

History of Iowa's Highways

Are historic highways for more than just travel?

Before automobiles began to make a significant impact on Iowa roads around 1910, railroads were the way that people traveled from one town to another. Horse-drawn buggies and wagons moved residents from farm to town and for local travel. Cars, however, enabled Iowans to travel long distances to locations away from train depots and on their own schedule. They brought a new burst of freedom, and Iowans, especially farm families, were among the first to take advantage of the opportunity.

When most travel was local, maintenance of the roads was a local issue. Farmers graded and hauled gravel in their own neighborhoods while the county built bridges along main-traveled routes. When the demand for town-to-town travel and beyond increased with the advent of cars, drivers demanded better roads than the former system could supply. Responsibility for highways connecting major cities fell to the state and eventually even to the federal government. Two of the earliest and most famous highways crossed in central Iowa, providing Iowa drivers access to both coasts and the Gulf of Mexico.

Lincoln and Jefferson Highways

The Lincoln Highway was the creation of private association that mapped a transcontinental route from New York City to San Francisco. State organizations along the way picked out their own routes as cities competed to be on this major thoroughfare. In Iowa, it ran from Clinton on the Mississippi River to Council Bluffs. Local authorities assumed responsibility for maintaining the roadway and sometimes even paving it. Shortly after the end of World War I, Dwight D. Eisenhower was a young veteran officer with an army tour displaying tanks and other armaments to promote the Lincoln Highway. Military officials cited the need for routes that could quickly transport troops in case of another conflict. Towns along the route fed and hosted the traveling troops and vigorously promoted the effort. Greene County became the first in Iowa to pave the Lincoln Highway from border to border.

In 1915, the multi-state Jefferson Highway Association was created, modeled on the experience of the Lincoln Highway. Organizers of this north-south route designated Winnipeg, Manitoba, as the northern terminus and New Orleans as its southern stopping point. The highway entered Iowa at Northwood along the Minnesota border and exited at Lamoni just above the Missouri line. All along the way, communities, businesses, car clubs and other driving enthusiasts cooperated to maintain, mark and promote the route as a major American thoroughfare.

With the absence of detailed maps or a common system of signage, promoters along the way designated the route by painting markers on telephone poles and fence posts along the way. On the Lincoln Highway, there were occasional statues of Lincoln, as well as metal symbols. The Jefferson Highway adopted a red-white-and-blue logo of a big "JH."

Boost to Local Economy

Location on a national highway boosted the economies and visibility of towns along the route. Filling stations, cafes, motels and camp sites, and tourist attractions sprang up to service travelers. The highways usually ran through the middle of the town to the delight of hometown merchants. However, due to increase traffic, long-haul trucks, and safety concerns, the Iowa Highway Commission in the 1950s began plans to by-pass the Lincoln Highway around towns to speed travel. The towns resisted strongly, but the routes were changed. With the increased traffic and need for ever-wider roadways, the federal and state government took over road maintenance and adopted a numbering system to synchronize markers from state to state. The Lincoln Highway became U.S. Highway 30. The Jefferson Highway was originally Iowa Highway 1 but later designated as U.S. Highway 65.

Local historical groups have recognized the significance of these early highways and the romance of the automobile. They have formed highway associations to restore the original markers (not replacing modern signage) and preserving some of the buildings that once served early drivers. Some gas stations are now museums, and local motel cabins attract visitors trying to reconnect with the excitement of cross-country travel.

Supporting Questions

How have highways like the Lincoln Highway (Highway 30), Jefferson Highway (Highway 65 and 69) and Interstate 80 contributed to Iowa's rich history?

- [Excerpts from "A Picture of Progress on the Lincoln Way," 1920 \(Document\)](#)
- [Iowa Road Map with the Original Route of the Lincoln Highway, 1994 \(Map\)](#)
- [Excerpts from "The Lincoln Highway," 1995 \(Document\)](#)
- ["Brief History of the Lincoln Highway," 2019 \(Document\)](#)
- [History of the Jefferson Highway from Iowa DOT, Date Unknown \(Document\)](#)

In what ways have Iowa's highways impacted Iowa socially and economically?

- ["The Perfect Spot: Iowa 80's Journey from Iowa Cornfield to the World's Biggest Truckstop," 2004 \(Document\)](#)
- [Youngville Cafe on Lincoln Highway Added to National Register of Historic Places, 2007 \(Document\)](#)
- ["Iowa All Over: Preston's Station in Belle Plaine still a draw for passing drivers," June 21, 2015 \(Document\)](#)

In what ways have Iowa's highways impacted Iowa socially and economically?

- [Application to Register Jefferson Highway's Route, May 6, 1916 \(Document\)](#)
- ["The Complete Official Road Guide of the Lincoln Highway - Fifth Edition," 1993 \(Document\)](#)
- [Excerpts from "The Lincoln Highway Iowa Map Pack: A Great Iowa Tour," 1994 \(Document, Map\)](#)
- ["Lincoln Highway Heritage Byway - Iowa," November 26, 2014 \(Video\)](#)

*Printable Image and Document Guide

Additional Resources

Official Map of the Lincoln Highway

This website is an interactive map of the Lincoln Highway. The user can track different generations of the route that travels from New York City to San Francisco.

Iowa Lincoln Highway Association: Counties

This website contains material and research from the Iowa Lincoln Highway Association. The user can search by county to pull information about the route and influence of the Lincoln Highway on that particular Iowa county.

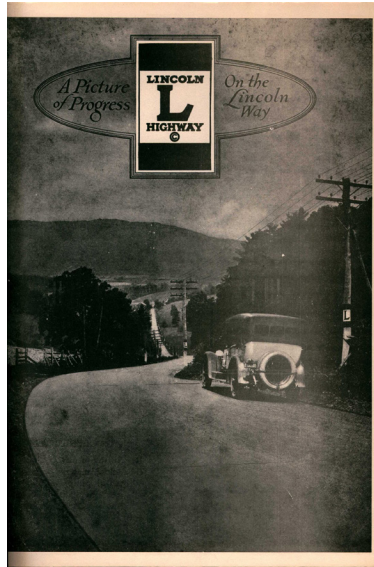
"Ike's Interstates at 50: Anniversary of the Highway System Recalls Eisenhower's Role as Catalyst"

This article written by David A. Pfeiffer was featured in Prologue Magazine and looks at the influence President Dwight D. Eisenhower had on the development of interstate travel in the United States.

Reed/Niland "One-Stop" Corner in Colo, Iowa

This website is dedicated to the history and restoration of the Reed/Niland corner stop that was at the intersection of the Jefferson and Lincoln highways. The stop is located in Colo, Iowa, just East of Ames, and still includes Niland's Café and Colo Motel.

Excerpt from “A Picture of Progress on the Lincoln Way,” 1920



Courtesy of the State Historical Society of Iowa, Lincoln Highway Association, “A Picture of Progress on the Lincoln Way,” pp. 1, 20-22, 1920

Description

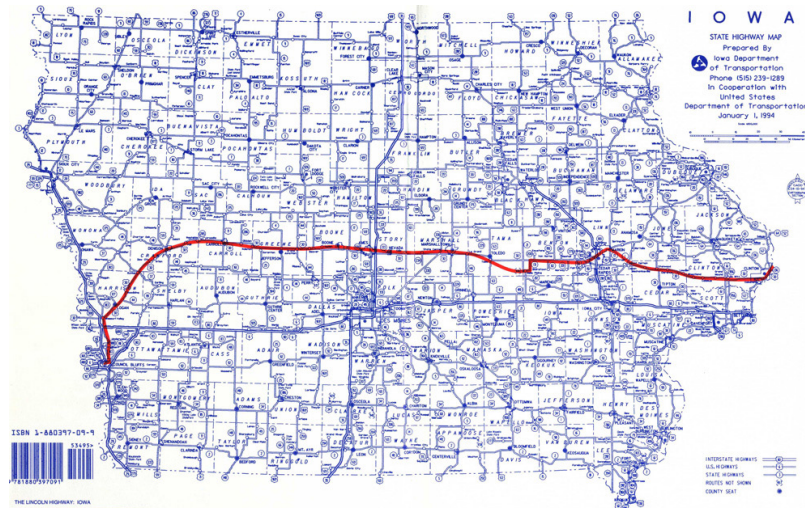
This text was created by the Lincoln Highway Association, and it outlines the progress in creating the Lincoln Highway. The section on Iowa details the plans for paving the highway and how this debate impacted political and economic interests in the state.

[Transcript of Excerpt from “A Picture of Progress on the Lincoln Way”](#)

Source-Dependent Questions

- What led to the decision for paving the Lincoln Highway through Iowa? How did this decision impact the political race for governor in 1916?
- How was Iowa unique compared to other Lincoln Highway states? Why was this an important factor in improving the highway?
- How quickly did the work progress during 1919? What were the plans for 1920?

Iowa Road Map with the Original Route of the Lincoln Highway, 1994



Courtesy of the State Historical Society of Iowa, Franzwe, Gregory, "The Lincoln Highway," Vol. 1, 1995

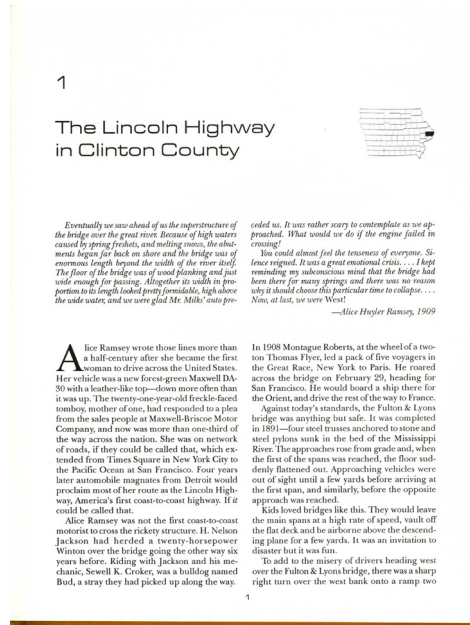
Description

This is an Iowa road map from 1994, and it shows the original route of the Lincoln Highway in red. [f](#)

Source-Dependent Questions

- Look closely at the historical route (in red) of the Lincoln Highway. You may notice that in some areas (for example, near Cedar Rapids) are different than the more recent route. Why do you think the route was altered compared to the more recent version of Highway 30?
- Compare this to a current road map of Iowa. What do you specifically notice about the historic route that is different than today's highway? What towns are now bypassed by the new Highway 30 route?
- Connecting to the [text](#), how do you think the historical route influenced small town Iowa life? Can you infer how the more modern route could have affected the bypassed smaller towns?

Excerpts from “The Lincoln Highway,” 1995



Courtesy of the State Historical Society of Iowa, Franzwe, Gregory, “The Lincoln Highway,” Vol. 1, pp. 1, 12-13, 22-23, 27, 29-30, 1995

Description

The excerpts selected from this book, “The Lincoln Highway,” focus on Alice Ramsey's journey across America. The document chronicles some of her travels along the Lincoln Highway.

[Transcript of Excerpts from “The Lincoln Highway”](#)

Source-Dependent Questions

- After reading the first quote from Alice Ramsey as she crossed the Mississippi into Iowa, what do you predict her journey will be like as she continues through Iowa along the Lincoln Highway?
- Reading through the excerpts from each county, describe the travels of Alice Ramsey. How did each county offer similar and different stories?
- How is the story of Belle Plaine, Iowa, an example of how this highway impacted the culture and people of the town?

“Brief History of the Lincoln Highway,” 2019

The screenshot shows the website for the Iowa Lincoln Highway Association. The page title is "Brief History of the Lincoln Highway". The content includes a navigation menu with links for Home, Learn More, Memberships, Events, Newsletters, Counties, Contact, Shop Lincoln Merchandise, and Preferred Busin. The main text describes the early automobile industry and the role of Carl G. Fisher in promoting a cross-country highway. It mentions that Fisher gathered \$1 million in funds from major contributors like Teddy Roosevelt, Thomas Edison, and Henry Ford. The text also notes that the Lincoln Highway Association was created in July 1, 1913, to secure the establishment of a continuous improved highway from the Atlantic to the Pacific. A small image of a vintage car is visible on the right side of the page.

Courtesy of Iowa Lincoln Highway Association, Butko, Brian, “Brief History of the Lincoln Highway,” Iowa Lincoln Highway Association, 2019

Description

This document is a page from the Iowa Lincoln Highway Association website. The material details a brief history of the creation and development of the Lincoln Highway.

Transcript of the “Brief History of the Lincoln Highway”

Source-Dependent Questions

- What was the original purpose of building the highway?
- What was the “dream” of the original designers of the highway? Did the final outcome meet the expectations or plans of the original designers?
- Describe the experiences of a traveler on this highway.
- What was the role of the Lincoln Highway Association early in the highway’s history, and how did that role evolved over time?

Citation Information

Butko, Brian, “Brief History of the Lincoln Highway,” Iowa Lincoln Highway Association, 2019. Courtesy of Iowa Lincoln Highway Association

History of the Jefferson Highway from Iowa DOT, Date Unknown

HISTORIC AUTO TRAILS HISTORY OF THE INTERSTATE TRAIL, JEFFERSON HIGHWAY AND JEFFERSON ASSOCIATION



INTERSTATE TRAIL: PRECURSOR TO THE JEFFERSON HIGHWAY

Before the Jefferson Highway Association's dream of connecting the nation from north to south was realized, an Iowa road association, known as the Interstate Trail Association, organized a route that connected Des Moines and Kansas City. Four years after the Interstate Trail Association had begun work on their route, the Jefferson Highway Association flooded the Missouri Valley with publicity and support for the Jefferson Highway. Many of the founding members of the Interstate Trail later became integral figures in the development of the Jefferson Highway, while the path of Interstate Trail itself became part of the Jefferson Highway.

On March 14, 1911, the Des Moines-Kansas City-St. Joseph Interstate Trail Association was organized in Lamoni, Iowa, and the route officially located, and ordered marked by the association who received assistance from automobile clubs, commercial organizations, farmers, and other citizens in the cities, towns and countryside traversed by the trail.

The organizational meeting was called by W.A. Hopkins, banker and citizen of Lamoni. The bylaws of the Interstate Trail Association, which were subsequently established on March 11, 1913, indicated the highway route was a direct route between Fort Des Moines and Fort Leavenworth, making it a practical military road for the transportation of troops and "... a valuable aid in developing the resources of the counties traversed, a better means of social and business communication, and a lasting benefit to the communities through which it passes."



Photo Credit:
Mason City Public Library

On Jan. 5, 1915, a meeting of the association was held at Mason City, at which time the original Interstate Trail was extended north from Des Moines through Nevada, Iowa Falls, Mason City, and Northwood, Iowa, and Albert Lea, Ovestonia, Faribault, and Northfield to St. Paul, Minn., and the name of the route was changed to the St. Paul-Des Moines-St. Joseph-Kansas City Interstate Trail.

Hugh H. Shepard of Mason City called and organized the January 1915 meeting, and was selected as general manager of the northern division of the Interstate Trail from Des Moines to St. Paul. He was responsible for organizing the marking of the 271-mile trail section during the summer of 1915.

JEFFERSON HIGHWAY ASSOCIATION IS ORGANIZED
The Jefferson Highway and formation of the Jefferson Highway Association was the brainchild of businessman and political activist Edwin Thomas (E. T.) Meredith of Des Moines. Largely inspired by

Courtesy of Iowa DOT, "Historic Auto Trails: History of the Interstate Trail, Jefferson Highway and Jefferson Association," Iowa Department of Transportation (Iowa DOT), Date Unknown

Description

A document is a webpage from the Iowa Department of Transportation. It describes the creation and development of the Jefferson Highway.

[Transcript of the History of the Jefferson Highway](#)

Source-Dependent Questions

- What was the original purpose for creating what later became the Jefferson Highway?
- Describe the factors and decisions that were made in designing the location for the highway. What complications were created as a result of some of these factors? How were they resolved?
- What transportation innovations were created as a result of building the Jefferson Highway?
- How did the Jefferson Highway impact the history of Iowa and its communities?
- Compare what you know now about the Jefferson Highway with the [previous documents](#) about the [Lincoln Highway](#). Which do you believe had the greatest impact on Iowa (and the United States)? Support your answer with textual evidence.

Citation Information

"Historic Auto Trails: History of the Interstate Trail, Jefferson Highway and Jefferson Association," Iowa Department of Transportation (Iowa DOT), Date Unknown. Courtesy of Iowa DOT

“The Perfect Spot: Iowa 80’s Journey from Iowa Cornfield to the World’s Biggest Truckstop,” 2004



Courtesy of Phil Roberts, Roberts, Phil, “The Perfect Spot: Iowa 80’s Journey from Iowa Cornfield to the World’s Biggest Truckstop,” 2004

Description

This book provides a brief history on the Iowa 80 Truckstop, which is the largest truck stop along Interstate 80. The selected text focuses mainly on the social and economic impact of the stop.

[Transcript of “The Perfect Spot: Iowa 80’s Journey from Iowa Cornfield to the World’s Biggest Truckstop”](#)

Source-Dependent Questions

- How does the Iowa 80 Truckstop provide for the needs of travelers along Interstate 80? In turn, how does this impact the economic activity?
- How would you describe Iowans’ response to the winter storm of 1978 at the Iowa 80 Truckstop?
- How does Interstate 80 contribute to the economic success of the Iowa 80 Truckstop and all of its businesses? Do you think it would be as successful if the highway didn’t exist? Support your answer with information from this text.

Citation Information

Roberts, Phil, “The Perfect Spot: Iowa 80’s Journey from Iowa Cornfield to the World’s Biggest Truckstop,” pp. 41-48, 2004. Courtesy of Phil Roberts

Youngville Cafe on Lincoln Highway Added to National Register of Historic Places, 2007



Youngville Cafe
Built in the early 1930s as a one-stop roadside business on the transcontinental Lincoln Highway the Youngville Cafe near Madison is a great example of the new spaces available to female business owners in the early 20th century. Built by Joe Young for his widowed daughter Lizzie Wheeler, the cafe developed a family-friendly atmosphere with front stoops, homemade pie, live piano music, games, and even a few slot machines. Three small rental cabins completed the operation but are no longer standing. It also served as the living quarters for Lizzie and subsequent operators who ran the business for her when she moved to Cedar Rapids. The Youngville Cafe was in operation until 1967 when it could no longer accommodate the number of cars, trucks, and buses that stopped there. Designed in a Tudor Revival style, the distinctive building features a dynamic roof design pattern and bright red trim. The facility was recently renovated, featuring a museum, cafe and farmers market. Leah Rogers of Tallgrass Histories, L.C., prepared the nomination for the owner the Youngville Highway History Association.

Louis C. and Amelia L. Schmidt House
The Louis and Amelia Schmidt House in Des Moines is an excellent example of the middle-class interpretation of the Queen Anne style of architecture. The Schmidt House has a standard case of a two-story gabled roof line with lower projecting gables. The asymmetrical arrangement is augmented with other Queen Anne elements, which provide further interest and detail, including tubed wood stringers, dentil bands, and multi-light windows. The interior of the Schmidt House reflects the style and craftsmanship of the original owner, with turned spindles, decorative wood posts, and carved detailing on the stairs, as well as large pocket doors, and a built-in china cabinet. Most likely built by Louis Schmidt in 1895, the house may also have served as an advertisement for his construction business. The later porch addition exhibits the Craftsman influence of the 1910s and 1920s, when Schmidt likely constructed it, too. Louis and Amelia Schmidt lived in the house until their deaths in the 1940s. Rebecca McCarty of SHHS Consulting prepared the nomination. She is also the proud owner of the house.

Chera B'nai Yisroel Synagogue
The Chera B'nai Yisroel Synagogue in Council Bluffs is significant as a notable example of a public building designed by local architect S. Chai Jenson and for its significant association with the settlement and evolution of the Jewish religious and ethnic community in the Council Bluffs-Omaha region. The building was constructed in 1931 to replace the city's first synagogue, destroyed by a disaster fire. The building's design is modest and somewhat egalitarian, with its separate facade and projecting main entrance. The architect was born in Denmark in 1873 and was working in Omaha by the time he reached his early 20s. One of only 14 remaining synagogues in the state, Chera B'nai Yisroel reports that its congregation is one of the youngest in the region. The property of the congregation required the building to be integrated in 1965, but today it struggles to maintain membership. The synagogue is one of the longest-lasting and most prominent symbols to represent the Jewish heritage of Council Bluffs. Leah Rogers and Roger Means of Tallgrass Histories, L.C. prepared the nomination for the current B'nai Yisroel congregation.

Courtesy of the State Historical Society of Iowa, Mitchell, Barbara, Iowa Heritage Illustrated, Vol. 88, No. 4, 2007

Description

The Youngville Cafe was a one-stop roadside business on the Lincoln Highway. It was in operation from the 1930's to 1967. After going through restoration, it is now part of the National Register of Historic Places.

Transcript of Iowa Heritage Illustrated Excerpt about Youngville Cafe

Source-Dependent Questions

- Known as a “one-stop roadside business,” what did the Youngville Cafe offer to travelers when in opened in the 1930's?
- What is significant about the source mentioning that it is a new opportunity for female business owners?

“Iowa All Over: Preston’s Station in Belle Plaine still a draw for passing drivers,” June 21, 2015

Iowa All Over: Preston’s Station in Belle Plaine still a draw for passing drivers

Filling up, telling stories

BELLE PLAINE — As Mich Malcolm sees it, the art of roaming from place to place, in no hurry to get from point A to point B, has been lost.

Years ago, though, cross-country drivers were more likely to stray off the beaten path and perhaps wind up at an intriguing stopping point—such as Preston’s gas station in Belle Plaine, in Benton County.

“You have to think of how adventurous it was, the idea of going two or three states or across the country because literally you did not know what you’re going to find,” said Malcolm, president of the Belle Plaine Historical Society. “They had a map, and they were hoping that was going to get them where they wanted to go.”

Although Preston’s gas station isn’t operational today, travelers regularly stop to see an original Lincoln Highway gas station in Belle Plaine.

The Lincoln Highway was the first U.S. transcontinental road for cars, Malcolm said. At one time, the highway had three different routes that went through Belle Plaine.

Preston’s Station, as it’s now known, was built by Frank Fiene in 1912, a year before the Lincoln Highway was designated. The business at that time was located on the former Lincoln Highway route on 21st Street.

In 1933, George Preston Sr., a junk dealer, bought the station for \$100. The station moved to 13th Street to accommodate a change in the highway route.

Today the tiny station is almost completely covered in old road signs, with a blue-and-yellow Goodyear Tire hanging out the front.

The sides of the station are plastered with signs, too, including a red-and-white circular Texaco Motor Oil sign, one for Red Crown Gasoline and another for Phillips 66.

Preston, who died in 1993, loved to bend visitors’ ears with stories and lore, Malcolm said. Local farmers, traveling salesmen and even guests at the motel would stop and listen to his stories, Malcolm said.

Courtesy of The Cedar Rapids Gazette, Sood, Kiran, “Iowa All Over: Preston’s Station in Belle Plaine still a draw for passing drivers,” The Cedar Rapids Gazette, 21 June 2015

Description

This is an article from *The Cedar Rapids Gazette* about Preston’s Gas Station in Belle Plaine, Iowa. Preston’s started operations during the peak years of the Lincoln Highway. Since closing, it has become world famous for its uniqueness and history. The article details the process of restoring the station as a historic landmark.

[Transcript of “Iowa All Over...” Newspaper Article](#)

Source-Dependent Questions

- What changes occurred that made it less likely for travelers to stop at gas stations like this one?
- How might technological advancements like global positioning systems and the internet change the way people travel, as implied in the article?

Citation Information

Sood, Kiran, “Iowa All Over: Preston’s Station in Belle Plaine still a draw for passing drivers,” *The Cedar Rapids Gazette*, 21 June 2015. Courtesy of The Cedar Rapids Gazette

Application to Register Jefferson Highway's Route, May 6, 1916

Registration of Highway Routes
APPLICATION

The undersigned G. T. Meredith, in President, and Walter G. Carter, in Secretary, make application for registration of a highway route, and state as follows:

1. That the name of such association is Jefferson Highway Association and that it was organized to promote the improvement of the continuous highway hereafter named and that same about 2000 miles in length.
2. That its principal place of business is Des Moines, Iowa.
3. That the starting point of such route is Des Moines and the terminal point is New Orleans.
4. That the only construction and design used in marking such route is a six inch band of blue above and below twelve inch band of white and the letters J and H in monogram on the band of white.

Signed the 6th day of May, 1916, at Des Moines, Iowa, before me, a Notary Public in and for said county, came G. T. Meredith, President of the Jefferson Highway Association and Walter G. Carter, Secretary.

State of Iowa County of Des Moines

Personally known to be the person whose name is signed to the foregoing application as President and Secretary respectively of the Association named, and each for himself and for such Association acknowledging the execution of the application for the registration of a highway route above named to be the voluntary act and deed of each of them and the voluntary act and deed of such Association for the purposes therein named.

Notary Public in and for Des Moines County, Iowa.

Filed the 25th day of May, 1916.

State Highway Commission

Fee \$5.00 paid MAY 25 1916 By _____

Recorded _____ 19____ in the State Highway Commission Register of Highway Routes at page _____ Certificate issued _____ 19____ No. _____

The Jefferson Highway is also to be known as the "Main Street Highway" and the Western Route of America.

Courtesy of Iowa DOT, "Registration of Highway Routes - Application," Iowa Department of Transportation (Iowa DOT), 6 May 1916

Description

This is the application for registration of highway routes for the Jefferson Highway submitted May 6, 1916.

[Transcript of the Application to Register Jefferson Highway's Route](#)

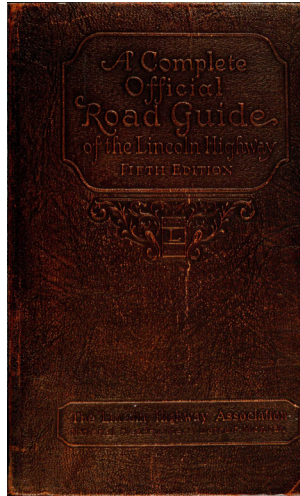
Source-Dependent Questions

- What is the purpose for submitting this application?
- What were some of the other names for the Jefferson Highway that were listed by the writer of the application?
- Why do you think Des Moines is listed as the principal place of business?

Citation Information

"Registration of Highway Routes - Application," Iowa Department of Transportation (Iowa DOT), 6 May 1916.
Courtesy of Iowa DOT

“The Complete Official Road Guide of the Lincoln Highway - Fifth Edition,” 1993



Courtesy of State Historical Society of Iowa, Patrice Press, “The Complete Official Road Guide of the Lincoln Highway - Fifth Edition,” Patrice Press, 1993

Description

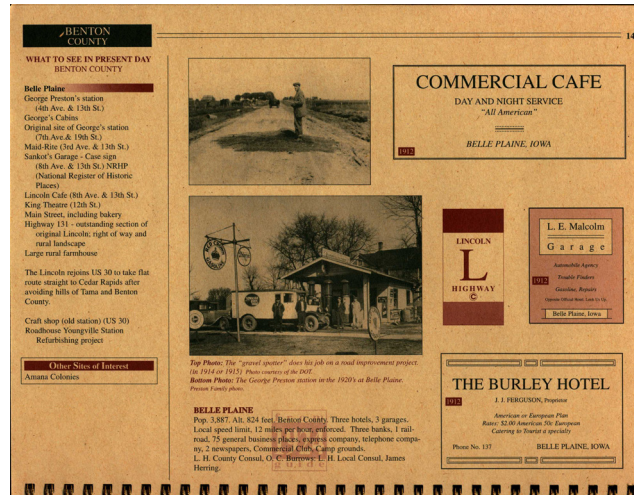
This is an official road guide that describes various points along the Lincoln Highway, and includes several advertisements for specific stops along the highway. This was used to describe the route through Iowa.

[Transcript of “The Complete Official Road Guide of the Lincoln Highway”](#)

Source-Dependent Questions

- What were some of the key phrases used to describe what a tourist would see along this famous highway?
- What was the significance of Colo, Iowa, to this highway and other highways mentioned in other materials within this text set?
- How do the maps in this document help to preserve the history of the Lincoln Highway?

Excerpts from “The Lincoln Highway Iowa Map Pack: A Great Iowa Tour,” 1994



Courtesy of State Historical Society of Iowa, “The Lincoln Highway Iowa Map Pack: A Great Iowa Tour,” 1994

Description

This is an excerpt from a document that included the original mapped route of the Lincoln Highway. It also includes information about the different significant stops, photos and advertisements from the early years of the highway.

[Transcript of Excerpts from “The Lincoln Highway Iowa Map Pack: A Great Iowa Tour”](#)

Source-Dependent Questions

- What do the historic photos and advertisements from this document tell you about the history of the Lincoln Highway, as well as the culture and people of that time period in Iowa?
- Read the insert about Tama, Iowa, from 1924 on pg. 16. Based on what you have learned from other documents, why would this advertisement have attracted people to stop along the Lincoln Highway?
- How does the map on pg. 15 provide the reader some history about the highway as it went through Benton County, Iowa?

“Lincoln Highway Heritage Byway - Iowa,” November 26, 2014



Courtesy of Prairie Rivers of Iowa, “Lincoln Highway Heritage Byway - Iowa,” Prairie Rivers of Iowa, 26 November 2014

Description

This video was produced by Prairie Rivers of Iowa, and it focuses on the history of the Lincoln Highway/Byway. The video highlights facts about the highway from its creation to today, and it also features photos from throughout the years to show the rich history of the highway.

Source-Dependent Questions

- As you watch the video, what do you notice about the various pictures of the highway, and the changes in the highway from the past to the present?
- What facts do you read about the highway that you would find valuable or important to recognize and know?
- How does this video demonstrate the preservation of the rich history of the highway, and the effort to educate others about this historical highway?

Citation Information

“Lincoln Highway Heritage Byway - Iowa,” Prairie Rivers of Iowa, 26 November 2014. Courtesy of Prairie Rivers of Iowa