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United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

FEB 12 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: West Greene County Rural Segment

other names/site number County Road E39; County Road E65

2. Location

street & number southernmost point approx. .5 mile N of Scranton not for publication

city or town Scranton vicinity

state Iowa code IA county Greene code 073 zip code 51462

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.)

David L...
Signature of certifying official/Title

1/21/93
Date

State Historical Society of Iowa
State or 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

Delores Byers

Entered in the National Register

Date of Action

3/29/93

7/29/93

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	
0		buildings
0		sites
11		structures
2		objects
13		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)

Transportation/highway

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 concrete; asphalt

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

1913-1928

Significant Dates

1913;1924;1926

Significant Person

(Complete if Criterion B is marked above)

n/a

Cultural Affiliation

n/a

Architect/Builder

Iowa Highway Commission; Empire Construction Co., Des Moines; C.J. Kramme (Fort Dodge)

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 Co. Lincoln Highway Preservation Group Inc.

The Lincoln Highway/West Greene Co.
Name of Property

Greene/ Iowa
County and State

10. Geographical Data

Acreeage of Property approximately 34.8 +

UTM References

(Place additional UTM references on a continuation sheet.)

1	1,5	3,6,5,6,8,0	4,6,5,6,3,0,0
Zone	Easting	Northing	
2	1,5	3,7,1,5,4,0	4,6,5,6,1,6,5

3	1,5	3,7,1,5,8,0	4,6,5,4,6,8,0
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 See Continuation Sheet

street & number _____ telephone _____

city or town _____ state _____ zip code _____

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.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 7 Page 1*West Greene County Rural Segment, Lincoln Highway, Greene County, Iowa**Narrative Description*

The West Greene County Rural Segment consists of 4.35 miles of continuous rural, paved road. At the west edge, the road begins at the intersection with new Highway 30 in Kendrick Township (T84N, R32W) on the line between Sections 30 and 31, then travels east for a distance of 3.55 miles, then south for .8 mile to a second intersection with new Highway 30. Several associated structures and features are located along this segment, including a 1923 I-beam bridge, 8 culverts, and a road drainage system. All component properties are further described below. The road was paved with concrete in 1924, but has since been covered with asphalt. The original 66' right-of-way, alignment, plan and profile, and appurtenant features remain intact.

This segment also contains two property markers, located on private property, which have been associated with the highway since 1926. These are included in the district. A third concrete property marker appears to be related to the highway, but no information about its origin has yet been discovered. This marker is located at 4.05 mile from the west beginning point, and is situated on the east side of the highway. It is a 5'x5'x8" concrete monument with no identifying marks. Further research may provide the necessary evidence to include this structure in the district.

Official maps of Greene County confirm that this segment of the route was part of the Lincoln Highway from the time the route was established in 1913 until it was absorbed into the federal highway system. The highway traverses fairly level farm country with eight intact farmsteads. Four farmsteads shown on 1923 plans have had most or all of the historic buildings removed. A schoolhouse depicted at the extreme southeast corner of Section 30 is also gone. There is no urban development in this segment, so the integrity of setting is substantially intact.

Sixteen right-of-way markers occur at .1 mile intervals, indicating that at one time there were perhaps twice as many along this segment. They occur only on the south side of the highway (no markers have been located where the route travels in a north-south direction). In addition, these markers seem to occur only in Greene County; no markers have been located in the adjoining Carroll and Boone counties. It is therefore possible that they were placed along the highway by Greene County, though no reference to them has been found in the Board of

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CFN-259-1116

West Greene County Rural Segment, Lincoln Highway, Greene County, Iowa

Supervisors' minutes. Although no markers are visible in historic photographs taken when the highway was under construction, they appear to be of the same design as the guardrail posts which are depicted in historic photographs of bridges. Their origin is thus speculative. For these reasons, they are, for purposes of this nomination, considered important components of the historic setting, but further research may indicate that they should be included as contributing resources of the historic district.

Contributing Resources

- 1) 4.35 miles of 18' rural roadway with 66' r-o-w (one structure)

The 1923 plans show this section was to be paved, and a contract was let to Empire Construction Co. on December 10, 1923 for grading and paving Primary Road No. 6 (Lincoln Highway), Section A, as noted on 1923 plans. The concrete surface has since been covered with asphalt, but the traveled roadway remains the same width, 18', and the cross-section profile remains essentially unchanged.

- 2) road drainage system (counted as one structure)

The road drainage system comprises two lines of drain tiles which parallel the highway on both sides and 36 intakes. As noted on the 1923 plans, some areas contain 6" tiles and some contain 8" tiles, depending upon the amount of water the system needs to carry. Tile probes, field observation of water flowing from drain tile outlets in culverts and bridges, and conversations with residents along the highway indicate that most of the original drain tiles are still in place and functioning properly. Each intake consists of a conical-shaped cast iron grate covering a subsurface concrete cylinder. Some cylinders have a course of mortared brick around the top, presumably to raise the level of the intake. Since not all intakes have the brick collar, those that do may have been modified at a later date to counter the effects of siltation. All of the intake locations are noted on the 1923 plan. Locations occur on both sides of the road, and the relatively high number of intakes indicates that this segment of the

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West Greene County Rural Segment, Lincoln Highway, Greene County, Iowa

road traverses land that is naturally boggy and requires extensive drainage for farm use as well as road maintenance.

- 3) Skew I-Beam Bridge, located .1 mi. from west beginning point (structure)

This is a 24'x41' I-Beam bridge with a concrete deck and closed guardrail; 1923 plans indicate that this bridge replaced a 16'x50' wooden bridge; 3 drain tile outlets in the bridge headwalls. Greene County Board of Supervisors' minutes show that on November 20, 1923, C.J. Kramme of Fort Dodge was awarded the contract to construct this bridge for an estimated cost of \$5413 (Book I:515). Field observation indicates that the bridge has not been altered.

- 4) 8 culverts, located as follows from west beginning point (8 structures):

* at .85 mi.

18"x30' concrete culvert with 9'4" straight headwalls; 1923 plans indicate that this culvert was built at that time, replacing an older culvert.

* at 1.05 mi.

15"x30' concrete culvert with wing headwalls; 1923 plans indicate that the 15" culvert was to have been replaced with an 18" culvert and extended to 35'; since the culvert is still 15" it is possible that the length was just extended.

* at 1.25 mi.

18"x33' concrete culvert with 9'4" straight headwalls; 1923 plans indicate that an existing 18"x24'7" culvert was to be extended to 31'; as built it appears to have been extended to 33'.

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West Greene County Rural Segment, Lincoln Highway, Greene County, Iowa

* at 1.55 mi.

9'x5'x37' concrete box culvert with 23' straight headwalls; 1923 plans indicate this was an existing culvert; in 1950 (as evidenced by inscribed date) a concrete wing wall was added to the west side of the south headwall.

* at 1.65 mi.

18"x35' concrete culvert with 9' straight headwalls; 1923 plans indicate this replaced an older culvert.

* at 1.75 mi.

18"x30' concrete culvert with 9' straight headwalls; 1923 plans indicate this replaced an older culvert.

* at 2.5 mi.

4'x3'x36'4" concrete box culvert with 15' straight headwalls and closed guardrail; 1923 plans indicate this was an existing culvert, to be used as constructed; an old headwall protruding from the ground inside the south headwall, however, is evidence of an older structure.

* at 4.30 mi.

20"x28' clay tile culvert with 8' concrete straight headwalls; 1923 plans indicates this was an existing culvert which was to be replaced, but apparently was not.

Board of Supervisors' minutes show that on November 23, 1923, Kramme & Benson of Ft. Dodge recieved the contract to build culverts as part of the 1924 paving project. This job would have included culverts along the West Greene County Rural Segment.

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West Greene County Rural Segment, Lincoln Highway, Greene County, Iowa

- 5) 2 property markers, located as follows from west beginning point (2 objects):

* at 3.5 mi.

A 4'x4'x18" concrete Moss property marker is located on private property on the south side of the highway. This is one of two monuments erected by J.E. Moss in 1926. The bust of Abraham Lincoln on the top has been broken off. The letter "L" is stamped on the shoulder of the base; "J.E. Moss" stamped on front.

* at 3.65 mi.

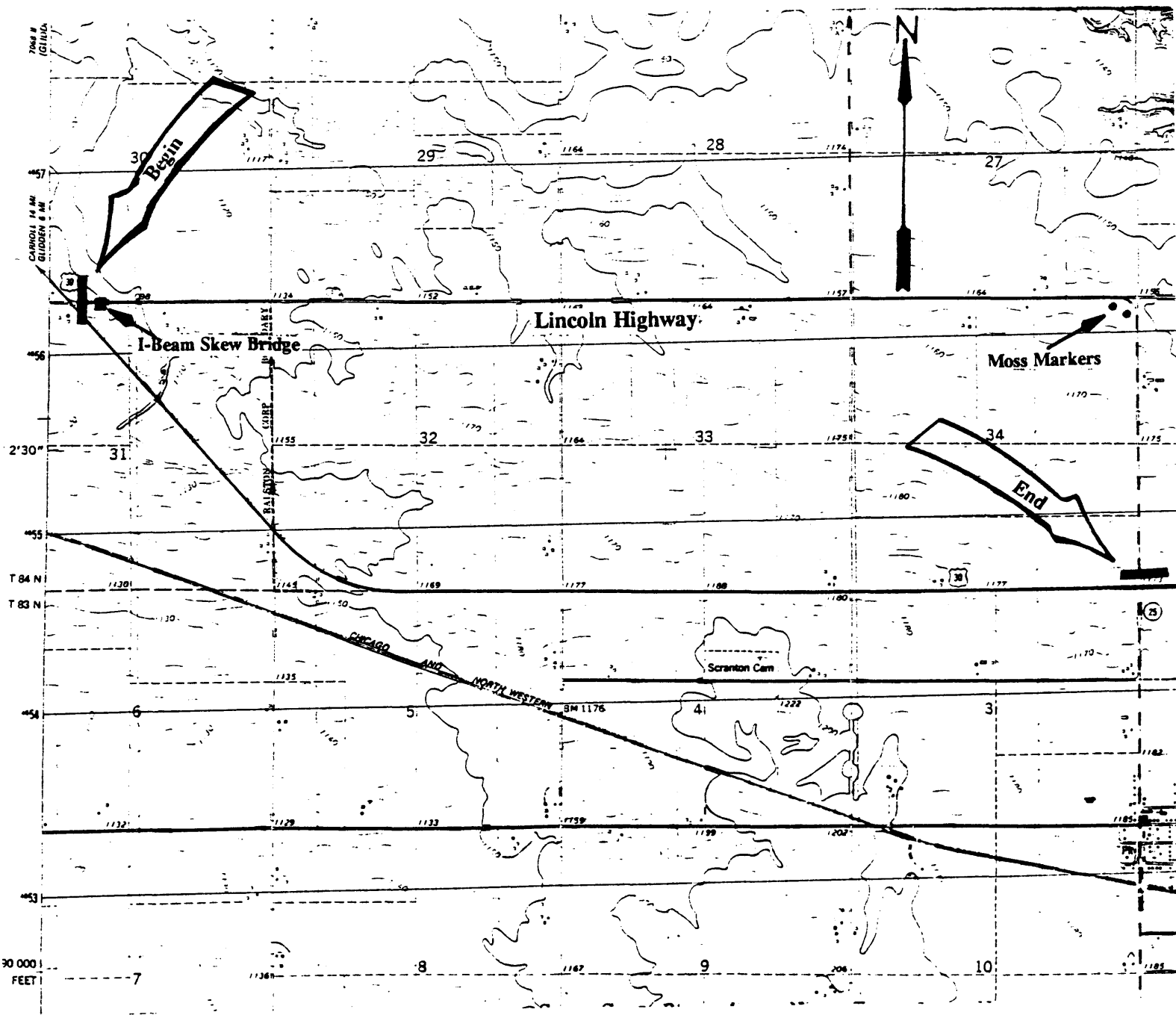
The second Moss property marker is located on the west side of the highway (the highway curves south at this approximate location). It is identical to the first.

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West Greene County Rural Segment, Lincoln Highway, Greene County, Iowa
Resource Location (U.S.G.S. Scranton Quad, 7.5 minute, 1980 [reduced 25%])



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Continuation SheetSection number 8 Page 1*West Greene County Rural Segment, Lincoln Highway, Greene County, Iowa**Statement of Significance*

The West Greene County Rural Segment of the Lincoln Highway is significant under Criterion A as a district which embodies the evolution of highway engineering standards between 1913 and 1928. The 4.35 mile segment is part of the original route established in 1913, and the route never changed through this area of Greene County. Presumably this segment was included in the thirty miles of the highway which were graded and graveled in 1914, although a c.1920 Iowa Highway Commission photograph depicting the road's appearance at that time shows little or no gravel on the surface.¹ It is quite possible, however, that the photograph was taken at a time when drainage improvements were being made, since the 1923 plan and profile prepared by the Iowa Highway Commission indicate that many of the existing culverts and some of the road drain tile system was already in place.² This would correlate with local records, which show considerable drainage system construction underway in the late 1910s and early 1920s, even though these records are not detailed enough to determine precisely where drainage construction was taking place at any given time.³ In 1924, this segment of the road was included in the highway improvement project which completed concrete paving of the rural Lincoln Highway through Greene County.⁴ As part of the project, the I-beam bridge was constructed, some culverts were extended, and the road drain tile system was completed. Greene County became the first county in Iowa to pave its entire rural highway route, maintaining its reputation as a pioneer in road and highway construction in Iowa. Field inspection indicates that since that time, the only major change to the highway has been the addition of an asphalt overlay.

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- 1 *Jefferson Bee*, 18 February 1914; Iowa Department of Transportation Photo Archives.
 - 2 1923 Plan and Profile of Proposed Improvement on the Primary Road System, Federal Aid Project No. 39, Greene County, East and West of Jefferson Extending Federal Aid Project No. 39 to the County Lines. Iowa State Highway Commission.
 - 3 Greene County Board of Supervisors' Minutes, 1910-1924 passim; Greene County Drainage District Records, 1905-1924 passim.
 - 4 Contract dated November 20, 1923 between Greene County and Empire Construction Company of Des Moines for grading and paving on Primary Road No. 6, Section A. Contract located at Iowa Department of Transportation.

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West Greene County Rural Segment, Lincoln Highway, Greene County, Iowa

Under Criterion A, the West Greene County Rural Segment also is significant as a reflection of local citizen support for highway development. James E. Moss, a prominent farmer and ardent supporter of the Lincoln Highway, erected these markers as memorials to Abraham Lincoln. Moss, a sustaining member of the Lincoln Highway Association, sent the following note with his dues in 1921:

I am glad to be able to pay it as the Lincoln Highway will be the greatest memorial in the world in memory of one of our greatest citizens, and of the greatest world power. I am one of the Civil War soldiers. Lost a foot at Mission Ridge -- glad to be yet alive. Will be one, if not the heaviest tax payer towards paving the Lincoln Highway, having two miles of the route through my farm in Greene County, Iowa.⁵

Property owners within 1.5 miles of the highway were assessed special taxes in order to pay one-quarter of the cost of paving. For this reason, rural voters in Iowa generally opposed paving. Greene County was therefore something of a political anomaly, voting in 1919 overwhelmingly in favor of a \$1 million bond issue to pave the entire county route. Moss's patriotism certainly exemplifies local support in the extreme, but he nonetheless left a tangible legacy reflecting the type of community initiative which made the highway a reality.

On May 12, 1926 the *Jefferson Bee* reported that the Lincoln bust on the Moss markers was "the handiwork of Harold Carlisle, of Jefferson, who co-operated with Engineer Jesse Lindsey in the plan to have these monuments a distinctive feature of this great country highway through Greene county." Several more monuments like the two on Moss's farm were to be placed along the highway in Greene County, but there is no definitive evidence that any more were ever erected. The two Moss monuments remain, although the busts have been broken off. A photograph of Moss standing beside one of the markers, probably taken at the time they were erected, clearly illustrates the likeness of Lincoln cast in concrete.⁶

5 As quote in Peter T. Harstad and Diana J. Fox, "Dusty Doughboys on the Lincoln Highway: The 1919 Army Convoy in Iowa, *Palimpsest* 56 (May-June 1975), 84.

6 Photograph, c. 1926, located at the Greene County Historical Museum, Jefferson.

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West Greene County Rural 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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Continuation Sheet**

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West Greene County Rural Segment, Lincoln Highway, Greene County, Iowa

Boundary Description

The boundaries of the West Greene County Rural Segment are a 66-foot corridor, 33 feet on either side of the centerline, extending from the intersection with new Highway 30 in Kendrick Township (T84N, R32W), on the line between Sections 30 and 31, for a distance of 4.35 miles (east 3.55 miles, then south .8 mile) to another intersection with new Highway 30. At two points, the corridor widens to encompass the Moss markers. At 3.5 mi. from the west beginning point, the corridor widens to encompass a 20'x20' parcel around the first marker on the south side of the highway. At 3.65 mi. it widens to encompass another 20'x20' parcel around the second Moss marker on the west side of the highway.

Boundary Justification

The 66' corridor represents the legal highway right-of-way, widened at two points for the purpose of accommodating the two Moss markers which are associated with the highway.

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Section number 11 Page 1

West Greene County Rural Segment, Lincoln Highway, Greene County, Iowa

Property Owners

County Roads E39 and E65 (Lincoln Highway):

Greene County
Greene County Courthouse
Jefferson, Iowa 50129
515/386-2516

Moss Property Markers:

Marjorie M. Thomas Life Estate & Others
c/o Susan M. Warrell Feldner
1251 4th St. S.W.
Washington, D.C. 20024