Lacon, IL

Internet Link to Ride Map

<http://www.mapmyride.com/ride/united-states/il/lacon/349930462>

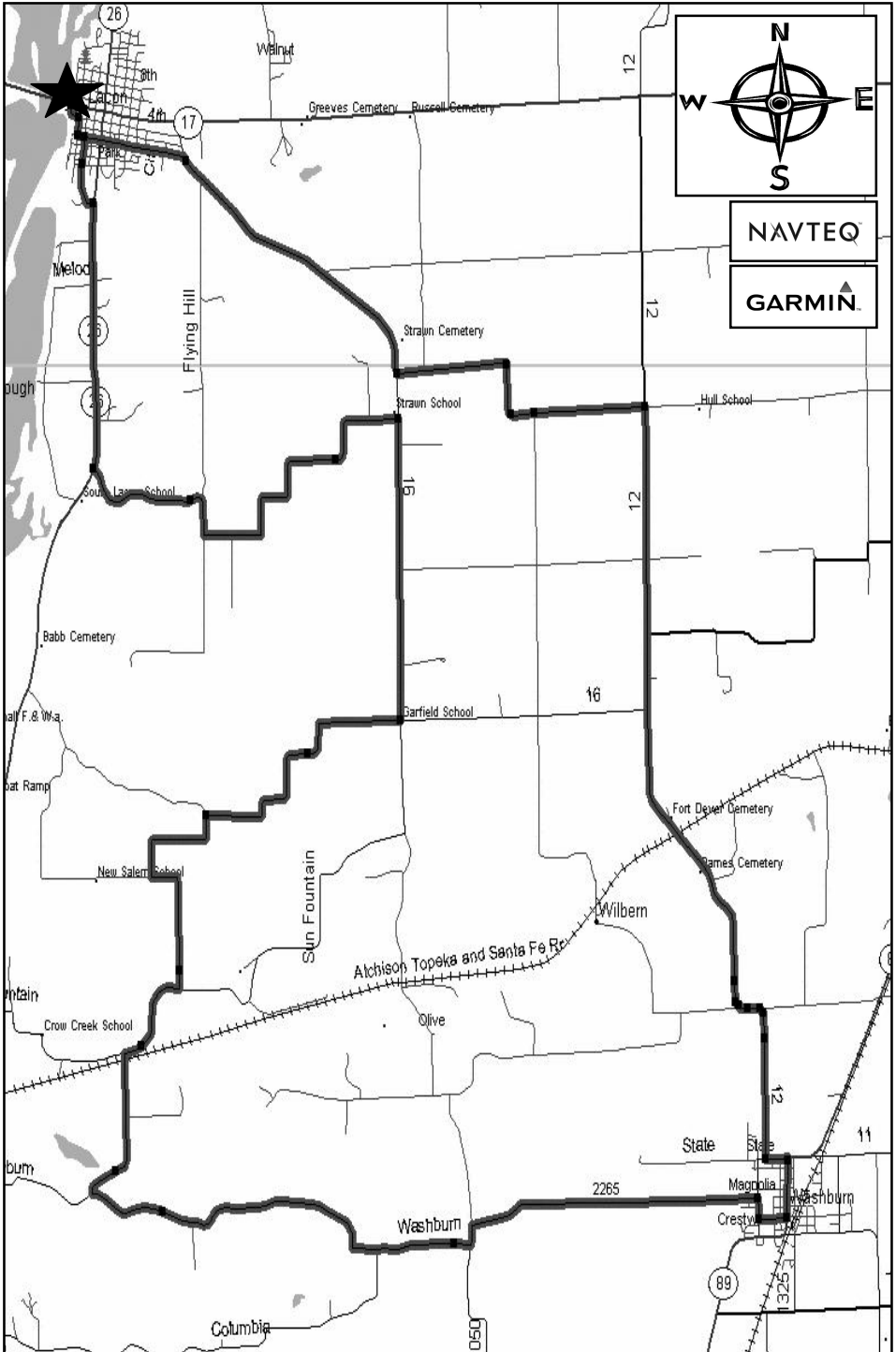
Submitted by: Jim Emmons; Illinois Valley Wheelm'n

Items of Interest

Lacon, IL: Columbia (Lacon) was laid out in 1831 in a dense hazelbrush thicket on the east shore of the Illinois River. On the first day of land sales in Springfield, July 18, 1831, 67.15 acres of the town site were bought by General Jonathan Babb and Major Henry Filler, both of Somerset, Ohio. Other sales were made to Robert Bird, who became one of the early settlers of Belle Plain Township, and Jesse and John Morgan, who sold out a year later to Ira Fenn. A public sale of lots was held Sept. 28, 1831. Fifteen persons attended the sale, and 25 lots were sold at from five to ten dollars each. Purchasers were, Jesse Sawyer, Samuel Russell, Henry K. Cassel, Thaddeus Barney, William Haws, A.N. Denning, Elisha Swan, Jesse C. Smith and Joseph Johnson. No immediate improvements were made. Cassell built a cabin the following spring but did not occupy it until 1834. Elisha Swan, who had bought a lot in Columbia at the 1831 land sale, brought a stock of merchandise and opened a store at the foot of the hill 1 1/2 miles east of Columbia. In 1833, he moved his stock to the site of what now is Henry, where he intended to open a store and found a town. However, the land was part of a school section, and he was unable to secure a title. Swan then returned to Columbia in the fall of 1833 and became its first resident. In 1832, Elisha Swan had gotten a license for \$5 from Putnam County for a ferry across the river at Columbia. In the fall of 1834, there were four cabins in Columbia. Dr. Condee came in 1834 and taught school one term. He then entered into partnership with Dr. Robert Boal. In 1836 the flouring mill was completed by Jesse C. Smith across from his store on the river shore. Later grain elevators were built on that spot.

Columbia's name was changed to Lacon, after a book called "Lacon," a philosophical writing by Rec. C.C. Colton. The Marshall House was the first hotel in Lacon. The cemetery was laid out at the southwest edge of town, and the first burial was the daughter of Virgil Lancaster. The first steam saw mill was built by Barrows and Case in the south end of town. In 1839, Lacon had a population of 200 people. The first school was established in 1837, and Jane Kilgore taught the first classes in the spring of 1837. The first high school in Lacon was built in 1857. A post office was established in Lacon in 1835 and Doctor Effner, the community's second physician, was named postmaster. Lacon was incorporated in 1837, and a board of trustees was elected with William Fenn, president, and Ira I. Fenn, clerk. The trustees formed the local government until 1854, when the government was changed to a mayor and council type. William Fisher was elected the first mayor on April 3, 1854. In 1883, the first Hook and Ladder fire company was organized with S.N. Chapman, chief engineer. A fire bell was installed on the city hall roof. The bell served until 1916, when a fire whistle was installed on the roof of the telephone office.

Washburn Road Ride Map



Washburn Road Ride Cue Sheet

Go	ACT	DESCRIPTION	Cum Miles
0.00	R	South on Marina Drive	0.00
0.07	L	East on 4th Street	0.07
0.06	R	South on Main Street	0.13
0.12	L	East on 2nd Street	0.25
0.21	SS	CAUTION - Cross Route 26	0.46
	TRO	Continue East on 2nd Street	0.46
0.75	BR	Southeast on 1475 East Road / Washburn Road	1.21
2.50	L	East on Strawn Creek Road / 530 N. Road	3.71
2.53	R	South on Tax School Road / Cnty Hwy 1700 E.	6.24
4.26	LR	Quick left / right to keep going South on Tax School	10.50
	TRO	Continue South on Tax School Road	10.50
1.28	L	East on W. State Street	11.78
0.22	R	South on Route 89 / Jefferson Street	12.00
0.38	R	West on Walnut Street	12.37
0.26	R	North on Main Street	12.63
0.14	L	West on Magnolia Street	12.77
2.60	LR	South on Cty Rd. 1050 E. / West on Washburn Road	15.37
3.80	R	North on 700 E. / Washburn Road	19.17
1.12	R	East on Sun Fountain Road / 1200 N. Road	20.29
0.77	L	North on 1275 East Road	21.05
0.98	R	North on Blue Heron Road	22.03
0.88	R	East on Richland Road	22.91
2.28	L	North on Washburn Road / 1475 East Road	25.19
2.00	L	West on Hickory Grove Road	27.19
2.42	R	North on Flying Hill Road / 1300 E. Road	29.61
0.25	BL	Continue to follow road around curve to 26	29.86
1.10	R	North on Route 26 - CAREFUL !! Busy Road!!	30.96
1.77	L	West on Washington Street	32.73
0.52	L	West on 2nd Street	33.25
0.06	R	North on Main Street	33.31
0.12	L	West on 4th Street	33.43
0.06	R	North on Marina Drive	33.49
0.06	POI	Arrive back at Lacon Marina!!	33.55

Ride Notes

Dorothy & Edith's Canton Loop

Location: Fulton County; Farmington; Jacobs City Park
East Wilson Street, Farmington, IL 61531

Distance: 36 Miles

Terrain: Moderate route with rolling hills – some flat

Features: Nice loop between towns of Farmington and Canton, Illinois; some of route passes through old strip mining territory, so hills are varied and unique; McDonald's around 21 mile mark for refueling.

Internet Link to Ride Map

<http://www.mapmyride.com/ride/united-states/il/farmington/595476330523>

Why this ride is a favorite: Much of the area around Canton and Farmington contains old strip mines. Due to the nature of strip mining, the area left is very scenic when reclaimed by Mother Nature. For an extra-special treat, visit the Canton/Farmington areas during fall for the Spoon River Drive Festival.

Submitted by: Dorothy Venturi & Edith Albright, IVW

Items of Interest

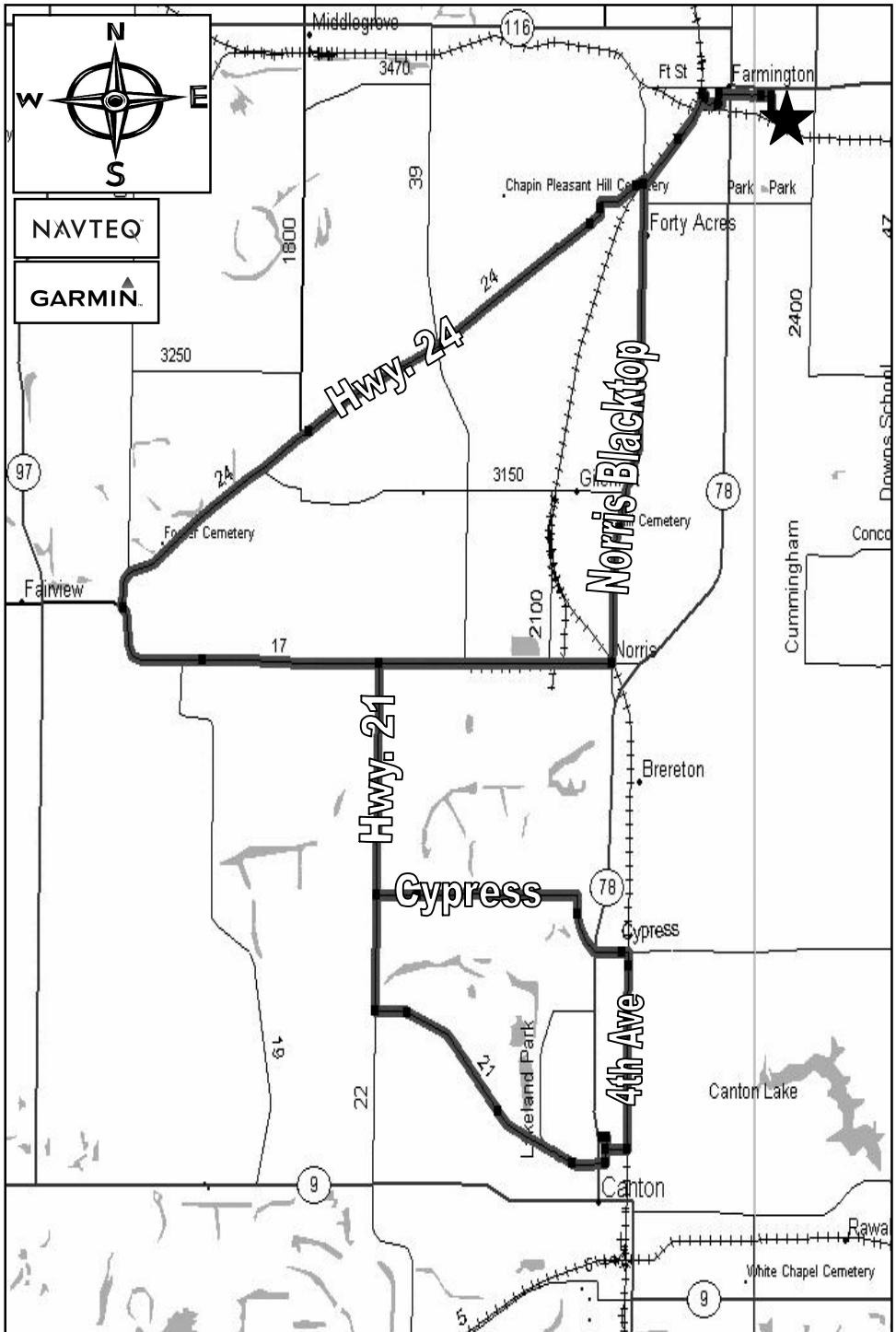
Canton, IL: Canton is located midway between Chicago and St. Louis. The city was founded by Isaac Swan in 1825; he named it thus from a notion he entertained that its location was the antipodes of Canton, China. Soon after his arrival, Swan also built a saw mill on Big Creek. It was a valuable asset in a new country, where houses were a-building. The city's location is in the heart of a rich agricultural community. In the old days, before the Civil War, Canton was a station on the "underground railway" and many a slave, fleeing from his life of serfdom in Missouri, found willing friends, who helped him on his way to Canada.

The Canton Public Square, situated in the heart of the town, is the business district, and the center of the community life. While its history is closely linked with that of the town, it has an interesting history of its own. In the first years the business district and most of the dwellings were on Avenue A. Nathan Jones came to Canton with his brother-in-law, Isaac Swan. Jones owned a quarter of land that "cornered" with Swan's. As Jones' quarter was timberland, and Swan's was smooth prairie land, they divided it through the center, from east to west. Swan took the north half and Jones the south half, and Jones laid off his first addition to the town of Canton. In 1830, he donated to the town the Public Square, for a business district. Isaac Swan gave the north side, as that was on the south line of his addition, of the original town of Canton. Today it is called Jones Park after its founder, Dean Nathan Jones.

Canton was incorporated in 1837 and received a special charter in 1849. The streets were renamed in 1890. In 1975 Canton enjoyed its Sesquicentennial. During the evening of July 25, 1975 the year-long Sesquicentennial festivities were dimmed when a devastating tornado struck, bringing much of the city down in destruction. At this time much has been rebuilt.

Everyone loves a parade, and the Canton Square has been the site of many processions throughout the years. Circus parades are now a thing of the past, but in 1898 crowds gathered to watch the animals, brightly decorated wagons, horses, and especially the elephants as they marched through the town to lure people to the Big Tent. A giant parade in 1925 helped to celebrate the 100th birthday of Canton with many individual and commercial entries.

Dorothy & Edith's Canton Loop Map



Dorothy & Edith's Canton Loop Cue Sheet

Go	ACT	DESCRIPTION	Cum Miles
0.00	L	West on E. Wilson Street	0.00
0.17	R	North on S. Elmwood Road	0.17
0.16	L	West on E. Vernon Street	0.33
0.49	SS	CAUTION - Cross Route 78	0.82
	TRO	Continue West on W. Vernon Street	0.82
0.13	L	South on Wall Street	0.95
	TRO	Continue Following Road through cemetary	0.95
0.39	L	South on Fairview Road / Cnty Road 24	1.34
1.06	BR	West on Cnty. Road 24 across railroad tracks	2.40
	TRO	Continue on Cnty Road 24	2.40
0.58	L	South on Cottonwood Road	2.98
0.12	BR	Southwest on County Road 24	3.10
6.67	L	Southeast on County Road 17	9.77
3.38	R	South on County Road 21	13.15
2.01	L	East on Cypress Road / County Road 21	15.16
2.91	SS	CAUTION - Cross Route 78	18.07
	TRO	Continue East on Cypress Street	18.07
0.39	R	South on 4th Avenue	18.46
1.71	R	West on Birch Street	20.17
0.24	R	North on 1st Avenue	20.41
0.10	L	West on Sycamore Street	20.51
0.05	POI	Rest at McDonald's	20.56
	TRO	Continue East on Sycamore Street	20.56
0.05	R	South on 1st Avenue	20.61
0.23	R	West on E. Vine Street	20.83
0.08	TL	CAUTION - Cross Route 78	20.91
	TRO	Continue West on W. Vine Street / Cnty Hwy 21	20.91
3.11	R	North on County Highway 22	24.02
3.02	R	East on County Highway 17	27.04
2.72	L	North on Main Street / Norris Blacktop Road	29.76
4.20	BR	Northeast on County Road 24	33.96
1.06	R	East into Cemetary Road	35.02
	TRO	Follow road through Cemetary	35.02
0.39	R	East on Vernon Street	35.42
0.13	SS	CAUTION - Cross Route 78	35.55
	TRO	Continue East on Vernon Street	35.55
0.49	R	South on Elmwood Road	36.04
0.16	L	East on Wilson Street	36.20
0.17	POI	Arrive back at Jacobs Park!	36.37

Ride Notes

Bureau County Backroads Ride

Location: Bureau County; Bureau Junction, IL 61315
Intersection of Highway 29 & 2500 E. St
Hennepin Canal Trail Parking Lot

Location Note: This is a parking lot typically used by cyclists, hikers, runners, etc., who are using the Hennepin Canal Bike Trail. Spots are open to anyone.

Distance: 41 Miles

Terrain: Beautiful rolling Illinois River Valley

Features: Hennepin Canal; Illinois River; Windmill field;

Internet Link to Ride Map

<http://www.mapmyride.com/ride/united-states/il/bureau-junction/210675742>

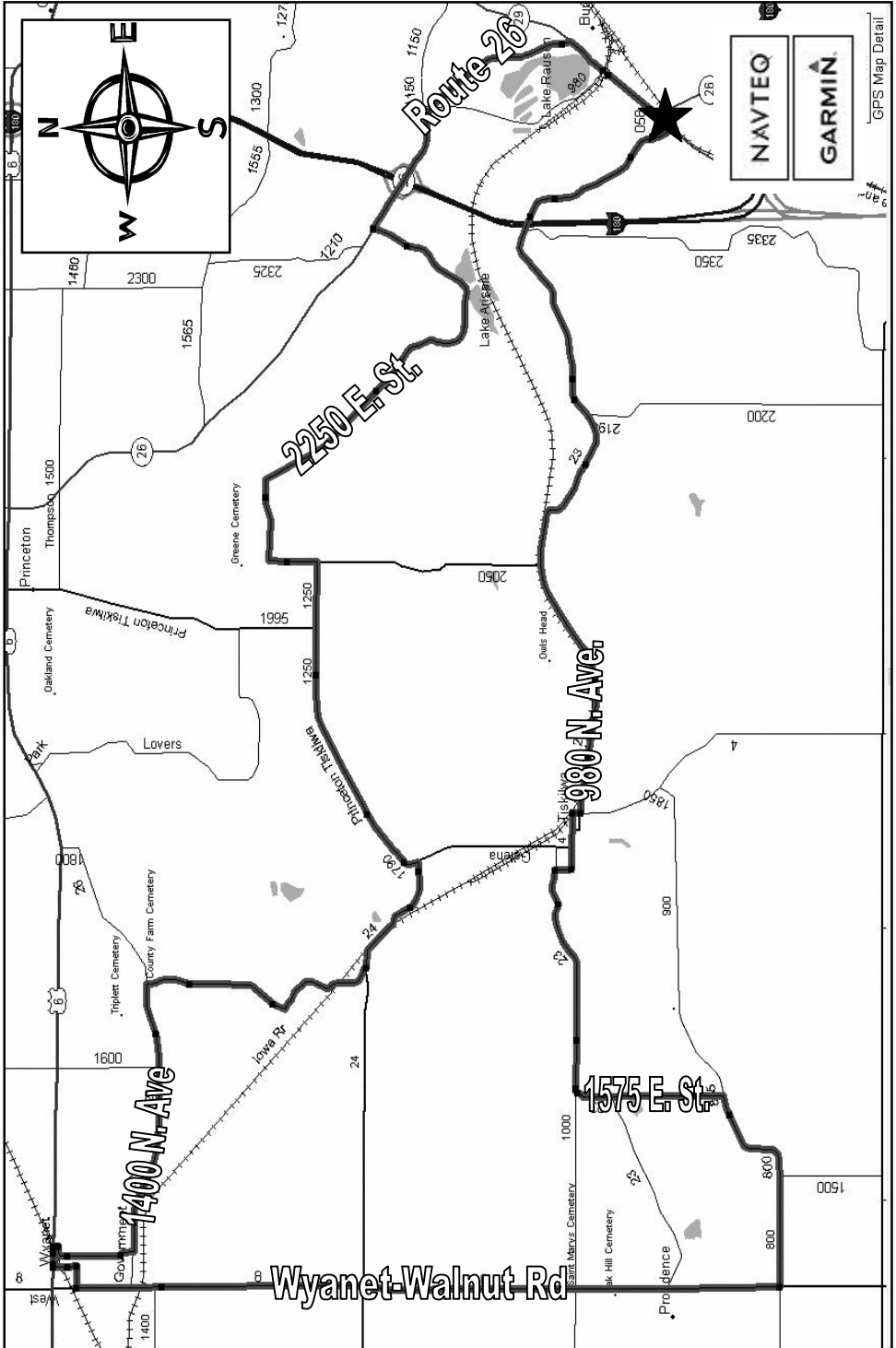
Why this ride is a favorite: This 40-plus-mile route starts in the parking lot of the Hennepin Canal Trail just south of Bureau Junction on Rt 29. The route follows low-traffic back roads through the small towns of Tiskilwa and Wyanet. Both of these towns have Casey's food marts. A section of the ride travels through a windmill field. There are a few small climbs but nothing extremely difficult. There are two sections that may have some truck traffic. The five miles on the the Wyanet/Walnut Blacktop leading into Wyanet do carry some truck traffic, and the final few miles of the route on RT 29 can be busy; but there are good shoulders. This ride is especially nice in the fall.

Submitted by: Mike Pula; IWW

Items of Interest

Hennepin Canal: The Hennepin Canal was first conceived in 1834 as a connection between the Illinois and Mississippi rivers, but financial problems in the state delayed many public works projects. Pressure for transportation that was cheaper than rail convinced Congress to authorize preliminary surveys in 1871. Construction began in 1892; and the first boat went through in 1907, reducing the distance from Chicago to Rock Island by 419 miles. While the canal was under construction, however, the Corps of Engineers undertook a widening of the locks on both the Illinois and Mississippi Rivers. The new locks on those rivers were 20 and 40 feet wider than the canal locks, making them obsolete before their initial use. In the 1930s the Hennepin Canal was used primarily for recreational traffic. The Hennepin Canal, which at one time was known as the Illinois and Mississippi Canal, was open to boat traffic until 1951 at no cost. Ice made from the canal's frozen waters was sold during the winters to help pay the canal's maintenance costs. The Hennepin was the first American canal built of concrete without stone cut facings. Although the Hennepin enjoyed only limited success as a waterway, engineering innovations used in its construction were a bonus to the construction industry. Some of the innovations pioneered on the Hennepin were probably used on the Panama Canal. Both used concrete lock chambers, and both used a feeder canal from a man-made lake to water the canals because both needed water to flow "uphill." There are 33 locks on the canal. All are now visible; but the first one, on the Illinois River, had been under water from the 1930's until recent times. Lock #1 is only accessible on foot during the winter months; thick vegetation, the lack of a maintained towpath, and nearby private property prevent access during the summer. Fourteen of the locks had Marshall gates, which are unique to the Hennepin and were raised and lowered on a horizontal axis. Five of the locks have been restored to working condition, although they are not used. One of these is a Marshall Gate lock. All of the gates from the remaining locks have been replaced with concrete walls, creating a series of waterfalls. The Hennepin originally had nine aqueducts – concrete troughs which carried the canal and its traffic across larger rivers and streams. Six of the aqueducts remain while the other three were replaced by pipes that carry the flow under the creek or river which the canal crossed.

Bureau County Backroads Ride Map



Bureau County Backroads Ride Cue Sheet

Go	ACT	DESCRIPTION	Cum Miles
0.00	L	South on Route 26/29	0.00
0.87	R	Northwest on Tiskilwa Bottom Road	0.87
7.52	b/c	Tiskilwa Bottom Road becomes 1st Street	8.39
	TRO	Continue on 1st Street	8.39
0.24	R	North on South Street	8.63
0.08	L	West on Main Street	8.71
0.50	R	North on Jefferson Street	9.22
0.16	L	West on Brewster Street / 1000 N. Avenue	9.38
2.07	BL	South on 1575 E. Street	11.45
1.49	R	Southwest on County Road 855 N.	12.94
0.81	BR	West on 800 N. Avenue	13.75
1.25	R	North on Wyanet-Walnut Road	15.00
6.86	R	East on 3rd Street	21.86
0.20	L	North on Locust Street	22.06
0.23	R	East on Route 34 - CAUTION - Busy Road	22.29
0.19	R	South on Walnut Street	22.48
0.04	R	West on Front Street	22.52
0.09	BL	South on S. King Street	22.61
0.73	L	East on 1400 N. Avenue / Canal Street	23.34
2.50	R	South on 1675 E. Street	25.84
1.43	BL	Continue South on 1675 E. Street	27.27
1.02	L	East on 1200 / 1150 Avenue N.	28.29
1.18	L	North on 1790 E. Street / 1250 Avenue N.	29.47
2.54	TRO	Continue East on 1250 Ave N. / Princeton - Tiskilwa Rd.	32.01
0.60	L	North on 2050 E. Street	32.60
0.47	R	East on 1300 Avenue N.	33.08
0.71	BR	Southeast on 2250 E. Street	33.79
2.56	b/c	2250 E. Street turns into 2300 E. Street	36.35
	TRO	Continue North on 2300 E. Street	36.35
1.44	R	Southeast on Route 26 - BUSY ROAD	37.79
2.81	R	South on Routes 29/26	40.60
0.42	R	West on 2250 East Street / 1140 N. Avenue	41.01
	POI	Arrive back at Hennepin Canal Parking Lot!	

Ride Notes

Sparland to Bradford Route

- Location:** Marshall County; Sparland; Midland Middle School
901 Hilltop Drive, Sparland, IL 61565
- Location Note:** If riding during the school week, please park at far end of lot.
- Distance:** 43 Miles
- Terrain:** Moderate route with rolling hills – some flat
- Features:** Scenic views of the Bradford Wind Farm, and the Camp Grove
Wind Farm; Sparland Octagonal House

Internet Link to Ride Map

<http://www.mapmyride.com/ride/united-states/il/sparland/287728603>

Submitted by: Jim Emmons, Illinois Valley Wheelm'n

Items of Interest

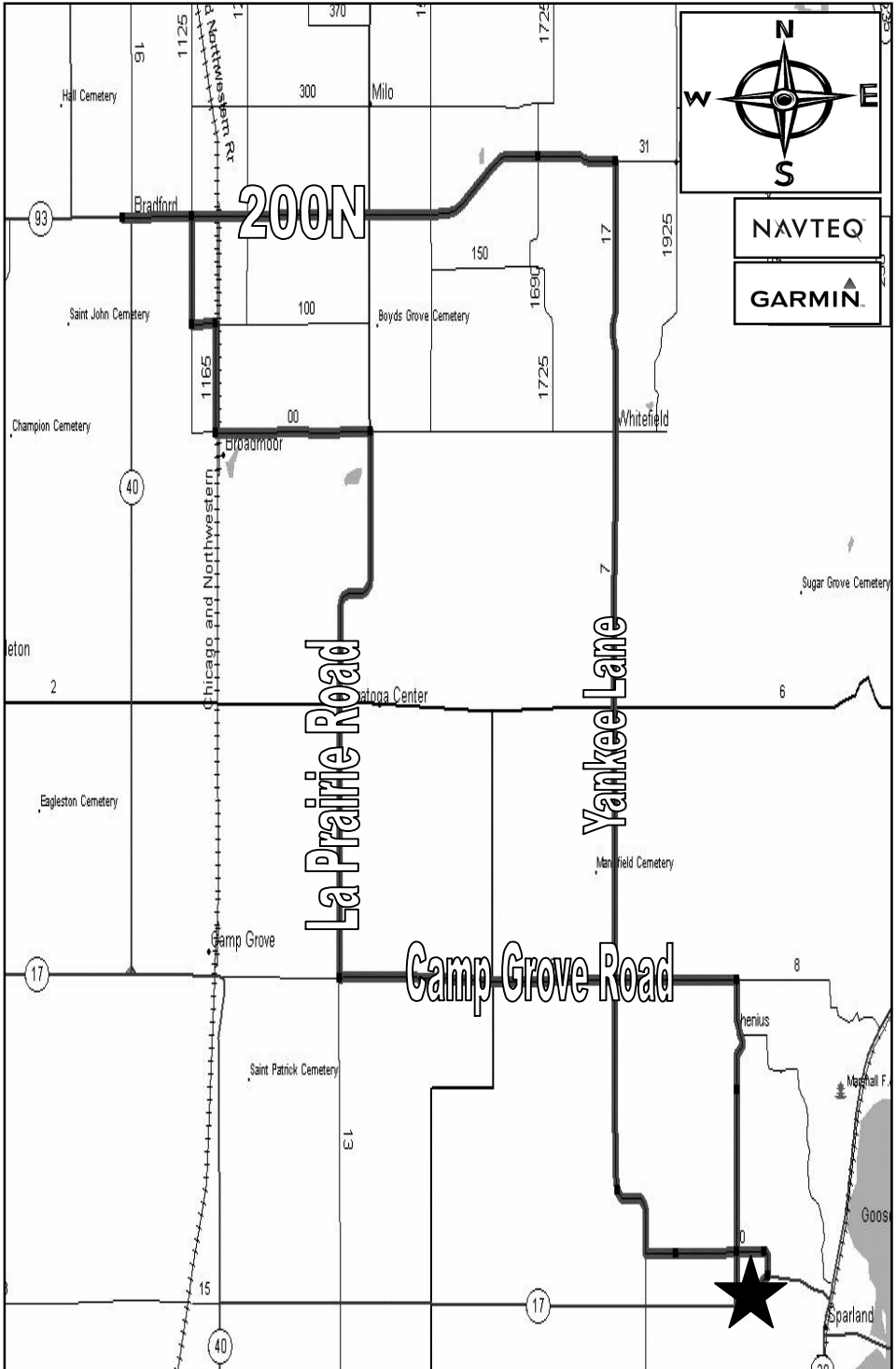
Bradford, IL: As the middle of the 19th century approached, Bradford Foster, a native of Maine, took action to make a dream come true. He became aware that the veterans of the War of 1812 had all received a bonus in the form of a deed to a quarter section of undeveloped land in Central Illinois. Being a savvy businessman, Foster began to buy up these landholdings for a pittance -- sometimes for as little as \$50 to \$100 a quarter - section. By 1850, he had persuaded a number of his family and friends to migrate to his new frontier and settle in the area now occupied by Bradford. Not surprisingly, the new little settlement was named Bradford in honor of its founder.

The village grew very slowly at first, but when the Dixon, Peoria & Hannibal railroad line (later known as the C.B.&Q.) was laid through the village in 1869, real and steady growth began to occur. By 1898, the village had a population of 1,000 and businesses of every kind. The first school, started about 1852, was conducted in the hotel until 1856, when a new one-room building was erected. That building is still standing at the west end of Arbor Street, though school has been conducted at three different locations since that time.

Three denominations, Baptist, Methodist, and Catholic, organized congregations and built houses of worship during the 1870s. The business district began to grow and prosper until any item or service that might be needed by a pioneering community was available. Between 1890 and 1916, a number of large and expensive Victorian style homes were erected by successful businessmen and farmers and are still a source of pride to the residents of Bradford.

Following World War II, Bradford, along with most small towns, began to languish. Improved roads (Rt. 40 was paved in 1928), dependable cars and cheap gas made it convenient to travel to larger towns to shop. Undeniably, Bradford is not the commercial mecca that it once was; however, in the past decade a number of new and exciting businesses have chosen Bradford in which to establish themselves. Bradford continues to be a safe, attractive, and proud community in which to live and raise a family (Byrdena Schuneman – Stark County Historical Society)

Sparland to Bradford Route Map



Sparland to Bradford Route Cue Sheet

Go	ACT	DESCRIPTION	Cum Miles
0.00	L	Southwest on Hilltop Drive / Route 17	0.00
0.29	R	North on 900 East Road	0.29
0.51	L	West on County Highway 800 N	0.80
1.51	R	North on Yankee Lane / County Highway 750 East	2.31
2.91	L	West on Camp Grove Road / Cty. Hwy. 1050 N.	5.22
4.54	R	North on La Prairie Road / Cty. Hwy. 250 E.	9.76
3.39	RL	Follow sweeping curves on La Prairie Road	13.15
	TRO	Continue North on La Prairie Road	13.15
2.05	L	West on 1550 North Road	15.20
2.55	R	North on County Road 1165 East	17.75
1.01	L	West on 1300 N / 100 N	18.76
0.38	R	North on 1125 East Street	19.14
1.00	L	West on 200 N. Avenue / Main Street	20.14
1.14	POI	Arrive at Casey's for food/drink	21.28
	TRO	Head back East on 200 N. Avenue / Main Street	21.28
8.27	R	South on 1825 East Street / Yankee Lane	29.55
7.60	L	East on Camp Grove Road / Ct. Hwy. 1050 N.	37.15
2.04	R	South on 900 East Road	39.19
2.58	L	East on County Highway 800 North	41.77
0.72	R	West on Hilltop Drive / Route 17	42.49
0.34	POI	Arrive back at Midland Middle School!	42.83

Ride Notes

Sparland to Wyoming Loop

- Location:** Marshall County; Sparland; Midland Middle School
901 Hilltop Drive, Sparland, IL 61565
- Location Note:** If riding during the school week, please park at far end of lot.
- Distance:** 45 Miles
- Terrain:** Moderate route with rolling hills – some flat
- Features:** Scenic views of the Bradford and Camp Grove wind farms;
Historic Wyoming Rock Island Train Depot

Internet Link to Ride Map

<http://www.mapmyride.com/ride/united-states/il/sparland/190367459>

Submitted by: Jim Emmons, Illinois Valley Wheelm'n

Items of Interest

Marshall County, IL: The origin of names found in the local area makes an interesting study. (Bill Kemnitz – Marshall County Historical Society)

LACON TOWNSHIP – Lacon Township is named after its principal town.

LACON – The first name chosen for the town was Columbia in 1831. However, five years later a name change was required since another Columbia had been founded in Illinois. The new name chosen came from the title of a book, "Laconics," a volume of philosophical writings by Rev. C. C. Colton, an English clergyman. A new lawyer in town, Ira Fenn, liked the book and chose the name.

HENRY TOWNSHIP & HENRY – The township and village were named for Gen. James Henry. In 1832 he led a group of Illinois volunteers to victory over the hostile Sac and Fox Indians.

HOPEWELL TOWNSHIP – This township was named by Lundsford Broaddus, perhaps after the Hopewell Indians..

ROBERTS TOWNSHIP – This township is named after one of the first settlers in Marshall County, Jesse Roberts.

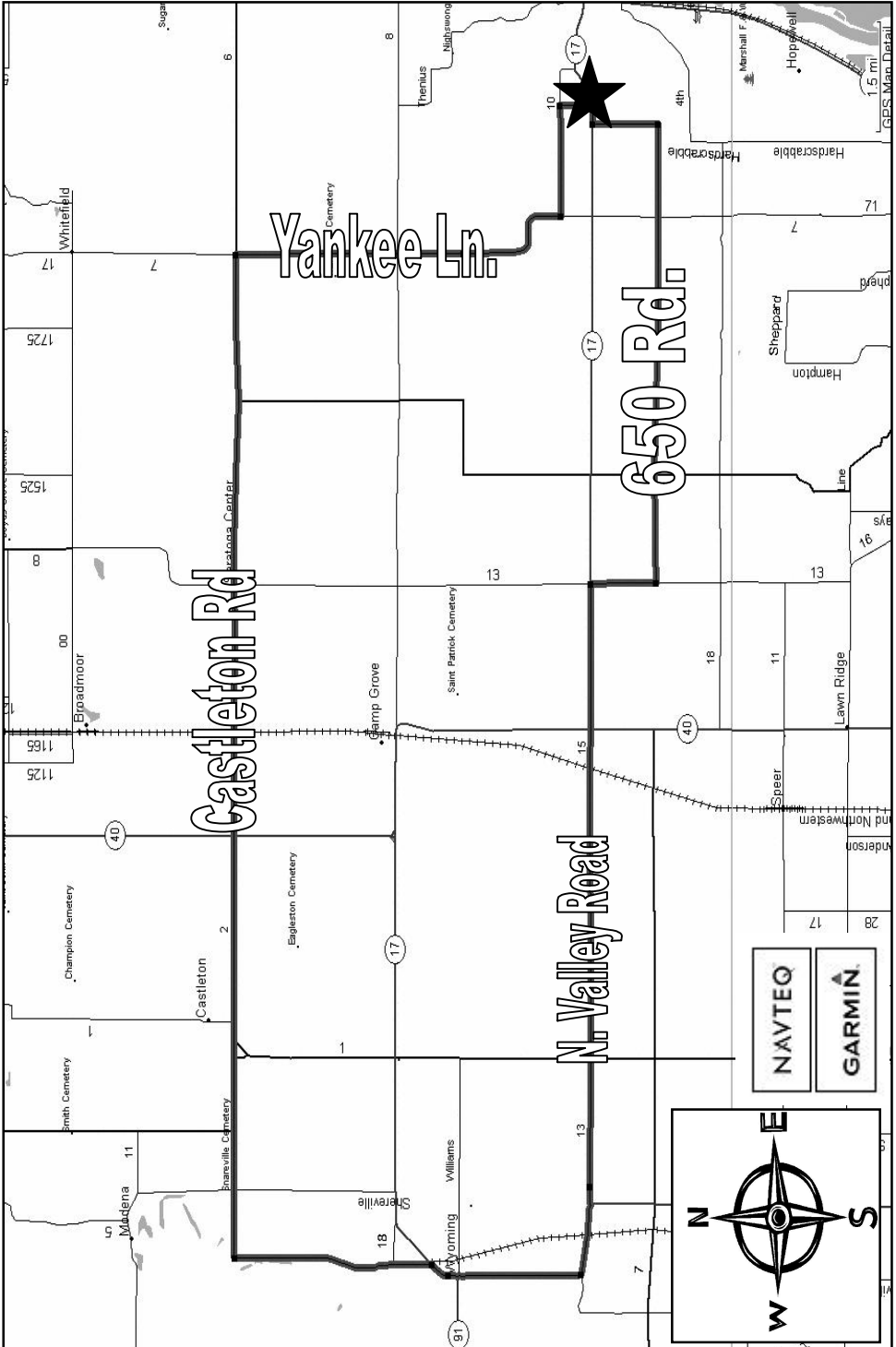
VARNA – This village was first named Idaho. A local businessman later read a headline in a Chicago newspaper left at the depot by a salesman that stated "Terrible Riots in Varna, Bulgaria" His suggestion to the people selling lots met this change with approval.

BELLE PLAIN TOWNSHIP – This township was named after Col. Belle, who built an early house of entertainment at the crossing of Crow Creek.

LAROSE – This village was first called Montrose after the man who owned the land. The name was changed to Romance, then to LaRose.

PATTONSBURG – This village was named after the first store owner, Mr. Patton.

Sparland to Wyoming Loop Map



Sparland to Wyoming Loop Cue Sheet

Go	ACT	DESCRIPTION	Cum Miles
0.00	L	West on Hilltop Drive / Route 17 / 750N	0.00
0.10	R	North on County Highway 900E	0.10
0.51	L	West on County Highway 800N	0.61
1.51	R	North on Yankee Lane	2.12
5.44	L	West on Western Road / 1300N / Castleton Road	7.56
7.94	SS	CAUTION - Cross Route 40	15.50
	TRO	Continue West on Western Road / 1300N / Castleton	15.50
5.75	BL	Continue South on 1120 East Road	21.25
3.11	BR	Southwest on Route 17 in Wyoming	24.36
0.32	POI	Casey's Food Stop	24.67
	TRO	Continue South on Route 91 / 7th Street	24.67
2.07	BL	Follow Curve on Route 91 to the East	26.74
0.96	BL	Continue East on N. Valley Road	27.71
6.51	SS	CAUTION - Cross Route 40	34.22
	TRO	Continue East on County Highway 750N / Route 17	34.22
2.00	R	South on La Prairie Road / County Highway 250E	36.22
1.01	L	East on County Highway 650N	37.23
6.28	L	North on County Highway 875E	43.51
1.02	R	East on Hilltop Drive / Highway 17 / 750N	44.53
0.36	POI	Arrive back at Midland Middle School!	44.89

Ride Notes

Wyoming to Kewanee Route

Location: Stark County; Wyoming; Rock Island Train Depot
311 E. Williams, Wyoming, IL 61491

Location Note: Plenty of parking is available at train depot for trail users.

Distance: 50 Miles

Terrain: Moderate route with rolling hills

Features: Nice rural ride through Stark and Henry counties. Features to look for are Rock Island Train Depot (start of ride), totem poles in Osceola, and Good's Furniture Store in Kewanee.

Internet Link to Ride Map

<http://www.mapmyride.com/ride/united-states/il/wyoming/299969622>

Why this ride is a favorite: This is the northern 50 mile loop portion of the annual Interplanetary Century Ride. The Interplanetary Century ride is an annual adventure put on by Lakeview Museum, simulating a scale-sized journey through our Solar System. During the course of the full ride, you travel 100 actual miles, or 14 billion scale miles.

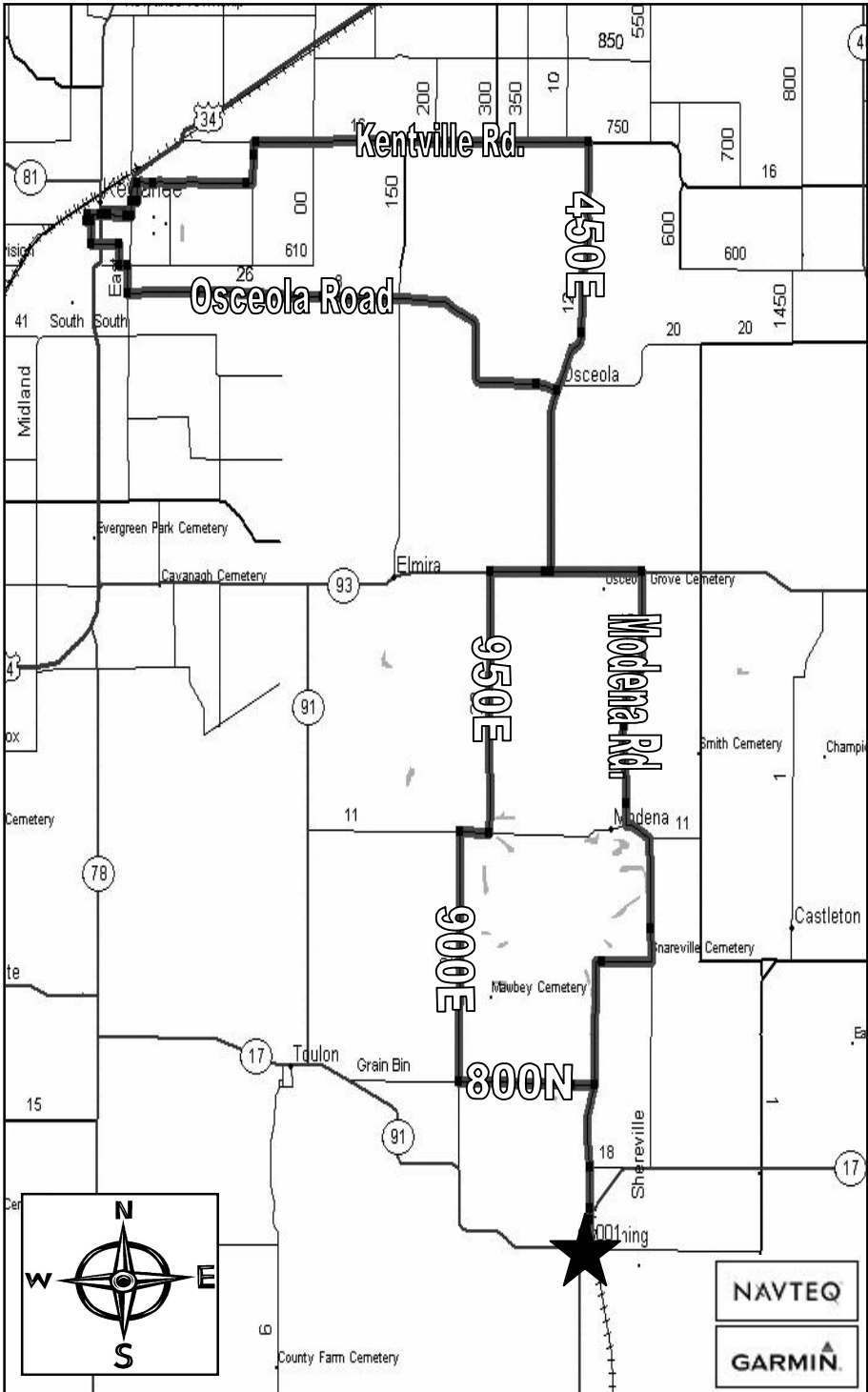
Submitted by: Sheldon Schafer, IVW & Lakeview Museum

Items of Interest

Good's Furniture: When Good's founder, E.S. Good, welcomed his first customer to his store in Downtown Kewanee in 1895, his philosophy was to offer an unparalleled selection of top quality merchandise at the lowest possible prices – every day. Today, over a century after that humble beginning, Good's Furniture House still abides by that same time-tested principle, while providing customers from all over the Midwest – and beyond – with the best possible values in home furnishings and accessories. Good's invites you to visit its amazing 250,000 square feet of spectacular showrooms, including that original shop space opened by Grandfather Good 113 years ago. And discover the latest 21st century trends in home furnishings and décor combined with the honest value, integrity and hospitality of yesteryear.

Union Federal Savings & Loan Otters: They live in a concrete, water-filled pit in the center of the Union Federal Savings and Loan, right in the heart of downtown Kewanee. Oscar and Andy, two male Nearctic American river otters, have been splashing in this climate-controlled play pool since 1991. They were brought here by the bank president, who thought that live otters -- an endangered species in Illinois -- would soften the button-down image of his bank. They were named by Kewanee school children. Bank customers can peer into the pit to watch the otters splash and play with toys during normal business hours. For bank workers, there's the added bonus of big windows in the side of the pit, which offer those with desks in the basement a unique, half-submerged view. The otters are most active in the early morning.

Wyoming to Kewanee Route Map



Wyoming to Kewanee Route Cue Sheet

Go	ACT	DESCRIPTION	Cum Miles
0.00	L	West on E. Williams Street / 600N	0.00
0.02	R	North on Main Avenue	0.02
0.42	SS	CAUTION - Cross Route 17	0.44
	TRO	Continue North on Main Avenue	0.44
0.59	b/c	Main Avenue becomes 1120 E. Road	1.03
	TRO	Continue North on 1120 E. Road	1.03
2.51	BR	Continue East on 950N. Road	3.54
0.92	L	North on Snareville Road / Highway 11	4.46
1.51	BL	Northwest on Modena Road	5.97
0.41	R	North on Modena Road / Highway 5	6.38
3.24	L	West on Highway 93	9.62
1.49	R	North on Osceola Spur / 450 Street East	11.11
5.40	L	West on Kentville Road / 750 N. Avenue	16.51
5.48	L	South on E. 2900 Street	21.99
0.53	R	West on Lake Street / 700th Avenue	22.52
1.91	L	South on Lakeview Avenue	24.43
0.23	R	West on 3rd Street	24.66
0.09	L	South on Route 34 / East Street	24.75
0.08	TRO	Continue South on East Street	24.83
0.09	R	West on E. 1st Street	24.92
0.29	RL	North on Walnut / West on 1st Street	25.22
0.23	SS	CAUTION - Careful crossing Route 78	25.45
	TRO	Continue West on 1st Street	25.45
0.23	L	South on Lexington Avenue	25.67
0.07	L	East on Central Blvd	25.74
0.07	R	South on Chestnut Street	25.81
0.29	L	East on Prospect Street	26.10
0.15	SS	CAUTION - Careful crossing Route 78	26.25
	TRO	Continue East on Prospect Street	26.25
0.30	R	South on Vine Street	26.56
0.26	L	East on Division Street	26.82
0.14	R	South on East Street	26.96
0.33	L	East on Church Street / N. 750th Avenue / Osceola Rd.	27.29
7.85	R	South on Osceola Spur / 450 Street East	35.14
2.24	R	West on Highway 93	37.38
1.01	L	South on 950 E.	38.39
3.17	R	West on 1100 N. / Modena Road	41.56
0.49	L	South on 900 E. / County Highway 24	42.05

3.03	L	East on Grain Bin Road / 800 N. Drive	45.08
2.23	R	South on 1120 East Road	47.31
1.59	SS	CAUTION - Crossing Route 17	48.90
	TRO	Continue South on 1120 E. Road / Main Avenue	48.90
0.42	L	East on Williams Street / 600 N.	49.32
0.02	POI	Arrive back at Rock Island Train Depot!!	49.34

Ride Notes

Wheelers Hudson Loop

- Location:** McLean County; Pearl Street Park
West Pearl Street, Hudson, IL 61748
- Location Note** Parking is available in lot near baseball diamond
- Distance:** 61 Miles
- Terrain:** Rolling terrain around Mackinaw Valley – some flats
- Features:** Casey's General Stores are available in Colfax, & Hudson, along with a Mc Donald's in Lexington. Views of another Illinois wind farm provide many picture-taking opportunities around the NE corner of this loop.

Internet Link to Ride Map

<http://www.mapmyride.com/ride/united-states/il/hudson/259049279251>

Submitted by: McLean County Wheelers Bike Club www.mcleancountywheelers.com

Items of Interest

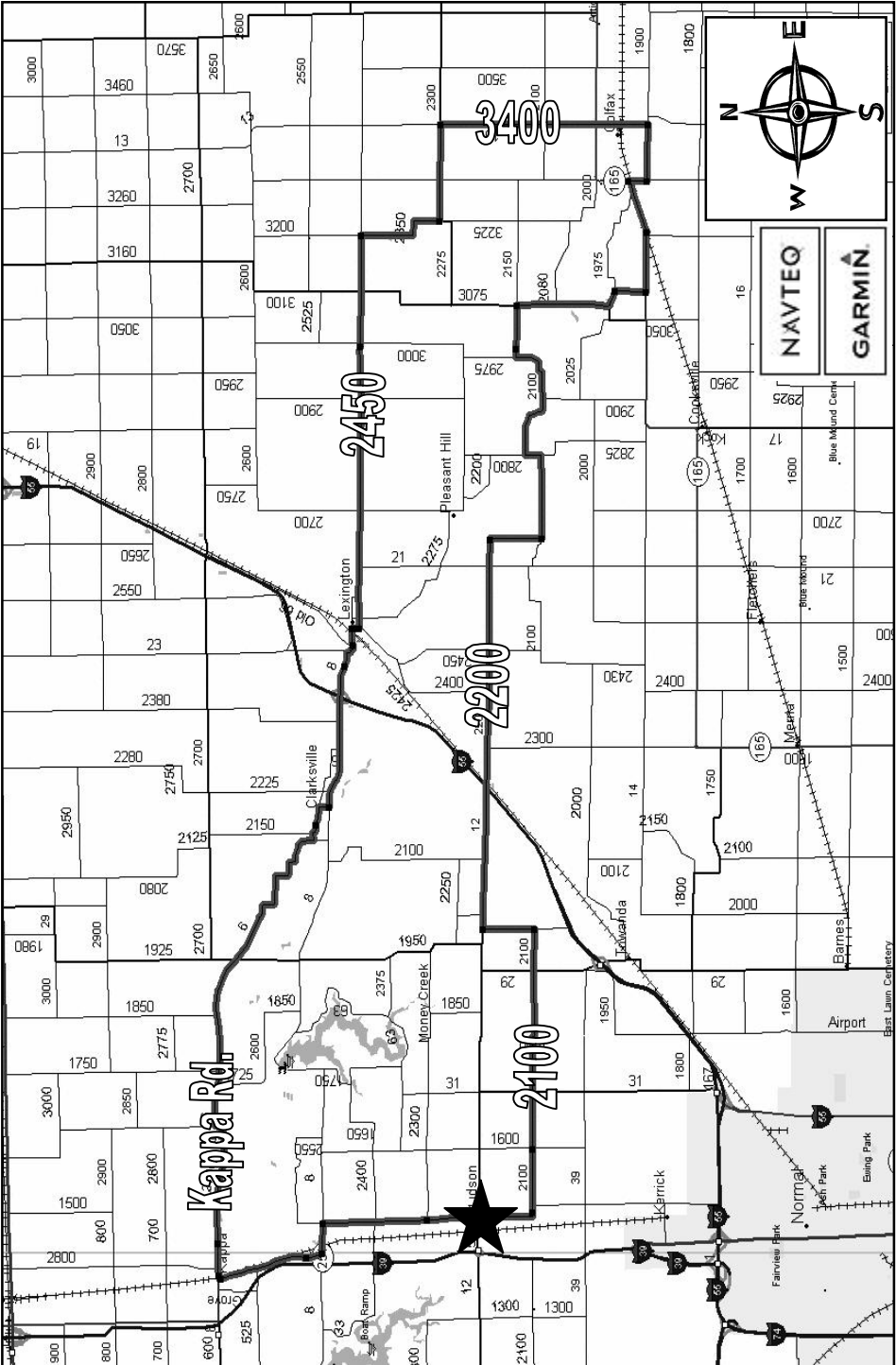
Constitution Bike Trail: The Constitution Trail is a 13+ mile hard surfaced trail developed for walking, hiking, jogging, biking and cross country skiing, which provides the community with another leisure use facility for the entire family. Trash receptacles, picnic tables, shelters, port-a-pots, and benches are available at various locations along the trail. The trail is not cleared of snow/ice.

This multi-use trail was made possible by a joint venture with the Town of Normal and the City of Bloomington. In May, 1986, at a joint Council meeting, permission was received to proceed with land acquisition. This was especially timely since the Illinois Central Gulf Railroad was looking to sell their right-of-way. This provided a wonderful base and direction for the trail to take. The north-south segment of the trail follows the abandoned Illinois Central Gulf (ICG) railroad from 1850 North through Uptown Normal to just south of Oakland Ave., in Bloomington. The east-west segment begins just south of Normal Parks and Recreation Annex and continues to Towanda Barnes Road in Bloomington.

The Trail was officially dedicated and named "Constitution Trail" in celebration of the 200th birthday of the United States Constitution on September 17, 1987; the Trail grand opening was May 6, 1989.

Constitution Trail was expanded in 1997. The Town of Normal opened approximately 3.5 miles of railroad right-of-way from Uptown Normal to Kerrick Road. Normal was awarded a grant through the Illinois Department of Natural Resources - Bike Path Program in the amount of \$200,000 to fund development of the trail northward. The new portion of the trail was developed two feet wider than the existing trail to accommodate increasing trail usage. The Constitution Trail recently underwent another expansion of approximately 3.3 miles from Normal City Hall to Heartland Community College. The new portion of the trail leaves City Hall westbound on Phoenix Ave., and after construction to the Uptown infrastructure is completed, will connect to S. School St. and wind through the ISU campus to Gregory Street, then go north on Adelaide, between the ISU golf course and Fairview Park to Raab Rd. and Heartland Community College.

Wheeler's Hudson Loop Map

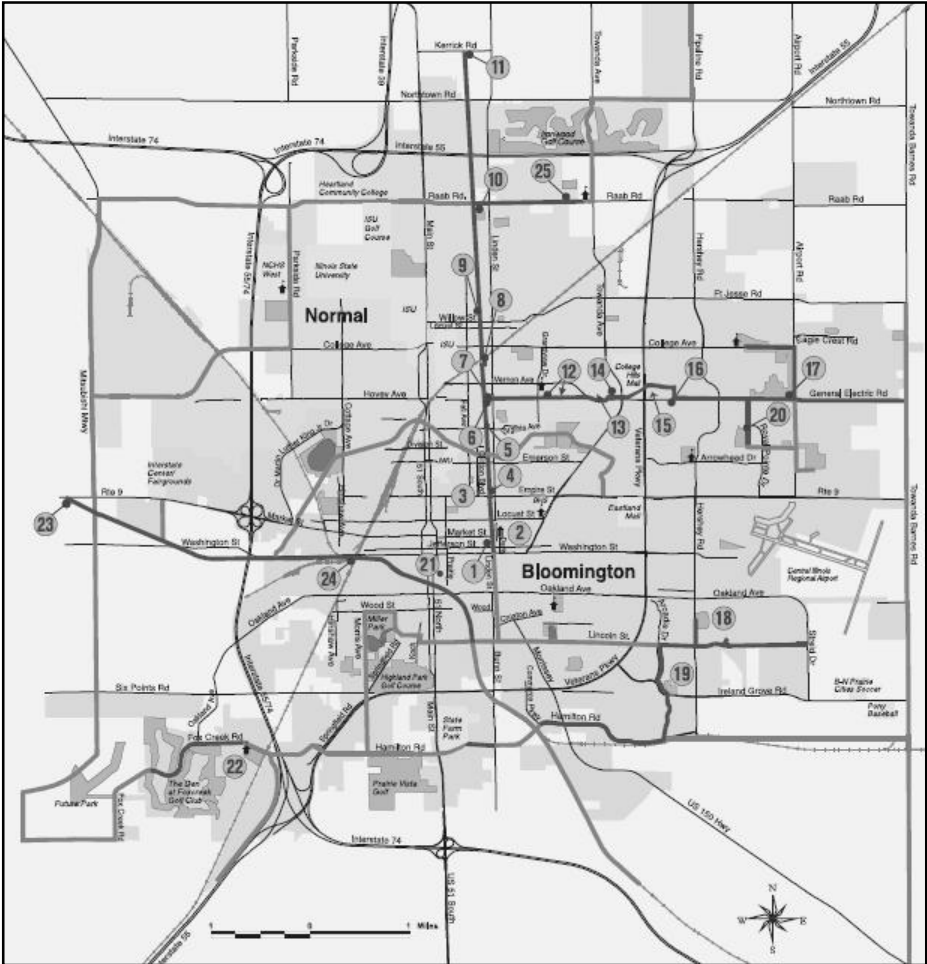


Wheelers Hudson Loop Cue Sheet

Go	ACT	DESCRIPTION	Cum Miles
0.00	R	East on Pearl Street	0.00
0.25	R	South on Broadway St. / 1475 East Road	0.25
0.90	BL	East on E. 2100 North Road	1.15
2.26	LR	North on N. 1700 E. Rd / East on E. 2100 North Rd.	3.41
	TRO	Continue East on E. 2100 North Road	3.41
0.99	RL	South on N. Airport Road / East on E. 2100 N. Road	4.41
	TRO	Continue East on E. 2100 North Road	4.41
1.98	L	North on N. 1975 East Road	6.39
1.01	R	East on E. 2200 North Road / Highway 12	7.40
7.03	R	South on N. 2650 East Road	14.43
1.01	L	East on E. 2100 North Road	15.44
1.50	L	North on N. 2800 East Road	16.94
0.30	R	East on E. 2150 North Road	17.23
	TRO	Continue East on Road Through curves and turns	17.23
2.38	R	Continue East on 2150 North Road	19.61
0.94	R	South on N. 3075 East Road	20.56
1.81	L	East on Mackinaw River Road	22.37
0.28	R	South on N. 3100 East Road	22.64
0.60	L	East on E. 1900 North Road / IL Route 165	23.25
2.07	R	South on N. 3300 East Road / Highway 15	25.32
0.35	L	East on E. 1900 North Road	25.67
1.02	L	North on S. Harrison Street	26.69
1.01	SS	CAUTION - Cross Route 165	27.70
	TRO	Continue North on Harrison Street / 3400 E. Road	27.70
3.02	L	West on E. 2300 North Road	30.72
1.74	R	North on N. 3225 East Road	32.46
1.74	L	West on E. 2450 North Road	34.20
6.51	b/c	2450 Becomes South Street in Lexington	40.71
	TRO	Continue West on South Street	40.71
0.56	R	North on West Street	41.26
0.12	L	West on Main Street	41.39
0.39	BR	Main curves and becomes Spencer Street	41.78
0.15	L	West on C Street / Lake Road / 2475 N. Road	41.93
2.85	R	North on 2200 East Road	44.78
0.19	L	West on Clarksville Road / 2525 N. Road	44.97
0.51	L	Continue West on Clarksville Rd. / 2525 N. Road	45.48
0.13	R	Continue North on Clarksville Road	45.61
	TRO	Follow Clarksville Road through curves and turns	45.61
2.20	b/c	Clarksville Road becomes County Hwy 2650 N.	47.81

	TRO	Continue Northwest on Hwy 2650 N. / Kappa Road	47.81
4.02	L	Continue West on Kappa Road / Hwy 2700 N.	51.83
2.89	L	South on Dixon Avenue / Chester Street / Hwy 251	54.72
2.07	L	East on 2500 North Road	56.79
0.54	R	South on N. 1475 East Road	57.33
3.16	R	East on Pearl Street	60.49
0.25	POI	Arrive back at City Park!!	60.74

Constitution Trail Map



For further details on trail, please visit the Normal, IL website at:

www.normal.org