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United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

FEB 19 1993

NATIONAL
REGISTER

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name The Lincoln Highway: Buttrick's Creek Abandoned Segment

other names/site number none

2. Location

street & number Clare and Marjorie Robson Farm
approximately 3.5 miles east of Jefferson not for publication

city or town Jefferson vicinity

state Iowa code IA county Greene code 073 zip code 50129

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

[Signature] 1/25/93
Signature of certifying official/Title Date

State Historical Society of Iowa
State of Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

- entered in the National Register.
 See continuation sheet.
- determined eligible for the National Register
 See continuation sheet.
- determined not eligible for the National Register.
- removed from the National Register.
- other, (explain:) _____

Signature of the Keeper

Date of Action

Beth Poland

3/29/93

5. Classification

Ownership of Property

(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property

(Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
_____	_____	buildings
1	_____	sites
1	_____	structures
_____	_____	objects
2	_____	Total

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing.)

The Lincoln Highway in Greene County, Iowa

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

Transportation/highway

Current Functions

(Enter categories from instructions)

Vacant/abandoned

7. Description

Architectural Classification

(Enter categories from instructions)

Other/Lincoln Highway

Materials

(Enter categories from instructions)

foundation n/a

walls n/a

roof n/a

other dirt road

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

Transportation

Period of Significance

1913-1920

Significant Dates

1913

Significant Person

(Complete if Criterion B is marked above)

n/a

Cultural Affiliation

n/a

Architect/Builder

Greene County

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository:

Greene County Lincoln Highway Preservation Group, Inc.

10. Geographical Data

Acreege of Property approximately .9 acre

UTM References

(Place additional UTM references on a continuation sheet.)

1	<u>1</u> <u>5</u>	<u>3</u> <u>9</u> <u>3</u> <u>8</u> <u>0</u> <u>0</u>	<u>4</u> <u>6</u> <u>5</u> <u>2</u> <u>2</u> <u>8</u> <u>0</u>
	Zone	Easting	Northing
2			

3			
	Zone	Easting	Northing
4			

See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Rebecca Conard

organization PHR Associates date June 30, 1992

street & number 275 Crescent Park Drive telephone 712/657-3347

city or town Lake View state IA zip code 51450

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.

A Sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name Clare and Marjorie Robson

street & number Route 1 telephone 515/738-2690

city or town Jefferson state Iowa zip code 50129

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

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**National Register of Historic Places
Continuation Sheet**

Section number 7 Page 1

Buttrick's Creek Abandoned Segment, Lincoln Highway, Greene County, Iowa

Physical Description

A 600'x66' section of abandoned road way is located approximately 3.5 miles east of Jefferson on the south side of the Buttrick's Creek bridge. The abandoned section jogs in a westerly direction up an incline, with the old grade and cut banks clearly visible. The old roadway is no longer used for any purpose, and the grade and cut banks are covered with mowed grass. At the top of the incline is located a partially buried concrete headwall of a driveway culvert, the design and materials of which appear to be identical to other culverts located along the historic highway. The abandoned segment is now part of an acreage, situated north of the house and outbuildings.

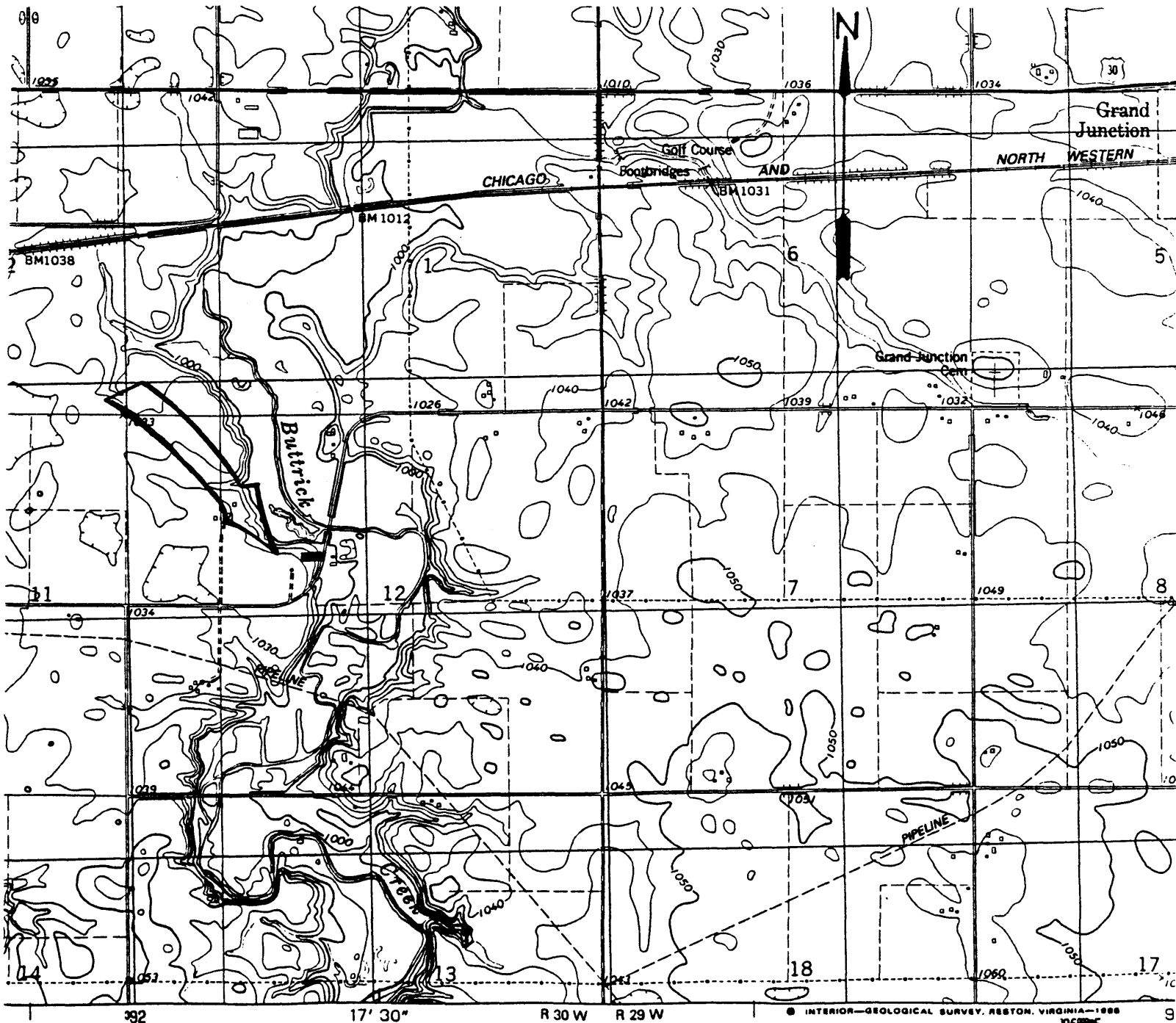
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Buttrick's Creek Abandoned Segment, Lincoln Highway, Greene County, Iowa

Resource Location (U.S.G.S. Jefferson East Quadrangle, 7.5 minute, 1986)



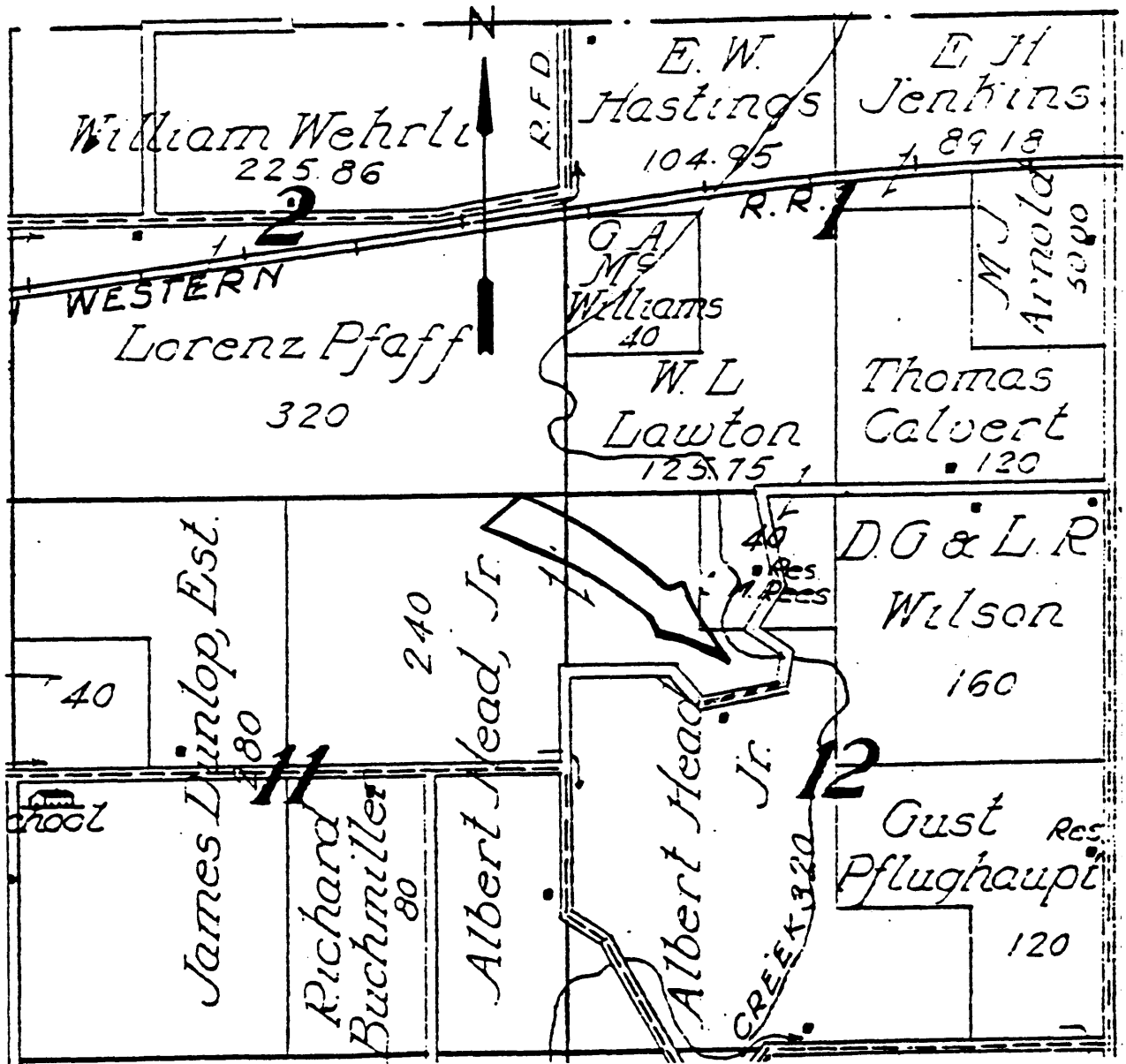
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National Register of Historic Places
Continuation Sheet

Section number 7 Page 3

Buttrick's Creek Abandoned Segment, Lincoln Highway, Greene County, Iowa

Buttrick's Creek Jog Prior to 1920 (Standard Atlas of Greene County, 1917, Jefferson Township)

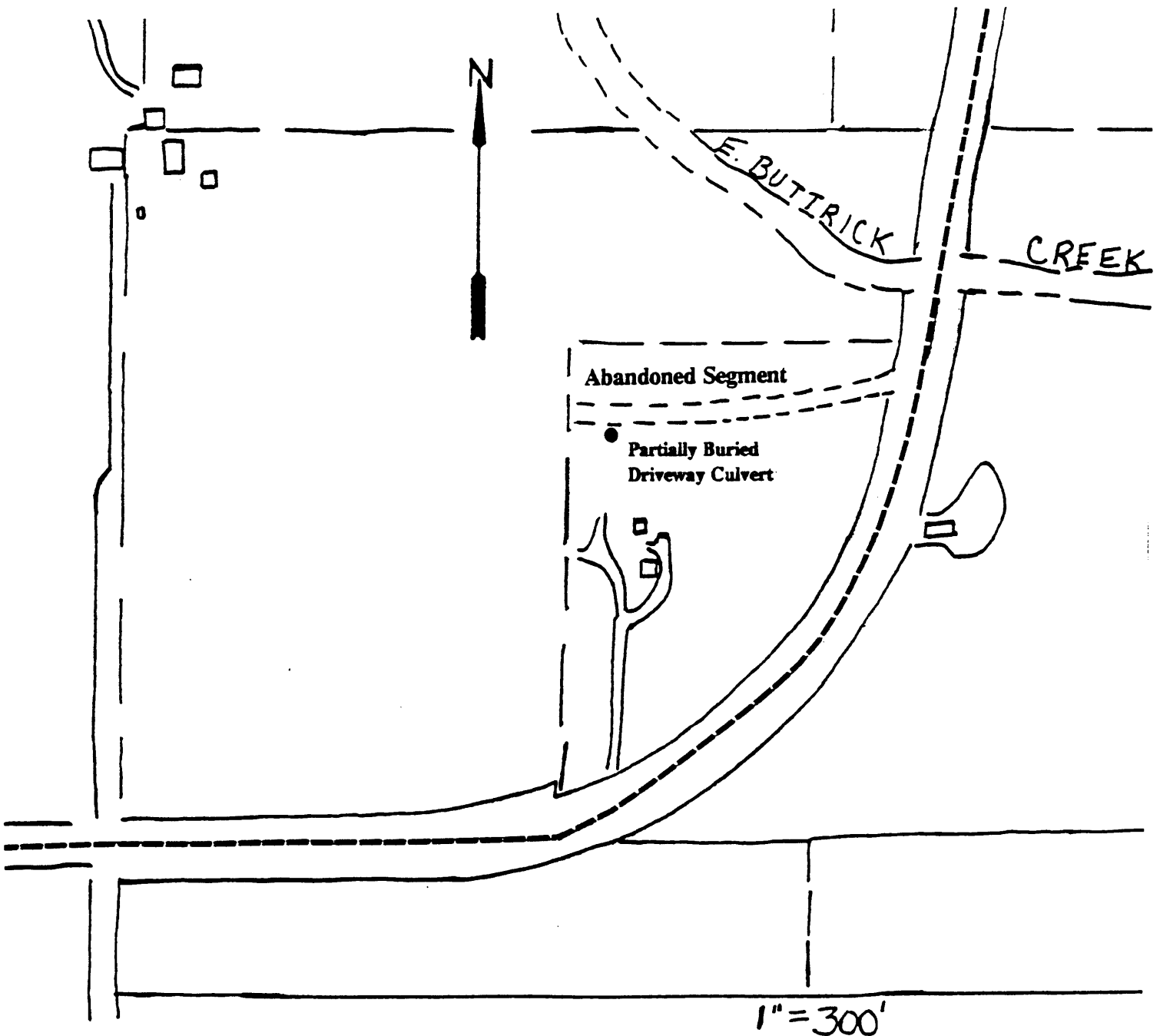


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Section number 7 Page 4

Buttrick's Creek Abandoned Segment, Lincoln Highway, Greene County, Iowa
Sketch Map



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Section number 8 Page 1

Buttrick's Creek Abandoned Segment, Lincoln Highway, Greene County, Iowa

Statement of Significance

The Buttrick's Creek Abandoned Segment is significant under NRHP criterion A as a surviving remnant of the Lincoln Highway before it was straightened in 1920. It contributes to our understanding of how the evolution of highway engineering standards after 1912 affected the alignment of this road. In 1913, as evidence by the Official Map of Greene County, this road became part of the Lincoln Highway. Prior to 1920, the road made a several-angled jog through the northwest quarter of Section 12, Grant Township, as depicted clearly on 1909 and 1917 atlases of Greene County and the 1913 official map of Greene County. The reasons for this contorted jog can only be speculative, although the ultimate goal of early roadbuilders seems to have been to find an acceptable route to take the road north one-half mile, back to a section line and hence back onto an existing 66' right-of-way. However, farmsteads belonging to property owners in the northwest quarter of Section 12 were located near Buttrick's Creek, not along the section lines. Undoubtedly this influenced decisions to take the original route through the northwest quarter, passing by the farms instead of circumventing them. Since one of the property owners was Capt. Albert Head, who contributed generously to roadbuilding in Greene County, the route probably was laid out wherever he wanted it.

Then there was the matter of crossing Buttrick's Creek, a natural waterway of considerable meander. In September 1913, Capt. Head offered the county \$1000 toward the construction of a concrete bridge across the river on the condition that the new bridge be built within a year. The county met his offer, and the bridge, a two-span, reinforced concrete bridge, was completed by October 1914 and named in Capt. Head's honor.¹ (The Head Memorial Bidge is no longer in existence, having been replaced with a concrete slab bridge.) As an indication of how early roadbuilders dealt with the problem of crossing Buttrick's Creek, the newspaper editor remarked,

Folks who have travelled the Junction road will remember the Buttricks Creek bridge, which now extends across the water in a northwesterly-southeasterly way and almost exactly bias to the direction of the present highway. It is proposed to change the location, and build a cement bridge about fifty feet up the creek from the present

1 *Iowa Highway Commission Service Bulletin*, vol. 2, October 1914; "Offers County \$1000," *Bee*, 24 September 1913.

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crossing, and turn the same in a direction to correspond to the travelled highway. Connecting up the roadway and grades upon the new road would be a small matter, and its accomplishment would do away with [what] is now a dangerously bad place on the new Lincoln highway.²

The Head Memorial Bridge thus involved some straightening of the alignment, but it still meant that motorists had to make a tight curve immediately on the south side of the bridge. By the late 1910s the State Highway Commission was promulgating highway engineering and design standards with motorist safety in mind. The personal desires of individual property owners were of less consequence. In 1919, then, state highway engineers redesigned the road across Buttrick's Creek to eliminate the additional angles in the jog but keep the road reasonably close to existing farmsteads. The result was a long "S" curve which crossed the creek on Head Memorial Bridge and thus had the added advantage of keeping the new bridge in service.³ The Buttrick's Creek crossing was realigned at the same time that Danger Hill was regraded and realigned. Although regrading Danger Hill was the more monumental task, realigning Buttrick's Creek crossing was considered equally important. In announcing the plans, the local newspaper noted that the new Buttrick's Creek curve would "take a gradual swing for a distance of more than a thousand feet, affording plenty of opportunity for a motorist to see some distance ahead, as well as to approach the memorial bridge with far more safety than at present."⁴

The abandoned segment represents a portion of the old highway alignment which ran close by a farmstead on land owned by Capt. Albert Head, and later by Albert Head Jr. Its existence serves as a reminder that the original Lincoln Highway route was an amalgam of existing roads and not engineered as a continuous ribbon.

2 *Bee*, 24 September 1913.

3 1919 Plan and Profile of Proposed Inter-County Highway, Federal Aid Project No. 39, Greene County, West, East, and North Out of Jefferson. Located at Iowa Department of Transportation.

4 "The Danger Hill Job," *Bee*, 15 October 1919.

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Buttrick's Creek Abandoned Segment, Lincoln Highway, Greene County, Iowa

Bibliographical References

See footnotes for sources cited in this nomination. Refer to Section I of the Multiple Property Documentation Form for complete bibliography and source location information.

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**National Register of Historic Places
Continuation Sheet**

Section number 10 Page 1

Buttrick's Creek Abandoned Segment, Lincoln Highway, Greene County, Iowa

Boundary Description

Beginning at the west edge of existing County Road E-53 on the south side of Buttrick's Creek, the abandoned segment runs 600' in a westerly direction, following the curve of the old grade and measuring 33' on either side of the approximate centerline for a total width of 66'.

Boundary Justification

These boundaries represent the width of the legal right-of-way at the time the road was constructed and the length for which the abandoned segment is clearly discernible.