

Greene County Attractions

Grand Junction

- Spring Lake-camp, fish, swim, concessions, boat rental 2 miles west of Grand Junction, 3 north
- Lion's Club City Park
- Higgins Museum-by apt.
- Kennedy Museum-open mornings or by apt.
- Hilltop Wind Farm near Dana
- Solar Farm-provides energy for community center
- Fire Department Museum-by apt.
- Lincoln Highway Museum-open daily, Sundays by apt. (515-370-3738)
- Watts Home
- Swimming Pool
- Bowling Alley
- Janco Motel

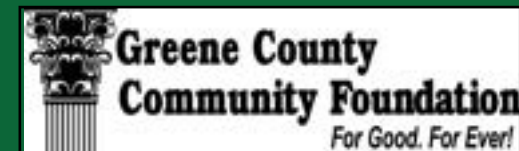


Credits

Historical photos were provided from the collection of The Greene County Lincoln Highway Association

Brochure layout provided by Prairie Rivers of Iowa

Supporting funds provided by Greene County Community Foundation



Jefferson

- Greene County Historical Building-Lincoln Way
- Jefferson Gardens-Lincoln Way
- Hardin Wind Farm-North Highway 4
- Mahanay Bell Tower-on Square Lincoln Way
- Milwaukee Depot-East Lincoln Way
- Rooftop Art - Visible from Tower
- Telephone Museum-1 block South of Square
- RVP 1875 Historical Furniture Shop-1 block South of the Square
- The Stitch Quilt Shop
- Deals Orchard
- Squirrel Hollow-P30
- Doreen Wilber Statue-Lincoln Way
- Lincoln Statue
- Sally's Alley
- Gallop House
- Wild Rose Casino & Resort
- Cobblestone Hotel
- Super 8
- Redwood Motel-US 30
- Trailside Lodging



Scranton

- Oldest Working Water Tower in the State
- 30's Standard Station
- LHA Marker at Gazebo on Main
- Hyde Park-camping, fishing
- Dunbar Slough-3 miles SW of Scranton
- Community Center-900 Madison
- City Hall-(712-652-3888)
- Eberly Station-Highway 25
- Library

Transportation Timeline

Year	Event	Year	Event
1692	Steam Engine invented (as a pump).	1913	Lincoln Highway Route announced; Iowa State Highway Commission established.
1776	Declaration of Independence signed, Thirteen colonies became states.	1916	First federal aid announced for roads. Lincoln Highway was on the list but U.S. became involved with WWI, so it was not funded.
1785	Land Grant Act-pattern created for sections and townships. This led to grid pattern of roads.	1857	Adel to Jefferson mail route established.
1803	Louisiana Purchase-included Iowa.	1860	Lincoln elected U.S. President.
1804	First Locomotive (England).	1861	Civil War starts.
1830	First Regular Service Railroad in U.S.	1862	Pacific RR Act signed by Lincoln - building of transcontinental RR begins.
1841	Wagons started using Oregon Trail.	1866	Chicago NW RR reaches Greene Co. from Clinton and on to Dension.
1846	Mormon Trail originated, Iowa became a state.	1867	RR reached Council Bluffs.
1849	Truman Davis - is the first settler in Greene County.	1869	First transcontinental RR finished from NYC to Sacramento.
1854	City of Jefferson is platted.	1885	The car is invented.
1856	First Rail Bridge crossed Mississippi River at Davenport.	1900	Most roads are established.
		1908	Iowa Transcontinental Highway established- followed the CNW Corridor.
		1911	First American Road Congress-Road dragging districts established.

Greene County & the History of Transportation

Greene County was named after Nathaniel Greene, a general in the Continental Army in the American Revolutionary War. The county lies roughly in the center of Iowa, but is generally listed as a west central location. The typography and soils were determined by the Wisconsin Drift (Thumb Glacier).

This last great glacier covered the Northern Hemisphere 10,000 years ago. The thumb print it left pushed debris to the south and created the moraine where the Iowa State Capitol in Des Moines is located. The glacier, which was 100 ft deep, reached east to State Center and in the west to Carroll. The land south, beyond Des Moines, is more steeply rolling as is the land further east near Tama. The land further west, along the Missouri River, is called the Loess Hills due to the wind-blown soils that create that rolling landscape. The area within the thumb print is called the prairie pothole region.

Rivers and Creeks

As the glacier melted and retreated, rivers and creeks formed to carry off the water. Just west of Carroll, in the next county, is the town of Arcadia. Arcadia was once called Tip-Top because it is at the highest elevation in the area. Rivers to the west of Arcadia flow to the Missouri River and creeks to the east eventually flow into the Mississippi. This is called the Mississippi/Missouri Divide. The Greene County creeks: Beaver Creek, West Beaver Creek, Little Beaver Creek, Buttrick Creek, Hardin Creek, Raccoon River and Otter Creek were created as glacier drainages and flow into the major drainages of the Des Moines River, South/ Middle/North Raccoon Rivers, and the Skunk River. Other major drainages along the Lincoln Highway are the Boyer River that runs from Carroll County to Council Bluffs on the Missouri River and the Iowa River near Tama, Chelsea, and Belle Plaine which eventually flows into the Mississippi.

The conditions left by the glacier encouraged the growth of prairie grass in the drier areas and cattails, marsh grasses, and water lilies in the very wet, swampy areas. As the plants die in the winter and decay, they create good organic matter which in turn makes very rich soil for crops, but not strong soils for road building. Iowa soil in the pothole region was known for its quagmire of mud after spring and summer rains.

Railroads in Iowa and Greene County

Rivers and creeks in Greene County angled northwest to southeast and the railroad tried to follow the route of least resistance as the tracks followed the natural valleys and wound through the countryside. The Chicago NW Railroad came to Greene County in 1866 as a single track (two rails). This was part of the first Transcontinental Railroad. It was double tracked in 1900 and 1901.

Road Design

The Northwest Ordinance of 1787 and the Land Grant Act of 1785 outlined that land was to be surveyed by "sections" of 640 acres, which were 1 square mile each. Improved roads followed section lines and were laid out in a grid pattern. Townships were created using 36 sections on average. Greene County has 15 townships, with 2 of them being larger. Iowa took this pattern of road design literally. By 1900, the state looked like a window screen with most of the roads having been graded and graveled.

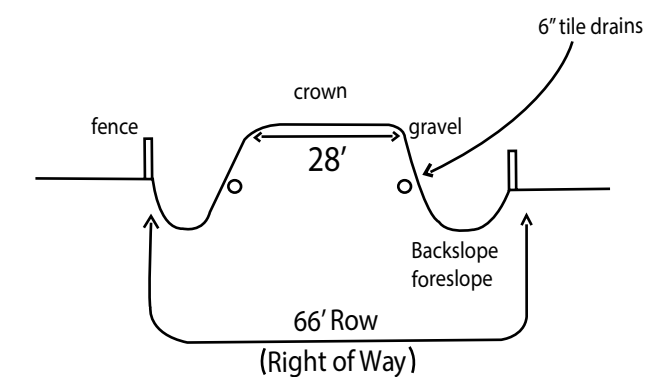


Diagram of how a road would be constructed.



High Bridge in Greene County

Road Funding in Greene County

Taking a cue from railroad builders, the Lincoln roadbed was raised and graveled. The residents of Grand Junction, Jefferson, Sranton and surrounding farms raised \$5,000 which was matched with \$15,000 from the Greene County Board of Supervisors. A contractor was hired and the improved grade and ditches quickly provided drainage of the soil and the gravel provided a harder and firmer surface to prevent ruts. Greene County was the first in Iowa to grade and gravel their portion of the Lincoln Highway. They were also the first to pave their section of the Lincoln Highway.

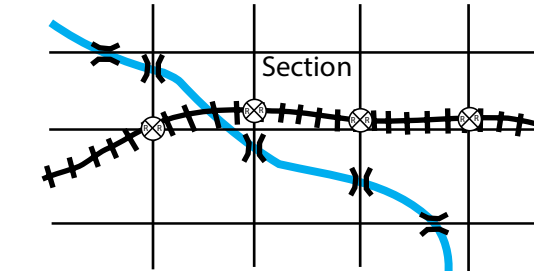
Most of the bridge designs came from the Iowa State department of Ag Engineering. The Buttrick Creek "Head" Bridge was financed by the Head family. The County Road Fund financed the others, including the 1912 Eureka Bridge across the Raccoon River. In 1924, it was widened from 16 feet to 20 feet. Greene County was the first county in Iowa to have concrete bridges with raised approaches. Iowa has more bridges than any state, except Texas and Ohio.

At the turn of the century (1900) Greene County and Iowa found itself in a predicament. The county was growing fast and farming was turning from a subsistence lifestyle to one of surplus. Crops needed to get to towns, cities, and rail stations. The road system was laid out, but due to heavy rains the produce moved erratically.

In an attempt to help landowners, the Greene County Board of Supervisors hired a drainage engineer to set up the drainage districts and construct drains with uniform specifications. The county had both a drainage and road engineer. The Iowa legislature swung back and forth on who should pay for road improvements- the district, township, county, or state.

Relationship Between the Railroad and Roads

Roads were created in an east-west or north-south orientation, but rivers run at angles. The railroad tried to follow the valleys formed and the roads, especially the Lincoln Highway as the first transcontinental road, tried to follow the railroads. In many situations the road pattern required a bridge and rail crossing at every mile.



Hardin Township alone has 17 bridges in an area of 6 miles by 6 miles, while Junction Township has 5 bridges crossing the Union Pacific. Although railroads became an obstacle for roads, they also "paved" the way as they:

1. showcased the value of superior bridge construction.
2. showcased the value of raised grades and bridges.
3. showcased the value of a hard surface.
4. were limited to location (roads could go anywhere).
5. charged higher freight rates, which made the auto the preferred mode of transportation and in turn encouraged road development.

Transportation Today

Roads and drainage improvements moved forward at a rapid pace from 1904 to present day. The drainage engineer position is now contracted to outside firms and road improvements are funded by county, state, or federal funds depending on the designation of the road. Today, there are more than 100,000 miles of roads in Iowa, with 10,000 miles of roads paved.



Marsh Rainbow Arch Bridge in Boone County on 210th St.

THE STATE OF IOWA'S

Historic GREENE COUNTY

Attractions &

Evolution of Transportation