

All Muscatine County railroads, including its interurbans, reached their peak in the 1910s, and after World War I began to decline. This decline was largely as a result of the growing popularity and ownership of automobiles, road improvements, and the trucking industry. The railroads reacted to this threat by consolidating their lines and making their freight and passenger service faster and more efficient. For example, the Rock Island added the 100-mph “Rocket Train” on the main line that passed through Muscatine County.³⁷³ By the late twentieth century in Iowa, the automobile had replaced railroads as personal modes of transportation, with passenger service ceasing across Muscatine County and Iowa by the 1980s after the liquidation of the Rock Island Railroad. Railroad companies shifted to nearly all freight business, and consolidation continued into the present day. Iowa’s first railroad still carries freight through Muscatine County on the original route of the M&M (Rock Island) railroad as part of what is now the Iowa Interstate Railroad (IAIS), and the former Rock Island River Road line between Davenport and Muscatine, and the Southwestern Branch line from Muscatine through Fruitland are owned by the Canadian Pacific and operated by the (Dakota, Minnesota and Eastern R.R. Co. (DME).

Muscatine County Air Travel

Aviation became popular after World War I, with barnstorming shows and celebrities like Charles Lindbergh and Iowan Amelia Earhart making big news with their daring solo flights. Like early automobile enthusiasts, though, aviation enthusiasts began thinking about airplanes as more than just novelties of the rich and famous, and instead as a new form of travel for passengers, mail, and other cargo requiring infrastructure. Rather than “Good Roads,” however, airplanes needed airports. In 1920, the Iowa City airport, established in 1918, was the first in the state to be used on the Chicago-to-Omaha commercial air freight route in 1920.³⁷⁴ And in Muscatine County, the first and only airport began in 1927.

The Muscatine Municipal Airport (1927-present) - The Muscatine Municipal Airport dates to about 1927, when a group of local men from the Rotary Club chose a field in southwestern Fruitland Township adjacent to the newly designated US Highway 61, formed the Muscatine Airport, Inc., and operated a nascent airport for the next two years. In December 1928, the *Muscatine Journal* announced that the airport had been placed on the Chicago-Dallas Air Mail Lane and described the progress that had brought Muscatine Airport to this point.

Establishing Muscatine's place on the airways map of the United States, placing it on the route of the Chicago-Dallas contract air mail, and ranking among the outstanding local accomplishments of 1928, is the establishment of the landing field by the Muscatine Airport, Inc. Starting in the mind of an individual some two years ago, the matter was first placed in the public eye early this year. Announcement was made March 24 that government engineers had visited this vicinity, covering several proposed locations, and were willing to recommend the establishment of a field here provided the community would meet, certain requirements.

Preliminary Work.

This announcement brought with it the additional information that considerable preliminary work had been done during the preceding 14 months to interest government officials in the establishment of an emergency landing field here and the changing of the Chicago-Dallas route to conform to the change. The nearest emergency field at that time was located on the Keating farm near Eliza, Ill. S.G. Stein, who first advanced the idea of an airport for Muscatine at a meeting of the Muscatine Rotary club and had been appointed a committee of one to investigate the matter, was responsible for the visit of airways officials to this vicinity. Considerable data relative to government requirements gathered by Mr. Stein in more than a year's preliminary work and a trip to Washington, D. C., was laid before a committee of representatives from three service clubs, consisting of R.L. Fairbanks, A.E. Hoffman and O.M. Kautz.

Interest of Service Clubs.

Directors of the Rotary, Kiwanis and Lions clubs were empowered to work with the three representatives, the support of Mayor Herbert G. Thompson enlisted and a public campaign conducted. During the period of investigation, while Mr. Stein and E. K. Campbell, Moline pilot, were investigating possible locations for a local field, and option for

³⁷³ McCarley, *Planning for Preservation in Muscatine County*, 33; Rogers, *Country Schools and Churches Survey*, 12.

³⁷⁴ Iowa DOT, *Discovering Historic Iowa Transportation Milestones*.

In 1929, the Iowa General Assembly passed an act “to allow cities to levy assessments and provide for bond sales to fund municipal airports.” The act also authorized “the licensing of aircraft and pilots and establishment of air traffic rules.”³⁷⁷ On December 4, 1930, ownership of the airport property was transferred by deed to the City of Muscatine for \$50 per acre. That same day, the Muscatine City Council passed an ordinance creating the Board of Airport Commissioners, which held its first meeting on January 6, 1931, and elected its first president, S.G. Stein. Members of the commission were appointed by the mayor for six-year terms. An airport manager, Walter Stoudt, of Stoudt Flying Services, operated the airport under commission supervision and retained all income from hangar rentals, flying instruction, airport maintenance, and gasoline sales in excess of \$1,200 annually. Beginning in 1944, the Muscatine Municipal Airport was supported by a tax levy approved overwhelmingly by voters and produced \$15,000 for the airport annually. The airport received no federal aid until 1946, when it received a grant to build a shop hangar after a fire destroyed the previous one in 1944. In 1948, the airport commission received a federal grant of \$42,000 for land acquisition and runway construction. In 1950, it received another federal grant for the installation of a lighting system.³⁷⁸



Figure 87. The Repair Shop Hangar was just one of many post-World War II improvements at the airport in 1949. Source: *Muscatine Journal*, December 30, 1949

The extant concrete block and steel shop hangar (TR-FR-04; ISIF #70-0018133) was built in 1946, after a series of fires caused by lightning strikes from 1940 to 1944, the latter resulting in the loss of a wood frame hangar. The commission used a grant from the War Production Board and city airport funds to finance the new hangar. The new hangar was to be fireproof to prevent future lightning fires.³⁷⁹ The *Muscatine Journal* described the new building:

The structure, built of steel and concrete blocks, is now well under way, walls being practically complete and the roof being in place. The roof is supported on steel beams, providing clear floor space throughout the building. The roof is of sheet steel. A concrete floor is to be installed.

Sliding doors extend across the entire westerly end of the hangar providing ample space for wheeling planes in and out of the structure.

Construction cost is approximately \$10,000, not including plumbing, painting and heating facilities, yet to be completed.

The building replaces a wooden hangar and repair shop which was destroyed by fire in June, 1944, resulting from lightning.

The new hangar has been erected upon a new building line, established by the Muscatine municipal airport commission as a part of a development program for the airport which has been blueprinted and which will be followed in expanding the airport's facilities as the growth of commercial aviation and increases in private flying make necessary. The program includes surfaced runways in several directions, surfaced taxi lanes to the runways, a control tower and other facilities.

Completion of the new hangar and repair shop is scheduled early this summer. Although arrangements have not yet been made, it is probably that some formal dedication ceremony may be arranged.³⁸⁰

³⁷⁷ Thompson, *Transportation in Iowa*, 179.

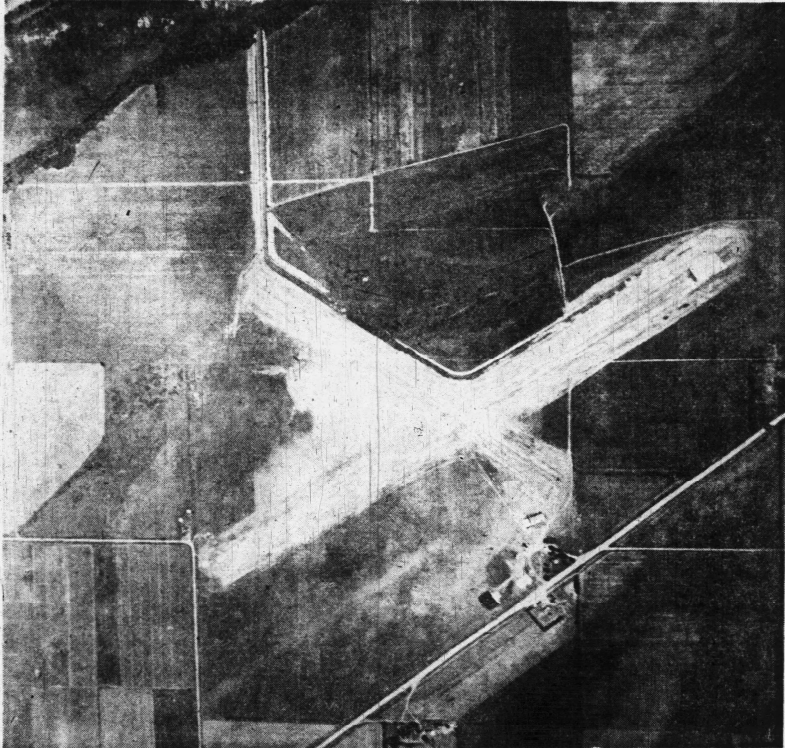
³⁷⁸ *Muscatine Journal*, December 30, 1949.

³⁷⁹ *Muscatine Journal and News-Tribune*, June 20, 1944; *Muscatine Journal*, July 6, 1944; *Muscatine Journal*, December 30, 1949.

³⁸⁰ *Muscatine Journal*, April 11, 1946.

The dedication of the repair shop hangar, which had been outfitted for repair service to airplanes, finally occurred three years later in the summer of 1949. By then, the hangar was just one of a number of post-war improvements, including purchasing an additional 147 acres and adding two long sodded runways. Structures at the airport included “a large hangar, 110 by 118, a two-story office building, 24 by 26; a six-room house, also two stories; a shop hangar, made of concrete blocks and steel, 50 by 96; and a supply room, 20 by 80.”³⁸¹ These improvements were to be celebrated at “Muscatine’s Newly Improved and Enlarged Municipal Airport.” The schedule of activities included an all-day open house and “exhibitions of the latest in civilian aircraft.” Demonstrations of crop dusting, helicopters, and National Guard P-51 planes were features of the day. “A concession supplying cold drinks etc. will be managed by the Young Men’s Bureau of the Chamber of Commerce located in the East hangar,” also known as the Repair Shop Hangar.³⁸²

Figure 88. Aerial view of the Muscatine Municipal Airport in 1949, and program of aviation entertainment for the “Open House - Dedication” of “Muscatine’s Newly Improved and Enlarged Municipal Airport,” July 24, 1949.
Source: *Muscatine Journal*, July 22, 1949



Muscatine Municipal Airport, taken July 16, 1949 at an altitude of 12,000 feet. Pilot—Robert Freyeremuth. Photographer—Homer L. Chaffee.

PROGRAM

In order to have an entertaining program for our many friends, the Aviation Committee of the Chamber of Commerce under the direction of Robert Freyeremuth, Chairman, has arranged the following program.

- 1:30 P. M. Dusting Demonstration.
- 1:45 P. M. Helicopter Demonstration.
- 2:00 P. M. Spraying Demonstration.
- 3:00 P. M. P-51 Aerial Demonstration.
- 3:20 P. M. Official Improvement Dedication.
- 4:00 P. M. Helicopter Demonstration.
- 4:30 P. M. Dusting Demonstration.
- 5:00 P. M. Spraying Demonstration.

There will be the latest in civilian aircraft on display the entire day. Included will be such names as Air-onca, Beech, Luscombe, Piper, Stinson, Bellanca, Aerocoupe, Cessna, Ryan and many others.

A concession supplying cold drinks etc. will be managed by the Young Men’s Bureau of the Chamber of Commerce located in the East hangar. Parking will be supervised by Company C Muscatine National Guard and Iowa State Highway Patrol.

³⁸¹ *Muscatine Journal*, December 30, 1949.

³⁸² *Muscatine Journal*, July 18, 1949; *Muscatine Journal*, July 22, 1949.

The following year, new runway lights were installed and the runways graded to prepare for eventual paving to attract commercial aircraft. The improvements attracted the airport's first commercial airline, Ozark Airlines, which began service to Muscatine in 1951 with four flights per day. By 1952, the condition of the unpaved runways soon caused problems, and Ozark Air Lines suspended service until the runways were improved. The airport commission obtained a government grant to pave the runways, however, the project was not approved by the city council at the time and the entire commission resigned in protest. Ozark Air Lines never resumed service.³⁸³



Figure 89. The newly remodeled office (the “two-story office building” noted in the 1949 dedication/open house) for Ozark Airlines, showing the safety fence and general loading and passenger area (building is nonextant). It was to be lighted at night by the powerful new floodlights. Airport improvements had attracted the first commercial airline service to Muscatine, with four flights per day. One year later, Ozark suspended service due to the poor condition of the unpaved runways. Source: *Muscatine Journal*, January 8, 1951

In the 1960s, improvements began again. New metal T-Hangars were built in 1965. According to the *Muscatine Journal*:

“Overcrowding of storage facilities at Muscatine municipal airport was lessened at the start of this year when a new eight-plane hangar was put in use. The structure can house eight planes - four twin and four single engine craft. Rental charges will liquidate the \$45,000 cost in a little more than 10 years. The local airport is the home base of about 40 airplanes.”³⁸⁴

Other improvements included a Homer radio transmitter that was installed to guide airplanes to the runways in bad weather, and some parts of the runways were paved, all paid for by hangar rentals.³⁸⁵ Finally, in 1972, a new airport administration and terminal building was completed (this building was replaced in 2003), capping nearly three decades of post-World War II improvements at the Muscatine Municipal Airport.³⁸⁶

³⁸³ *Muscatine Journal*, January 8, 1951.

³⁸⁴ *Muscatine Journal*, May 15, 1966.

³⁸⁵ *Muscatine Journal*, January 8, 1951; August 12, 1968.

³⁸⁶ *Muscatine Journal*, December 29, 1972.

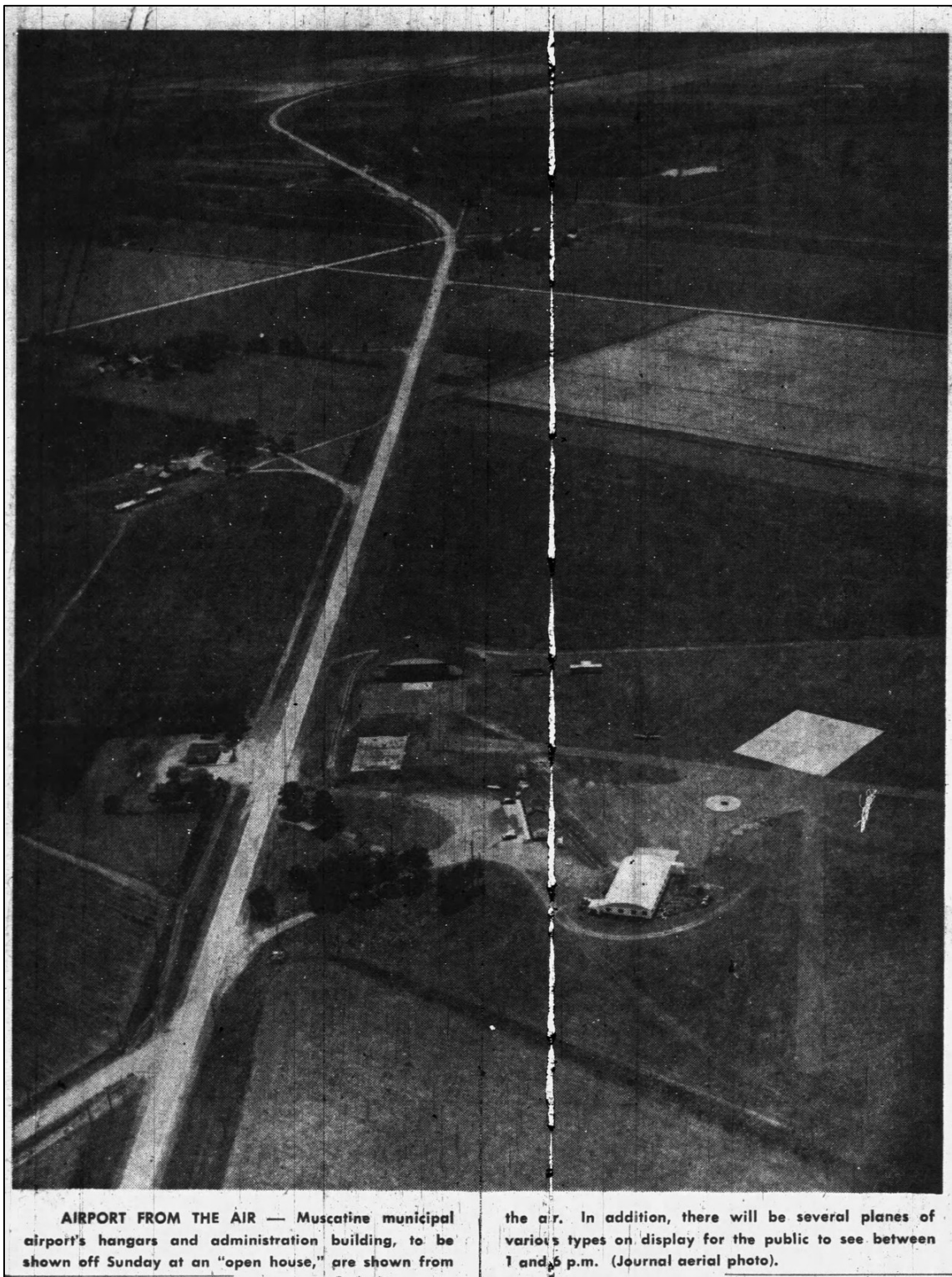


Figure 90. Aerial view of Muscatine Municipal Airport looking southwest in 1958. Note the unpaved runways and the Repair Shop Hangar in the foreground is one of just a few buildings at the airport.
Source: *Muscatine Journal*, May 23, 1958

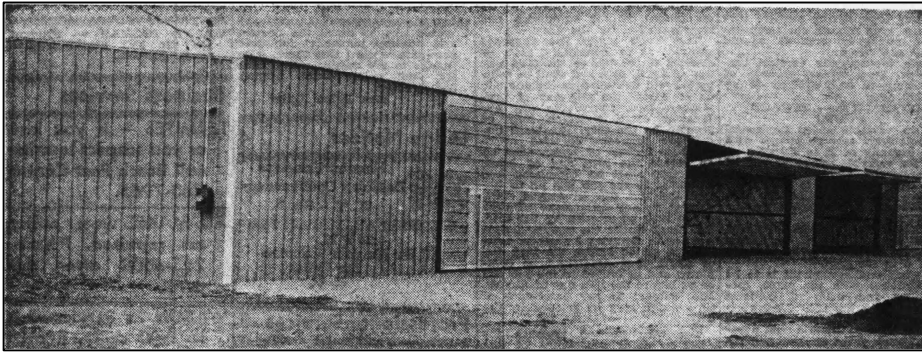


Figure 91. New Hangar at Muscatine Municipal Airport, 1966. This hangar may be extant. Source: *Muscatine Journal*, May 15, 1966

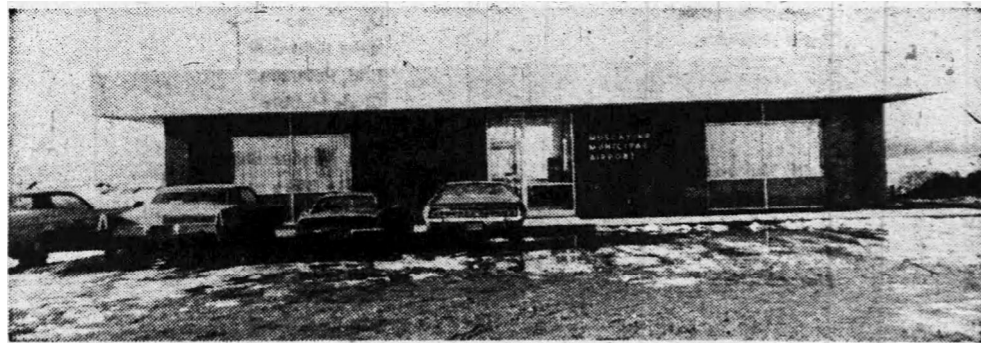


Figure 92. New Airport Administration-Terminal Building, 1972 (nonextant, replaced in 2003). Source: *Muscatine Journal*, December 29, 1972

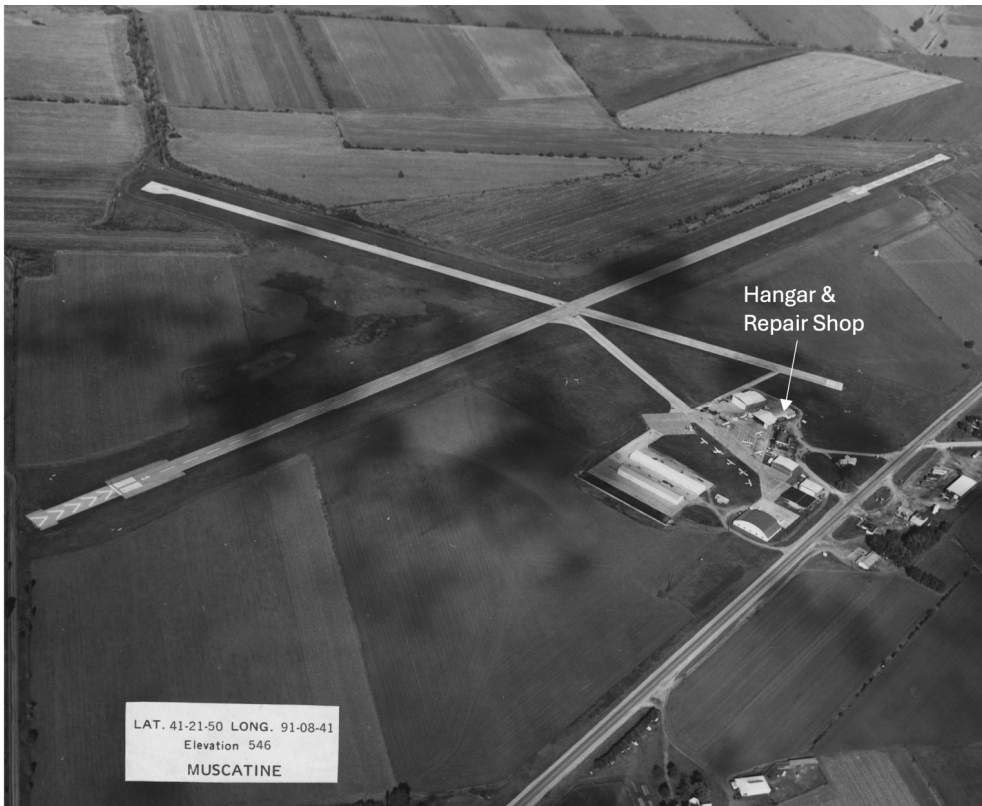


Figure 93. Aerial view of Muscatine Municipal Airport, c.1976, looking northeast, showing the 1946 Repair Shop Hangar (TR-FR-04; 70-0018133) with its 1975 front addition. Note the significant development between the previous 1958 aerial view and this c.1976 view. By the mid-1970s, the runways had been paved and lighted, several more hangars built, and the 1972 terminal building (nonextant) completed. Source: Iowa DOT Historic Archives

PROJECT MAPS, SURVEY RESULTS, AND RECOMMENDATIONS

As the Project Map below shows, the reconnaissance survey conducted by members of the Muscatine County Historic Preservation Commission resulted in the identification and recording of historic resources from every township in Muscatine County, outside of the city of Muscatine. Not all of the resources included on this project map and in the list of survey results were physically accessible for investigation and photography.

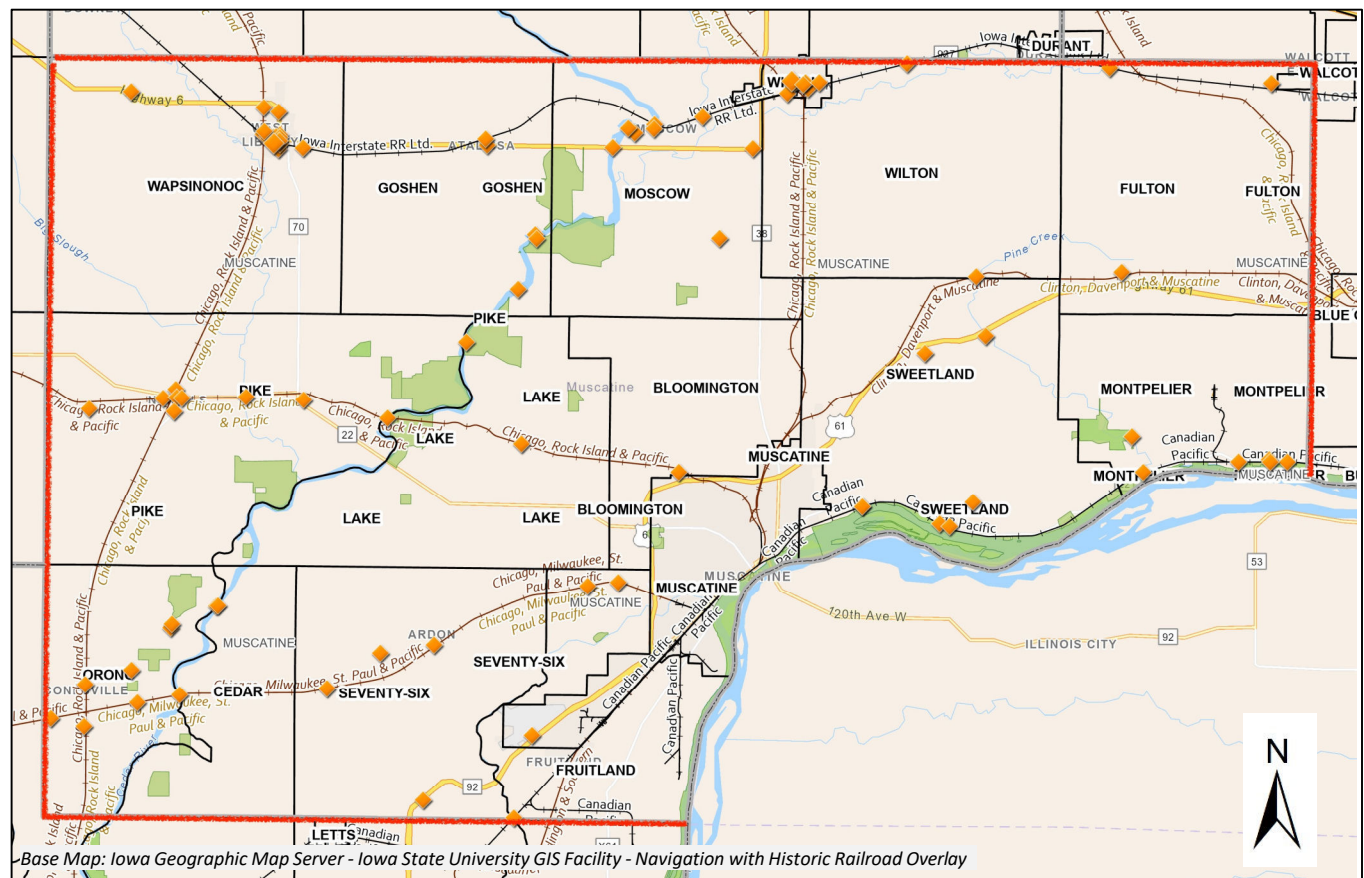


Figure 94. Muscatine County Project Map

Transportation-Related Resource Types Surveyed

The survey cast a wide net of transportation-related resource types taken from the Iowa Site Inventory Instruction Form: water-related, rail-related, road-related, and air-related:

- **WATER-RELATED:** ferry crossing
- **ROAD-RELATED (VEHICULAR):** parkway; highway; road; bridge; toll gate; parking garage; bus station; rest stop; weigh station; abandoned road segments
- **RAIL RELATED:** train depot; locomotive; railroad bridge; freight house; engine or round house; shops/other support structures
- **COMMERCIAL ROADSIDE:** stagecoach stop; gas station; automotive service or repair; inn (hotel of 10 rooms or less); motel; hotel; tourist or motor court; café or diner; bar; roadhouse; tavern; drive-in or drive-up restaurant; truck stop
- **AIR TRAVEL:** airplane hangar; airport; terminal building

Table 2 divides the resources surveyed and identified into general and specific resource types, which includes primary infrastructure and facilities (i.e., ferry sites, roads, railroads, bridges, depots, airport hangars) and secondary transportation-related service, storage, and shipping resources (i.e., grain elevators; gas stations and automobile service and dealerships; roadside restaurants; railroad and roadside lodging; airport hangars and terminals, etc.). The survey also included both intact and remnant resources, and potential eligibility was not factored into the recording of resources until the evaluation stage. Hence there are many bridge sites with only piers and abutments extant; former depots, hotels, and tourist cabin that have been moved and/or altered, negatively affecting integrity; and sites of nonextant ferry crossings and one nonextant highway service stop. Some resources in Table 2 below fall under more than one property type.

The table shows the range of transportation-related historic resources identified during the reconnaissance survey of Muscatine County. It includes the major resource types, specific resource types, the total number of specific resource; the map numbers of each specific resource, and the ISIF numbers of specific resources.

Table 2. Transportation-Related Historic Resource Types

RESOURCE TYPE	SPECIFIC RESOURCE TYPES	Total	MAP #s	ISIF #s
Primary Water-Related Resources	Ferry Crossing Sites	3	TR-MS-01 TR-GO-01 TR-CE-01	70-0018138
Primary Road-Related Infrastructure	Road Segments	1	TR-MS-07	
	Road Bridges	13	TR-FL-02 TR-MS-03 TR-MS-08 TR-GO-04 TR-MP-01 TR-SW-04 TR-SW-05 TR-LA-03 TR-PI-04 TR-CE-02 TR-OR-04 TR-OR-05 TR-OR-06	70-0018136 70-0018141 70-0018142
	Road Bridge Remnants	3	TR-MS-06 TR-GO-05 TR-CE-01	
Primary Railroad-Related Infrastructure	Railroad Bridges	18	TR-FL-01 TR-WI-01 TR-WI-02 TR-MS-02 TR-MS-04 TR-WA-01 TR-MP-03 TR-MP-04 TR-MP-05 TR-MP-06 TR-SW-01 TR-SW-02 TR-SW-03 TR-BL-01 TR-LA-01	70-0018139 70-0018135

RESOURCE TYPE	SPECIFIC RESOURCE TYPES	Total	MAP #s	ISIF #s
			TR-PI-02 TR-PI-03 TR-OR-03	
	Railroad Bridge Remnants	7	TR-WI-09 TR-LA-02 TR-FR-01 TR-FR-02 TR-FR-03 TR-CE-03 TR-OR-02	
Primary Road-Related Facilities	State Highway Garage	1	TR-PI-07	
	Truck Weigh Station	1	TR-GO-03	70-01467
Primary Railroad-Related Resources	Depots	7	TR-WI-03 TR-GO-02 TR-WA-05 TR-MP-02 TR-PI-08 TR-SS-01 TR-OR-01	70-00649 70-001813 70-0018137 70-0018144 70-0018140
Secondary Road-Related Resources	Stagecoach Stop	1	TR-WA-09	
	Gas/Service Stations	9	TR-FL-03 TR-WI-07 TR-WI-08 TR-GO-04 TR-WA-12 TR-WA-14 TR-WA-17 TR-SS-04 TR-OR-09	70-00697
	Roadside One-Stops (Gas-Food-Lodging)	2	TR-MS-05 TR-SW-07	70-0018146
	Automobile Dealerships	5	TR-WA-13 TR-WA-15 TR-WA-16 TR-WA-18 TR-WA-19	70-00692 70-00710 70-0018149
	Tourist Homes	1	TR-WI-04	70-0018150
	Tourist Camps/Courts (extant and remnant)	3	TR-WA-08 TR-MS-05 TR-SW-07	70-0018148 70-0018146
	Motels	2	TR-WI-06 TR-WA-22	
	Roadhouses/Supper Clubs	1	TR-SW-07	70-0018146
	Fast Food Restaurants	1	TR-WI-05	70-0018151

RESOURCE TYPE	SPECIFIC RESOURCE TYPES	Total	MAP #s	ISIF #s
Secondary Railroad-Related Resources	Railroad Hotels and Associated Buildings	3	TR-WA-04 TR-WA-10 TR-SS-02	70-0018147 70-0018145
	Rolling Stock/Tracks	3	TR-WA-06 TR-WA-07 TR-MP-02	 70-0018137
Secondary Road-Related Storage and Shipping Resources	Grain/Feed Elevators	3	TR-WA-02 TR-PI-06 TR-SW-06	 70-01209
	Bulk Fuel Stations	4	TR-WA-20 TR-WA-21 (3)	
Secondary Railroad-Related Storage and Shipping Resources	Grain/Feed Elevators	2	TR-WA-03 TR-PI-01	 70-0018143
Primary Air-Related Facilities	Airport Hangers	1	TR-FR-04	70-0018133

Of the 93 resources identified during the survey, 10 were previously listed on the National Register, five as individual resources and five as contributing in a historic district.

Previously Listed on the National Register of Historic Places – 10 Listed Resources

- **TR-WI-03 Wilton Township - Wilton Rock Island Railroad Depot** (Listed on the NRHP and Contributing in Wilton Commercial Historic District)
- **TR-WA-03 Wapsinonoc Township - P.R. Evans/Schafer Grain Elevator, West Liberty** (Contributing in West Liberty Commercial Historic District)
- **TR-WA-05 Wapsinonoc Township - West Liberty Rock Island-BCR&N Railroad Depot** (Individual Listing)
- **TR-WA-09 Wapsinonoc Township - Beers & St. Johns Stagecoach Inn, West Liberty** (Individual Listing)
- **TR-WA-14 Wapsinonoc Township - Chrysler Auto Garage, West Liberty** (Contributing in the West Liberty Commercial Historic District)
- **TR-WA-16 Wapsinonoc Township - Ditmar-Kerrs & Co. Auto Dealers, West Liberty** (Contributing in the West Liberty Commercial Historic District)
- **TR-MP-01 Montpelier Township - Pine Creek Grist Mill Bridge** (Individual Listing)
- **TR-SW-05 Sweetland Township - Trolley Road Bridge** (Individual Listing)
- **TR-PI-05 Pike Township - Mills Motor Co/DX Station, Nichols** (Contributing in Ijem Avenue Commercial Historic District)
- **TR-PI-04 Pike Township - Big Slough Creek Bridge** (Individual Listing)

Previously Determined Eligible for the NRHP – 3 Eligible Resources

Of the 93 resources identified during the survey, three were previously determined eligible for the National Register: two highway bridges and one truck weigh station. **(2025 Update: *The two highway bridges have since been replaced.*)**

- **TR-FL-02 Fulton Township - York Avenue Bridge over Mud Creek** (NRHP-Eligible under Highway Bridges of Iowa MPD)
- **TR-GO-03 Goshen Township - US Highway 6 Truck Weigh Station** (NRHP-Eligible, Criterion C Significance)
- **TR-MS-03 Moscow Township - North Isett Road Bridge** (NRHP-Eligible under Highway Bridges of Iowa MPD)

Of the remaining 80 resources, eight have potential individual significance; four groups of historic resources are potential historic districts; 19 need more research and field investigation to determine significance, and 13 have been found not eligible for the National Register under any criteria or district group. Two Multiple Property Document nominations have been identified that may include up to 22 historic resources total (see *Recommendations section for details on these survey results*).

Project Maps and Survey Results by Township

The survey resulted in the identification of 93 historic resources from every township except the City of Muscatine. The following survey results by township goes into greater detail for each identified and evaluated property in the county. Project maps for each township and city or town as needed are included, and all current or recent photographs in the following list of survey results were taken by members of the Muscatine County HPC unless otherwise noted. Once again, *townships are listed by Township/Range from east to west*.

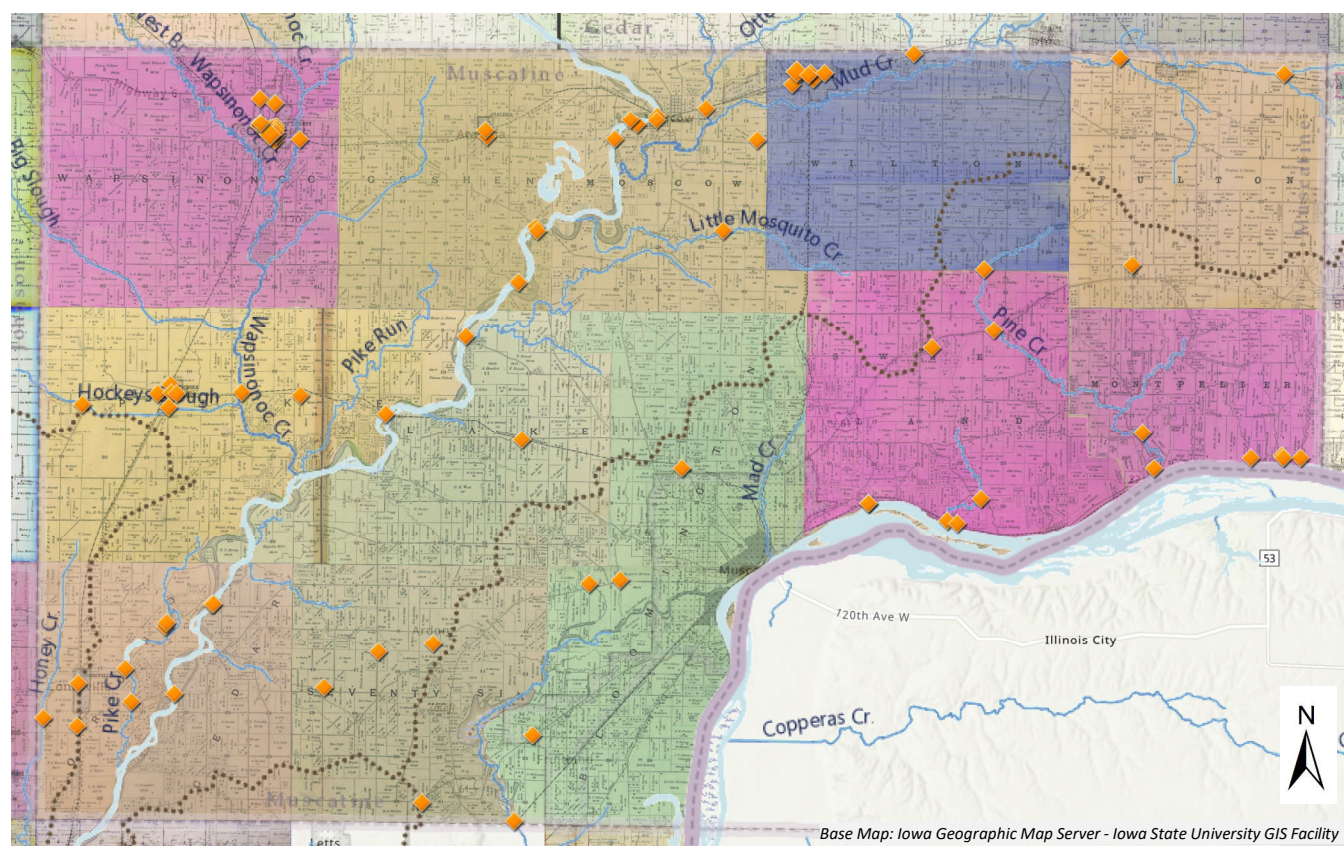


Figure 95. Muscatine County Project Map with 1900s Iowa Historical Map Overlay

78N 1E - Fulton Township Project Map and Survey Results

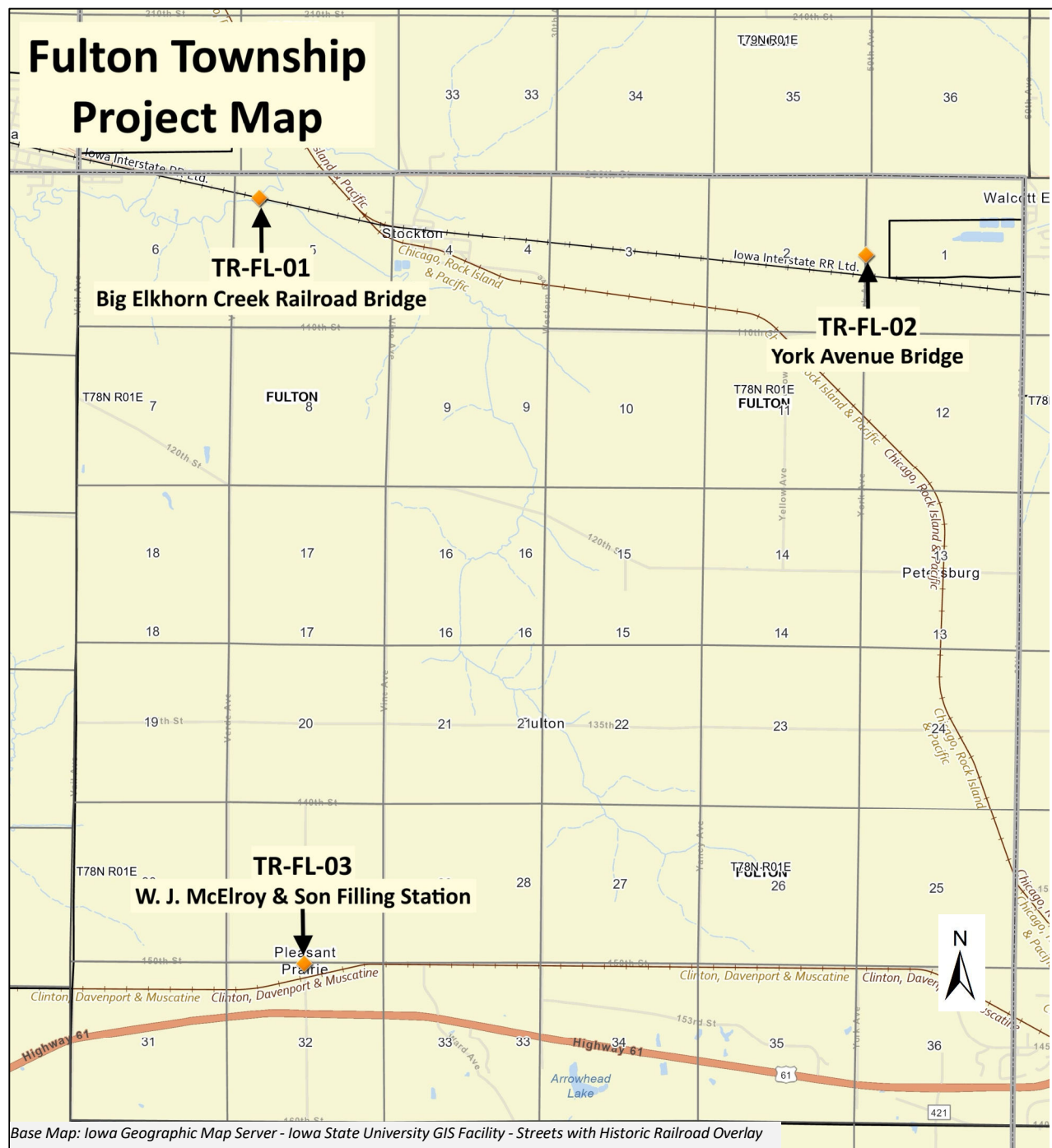


Figure 96. Fulton Township Project Map

Table 3. Fulton Township Survey Results

Survey # and Photo	Resource Name, Location, Association, Evaluation
TR-FL-01  No image available	Big Elkhorn Creek Railroad Bridge, carried Rock Island Railroad (now IAIS) over Big Elkhorn Creek (Section 5). This deck plate girder railroad bridge is open to traffic on tracks operated by IAIS since 1985.³⁸⁷ Construction date is unknown but could date to the early 1900s as others like it do. Not accessible for photography and no internet photos found. (41.594684, -90.877775). Potential MPD of Historic Railroad Bridges of Muscatine County.
TR-FL-02  Iowa DOT website	York Avenue Bridge over Mud Creek, west of Walcott (Sections 1 and 2). This concrete stringer, multi-beam/girder bridge was built in 1958 and is still open to traffic. FHWA No. 257830. "The York Avenue Bridge is eligible for inclusion in the NRHP as it meets one of the registration requirements outlined in the MPD simple span bridges in excess of 50' in length. The bridge is a concrete girder structure (Type 102) that is 55' in length, which is at the 95th percentile for its type. The bridge has integrity of design, workmanship, feeling, association, setting, materials, and location. The Concrete Stringer, Multi-beam or Girder bridge (Type 102), consists of a series of parallel reinforced concrete beams (meaning stringers, beams or girders), spanning between supports (abutments and piers), and spaced sufficiently close to one another to allow a concrete slab deck to span the distance between them while carrying the intended load. The terms stringer, beam and girder commonly refer to the relative size of the beams, girders being the largest. Since stringers, beams and girders all function structurally as beams; these types are generally all called beam bridges. The concrete beam bridge is also cast-in-place in either pre-made steel or wood forms or custom formwork made on site, which allows the size of the beams to be completely variable by the engineer for a given span."³⁸⁸ (41.589411, -90.803239). Eligible for the National Register of Historic Places. Replaced c.2023-2024.
TR-FL-03  Google Street View, 2021	W. J. McElroy & Son Filling Station and Recreation Parlor, 1504 Pleasant Prairie Road (Section 32). This was probably built in the late 1910s and in 1921 housed the W. J. McElroy & Son Auto Accessories, Gasoline & Oils/Recreation Parlor & Soft Drinks, a photograph and advertisement of which is included in Huebinger's Map of Cedar, Muscatine and Scott Counties, 1921. Currently a residence, the building is clad with modern siding, fenestration alteration, and a side addition, but it otherwise retains original massing, its raised red brick foundation, and the neighboring house in the background. This building and the former bank across the street appear to be the only two commercial buildings extant in Pleasant Prairie. (41.524277, -90.872245). More Research Recommended to Determine if a Historic District Exists with Pleasant Prairie Bank Building at opposite corner.

³⁸⁷ "Interstate Railroad Has Bright Future," *Muscatine Journal*, March 28, 1987.

³⁸⁸ Historic Bridges, Iowa DOT website at <https://iowadot.gov/historicbridges/historic-bridges/york-avenue-bridge> - 2024.

78N 1W – Wilton Township Project Maps and Survey Results

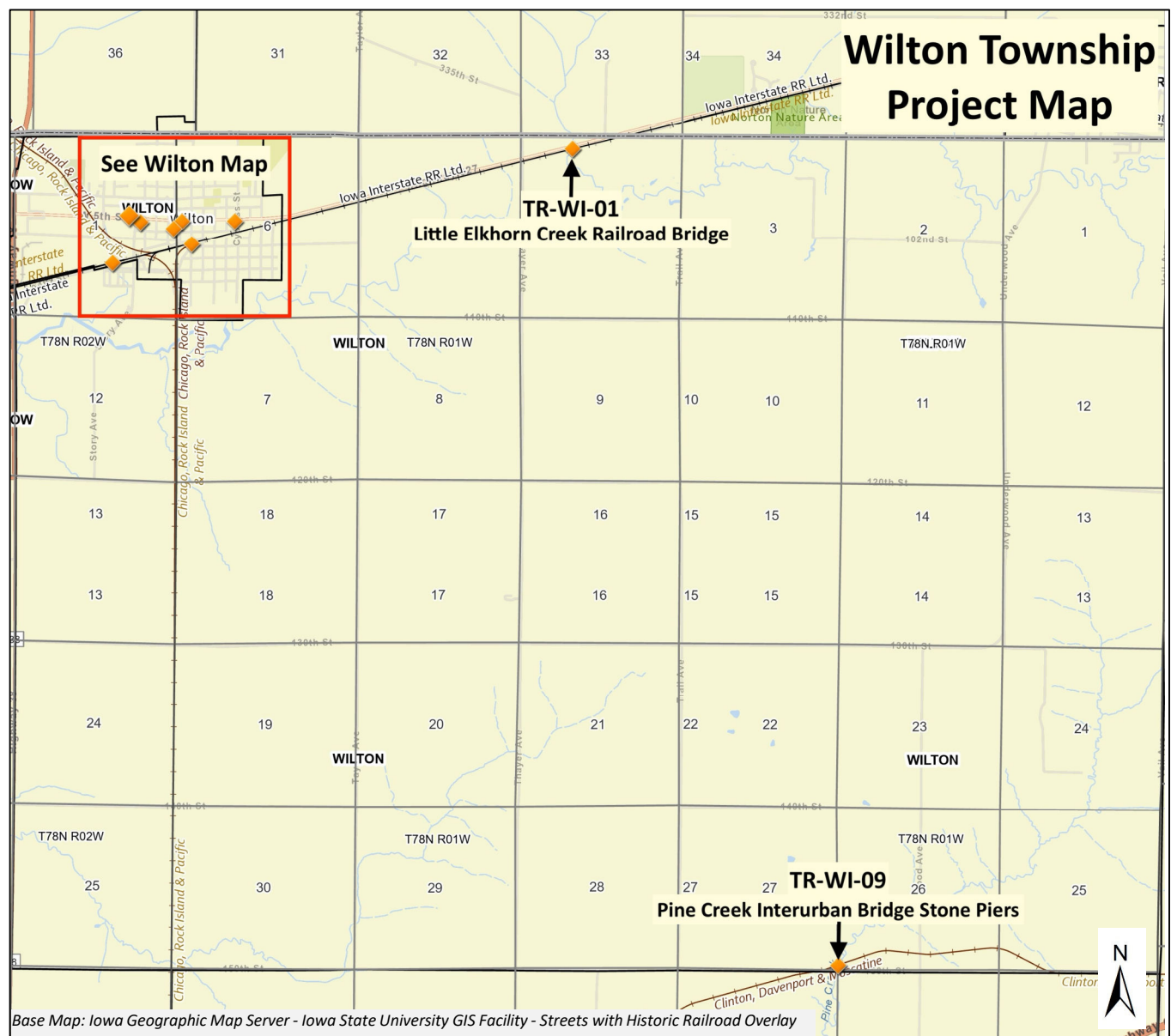


Figure 97. Wilton Township Project Map

Table 4. Wilton Township Survey Results

Survey # and Photo	Resource Name, Location, Association, Evaluation
TR-WI-01  No image available	Little Elkhorn Creek Railroad Bridge , Rock Island Railroad (now IAIS) over Little Elkhorn Creek (Section 4). Deck plate girder bridge, possibly dates to early 1900s, like others of this type on the former Rock Island line. Open to traffic. Not accessible for photography. (41.596185, -90.971199). Potential MPD of Historic Railroad Bridges of Muscatine County.

Survey # and Photo	Resource Name, Location, Association, Evaluation
TR-WI-09 	Pine Creek Interurban Bridge Stone Piers and Abutment , Near 3191 150th Street (SE SE Section 27). Two stone piers and abutment built in 1912 as the substructure of a deck girder railroad bridge over Pine Creek on the Clinton, Davenport & Muscatine Electric Interurban Railway line. According to the Electric Railway Journal (December 12, 1928), this was “one of the most expensive bridges” on the line. These are the only extant resources of the Muscatine County’s portion of the interurban line, which was abandoned in 1940. Difficult to access and view. (41.522762, -90.939330; 41.522807, -90.939138). Not eligible for the NRHP due to loss of integrity.

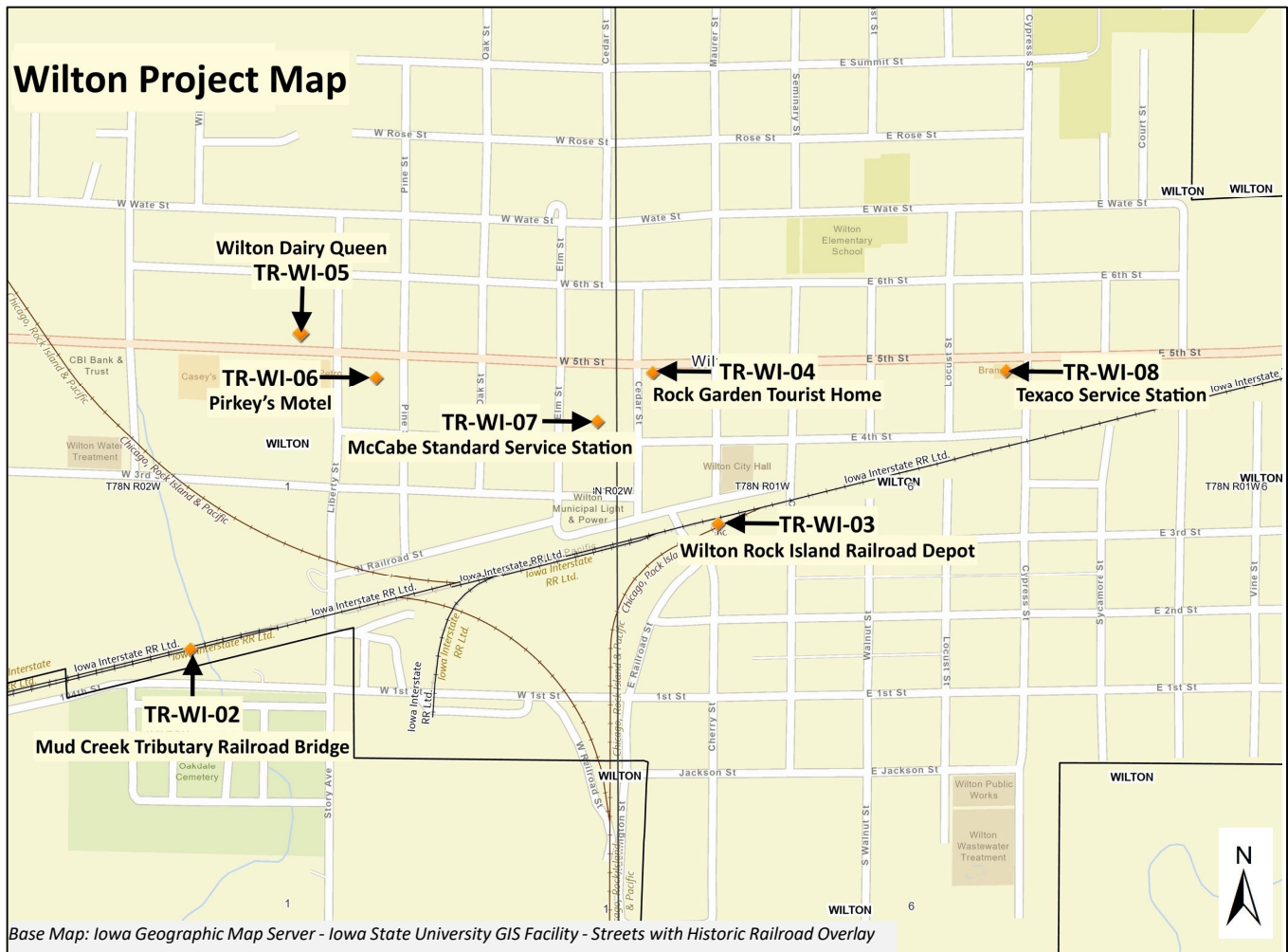


Figure 98. Wilton Project Map

Table 5. Wilton Survey Results

Survey # and Photo	Resource Name, Location, Association, Evaluation
TR-WI-02  No image available	Mud Creek Tributary Railroad Bridge , Rock Island Railroad (now IAIS) over unnamed tributary of Mud Creek (Section 2). Unknown type of bridge, possibly dates to early 1900s, like others on the former Rock Island line. Open to traffic. Not accessible for photography. (41.585998, -91.026101). Potential MPD of Historic Railroad Bridges of Muscatine County.

Survey # and Photo	Resource Name, Location, Association, Evaluation
TR-WI-03  Wilton Chamber of Commerce	Wilton Rock Island Railroad Depot, 100 E. Railroad Street. ISIF #70-00649. Brick passenger depot built by the Rock Island Railroad in 1898 after Wilton became a junction point for those wanting to travel west on the main line. The depot was built in anticipation of increased passenger traffic from Muscatine on the Wilton "Plug." (41.587617, -91.016885). Listed on the NRHP; Contributing in Wilton Commercial Historic District.
TR-WI-04  Tallgrass Archaeology, 2024	Rock Garden Tourist Home, 420 Cedar Street, Wilton. ISIF #70-0018150. Around 1930, the new property owner, Robert D. Wilkerson, enlarged the house by splitting it in half, pulling it apart, and building a new center section in between. The new enlarged house was six feet wider than the original. The new owner also clad the house in brown face brick and built a raised one-story enclosed brick porch across the front. When complete, the house had a Craftsman style appearance. In 1931, Wilkerson built a rock garden with waterfall and plantings behind the house along the north edge of the property, visible to motorists passing the house on E. 5th Street, the Highway 6 route through town. From 1933 to 1974, the house functioned as a tourist home, offering overnight lodging for travelers on old Highway 6. The rock garden served as a tourist attraction. Today, the house is a single-family residence, and the rock garden is extant. (41.589667, -91.018057). Potential Individual Eligibility, Criterion A Significance – Association with US Highway 6 through Wilton, and Potential Criterion C Significance – House and Rock Garden.
TR-WI-05  Arty's Facebook page	Wilton Dairy Queen, 609 W 5th Street, Wilton. ISIF #70-0018151. Originally built and opened as Wilton's first Dairy Queen in 1954; It was remodeled in the into a fast-food type restaurant with indoor order counter and dine-in space. Although no historic photos of the Wilton Dairy Queen have been discovered to date, the current exterior has covered and/or replaced the 1960s Dairy Queen historic remodel in design and materials. The historic identity of the Wilton Dairy Queen has been lost. Today it is home to Arty's Ice Cream & Grill. (41.590223, -91.024310). Not Eligible for the NRHP Due to Alterations.
TR-WI-06  Google Street View, 2021	Pirkey's Motel, 508 W 5th Street, Wilton. Motel built in the mid-1950s on the route of US Highway 6 through Wilton. Now Motel Wilton. The motel appears to retain historic footprint and massing but clad in modern materials. (41.589586, -91.023032). More Research Recommended to Determine Significance – Association with US Highway 6 through West Liberty.
TR-WI-07 	McCabe Standard Service Station, 416 E 5th Street, Wilton. Opened as a Standard Service Station in the early 1940s by Ray and Paul McCabe, it was subsequently known as "Skip's Standard Service Station," "Jack's Standard Service Station," and "Johnson's Standard Service Station," located at the east end of the US Hwy 6 route through Wilton. It appears to have retained an historic appearance. (41.589813, -91.011723). More Research Recommended to Determine Significance – Association with US Highway 6 through Wilton.
TR-WI-08 	Texaco Service Station, 211 W 4th Street, Wilton. Based on the style, this Texaco Service Station appears to date to the late 1960s or early 1970s. (41.588989, -91.019054). Not Individually Eligible for the NRHP.

78N 2W - Moscow Township Project Maps and Survey Results

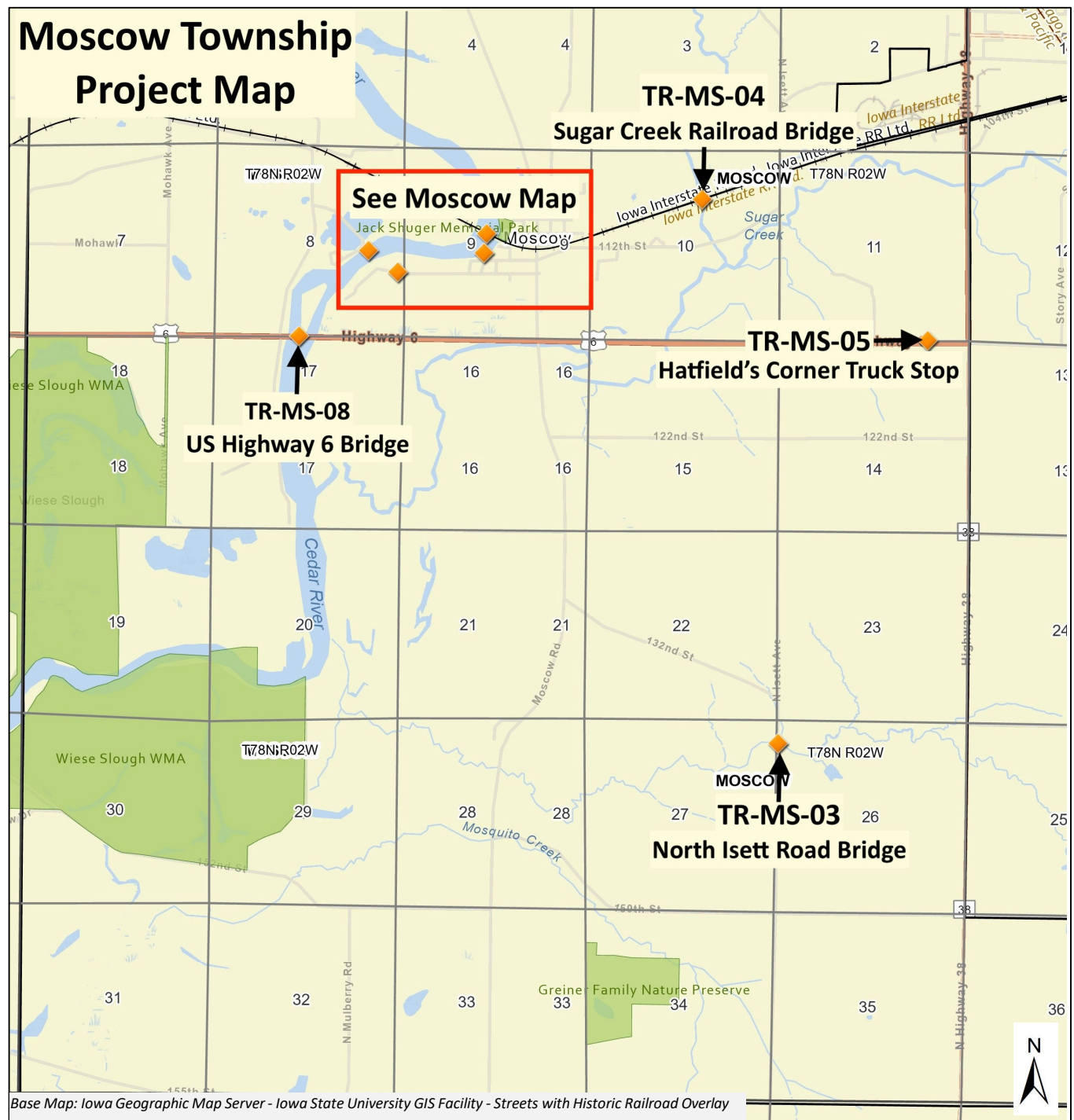


Figure 99. Moscow Township Project Map

Table 6. Moscow Township Survey Results

Survey # and Photo	Resource Name, Location, Association, Evaluation
TR-MS-03  Iowa DOT website	North Isett Road Bridge , North Isett Road over Mosquito Creek (Section 26) FHWA #258160. Concrete Stringer, Multi-Beam or Girder built in 1956. “The bridge is a concrete girder structure (Type 102) that is 68’ in length, which is over the 95th percentile for its type. . . The Concrete Stringer, Multi-beam or Girder bridge (Type 102), consists of a series of parallel reinforced concrete beams (meaning stringers, beams or girders), spanning between supports (abutments and piers), and spaced sufficiently close to one another to allow a concrete slab deck to span the distance between them while carrying the intended load. The terms stringer, beam and girder commonly refer to the relative size of the beams, girders being the largest. Since stringers, beams and girders all function structurally as beams; these types are generally all called beam bridges. The concrete beam bridge is also cast-in-place in either pre-made steel or wood forms or custom formwork made on site, which allows the size of the beams to be completely variable by the engineer for a given span.” ³⁸⁹ (41.535856, -91.057706). Eligible for the NRHP under Highway Bridges of Iowa MPD. – Replaced c.202-2024 (see Appendix photo)
TR-MS-04  No image available	Sugar Creek Railroad Bridge , carries Rock Island Railroad (now IAIS) over Sugar Creek (Section 10). Pony/through plate girder bridge over Sugar Creek built in 1944-1945 after flood destroyed previous bridge. Open to traffic. No photography possible; no internet photographs found. (41.577764, -91.065485). Potential MPD of Historic Railroad Bridges of Muscatine County.
TR-MS-05 	Hatfield's Corner Truck Stop, Lunch Room, and Tourist Cabins Site , 2679 Hwy 6, corner of US Highway 6 and IA Highway 38 (Section 11). Hatfield's Corner was located between Moscow and Wilton at the corner of one federal and one state highway. Hatfield's was a One-Stop, offering gas, food, and lodging to both automobile travelers and truckers. In the early 1960s, Interstate 80 opened just four miles to the north. Only the site of this busy automobile and truck stop remains today. (41.566874, -91.042321). More Research Recommended to Determine Potential Criterion D Significance.
TR-MS-08  No image available	US Highway 6 Bridge , carries US Highway 6 over Cedar River (Sections 8 and 17). Built in 1972, it replaced the Camelback through truss built in 1930, which allowed US Highway 32 to bypass Moscow and the Moscow Wagon Bridge. (41.567226, -91.106918). Potential MPD of Cedar River Bridges of Muscatine County.

³⁸⁹ North Isett Road Bridge, Historic Bridges, Iowa DOT website at <https://iowadot.gov/historicbridges/historic-bridges/north-isett-road-bridge> - 2024.

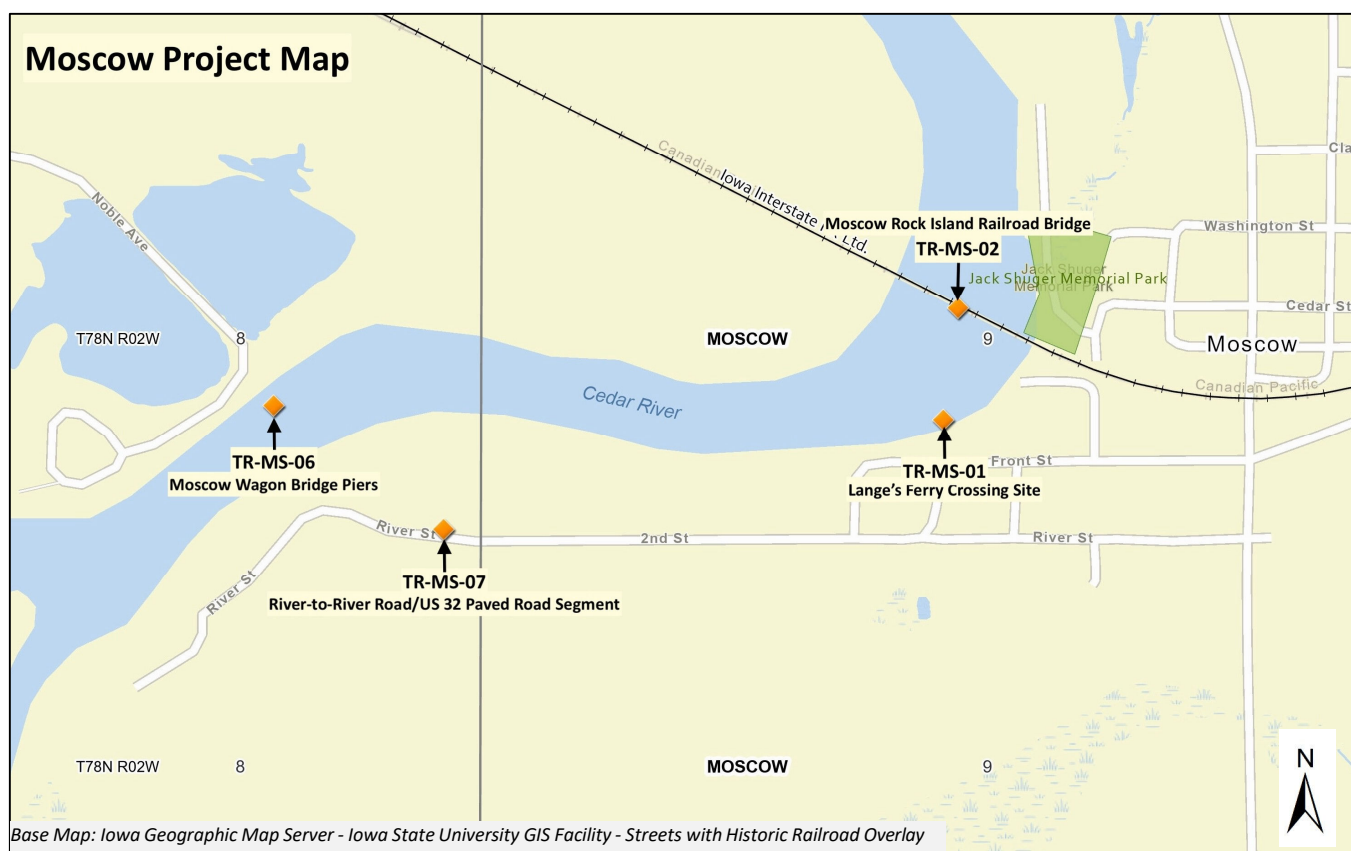


Figure 100. Town of Moscow Project Map

Table 7. Moscow Survey Results

Survey # and Photo	Resource Name, Location, Association, Evaluation
TR-MS-01 	Lange's Ferry Crossing Site , bank of Cedar River at rear of property at 1551 Front Street, Moscow (Section 9). ISIF #70-0018138. Marked in detail on 1874 Plat Map of Moscow. Henry Lange purchased this ferry business from William Slater in 1852 and operated it until his death in 1880. A Mr. Mueller (or Miller) took over and operated it until the Moscow Wagon Bridge was completed in 1885. (41.573650, -91.087908). More Research Recommended to Determine Criterion D significance, Especially on Undeveloped West Side of Cedar River.
TR-MS-02 	Moscow Rock Island Railroad Bridge , Rock Island Railroad over Cedar River, west end of Cedar Street, Moscow (Section 9). ISIF #70-0018139. This steel deck plate girder bridge with stone masonry and concrete piers and abutments was built in 1913. Construction made use of the stone masonry piers and one abutment of the previous single-track iron through truss bridge built in 1889. This bridge was built as a double track railroad bridge to eliminate a bottleneck in the double track line between Davenport and Iowa City. Concrete piers were built between the older masonry piers to shorten the spans, and the deck plate girder design increased the load limit of bridge to accommodate heavier and more frequent rail traffic. It has carried an active railroad line over the Cedar River for 111 years. Currently, only the upstream side of the bridge is in use; the 1913 alignment track (the downstream side) has been abandoned and removed, but the girder spans are extant. The current railroad line is single track. As the fourth railroad bridge built across the Cedar River at this point, it reflects nearly 60 years – from 1854 to 1913 – of bridge building history on the Cedar River at Moscow and represents the history of the Chicago, Rock Island & Pacific Railroad route through the northern tier of townships in Muscatine

Survey # and Photo	Resource Name, Location, Association, Evaluation
	County. The bridge is also potentially eligible under Criterion C for both its design and its engineer – I.L. Simmons of the Chicago, Rock Island & Pacific Railway Company. The double track deck plate girder bridge was built using not only new concrete piers and one abutment, but also the old masonry piers and one abutment of the previous single-track steel through truss bridge. It was considered a “novel railroad span,” and an “interesting method of bridge renewal” by engineering and railroad journals of the day. (41.575132, -91.087646). Potential Individual Eligibility for the NRHP, Criterion A and C Significance; Potential MPD of Historic Cedar River Bridges of Muscatine County; Potential MPD of Historic Railroad Bridges of Muscatine County.
TR-MS-06 	Moscow Wagon Bridge Piers, Davenport to Iowa City Road over Cedar River, west end of River Street, Moscow (Section 8). This was the third Cedar River wagon bridge built in Muscatine County. It was a Pratt Through Truss bridge built in 1885 by the Milwaukee Bridge Iron Co. The bridge put the former Lange’s Ferry out of business. The bridge carried the Davenport-Iowa City Road and the River-To-River Road, over the Cedar River until 1930, when it was bypassed by the new route US Highway 32 and a new bridge south of Moscow. The superstructure was removed in 1941 (41.573840, -91.099783). More Research Recommended into Potential Historic District with River-to-River Road paved road segment.
TR-MS-07  1997 photo - Route 6, Heritage Documentaries	River-to-River Road/US Highway 32 Paved Road Segment, West end of River Street, Moscow (Section 8). “A significant old road segment along Route 6 is this “hard road” extending west a couple of miles from Moscow to the Cedar River. At the river the old route meets piers of an 1885 wagon bridge. According to Dave Darby, Executive Director of the Iowa Route 6 Tourist Association, the road was paved between 1912 and 1915, making it one of the very early paved highway segments to survive to the present. In the mid-1920s it became part of U. S. Route 32, the predecessor to Route 6 in Iowa. A year before 6 replaced 32 in 1931, a new road and bridge south of Moscow replaced this path to and across the Cedar. So, Route 6 never went through Moscow.”³⁹⁰ (41.572192, -91.096770). More Research Recommended into Potential Historic District with Moscow Wagon Bridge piers.

³⁹⁰ Route 6, Heritage Documentaries website at <http://heritagedocumentaries.org/Route6/ia/iamu.html> - 2024.

78N 3W – Goshen Township Project Maps and Survey Results



Figure 101. Goshen Township (outside Atalissa) Project Map

Table 8. Goshen Township Survey Results

Survey # and Photo	Resource Name, Location, Association, Evaluation
TR-GO-01 	Overman's Ferry/Tice Ferry Crossing Site, near the end of Penn Avenue, and ½ mile SE of Overman Cemetery (SE SW Section 24 and NE NE Sections 25). Site of Enoch Overman's Ferry crossing on Cedar River, the ferry was operated by Enoch Overman beginning in 1848, Overman's Ferry provided travelers on the Muscatine to Iowa City Road crucial ferrying service across the Cedar River. The ferry served travelers on foot and on horseback and all kinds of animal drawn vehicles, including horse-drawn wagons and teams of oxen. Using a large flatboat, Overman plied back and forth across the Cedar River. Overman was on call 24 hours a day and even had his own post office. In 1866, Overman sold his property and the ferry business to Benjamin Tice and his oldest daughter, Martha Tice, who had moved from Boston to Muscatine County. Martha Tice took charge of the ferry business, first changing the name to Tice's Ferry. The ferry crossing was discontinued after the completion of Tice Bridge in 1897. Site not accessible, located on private property. (41.537129, -91.142683). More Research Recommended to Determine Potential Criterion D Significance.
TR-GO-03 	US Highway 6 Truck Weigh Station, 2170 Hwy 6, Atalissa vicinity (NW of NE Section 13). ISIF #70-01467. Built by the State Highway Commission as weigh station for truck on US Highway 6, about 1.25 miles east of Atalissa. Documented for demolition by the Iowa DOT, but remains extant. (41.567211, -91.140580). Previously Determined Individually Eligible for the NRHP, Criterion A Significance.
TR-GO-05  No image available	Tice Bridge Piers, Abutment (NE NE Section 25). Pratt Through Truss bridge, built 1895 at Overman's Ferry/Tice Ferry crossing. The bridge carried the old Iowa City Road over the Cedar River. Replaced by Dougherty Bridge in 1966 further upstream. Superstructure removed 1973, some of the stone masonry substructure remains. (41.535736, -91.142009). Not Eligible for the NRHP Due to Loss of Integrity.
TR-GO-06 	Dougherty Bridge, carries County Road F70/155th Street over Cedar River (Section 36). This steel stringer bridge was designed by County Engineer James R. Dougherty with standard State Highway Commission elements, it was built in 1966, replacing both the Tice and Saulsbury Bridges; the former was dismantled and the Saulsbury Bridge was abandoned and repurposed as a pedestrian bridge. Dougherty Bridge was built to carry the county's new farm-to-market road – 155th Street – over the Cedar River. (41.518475, -91.150560). Potential MPD of Historic Cedar River Bridges in Muscatine County.



Figure 102. Town of Atalissa Project Map

Table 9. Atalissa Survey Results

Survey # and Photo	Resource Name, Location, Association, Evaluation
TR-GO-02 	Atalissa Rock Island Railroad Depot , 123 Railroad Street, Atalissa. ISIF #70-0018134. Built in 1915 after first depot lost in fire. Standard Rock Island Railroad depot design for town of 300 residents or less. (41.570155, -91.165555). Potential Individual Eligibility, Criterion A Significance – Association with the Rock Island Railroad in Atalissa; and Potential C Significance.

Survey # and Photo	Resource Name, Location, Association, Evaluation
TR-GO-04  Google Street View 2021	Possible Former Filling Station , 115 Hwy 6, Atalissa. Located on historic US Highway 6 on south side of Atalissa. This house resembles an early hip-roof canopy gas station, however, brief research could not determine its original function. The building is otherwise altered with metal siding and front dormer. (41.568008, -91.164855). Not Eligible for the NRHP Due to Alterations.

78N 4W - Wapsinonoc Township Maps and Survey Results

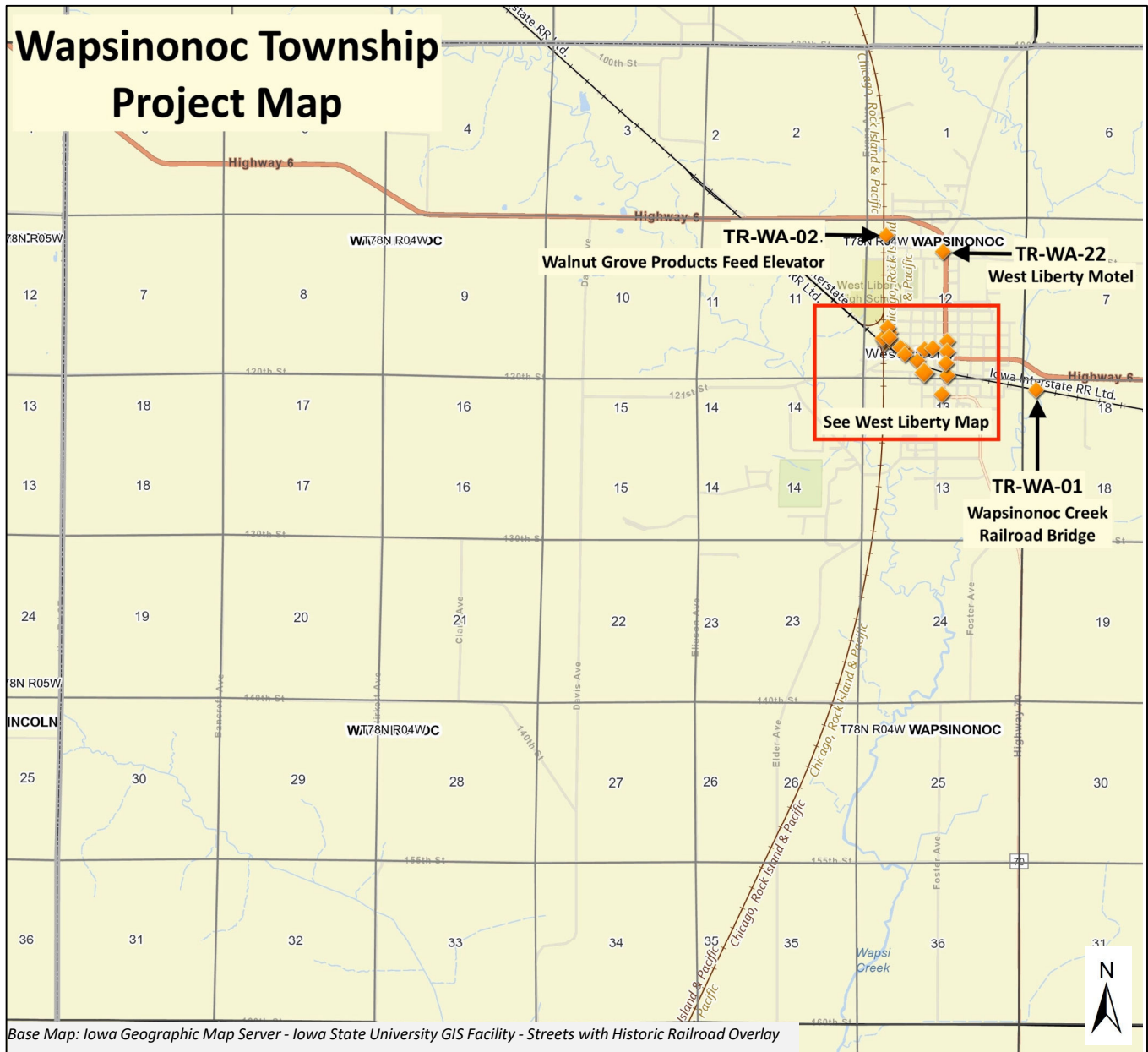


Figure 103. Wapsinonoc Township and north section of the city of West Liberty Project Map

Table 10. Wapsinonoc Township and West Liberty (North Side) Survey Results

Survey # and Photo	Resource Name, Location, Association, Evaluation
TR-WA-01 	Wapsinonoc Creek Railroad Bridge, carried Rock Island Railroad (now IAIS) over east branch of Wapsinonoc Creek (Section 18). Double-track deck plate girder bridge, new span built in 1953 by American Bridge Co., replacing an 1899 deck plate girder span without interrupting train service. Only one track open. (41.567073, -91.249753). Potential MPD of Historic Railroad Bridges of Muscatine County.
TR-WA-02  Google Street View, 2021	Walnut Grove Products Feed Elevator and Plant, 1137 N Elm Street, West Liberty (Northwest side). Built in 1955 by Walnut Grove Products, a division of W.R. Grace Co., adjacent to US Highway 6. Plant and elevator used for feed mixing and distribution throughout eastern Iowa. Now owned by Buysee Co for Pioneer seed sales, and agriculture chemical sales. (41.581081, -91.267824). Potential Walnut Grove Products Historic District, Criterion A Significance, Association with US Highway 6 Elevators and Agricultural Product Shipping.
TR-WA-22  Muscatine County Assessor	West Liberty Motel, 1105 N Columbus Street, West Liberty. Built in 1950 on the route of US Highway 6 through town. Managed by Mr. and Mrs. A.D. Lehman during the early 1950s. (41.579547, -91.260978). Not Eligible for the NRHP Due to Alterations.

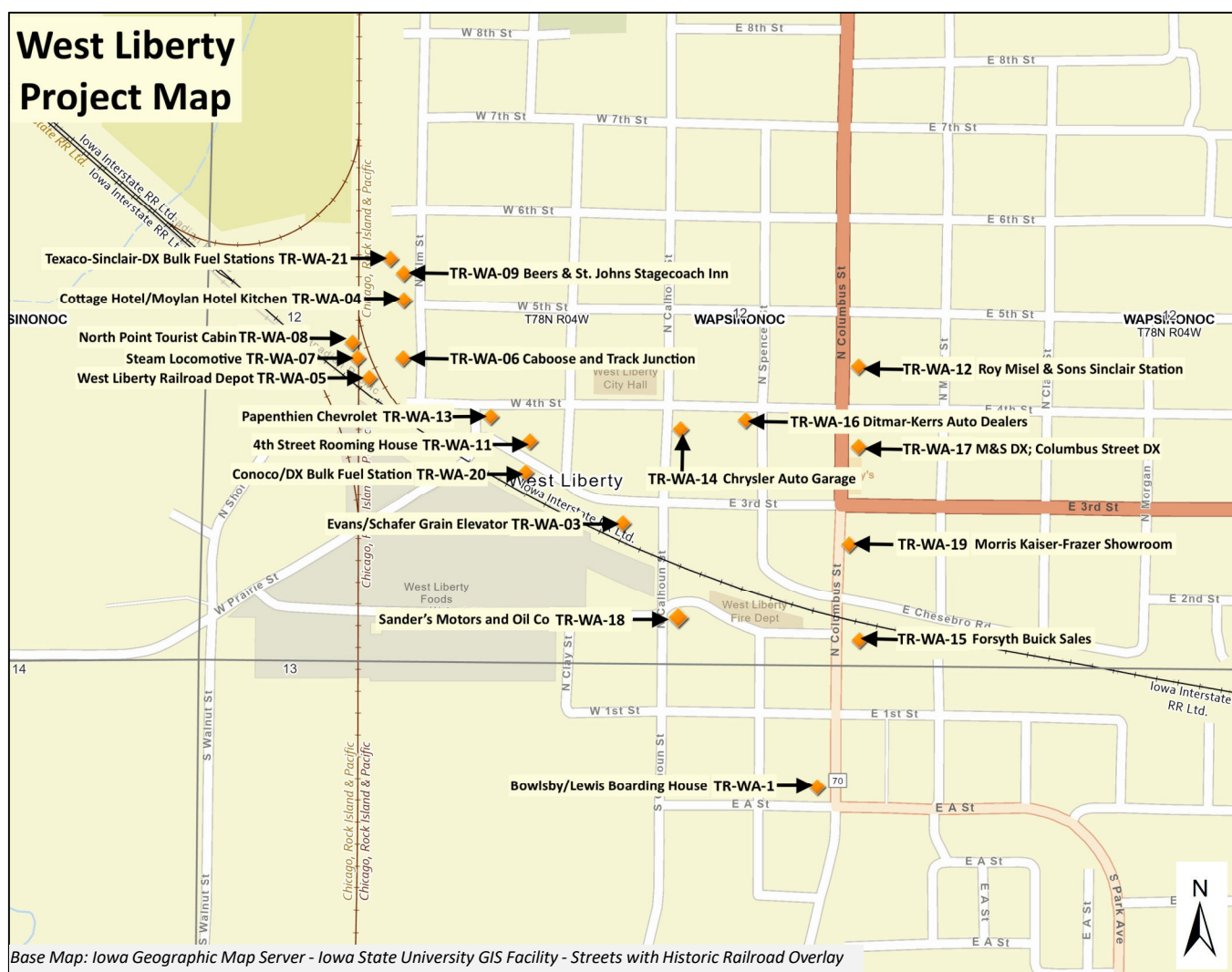
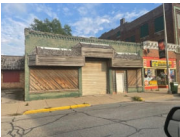
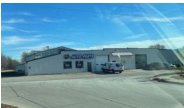


Figure 104. South section of the city of West Liberty Project Map

Table 11. West Liberty (South Side) Survey Results

Survey # and Photo	Resource Name, Location, Association, Evaluation
TR-WA-03 	P.R. Evans/Schafer Grain Co Elevator , 110 W. 3rd Street, West Liberty (Downtown). ISIF #70-00695. Built between 1892-1907, with office added in 1948; P.R. Evans/Schafer Grain Co.; built in 1948 by Forest DeForest; Owned by Fred's Feed and Supply LLC. (41.569715, -91.264077). Listed on NRHP as Contributing in West Liberty Commercial Historic District.
TR-WA-04 	Cottage Hotel/Moylan Hotel Kitchen , 501 N. Elm Street, West Liberty (just north of West Liberty Heritage Park). ISIF #70-0018147. This house is the former Cottage Hotel (a.k.a. Moore House; Union House), first located at 4th and Spencer, but moved to just north of the depot at W. 4th and Elm streets in the 1880s. It was moved to its present location in 1900, when the Hise House, another hotel south of the depot, was moved across the tracks to where the Cottage Hotel had been located. It was repurposed as a private dwelling at the junction of N. Elm and W. 5th streets and continues to be a single family residence. The Cottage Hotel/Moylan House is not eligible for the National Register of Historic Places due to the loss of associated resources – namely the Hotel

Survey # and Photo	Resource Name, Location, Association, Evaluation
	Moylan and the Globe Cafe – north of the Rock Island Depot. Both the Hotel Moylan and Globe Cafe were torn down in 1970, leaving this house as the only surviving resource of the historic dining and lodging center for travelers during West Liberty’s railroad and early automobile heyday. While much of the former Cottage Hotel’s historic identity was lost when it was moved and turned into a private residence, it could have been contributing in a Hotel Moylan/Globe Cafe historic district. The loss of the hotel and cafe, thus, leave this house without no historic context. (41.572287, -91.267429). Not Eligible for the NRHP Due to Loss of Important Associated Properties.
TR-WA-05 	West Liberty Rock Island-BCR&N Railroad Depot, 405 N. Elm Street, West Liberty - West Liberty Heritage Park. ISIF #70-00925. Depot built in 1897 at crossroads of Rock Island and BCR&N Railroads. This is the focal point of the West Liberty Heritage Park, owned by the West Liberty Heritage Foundation. (41.571395, -91.267959). Listed on the NRHP.
TR-WA-06 	Rock Island Railroad Caboose and Track Junction, 405 N. Elm Street, West Liberty - West Liberty Heritage Park. Rock Island Caboose, built 1913, was operated near Lineville, Iowa. It was sold to a museum in Adair, Iowa. The West Liberty Heritage Foundation purchased it in 2000 and moved it to West Liberty Heritage Park as an exhibit. The track junction was the meeting point of the Rock Island and BCR&N Railroads. (41.571619, -91.267440). Not Eligible for the NRHP.
TR-WA-07 	Rock Island Railroad Steam Locomotive, 405 N. Elm Street, West Liberty - West Liberty Heritage Park. Baldwin Engines built this steam locomotive at Rock Island, Illinois, in the mid-1920s. West Liberty Heritage Foundation purchased it in Solon and moved it to West Liberty Heritage Park in 2013 as an exhibit. (41.571623, -91.268137). Not Eligible for the NRHP.
TR-WA-08 	North Point Tourist Cabin, 405 N. Elm Street, West Liberty - West Liberty Heritage Park. ISIF #70-0018148. The North Point property – which included a service station, cafe, and tourist cabins – was located at the corner of N. Walnut Street and Old Highway 6 at the northwest corner of West Liberty. The 40-year-old roadside business was listed for sale in 1970. In 1971, the remaining cabins and other items were auctioned off and removed from the site. Most of the other buildings were presumably torn down and the rest lost to time. In 2012, this lone cabin was discovered nearly intact on a local property, was acquired by the West Liberty Heritage Foundation, and moved to the West Liberty Heritage Park. The North Point Tourist Cabin located at the West Liberty Heritage Park is not eligible for the National Register of Historic Places due to its removal from its original location, causing the loss of its setting, relationships with the other buildings of site, and its context as part of a historic commercial roadside tourist camp and service station on US Highway 6 through West Liberty. (41.571809, -91.268224). Not Eligible for the NRHP Due to Loss of Location and Setting as Part of a Larger Complex of Buildings known as North Point Tourist Camp.
TR-WA-09 	Beers & St. Johns Stagecoach Inn, 405 N. Elm Street, West Liberty - West Liberty Heritage Park. Built c.1842 to serve stagecoach passengers on the Davenport to Iowa City Road. Moved to West Liberty Heritage Park from 1193 Hwy 6 in February 2024. (41.586561, -91.329018). Listed on the NRHP.

Survey # and Photo	Resource Name, Location, Association, Evaluation
TR-WA-10 	Bowlsby House/Lewis Boarding House , 117 S. Columbus Street, West Liberty. Possibly the first hotel to be built after the arrival of the M&M Railroad in 1855. It was moved from its original location at 111 E. 3rd Street and is now apartment house, clad in vinyl or aluminum siding. (41.566709, -91.261112). Not Eligible for the NRHP Due to Removal from Original Location and Alterations.
TR-WA-11 	4th Street Rooming House , 218 W. 4th Street, West Liberty. Built in 1888 as overnight lodging for train passengers. It was converted to apartments and is clad vinyl siding. (41.570960, -91.266104). Not Eligible for the NRHP Due to Alterations.
TR-WA-12 	Roy Misel & Sons Sinclair Service Station , 408 N. Columbus Street, West Liberty. Built in 1953 by contractor Wayne L. Grunder as the new Roy Misel & Sons Sinclair Service Station on N. Columbus, the route of US Highway 6 through town. It was ceramic tile and concrete block type service station. It is now a second-hand shop. It has been painted, but the building retains its original massing and fenestration. (41.571525, -91.260468). More Research Recommended to Determine Significance – Association with US Highway 6 route through West Liberty.
TR-WA-13 	L.E. Papenthien & Co. Chevrolet Dealership , 209 W. 3rd Street, West Liberty. ISIF #70-00692. This Chevrolet dealership was first built in early 1939 by L.E. Papenthien, a longtime West Liberty Chevrolet dealer. (41.570746, -91.265524). Not Eligible for the NRHP Due to Exterior Alterations.
TR-WA-14 	Chrysler Auto Garage , 322 N. Calhoun Street, West Liberty. ISIF #70-00697. Built c.1912 according to the fire insurance maps, this building functioned as an auto garage and a Chrysler sales and service business through at least 1941. Part of West Liberty Motors at 318 N. Calhoun Street. It has also housed Seagull Seed Corn storage. The interior was gutted in 2000, and it is now used for storage. (41.570800, -91.263194). Listed on the NRHP as Contributing in the West Liberty Commercial Historic District.
TR-WA-15 	Forsyth Buick Sales and Service , 110 N. Columbus Street, West Liberty. Built in 1948 as Forsyth Buick Sales and Service on the US Highway 6 route through West Liberty. Currently it houses a Carquest Auto Parts store. (41.568371, -91.260455). Not Eligible for the NRHP Due to Exterior Alterations.
TR-WA-16 	Ditmar-Kerrs & Co. Auto Dealers , 317 N. Spencer Street, West Liberty. ISIF #70-00710. "Built in 1910 as a one-story building, it housed the first car dealership in West Liberty, selling REO automobiles, Karter Kars, and Buicks. In 1914, a second story was added. From c.1922-1941+, it housed auto-related businesses including an auto repair and paint shop and an auto sales and service business. Subsequent businesses included a hatchery and the Bargain Box, a second-hand store. The building is currently used for apartments." ³⁹¹ This was a Good Roads Era automobile sales and service business. (41.570904, -91.262197). Listed on the NRHP as Contributing in the West Liberty Commercial Historic District.

³⁹¹ Leah Rogers and Joyce Barrett, *West Liberty Commercial Historic District*, National Register of Historic Places Nomination (2002), 20; see also Elmer Merridith, "Rowing Down the Wapsi," *West Liberty Index*, September 3, 1981.

Survey # and Photo	Resource Name, Location, Association, Evaluation
TR-WA-17  Muscatine County Assessor	M&S DX; Columbus Street DX , 319 N. Columbus Street, West Liberty. Built in 1961 as M&S DX at the junction of 4th and Columbus streets, this mid-century modern DX service station intended to take advantage of this busy corner that was also the junction of US Highway 6 and Iowa Highway 76 routes through West Liberty. Taken over and given front remodel by Columbus St DX in 1962. This was built to be a “Super Service Station,” offering gas, oil changes, service, and car washing, hence the three auto service bays. ³⁹² Later it was a Dodge and Plymouth dealership. Now it houses West Liberty Motors. (41.570815, 91.260495). More Research Recommended to Determine Significance – Association with US Highway 6 and State Highway 76 routes through West Liberty.
TR-WA-18  Muscatine County Assessor	Sander's Motors and Oil Co. , 118 N. Calhoun Street, West Liberty (south of railroad tracks). Built in 1944 as Sanders Ford Sales: “M. A. Sander becomes the new Ford Dealer in West Liberty succeeding Frank Moylan who relinquished the agency some time ago. . . The fine new building which replaces the smaller structure destroyed by fire a few weeks ago is nearing completion.” ³⁹³ Sanders opened his Ford sales garage in the new cement tile building in December 1944, on what would have been the routes of Iowa Highway 76 and US Highway 6 through town. ³⁹⁴ This was a gambrel roof cement block building. By 1959, it was Smitty's Ford Sales. ³⁹⁵ Now the building is used for agricultural products sales. The original building appears to have two additions, but the main gambrel roof building and the perpendicular barrel vault roof addition appear to retain exterior integrity. (41.568636, -91.263175). More Research Recommended to Determine Significance – Association with US Highway 6 and State Highway 76 through West Liberty.
TR-WA-19 	Morris Kaiser-Frazer Showroom and Service Garage , 300 E 3rd Street (206 N Columbus Street), West Liberty. ISIF #70-0018149. The building is located at the rear, or south end, of the property that contains the house at 300 E. 3rd Street (southeast corner of E. 3rd and N. Columbus streets). Louis Morris built this building behind his house in 1948 for his Kaiser-Frazer automobile showroom and service garage. At the time, this was the corner of Highways 6 and 76 through West Liberty, which encouraged auto-related businesses to locate near this busy intersection. After 1954, the building was repurposed as living quarters and later as a garage/workshop. The house itself is a two-story Queen Anne style residence that has been altered with aluminum siding and a recently enclosed front porch. The Morris Kaiser-Frazer Showroom and Service Garage is not eligible for the National Register of Historic Places due to alterations that have negatively affected its historical identity. (41.569473, -91.260612). Not Eligible for the NRHP Due to Alterations.
TR-WA-20 	Conoco/DX Bulk Fuel Station , 206 W. 3rd Street, West Liberty. Built in early 1940 as a DX Bulk Fuel Station, with F.L. McIntosh, proprietor. ³⁹⁶ Located just south of Rock Island Railroad tracks through West Liberty. (41.570340, -91.265622). More Research Recommended to Determine Significance – Association with Rock Island Railroad, US Highway 6, and World War II Era in West Liberty

³⁹² M&S Grand Opening Ad, *West Liberty Index*, January 26, 1961; Columbus St DX Advertisement, *West Liberty Index*, February 22, 1962.

³⁹³ “M. A. Sander New Ford Dealer,” *West Liberty Index*, May 11, 1944.

³⁹⁴ “New Service Garage Open,” *West Liberty Index*, December 21, 1944.

³⁹⁵ Ad for Smitty's Ford Sales, *West Liberty Index*, February 26, 1959.

³⁹⁶ “F.L. McIntosh Receives Publicity in Magazine,” *West Liberty Index*, July 22, 1943. McIntosh was profiled in an illustrated article in the *Red Triangle*, the Continental Oil Co.'s quarterly magazine, which may have historic views of this bulk station if copies of this magazine still exist. See also “Wrecks Safe, Steals Contents at Conoco Bulk Station,” *West Liberty Index*, July 3, 1941.

Survey # and Photo	Resource Name, Location, Association, Evaluation
TR-WA-21 	Texaco-Sinclair-DX Bulk Fuel Stations , 503-505 N. Elm Street, West Liberty. Three bulk fuel storage buildings built c.1940 by Morrison Fuel Co. as oil barrel warehouses next to Rock Island Railroad tracks through West Liberty. Abandoned in 2013 and subsequently purchased by the West Liberty Heritage Foundation. (41.572527, -91.267852; 41.572760, -91.267635; 41.573030, -91.267920). More Research Recommended to Determine Significance – Association with World War II-Era Transportation History in West Liberty

77N 1E - Montpelier Township Project Maps and Survey Results

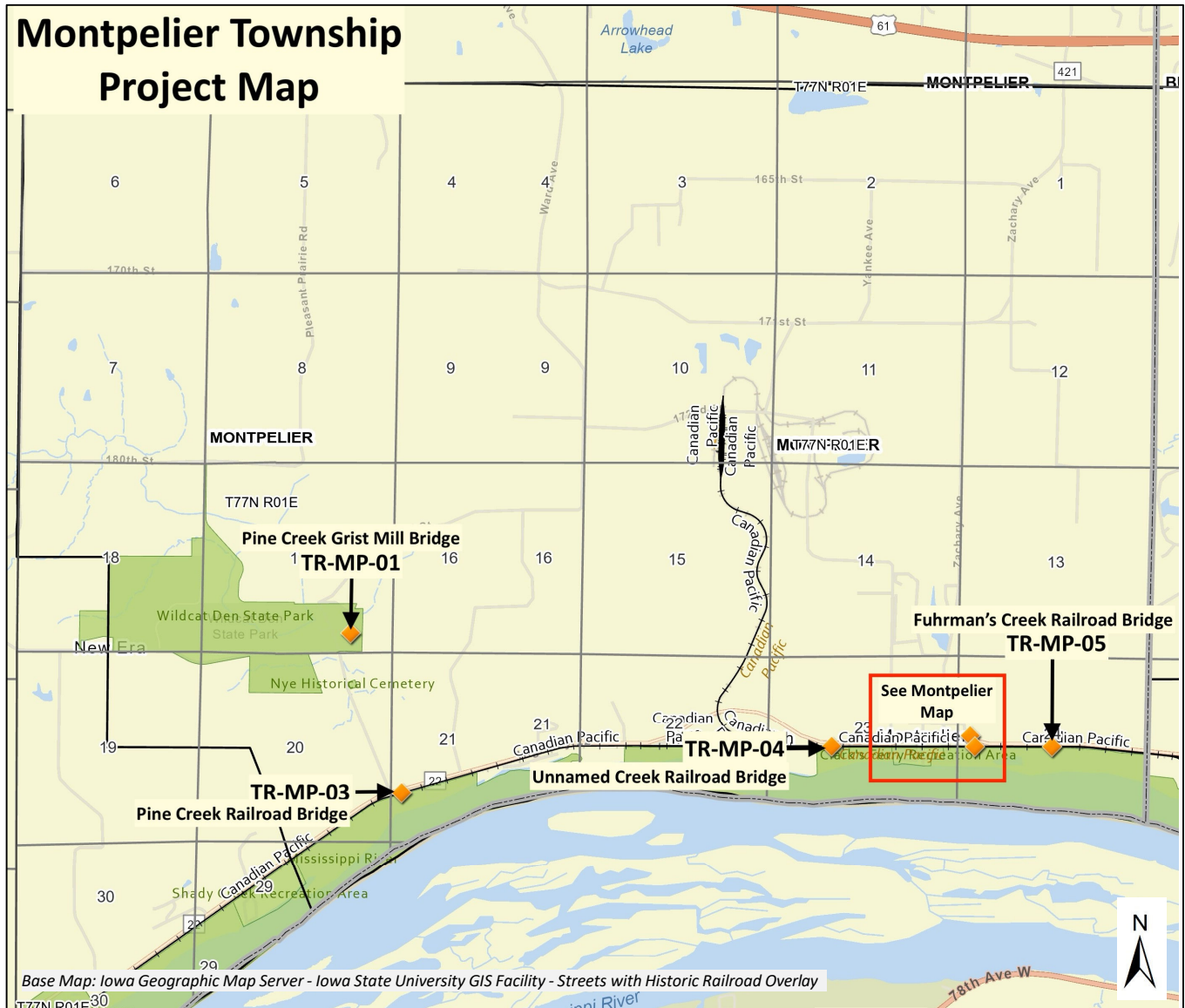


Figure 105. Montpelier Township Project Map

Table 12. Montpelier Township Survey Results

Survey # and Photo	Resource Name, Location, Association, Evaluation
TR-MP-01  Iowa DOT website	Pine Creek Grist Mill Bridge , 1886 Wildcat Den Road, Wildcat Den Road over Pine Creek in Wildcat Den State Park (Section 17). ISIF #70-00017. This bridge is a Pin-Connected Pratt Through Truss on stone masonry abutments, 96 feet long, 16 feet wide. It was completed in 1878 by the Wrought Iron Bridge company of Canton, Ohio. “Configured as a pinned Pratt through truss, it has functioned in place since, in essentially unaltered condition. The bridge has been closed to vehicular traffic, and today it is used as part of a pedestrian trail in Wild Cat Den State Park. From the early 1880s until the establishment of state bridge standards in 1913, the pin-connected Pratt through truss was virtually the exclusive structural type for medium-span roadway crossings in Iowa. Its standardized fabrication, economy of materials and ease of erection made it a mainstay among the various state and regional bridge companies. Thousands of such trusses were built through the state during this period, and numerous examples remain in use today. The Pine Creek Grist Mill Bridge is distinguished among these for its relatively early construction date and high degree of structural integrity.” ³⁹⁷ (41.467420, -90.867506). Listed on the NRHP.
TR-MP-03 	Pine Creek Railroad Bridge , carried Rock Island Railroad (now Canadian Pacific/DME) over Pine Creek (SW SW Section 21). Deck plate girder double track bridge, potentially built in early 1900s like similar deck plate girder railroad bridges that are still operating. Open to traffic. (41.455183, -90.862292). Potential MPD of Historic Railroad Bridges of Muscatine County.
TR-MP-04  No image available	Unnamed Creek Railroad Bridge , carries Rock Island Railroad (now Canadian Pacific/DME) over unnamed creek (Section 22). Closed spandrel arch bridge, construction date unknown, but could date to early 1900s. Open to traffic. No photography possible and no internet photos found. (41.458737, -90.818353). Potential MPD of Historic Railroad Bridges of Muscatine County.
TR-MP-05 	Fuhrman's Creek Railroad Bridge , carries Rock Island Railroad (now Canadian Pacific/DME) over unnamed creek (Section 22). Deck plate girder double track bridge, potentially built in early 1900s like similar deck plate girder railroad bridges that are still operating. Open to traffic. No photography possible and no internet photos found. (41.458707, -90.795844). Potential MPD of Historic Railroad Bridges of Muscatine County.

³⁹⁷ Pine Creek Grist Mill Bridge, Historic Bridges, Iowa DOT website at <https://iowadot.gov/historicbridges/historic-bridges/pine-mill-bridge> - 2024.

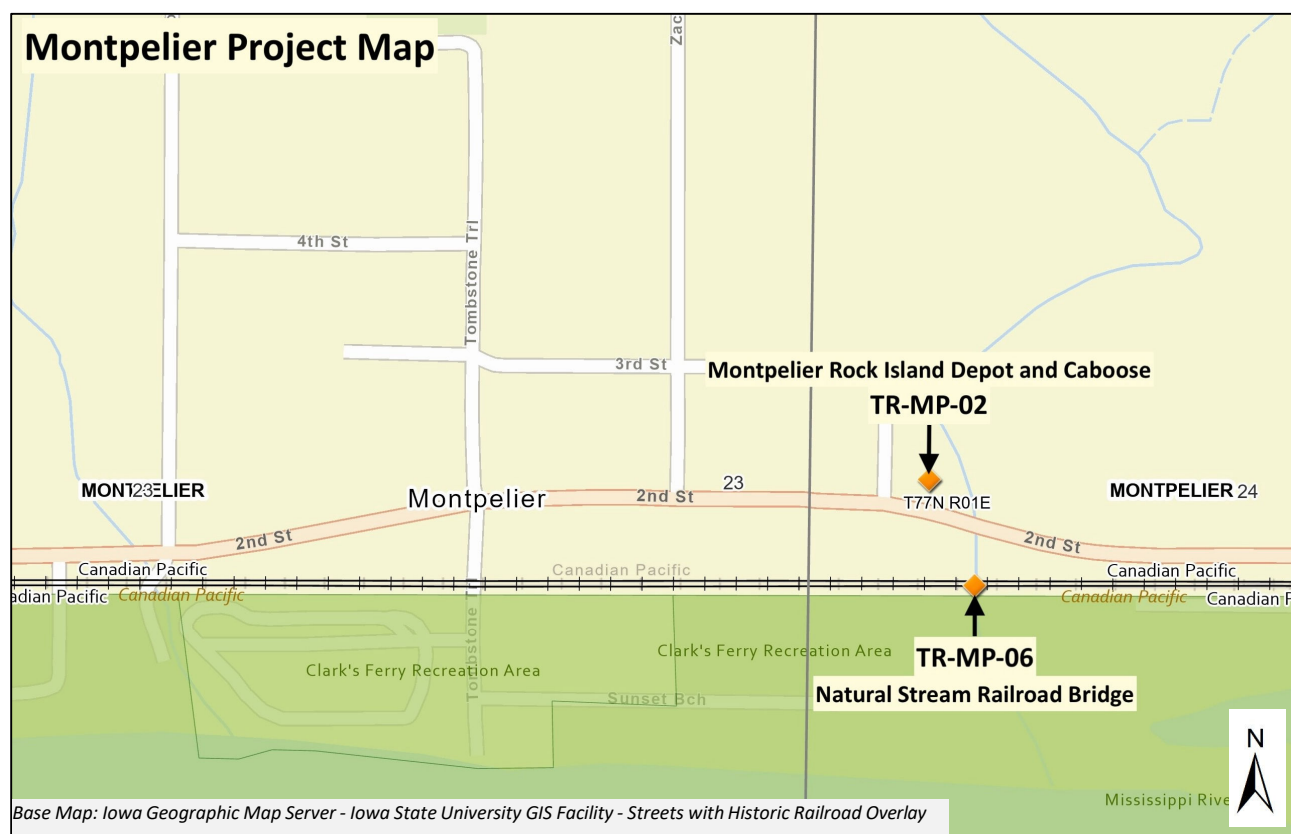


Figure 106. Montpelier Project Map

Table 13. Montpelier Survey Results

Survey # and Photo	Resource Name, Location, Association, Evaluation
TR-MP-02 	Montpelier Rock Island Depot and Caboose , 3911 Hwy 22, Montpelier. ISIF #70-0018137. The depot was completed in 1881, shortly after the Montpelier Town Company was incorporated and platted the town in anticipation of the River Railroad Line of the Chicago, Rock Island & Pacific Railroad connecting Davenport with Muscatine. The original depot, as seen in an historic photo from c.1910, had vertical wood siding, a bump out bay for the station agent to watch for train traffic, and a gable roof with wide overhanging eaves and triangular knee braces. The depot was discontinued in 1936 or early 1937 and sold to R.E. and Tillie Lobdell, who moved the depot to the north side of the paved U.S. Highway 61 and east of Scott Street, just east of the corporate limits of Montpelier. Once the depot was settled on a new foundation, the Lobdells transformed the interior into a single family residence, while retaining the exterior depot appearance. A north addition was built onto the house in 1958. Vinyl siding and a metal roof are two recent exterior alterations to this depot-house. Windows are mainly 6/6 double hung replacement windows. The bed-and-breakfast Rock Island caboose and track were added to the property in 1988. (41.459553, -90.804204). Not Eligible for the NRHP Due to Vinyl Siding and Other Alterations.
TR-MP-06 	Natural Stream Railroad Bridge , carries Rock Island Railroad (now Canadian Pacific/DME) over Natural Stream (Section 24). Steel stringer bridge, construction date unknown. Open to traffic. (41.458707, -90.803719). Potential MPD of Historic Railroad Bridges of Muscatine County.

77N 1W - Sweetland Township Map and Survey Results

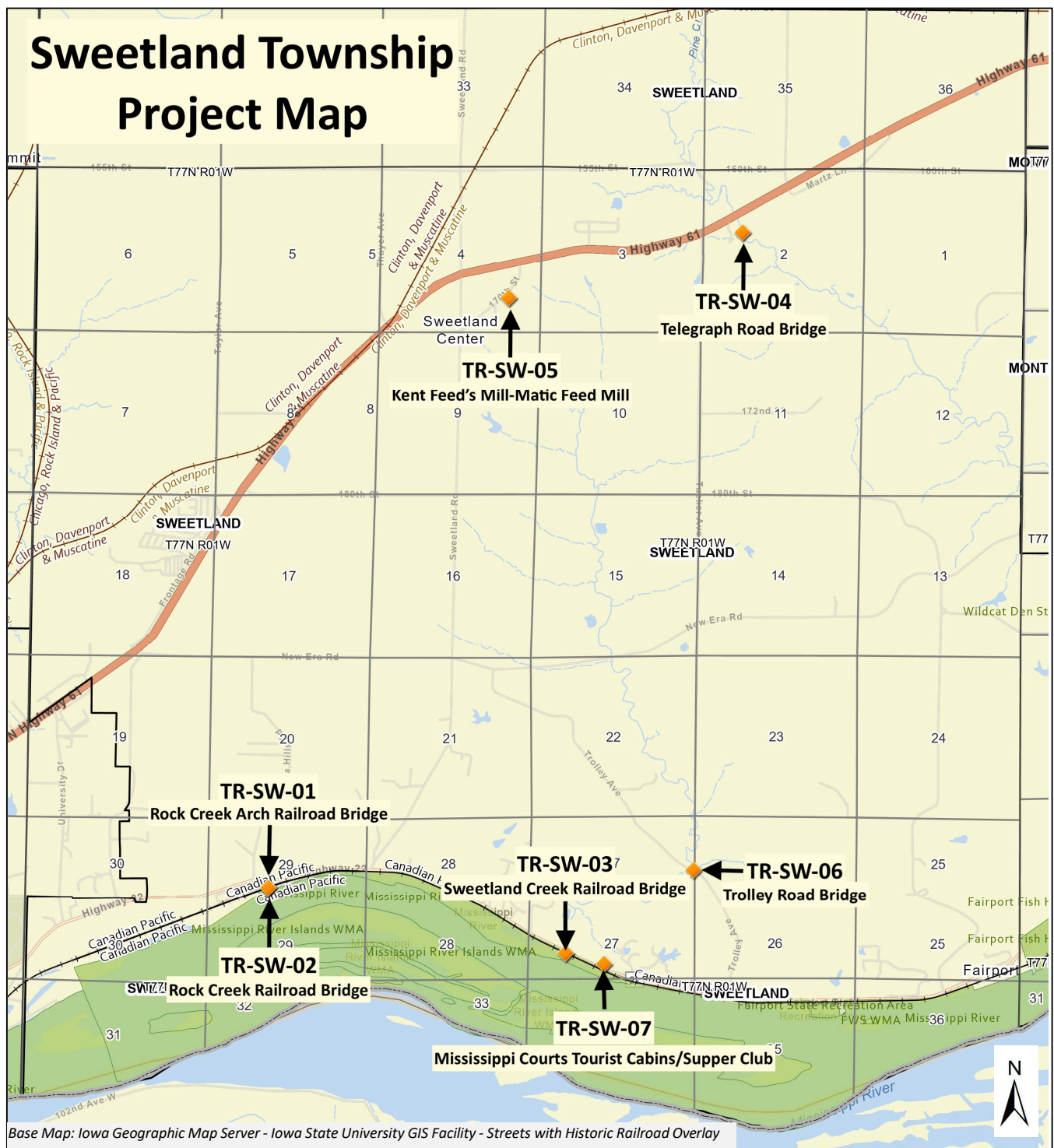


Figure 107. Sweetland Township Project Map

Table 14. Sweetland Township Survey Results

Survey # and Photo	Resource Name, Location, Association, Evaluation
TR-SW-01 	Rock Creek Arch Railroad Bridge , carries Rock Island Railroad (now Canadian Pacific/DME) over Rock Creek (Section 29). Closed spandrel arch bridge. Construction date unknown but likely early 1900s. Abandoned. (41.443289, -90.991847). Potential MPD of Historic Railroad Bridges of Muscatine County.
TR-SW-02 	Rock Creek Railroad Bridge , carries Rock Island Railroad (now Canadian Pacific/DME) over Rock Creek (Section 29). Slab railroad bridge, built 1933-1937. Open to traffic. (41.443234, 90.991839). Potential MPD of Historic Railroad Bridges of Muscatine County.
TR-SW-03 	Sweetland Creek Railroad Bridge , carries Rock Island Railroad (now Canadian Pacific/DME) over Sweetland Creek (Section 27 or 28). This double track Deck Plate Girder railroad bridge was built by the Rock Island and Milwaukee Railroads in 1901. The Rock Island leased its 1881 River Railroad (Clinton-Davenport-Muscatine) to the Milwaukee for the latter to use as part of its Milwaukee Cut-Off. The contractor was the American Bridge Company of New York. ³⁹⁸ Only one track remains open. (41.437353, -90.956180). Potential Individual Eligibility under Criterion A Significance, Association with Milwaukee Cut-Off; Potential MPD of Historic Railroad Bridges of Muscatine County.
TR-SW-04 	Telegraph Road Bridge , Old Telegraph Road over Pine Creek (just east of 3226 Hwy 61 in Section 2). Abandoned Warren Pony Truss bridge with all verticals over Pine Creek on old abandoned alignment of Iowa Highway 22; possibly associated with Melpine, a nonextant village in Section 2 of Sweetland Twp. No photography possible. (41.502131, -90.934948). More Research Recommended to Determine Significance.
TR-SW-05  Iowa DOT website	Trolley Road Bridge , Trolley Road over a creek near Fairport Station State Park, (Section 27). FWA #257450. Concrete Stringer, Multi-Beam or Girder Bridge, built 1956. It is 68 feet long, and 20 feet wide. "The Trolley Road Bridge is eligible for inclusion in the NRHP as it meets one of the registration requirements outlined in the MPD simple span bridges in excess of 50' in length. The bridge is a concrete girder structure (Type 102) that is 68' in length, which is at the 95th percentile for its type. The bridge has integrity of design, workmanship, feeling, association, setting, materials, and location." ³⁹⁹ Open to traffic. (41.444832, -90.940828). Listed on NRHP. – This bridge was replaced in 2023-2024 (See Appendix)

³⁹⁸ "Sweetland Creek Bridge Deck Girder Bridge over Sweetland Creek, John Marvig Railroad Bridge Photography at <http://www.johnmarvigbridges.org/DME%20Sweetland%20Creek%20Bridge.html> – 2024.

³⁹⁹ Trolley Road Bridge, Historic Bridges, Iowa DOT website at <https://iowadot.gov/historicbridges/historic-bridges/trolley-road-bridge> - 2024.

Survey # and Photo	Resource Name, Location, Association, Evaluation
TR-SW-06  Muscatine County Assessor	Kent Feed's Mill-Matic Feed Mill, 3094 170th St, Sweetland Center (SE NE Section 4). ISIF #70-01209. Built 1968 as Kent Feed's Mill-Matic Feed Mill just south of US Highway 61 through Muscatine County.⁴⁰⁰ This is a grain elevator business built to accommodate truck shipping rather than railroad shipping. Owned today by Nichols Agri Service. (41.496234 -90.962992). More Research Recommended to Determine Significance – Association with US 61, Trucking, and Agriculture.
TR-SW-07  Google Street View, 2021	Mississippi Courts Tourist Cabins/Supper Club, 3149 Highway 22, east of Muscatine (SE SW Section 27). ISIF #70-0018146. Tourist cabins and roadhouse serving travelers on U.S. Highway 61/State Highway 22 East. The property includes a 1910 bungalow, eight tourist cabins built in 1936, a two-bedroom cabin built in 1938, and a detached metal garage built in 1990. The bungalow dates to the earlier history of the property when it was a farm. Today, the house is a single-family residence, and the cabins are no longer rented. The tourist camp and supper club, or roadhouse, is associated with the early to mid-twentieth century development of commercial roadside businesses catering to motorists on the Muscatine to Montpelier Road (or River Road), which in 1928 became US Highway 61 and in 1958 State Highway 22. Mississippi Courts was opened in 1936 by Charles V. and Ina Mae Thayer as a tourist camp offering roadhouse dining, tourist cabins for overnight lodging, and a filling station. After World War II, it became a popular out-of-town "supper club" that benefited from its location on the busy US 61 between Davenport and Muscatine overlooking the Mississippi River. (41.436401, -90.951572). Potential Historic District with Criterion A Significance, Association with Old US Highway 61; possibly Criterion C as Significant Property Type.

⁴⁰⁰ "Plummer Named Manager of New Mill at Sweetland," *Muscatine Journal*, September 20, 1968.

77N 2W - Bloomington Township Map and Survey Results

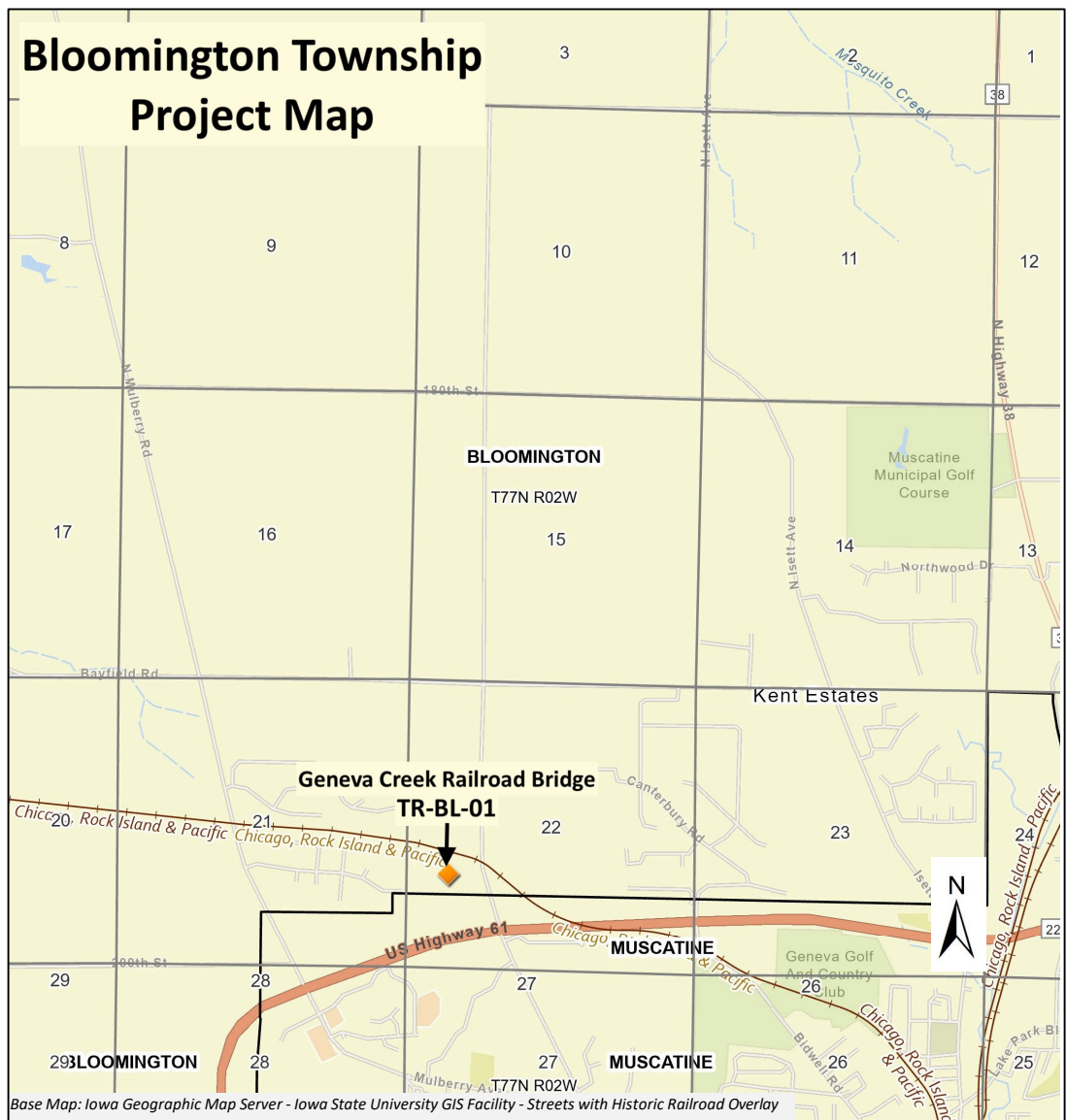


Figure 108. Bloomington Township Project Map

Table 15. Bloomington Township Survey Results

Survey # and Photo	Resource Name, Location, Association, Evaluation
TR-BL-01	Geneva Creek Railroad Bridge , carried Muscatine Division, BCR&N Railroad over Geneva Creek(Section 22). This abandoned Muscatine Division, Rock Island Railroad bridge is a closed spandrel arch bridge, probably built in the early 1900s like the one on the Rock Island River Road Line (See Map #TR-SW-01 - Rock Creek Arch Railroad Bridge). The bridge was inaccessible for photography and no internet photographs have been found. (41.455223, -91.076474). Potential MPD of Historic Railroad Bridges of Muscatine County.

77N 3W-4W Lake Township Map and Survey Results

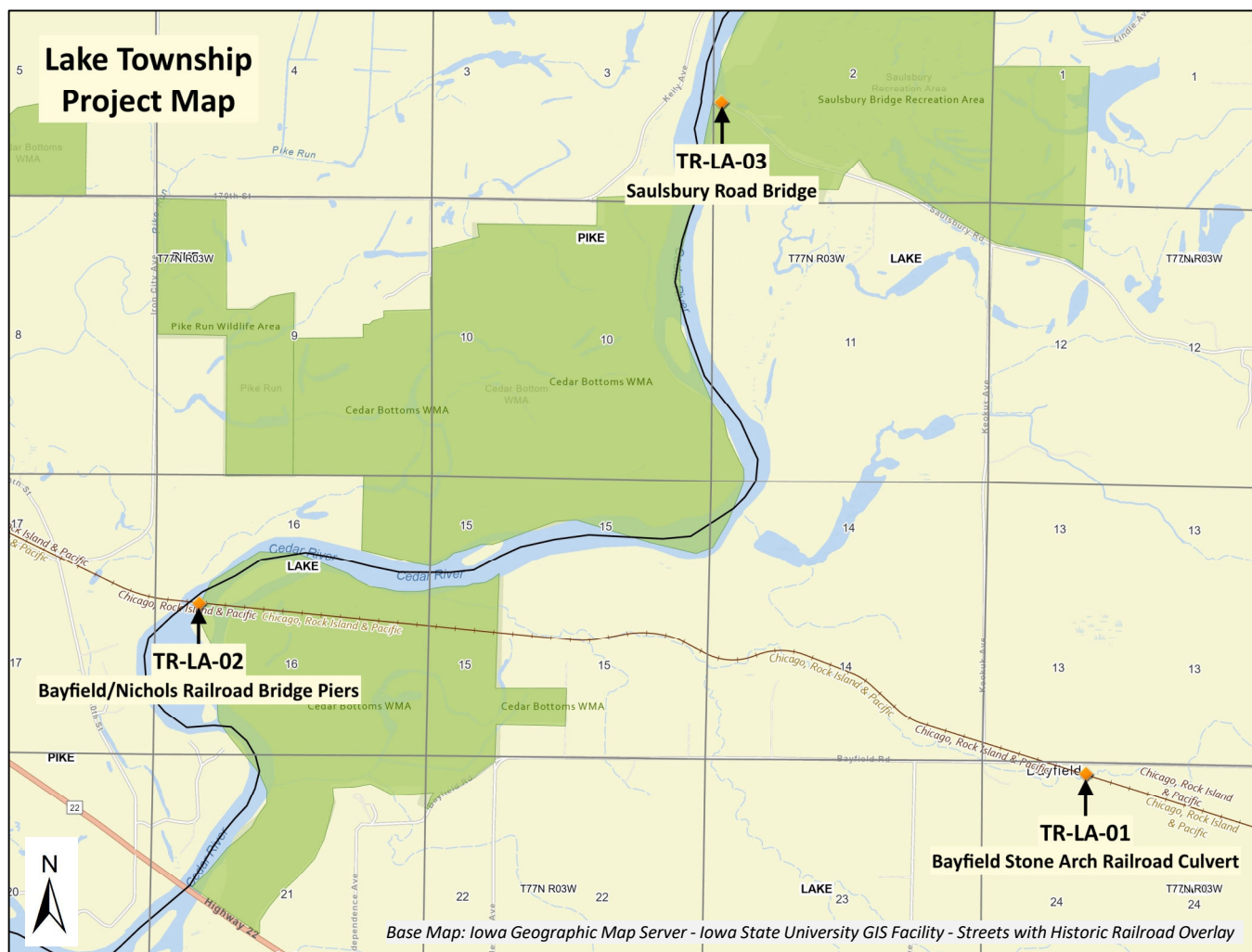


Figure 109. Lake Township Project Map

Table 16. Lake Township Survey Results

Survey # and Photo	Resource Name, Location, Association, Evaluation
TR-LA-01 	Bayfield Stone Arch Railroad Culvert, carried Muscatine Division, BCR&N/Rock Island Railroad over unnamed stream, site address 2219 215th Street (NE NW Section 24). ISIF #70-0018135. This stone arch culvert was built to carry a single-track railroad over a small unnamed stream near the town of Bayfield. According to Robert Riebe of the Rock Island Technical Society, it was “quite common” during the early stages of railroad construction to build a wooden pile trestle over a stream “to get the construction completed quickly and the trains in operation.” After the track had been in operation for some time, and more time and/or money was available, the permanent (i.e., stone or steel) facility was built. It was also common practice to build the stone arch structure under the timber trestle with hardly any interference to the railroad traffic.⁴⁰¹ The Bayfield Stone Arch Culvert is potentially eligible for the National Register under Criteria A as one of the few surviving structures on the long-abandoned Muscatine Division of the BCR&N Railroad. This stone arch culvert was built sometime before the railroad standardized its stone arch culvert design during its 1890s improvement era. Compared with an 1896 example, the stone arch culvert east of Bayfield appears to be very different in arch shape, masonry design, and even stone cuts than those being built in the mid to late 1890s, suggesting it was built prior to the standard designs of the latter years of this railroad. The stone arch culvert is located on private property in a wooded area and is not easily accessed, so field observations and photography were limited. (41.464960, 91.149040). Potential Individual Eligibility, Criterion A Significance, Association with Muscatine Division, BCR&N Railroad, and Potential C Significance; Also Potential MPD of Historic Railroad Bridges of Muscatine County.
TR-LA-02 	Bayfield/Nichols Railroad Bridge Piers, carried the Rock Island Railroad over the Cedar River. Through truss bridge built 1903 after fire, rebuilt in 1913 after another fire destroyed the previous bridge. Superstructure removed after 1938, when line was abandoned. Piers extant. No photos found. (41.473870, -91.210783). Potential MPD of Historic Cedar River Bridges of Muscatine County; Potential MPD of Historic Railroad Bridges of Muscatine County.
TR-LA-03 	Saulsbury Bridge, carried Saulsbury Road over Cedar River (NW SW Section 2). ISIF#70- 0018136. The bridge was built in 1880 at a ferry crossing known as Saulsbury Ford. It carried Saulsbury Bridge Road over the Cedar River; however, this road did not exist prior to the bridge. Saulsbury Bridge was a four-span wrought iron Pratt Through Truss bridge with stone masonry piers, the stone dressed in the Anamosa quarries. The bridge was 640 feet long – each span 160 feet – with a 20-foot-wide wood plank roadway. Saulsbury Bridge was the second iron truss bridge to be built over the Cedar River, the first being the McKeown Bridge downstream in Cedar Township in 1879. It was lengthened at either end in 1935. The bridge was closed to vehicle traffic in 1967, when the Dougherty Bridge was completed, and it was subsequently converted to a pedestrian-only bridge in the county’s Saulsbury Conservation Area in 1976. The following year the center and west end of the bridge was destroyed by fire, leaving just one center masonry pier, the east side approach, concrete and stone masonry piers, and the Pratt Through Truss spans of the east side. The bridge reflects the important transportation history of bridging the Cedar River in Muscatine County. (41.500052, -91.174417). Potential MPD of Historic Cedar River Bridges of Muscatine County.

⁴⁰¹ Riebe 1997, quoted and cited in Rogers 1998:2.

77N 4W - Pike Township Project Maps and Survey Results

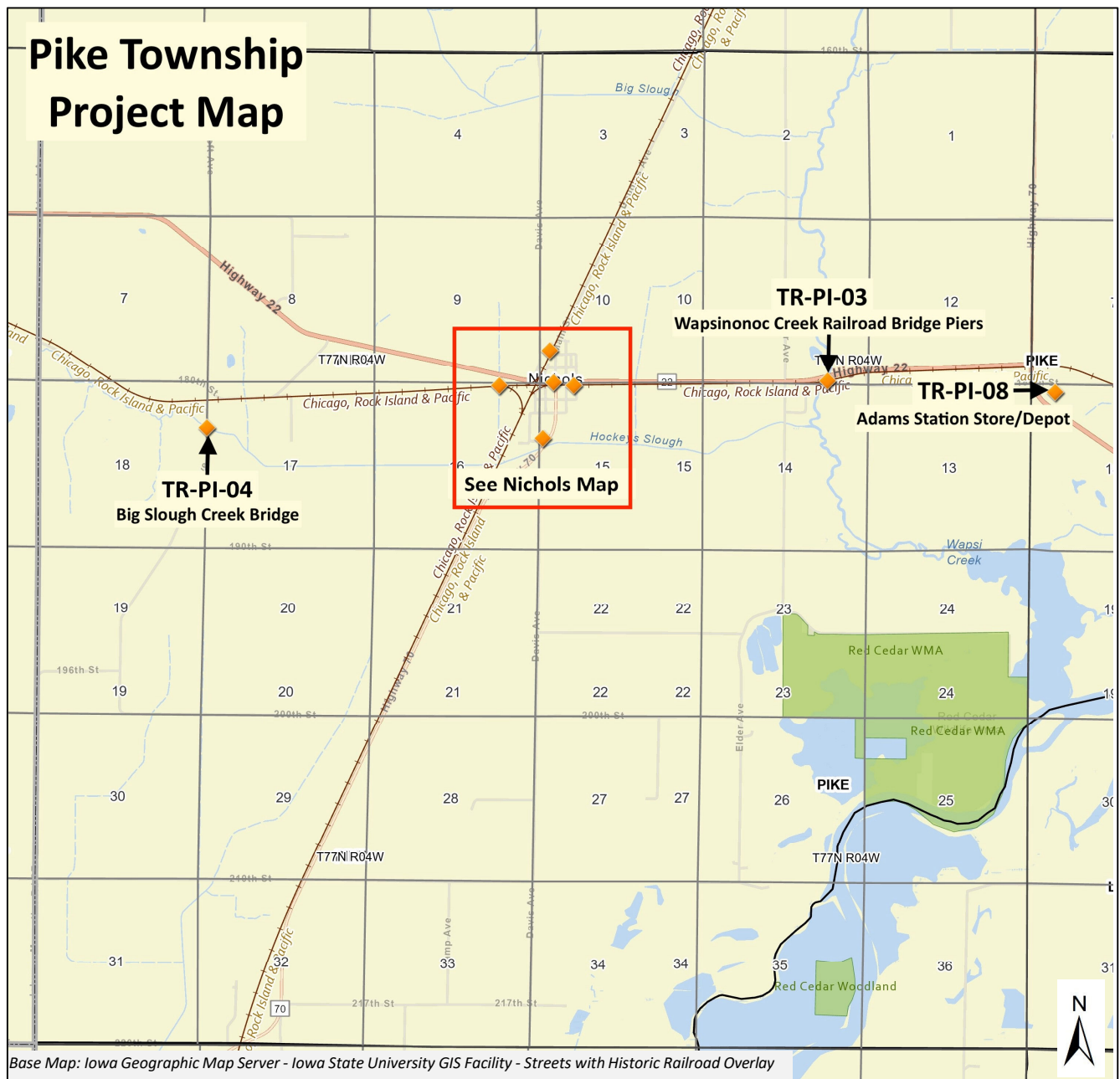


Figure 110. Pike Township Project Map

Table 17. Pike Township Survey Results

Survey # and Photo	Resource Name, Location, Association, Evaluation
TR-PI-03 	Wapsinonoc Creek Railroad Bridge Remnant, carried BCR&N (Muscatine Division/Rock Island Railroad) over Wapsinonoc Creek (Section 16). Deck plate girder bridge with stone masonry piers (superstructure removed; piers and abutments extant). Built c.1900 on the Muscatine Division, BCR&N Railroad; Muscatine Division abandoned 1938 (41.481155, -91.276036). Not eligible for the NRHP Due to Loss of Integrity.
TR-PI-04  Iowa DOT website	Big Slough Creek Bridge, Bancroft Avenue over Big Slough Creek, 2 miles west of Nichols (Sections 17 and 18). This small-scale concrete bridge carries a gravel-surfaced county road over Slough Creek. The bridge consists of a single-span concrete rigid-frame structure, supported by concrete abutments. Although its dimensions are modest--spanning only 45 feet--the structural configuration of the bridge is noteworthy. The slightly arched, continuous reinforced concrete slab is tied rigidly into the abutments, forming a rigid-frame structure. The Iowa State Highway Commission designed the structure in the spring of 1937. Using the ISHC design, Muscatine County solicited competitive proposals and in June awarded a contract for this bridge and two others to Otto Wendling of Muscatine (taken from Iowa DOT website). (41.477097, -91.348408). Listed on the NRHP.
TR-PI-08  Muscatine County Assessor	Adams Station Store/Depot, 1608 180th Street (NW NW Section 18). Built in 1864, according to Assessor; Muscatine & Western RR built 1872. Adams Station, on the Muscatine Division, Burlington, Cedar Rapids & Minnesota Railroad, was founded by Elias Adams, son of one of the pioneers of Pike Township, and the plat recorded by him. The lots were surveyed by Hiram Palmer, Assistant Engineer of the B., C. R. & M. Railroad, in July, 1873. The first store was opened by Mr. Adams in 1873, in his residence, which was moved from his farm to the railroad track. In July 1873, the post office was established at this point, with Mr. Adams as postmaster, which office he still retained in 1879. This building was also used for a depot, with Elias Adams as agent. 2016 field map #PI-42 (41.48017, -91.249500). More Research Recommended to Determine Potential Criterion B Significance, Association with Elias Adams, Adams Station, and the Muscatine Western (Muscatine Division of BCR&N Railroad).

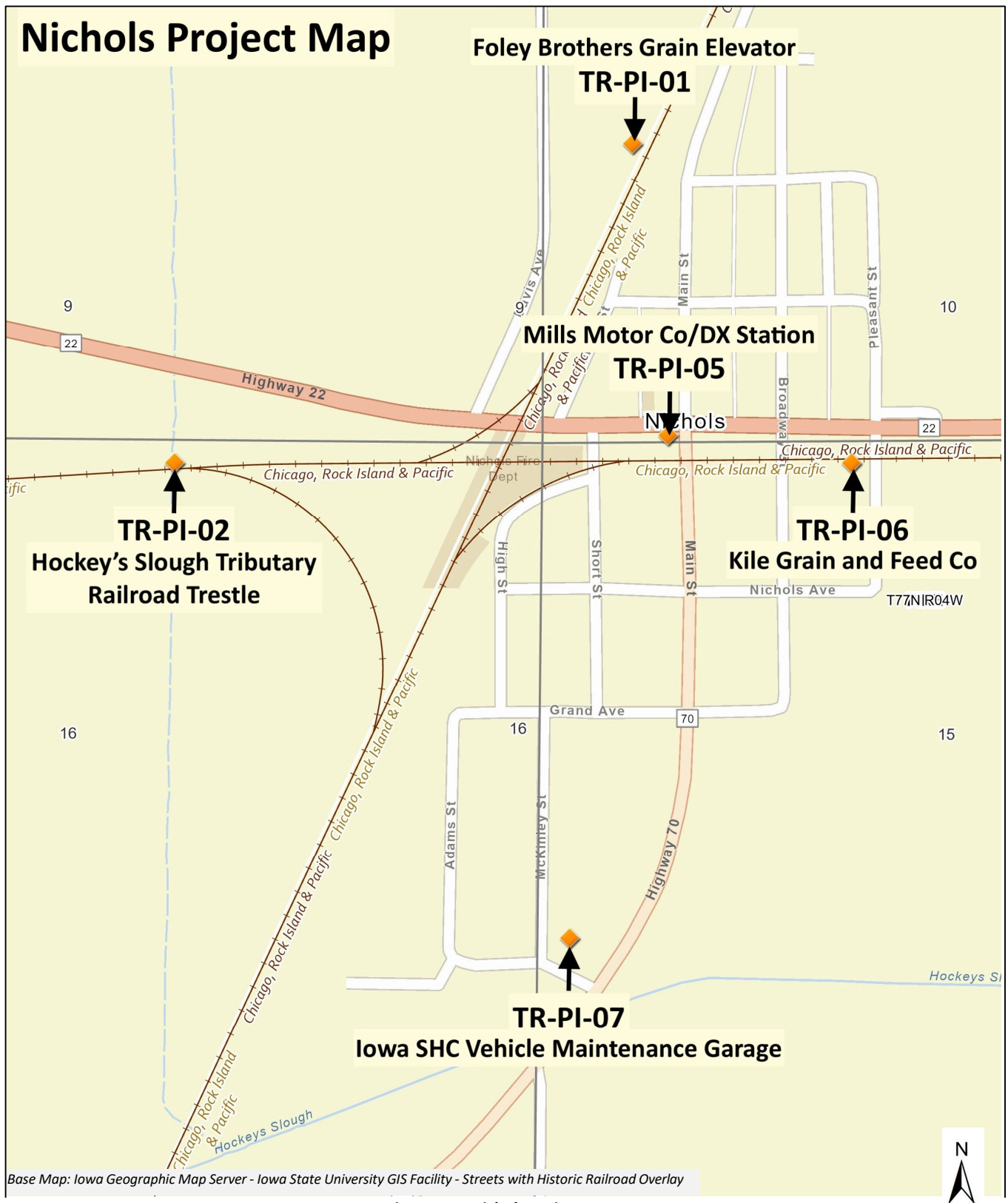


Figure 111. Nichols Project Map

Table 18. Nichols Survey Results

Survey # and Photo	Resource Name, Location, Association, Evaluation
TR-PI-01 	Foley Brothers Grain Elevator, 1783 Davis Avenue. ISIF #70-0018143. This grain elevator is located on the northwest side of Nichols, a market town in western Muscatine County. Built in 1907, it has the distinctive “milk-carton shape” and gable roof of the earliest grain elevators of the late nineteenth and early twentieth centuries. This elevator faces southeast toward the nonextant railroad right-of-way. It was built with a stone masonry foundation and wood frame construction. It is three stories: the first floor was the work floor, the middle floor contained the grain bins, and the upper floor housed the machinery. The elevator was built in 1907 along the Rock Island Railroad right-of-way and reflects the era of railroad-dependent agriculture in Nichols, a small but important market town and shipping point in western Muscatine County. Once the railroad was abandoned in the 1950s, the elevator continued its usefulness into the road-dependent agriculture era. The Foley Bros. elevator is also a rare property type, reflecting the grain elevator design of the early 1900s. This is last of three elevators once owned and operated by Foley Bros.; it has survived nearly a century. Although the railroad it depended on was abandoned sometime in 1950s, it is still in use and remains a landmark in Nichols. (41.483828, -91.308430). Potential Individual Eligibility, Criterion A Significance, Association with the Rock Island Railroad at Nichols, and C Significance for Rare Property Type. More Research Recommended for other buildings on the property.
TR-PI-02 	Hockey's Slough Tributary Railroad Trestle, east of Nichols (Section 16). Carried Rock Island Railroad over Hockey's Slough Tributary. This abandoned timber beam railroad trestle was probably built c.1872 during the rapid construction of the Muscatine Western (Muscatine Division, BCR&N Railroad; Rock Island Railroad). Unlike other temporary wooden trestle bridges on this line, this one was never replaced with either steel or stone. The bridge has been long abandoned and is falling apart. (41.480757, -91.314302). Not eligible for the NRHP Due to Deterioration and Loss of Integrity.
TR-PI-05 	Mills Motor Co/DX Station, 416 Ijem Avenue, Nichols. Built in 1914 by William Oostendorp to house his Nichols Auto Co. By August, Oostendorp had sold the Nichols Auto Co. business to Frank Grigg and B.F. Swickard, the former Swickard Garage proprietor, both of Nichols. In 1928, Frank E. Mills purchased the buildings and company and started Mills Motor Company and this company remained in business for the next six decades. In 1938, Mills had the second floor of the building remodeled into a dance club room, complete with maple floor, stage, and adjoining kitchen. On the west end of the second floor, a wide stairway, ticket booth, and rest rooms were installed. Known as the Mills Motor Club Room, the first dance was held in December 1938 and featured Dusty Keaton's band from Iowa City. In 1939, “a roller skating rink was opened, and movies were shown once or twice a week for a few years.” The club room was finally discontinued in the late 1950s. In 1960, when Ijem Avenue (Highway 22) was widened, the gas pumps were moved from the north side to the east side, and the 1906 brick corner building was removed.⁴⁰² (41.481020, -91.307977). Listed on the NRHP as Contributing in Ijem Avenue Commercial Historic District.
TR-PI-06  Muscatine County Assessor	Kile Grain and Feed Co. of Nichols, 313 Pleasant Street, Nichols. Built in 1964 as the Kile Grain and Feed Co. of Nichols, this grain elevator business, like the Sweetland Feed Mill, was built to accommodate truck shipping on state highways 22 and 70, instead of railroad shipping. According to the Muscatine Journal, December 30, 1964: “Two grain tanks built late last year, have really been put to use this year. A building has been constructed, which serves as a covering for the grain pit, which has a capacity of about 125 bushels. It also serves as a shelter for loading and

⁴⁰² Jennifer A. Price, *Ijem Avenue Commercial Historic District, Nichols, Muscatine County, Iowa*. National Register Nomination (2020), 7-8. On file at State Historic Preservation Office, Des Moines, Iowa.

Survey # and Photo	Resource Name, Location, Association, Evaluation
	unloading shelled corn and beans. This building is approximately 14 x 32 feet, has a wood frame, and is covered with metal. Presently under construction is an office building, 16 x 16 feet. It is also of frame construction, and when completed, will house the testing equipment. There is a possibility that more grain tanks will be built next year. Each grain tank has a capacity of 5,800 bushels."⁴⁰³ (41.480754, -91.305622). More Research Recommended to Determine Significance – Association with Agriculture and Trucking on State Highways 22 and 70.
TR-PI-07 	Iowa State Highway Commission Vehicle Maintenance Garage, 104 McKinley Street, Nichols. Built c.1930 as a maintenance garage for the Iowa State Highway Commission. Building has been altered with modern gable roof. Nichols is at the junction of two state highways – 70 and 22. (41.476180, -91.309237). Not Eligible for the NRHP Due to Alterations.

⁴⁰³ "Kile Grain, Feed Company at Nichols Builds," Muscatine Journal, December 30, 1964.

78N 2W - Fruitland Township Project Map and Survey Results

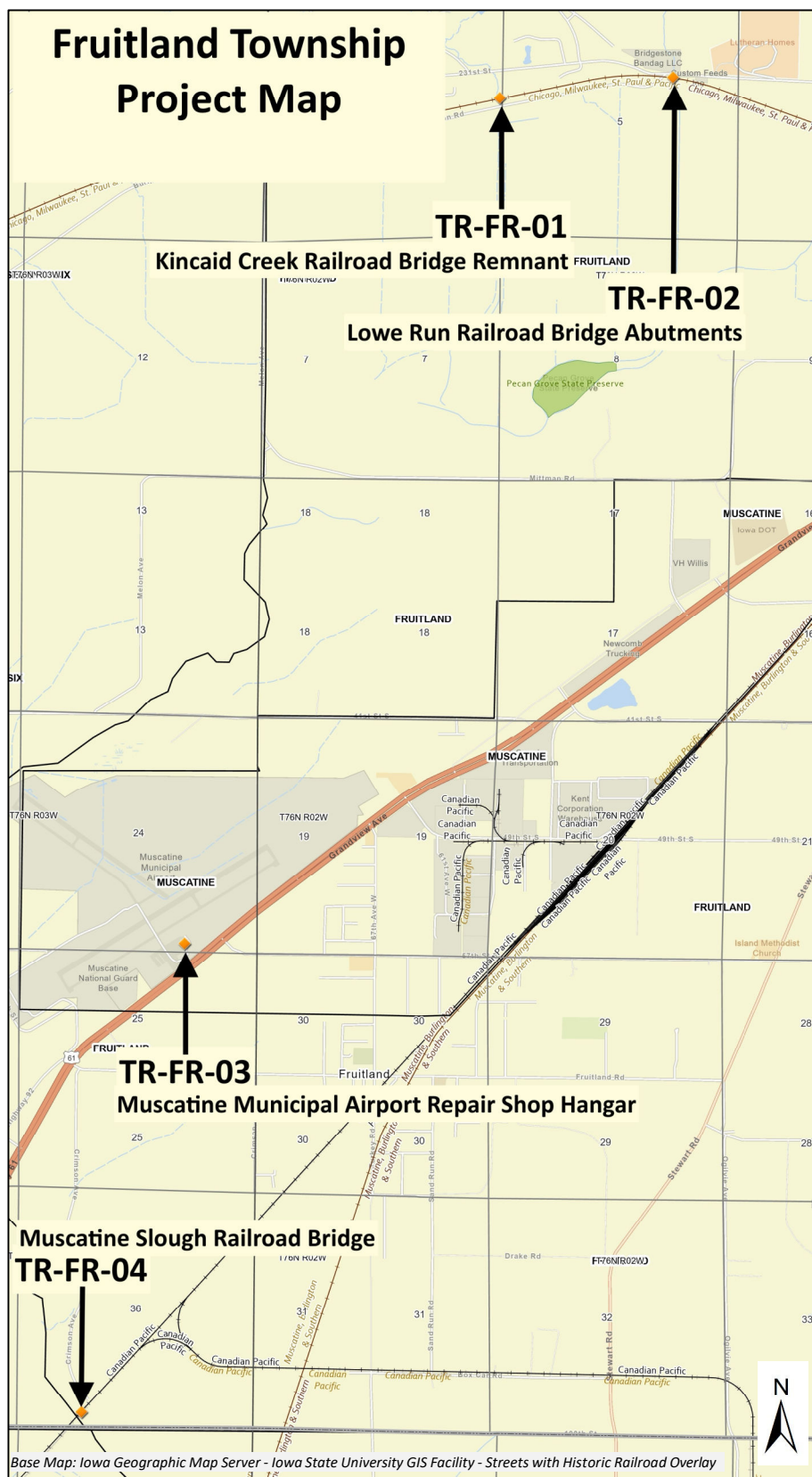


Figure 112. Fruitland Township Project Map

Table 19. Fruitland Township Survey Results

Survey # and Photo	Resource Name, Location, Association, Evaluation
TR-FR-01 	Kincaid Creek Railroad Bridge Remnant (SE NE Section 6). Slab type railroad bridge Milwaukee Railroad bridge over Kincaid Creek, probably built in 1902 as part of the Milwaukee, or Kansas City Cut-Off of the Chicago, Milwaukee & St. Paul Railroad. Bridge remnants, falling down (41.415828, -91.118525). Not eligible for the NRHP Due to Deterioration and Loss of Integrity.
TR-FR-02 	Lowe's Run Railroad Bridge Abutments , carried Milwaukee Railroad over Lowe Run Creek, near 2371 231st St (SW NE Section 5). Concrete abutments framing Lowe Run creek. (41.417091, -91.104428). Not Eligible for the NRHP Due to Loss of Integrity.
TR-FR-03 	Rock Island Muscatine Slough Railroad Bridge , carried Rock Island Railroad over Muscatine Slough near the border with Louisa County (Section 36). Deck plate girder railroad bridge over Muscatine Slough. No construction date, but probably early 1900s, like other deck plate girder bridges on this line. Part of the southern division of the Rock Island Railroad that operated from Muscatine southwest to Letts, Fredonia, Ainsworth. No photography possible. Open to traffic (41.335545, -91.152568). Potential MPD of Historic Railroad Bridges of Muscatine County.
TR-FR-04 	Muscatine Municipal Airport Repair Shop Hangar , 5701 US 61. ISIF #70-0018133. This Airport Repair Shop Hangar – constructed in 1946 at the Muscatine Municipal Airport after a fire in 1944 destroyed a wood-frame predecessor – kicked off a series of post-World War II airport modernization projects that extended into the late 1960s. Altered with a front and side additions, so not individually eligible. (41.364199, -91.144179). Not Individually Eligible for the NRHP, But More Research Recommended to Determine if a Muscatine Municipal Airport Historic District Exists.

78N 3W - Seventy-Six Township Project Map and Survey Results

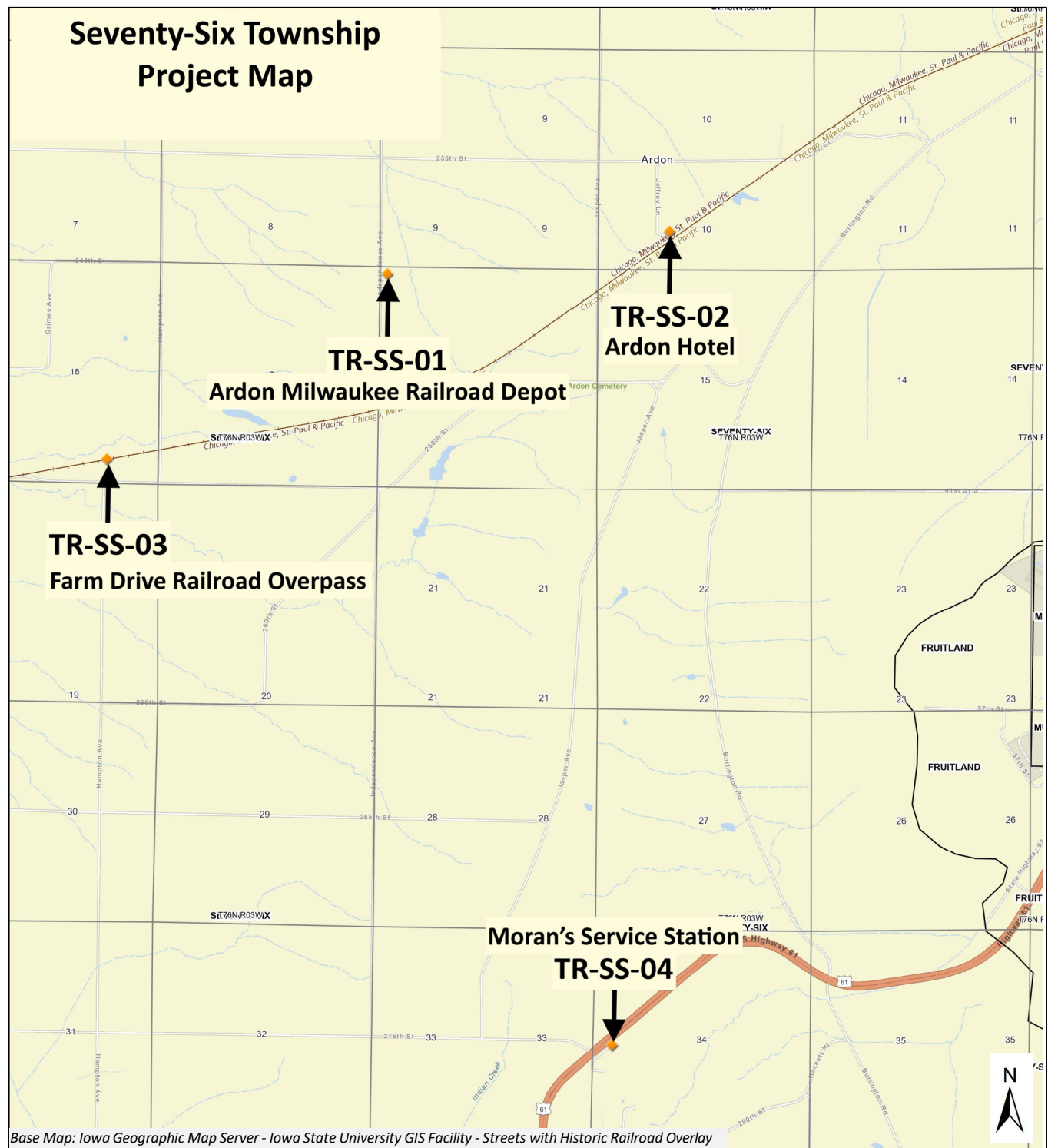


Figure 113. Seventy-Six Township Project Map

Table 20. Seventy-Six Township Survey Results

SURVEY # AND PHOTO(S)	RESOURCE NAME, LOCATION, ASSOCIATION, EVALUATION
TR-SS-01 	Ardon Milwaukee Railroad Depot, 2403 Independence Avenue. ISIF #70-0018144. Located on the east side of Independence Avenue. The depot was moved in 1956 from its original location in the nonextant town of Ardon 1.5 miles east of its current location. The passenger depot is one of only two remaining buildings of the nonextant town of Ardon. The depot, although relocated 1.5 miles west of its original location, retains its original exterior architecture and reflects the history of Ardon during its heyday as a booming railroad station on the Kansas City Cut-Off, the last major extension of the Chicago, Milwaukee & St. Paul Railroad. The Ardon Milwaukee Railroad Depot appears to meet Criteria Consideration B as a potentially eligible building removed from its original location because “it is the surviving property most importantly associated with” the nonextant town of Ardon, the first townsite selected and platted on the last major extension of the Chicago, Milwaukee & St. Paul Railroad through Muscatine County (see National Register Bulletin 15: 29). (41.392673 -91.214123). Potential Individual Eligibility, Potential Individual Eligibility, Association with the Milwaukee Cut-Off and the Town of Ardon; Also Potentially Meets Criteria Consideration B for Moved Buildings.
TR-SS-02 	Ardon Hotel, 2369 Jeffrey Lane (SE SW Section 10). ISIF #70-0018145. This two-story house is located east of Jeffrey Lane in the nonextant town of Ardon. Ardon was located 8.3 miles southwest of Muscatine in the southwest quarter of Section 10 in Seventy-Six Township in southwest Muscatine County. The house is located just north of the abandoned right-of-way of the Chicago, Milwaukee & St. Paul Railroad’s Kansas City Cut-Off (a.k.a. Milwaukee Cut-Off), built through the county from Muscatine to Conesville in 1902. This house was built as a hotel in 1906 to serve railroad passengers stopping at the town of Ardon, platted in 1902. The Ardon Hotel is not eligible for the National Register of Historic Places due to recent alterations that have negatively affected its integrity. If the vinyl siding and enclosed front porch are ever removed and the original materials beneath are intact, then the property’s integrity can be re-evaluated. (41.395487, -91.189345). Not Eligible for the NRHP Due to Alterations.
Map #TR-SS-03 	Farm Drive Railroad Overpass (SE SE Section 18). This abandoned concrete deck girder railroad bridge carried the Milwaukee Railroad (Milwaukee/Kansas City Cut-Off Line) over Farm Drive. Construction date unknown. Total Length, 20 Feet (41.380448, -91.238744). Potential MPD of Historic Railroad Bridges of Muscatine County.
Map #TR-SS-04  Google Street View 2023	Moran’s Service Station, 1918 Hwy 61 (SW NW Section 34). This former service station is abandoned on a private farm property. Built c.1935 on US Highway 61, this tiled cube type gas station store also served lunch. It closed in 1960s or 1970s (“Moran Station in Handy Location,” Muscatine Journal, December 30, 1940). (41.341735, -91.194398). Not Eligible for the NRHP Due to Deterioration and Loss of integrity.

78N 4W - Cedar Township Project Map and Survey Results



Figure 114. Cedar Township Project Map

Table 21. Cedar Township Survey Results

Survey # and Photo	Resource Name, Location, Association, Evaluation
TR-CE-01 	Old McKeown Bridge Piers (SW SW Section 2). This was the first permanent wagon bridge built over the Cedar River at Lord's Ferry Crossing in 1879. The bridge was a Pratt Through Truss that carried Lord's Ferry Road (Muscatine to Conesville) over the Cedar River. The road was later known as the Muscatine-Cone Road; the Conesville Road, County Road C (1928), and County Road G28. (41.408914, -91.289739.) Potential Lord's Ferry Crossing-McKeown Bridge Historic District with TR-CE-02
TR-CE-02 	McKeown Bridge (SW SW Section 2). ISIF #70-0018132. In 1951, the haunched steel girder McKeown Bridge was built just upstream from the 1879 McKeown Bridge. County Road C was realigned to connect to the new bridge, and the superstructure of the Old McKeown Bridge was removed, leaving only the stone piers. The design of the second McKeown Bridge mostly reflects the bridge standards of the time, with the exception of it being two feet wider than the mid-twentieth-century standard of 20 feet. It is 682 feet long and 22 feet wide. It is a continuous steel beam plate deck girder bridge with haunched steel girders and shaped concrete piers. The bridge carried County Road C (formerly the Muscatine-Conesville Road) over the Cedar River. Just 15 years later, the bridge design was outdated, as standards for highway bridges grew from 20 feet to 24 feet. A new bridge was built just upstream in 1997 and the 1951 McKeown Bridge was made into a pedestrian-only bridge. This bridge along with the previous bridge piers and ferry crossing are a microcosm of the history of transportation infrastructure that crossed and bridged the Cedar River in Muscatine County. (41.409024, -91.288971). Potential Lord's Ferry Crossing-McKeown Bridge Historic District with TR-CE-01; also Potential MPD of Historic Cedar River Bridges in Muscatine County.
TR-CE-03 	Milwaukee Railroad Bridge Piers (NW NW Section 22). The Milwaukee Railroad Bridge was built over the Cedar River in 1902 as part of the Milwaukee, or Kansas City Cut-Off, the last major extension of the Chicago, Milwaukee & St. Paul Railroad in Iowa. The bridge was a Pratt through truss superstructure with stone masonry piers. The railroad was abandoned in 1982 and the superstructure dismantled sometime after. The piers are still visible from a long distance upstream. (41.37826, -91.30669). Not Eligible for the NRHP Due to Loss of Integrity.

78N 4W - Orono Township Project Map and Survey Results



Figure 115. Orono Township Project Map

Table 22. Orono Township Survey Results

Survey # and Photo	Resource Name, Location, Association, Evaluation
TR-OR-01  Muscatine County Assessor	Conesville Milwaukee Railroad Depot , 2582 Hwy 70, 1.5 miles south of the center of Conesville (Section 19). ISIF #70-0018140. It was the former Milwaukee Depot at Cone, built in 1902 and moved one mile south to this location in 1955 and remodeled into a farm residence. The former Milwaukee Depot at Conesville is not eligible for the NRHP due to alterations to its original architecture and to its removal from its original location, causing it to lose all seven aspects of integrity. The transformation of this depot into a house, the process of which is detailed in the narrative description, has negatively affected the former depot's integrity, specifically in the aspects of design, workmanship, materials, and feeling. The character defining features of the Milwaukee Depot at Cone included the two-story signal tower at the front corner (one of only two built on the Milwaukee Cut-Off). This was removed and converted into a garage. Fenestration was altered to match the partitioned rooms inside, and a one-story front enclosed porch was built. Nothing original about this depot-turned-house remains except the hipped roof. (41.367317, -91.350739). Not Eligible for the NRHP Due to Removal from Original Location and Alterations.
TR-OR-02 	Cone Lake Railroad Bridge Piers , carried Milwaukee Railroad over Cone Lake (Section 21). Originally built in 1903, and repaired in 1913 after a partial collapse, this bridge was "improved" in 1947 as part of the Milwaukee Railroad's 1947 improvement program on its Kansas City line (a.k.a. Milwaukee Cut-Off). ⁴⁰⁴ It was a Pony through plate girder double-track bridge with short wide concrete piers. The superstructure was removed in 1985, when the Milwaukee Railroad abandoned this line. Concrete piers are in good condition and can be observed from the east end of the old railroad route from Conesville. (41.375559, -91.326167). Not Eligible for the NRHP Due to Loss of Integrity.
TR-OR-03 	Honey Creek Railroad Bridge , Milwaukee Railroad over Honey Creek (Section 19). Abandoned concrete deck girder bridge over Honey Creek on Milwaukee Cut-Off Line of the Chicago, Milwaukee, St. Paul & Pacific Railroad. Probably a mid-1900s replacement bridge. Total length is 42 Feet, and span length is 14 feet. (41.370092, -91.366057). Potential MPD of Historic Railroad Bridges of Muscatine County.
TR-OR-04 	Gedney Lake Bridge , carried County Road C (a.k.a. Co Rd G28; 231st Street) over Gedney Lake; SE of 1293 231st Street (Sections 9 & 10). ISIF #70-0018141. Built 1929-1930, the Gedney Lake Bridge is a later example of a riveted Pratt Through Truss bridge. It is 108 feet long with 40-foot I-beam approaches at each end a 20-foot-wide roadway. It has a concrete deck and five concrete piers with a concrete east abutment. The total length of the bridge is 188 feet. It was built for a cost of \$22,871. The bridge carried traffic over Gedney Lake from 1930 to 1974, after which a new bridge was built to the north and the road realigned. The 1930 bridge was abandoned and the former alignment vacated in 1976. By the late 1970s, the Gedney Lake Bridge became part of a County Conservation recreational area and is today used as pedestrian bridge for fishing and picnicking. The Gedney Lake Bridge has potential historical significance as a historic bridge over Gedney Lake that reflects the history of this crossing and the Muscatine-Conesville Road it carried. (41.401420, -91.310818). Potential Individual Eligibility, Criterion A Significance Association with Historic County Road System; Also Potential Gedney Lake Bridges Historic District with TR-OR-05.

⁴⁰⁴ *Columbus Gazette*, March 13, 1947; "Railroad Will Improve Bridge Near Conesville," *Muscatine Journal*, March 3, 1947.

Survey # and Photo	Resource Name, Location, Association, Evaluation
TR-OR-05 	Gedney Lake Bridge , carried County Road G28 (a.k.a. 231st Street) over Gedney Lake (SW NW Section 10). Built 1974 as replacement for the 1930 Gedney Lake Bridge. Now 50 years old. Open to traffic. (41.402684, -91.310205). Potential Gedney Lake Bridges Historic District with TR-OR-04.
TR-OR-06 	Pike Creek Bridge , 245th Street Bridge over Pike Creek (Center of W½ Section 16). ISIF #70-0018142. This timber and steel stringer single traffic lane bridge carries 245th Street over Pike Creek. The bridge may have been first built in 1891. A 2024 Feasibility Study by the engineering firm Calhoun Burns described the bridge as “132 feet long and 16 feet wide with one steel I-beam center span and a total of six timber stringer approach spans. The structure has a timber deck, timber pile piers and high timber abutments.” ⁴⁰⁵ Although the timber stringer bridge may originally date to 1891, the steel beam suggests it was at least reinforced sometime in the mid to late twentieth century. The road the bridge carries over Pike Creek has always been a minor rural road, leading from Conesville east to Edgewater Road, where it dead ends at the Cedar River. (41.386812, -91.328891). More Research Recommended to Determine Significance.
TR-OR-07 	Sinclair Service Station , 213 Todds Ferry Rd, Conesville. The Conesville Iowa Insurance Bureau Fire Map of Conesville, 1932, shows a filling and greasing station canted to the corner at this location in 1932. In the 1940s, it was a Sinclair Service Station. In the 1960s, it was the only service station in Conesville. ⁴⁰⁶ The building retains its canted position on the corner lot, but it has been altered so that it is almost unrecognizable as an early to mid-twentieth century service station. It is now home to Carlo's Cantina & Market. (41.381837, -91.350215). Not Eligible for the NRHP Due to Alterations.

⁴⁰⁵ Calhoun Burns and Associates, Inc., *Muscatine County Replacement or Abandonment of Bridge No. 319 FHWA No. 257230 Over Pike Creek*. Feasibility Study prepared for Muscatine County by Calhoun-Burns and Associates, Inc. West Des Moines, Iowa, 2023.

⁴⁰⁶ *Muscatine Journal and News-Tribune*, June 4, 1941; “Buy Station at Conesville,” *Muscatine Journal*, February 3, 1964.

RECOMMENDATIONS FOR FUTURE PROJECTS

Eight Historic Resources Appear to Have Potential Individual Eligibility for the National Register

The following eight resources are recommended potentially eligible for the National Register of Historic Places. All but one (TR-SW-03) were documented in Iowa Site Inventory Forms for this project. Once reviewed for a determination of eligibility by the State Historic Preservation Office (SHPO), the seven resources are ready to proceed to the National Register Nomination phase. The Sweetland Creek Railroad Bridge could be documented through a Field Services Project and reviewed by the SHPO for a determination of eligibility.

- **TR-GO-02 Atalissa Rock Island Railroad Depot** (ISIF #70-001813): Potential Individual Eligibility, Criterion A Significance – Association with the Rock Island Railroad in Atalissa; potentially C Significance
- **TR-LA-01 Bayfield Stone Arch Railroad Culvert** (ISIF #70-0018135): Potential Individual Eligibility, Criterion A Significance, Association with Muscatine Division, BCR&N Railroad, and Potential C Significance; Potentially Eligible under MPD of Historic Railroad Bridges of Muscatine County
- **TR-MS-02 Moscow Rock Island Railroad Bridge** (ISIF #70-0018139): Potential Individual Eligibility for the NRHP, Criterion A Significance, Association with the Rock Island Railroad and Historic Railroad Bridge Location over the Cedar River, and C Significance for Engineering
- **TR-OR-04 Gedney Lake Bridge, 1930** (ISIF #70-0018141): Potential Individual Eligibility, Criterion A Significance Association with Historic Muscatine County Road System
- **TR-PI-01 Foley Brothers Grain Elevator, Nichols** (ISIF #70-0018143): Potential Individual Eligibility, Criterion A Significance, Association with the Rock Island Railroad at Nichols, and C Significance for Rare Property Type
- **Map #TR-SW-03 Sweetland Creek Railroad Bridge:** Potential Individual Eligibility , Criterion A Significance – Association with Milwaukee Cut-Off; Potential MPD of Historic Railroad Bridges of Muscatine County.
- **TR-SS-01 Ardon Milwaukee Railroad Depot** (ISIF #70-0018144): Potential Individual Eligibility, Criterion A Significance – Association with the Milwaukee Cut-Off and the Town of Ardon; also potentially meets Criteria Consideration B for Moved Buildings
- **TR-WI-04 Rock Garden Tourist Home, Wilton** (ISIF #70-0018150): Potential Individual Eligibility, Criterion A Significance – Association with US Highway 6 through Wilton, and Potential Criterion C Significance – House and Rock Garden

Four Historic Resource Groups Have Potential Historic District Eligibility

The following five resource groups have potential historic district eligibility under Criterion A for transportation-related historical significance. These include two historic bridge districts, one historic commercial roadside business (i.e., tourist camp, filling station, roadhouse, and supper club); one World War II-era bulk fuel depot; and one highway feed elevator and plant. Except for the Potential Lord's Ferry Crossing-McKeown Bridges Historic District and the Potential Mississippi Courts Historic District, the other three would need Iowa Site Form Inventory evaluations and review by SHPO for a determination of eligibility to proceed to the National Register nomination phase. Again, a Field Services Program grant is a cost-effective way to get these evaluations done.

- **Potential Lord's Ferry Crossing-McKeown Bridges Historic District** (TR-CE-01 and TR-CE-02 ISIF #70-0018132) – Criterion A Significance, Association with this Historic Cedar River Crossing, from Ferry to First Bridge to Mid-Century Modern Bridge
- **Potential Gedney Lake Bridges Historic District** (TR-OR-04 ISIF #70-0018141 and TR-OR-05) – Criterion A Significance, Association with Historic County Road System (1974 Gedney Lake Bridge is 50 years old)
- **Potential Mississippi Courts Historic District** – (TR-SW-07; ISIF #7070-0018146) -Criterion A Significance, Association with Old Highway 61, and possibly Criterion C as Significant and Rare Property Type
- **Potential Walnut Grove Products Historic District** (TR-WA-02) – Criterion A Significance, Association with US Highway 6 Elevators and Truck Shipping

Potential MPD of Historic Cedar River Bridges of Muscatine County with Five Historic Resources

This potential Criterion A Multiple Property Document (MPD) would provide historic contexts for the history of Muscatine County's efforts to conquer its main obstacle to overland transportation—the Cedar River. The MPD contexts would document the all five extant bridges built over the Cedar River and the roads and railroads these structures carried from 1880, when the Saulsbury Bridge was built, to 1972, when the newest historic US 6 Highway Bridge was completed. The MPD would include both highway and railroad bridges and be focused on crossing the Cedar River.

- **TR-GO-04 Dougherty Bridge**, County Road F70/155th Street, Goshen Township
- **TR-MS-02 Moscow Rock Island Railroad Bridge** (ISIF #70-0018139): Chicago, Rock Island & Pacific (original M&M Railroad line), Moscow Township
- **TR-MS-08 US Highway 6 Bridge**, Moscow Township
- **TR-LA-03 Saulsbury Bridge** (ISIF# 70-0018136): Saulsbury Road, Lake Township
- **TR-CE-02 McKeown Bridge, 1951** (ISIF #70-0018132): County Road C, Cedar-Orono Townships

Potential MPD of Historic Railroad Bridges of Muscatine County with 18 Historic Resources

This potential Multiple Property Document (MPD) would provide historic contexts for the history of railroads and railroad bridges in Muscatine County, from 1855, when the Mississippi & Missouri Railroad was built through the northern tier of townships to the newest railroad bridges built in the early to mid-twentieth century. Unlike highway bridges, railroad bridges in Iowa have never been systematically surveyed. This potential MPD would provide detailed historic contexts for those railroad and bridge companies that were built through Muscatine County.

- **TR-BL-01 Geneva Creek Railroad Bridge**: Muscatine Western/BCRN Railroad, Muscatine Division
- **TR-FL-01 Big Elkhorn Creek Railroad Bridge**: Chicago, Rock Island & Pacific (original M&M Railroad route)
- **TR-FR-03 Rock Island Muscatine Slough Bridge**: Chicago, Rock Island & Pacific (Southwestern Branch)
- **TR-LA-01 Bayfield Stone Arch Railroad Culvert** (ISIF #70-0018135): Muscatine Western/BCRN Railroad, Muscatine Division
- **TR-MP-03 Pine Creek Railroad Bridge**: Chicago, Rock Island & Pacific (River Road)
- **TR-MP-04 Unnamed Creek Railroad Bridge**: Chicago, Rock Island & Pacific (River Road)
- **TR-MP-05 Fuhrman's Creek Railroad Bridge**: Chicago, Rock Island & Pacific (River Road)
- **TR-MP-06 Natural Stream Railroad Bridge**: Chicago, Rock Island & Pacific (River Road)
- **TR-MS-02 Moscow Rock Island Railroad Bridge** (ISIF #70-0018139): Chicago, Rock Island & Pacific (original M&M Railroad line)
- **TR-MS-04 Sugar Creek Railroad Bridge**: Chicago, Rock Island & Pacific (original M&M Railroad route)
- **TR-OR-03 Honey Creek Railroad Bridge**: Milwaukee Cut-Off/Chicago, Milwaukee & St. Paul
- **TR-SS-03 Farm Drive Railroad Overpass**: Milwaukee Cut-Off/Chicago, Milwaukee & St. Paul
- **TR-SW-01 Rock Creek Arch Railroad Bridge**: Chicago, Rock Island & Pacific (River Road)
- **TR-SW-02 Rock Creek Railroad Bridge**: Chicago, Rock Island & Pacific (River Road)
- **TR-SW-03 Sweetland Creek Railroad Bridge**: Chicago, Rock Island & Pacific (River Road) and Milwaukee Cut-Off/Chicago, Milwaukee & St. Paul
- **TR-WA-01 Wapsinonoc Creek Railroad Bridge**: Chicago, Rock Island & Pacific (original M&M Railroad route)
- **TR-WI-01 Little Elkhorn Creek Railroad Bridge**: Chicago, Rock Island & Pacific (original M&M Railroad route)
- **TR-WI-02 Mud Creek Tributary Railroad Bridge**: Chicago, Rock Island & Pacific (original M&M Railroad route)

19 Historic Resources are Recommended for More Research Recommended to Determine Significance

These 19 historic resources need more research to determine significance and potential eligibility for the NRHP. The Field Services Program is a proven funding method to have focused intensive research completed for little cost and is recommended for each of these historic resources.

- **TR-FL-03 W. J. McElroy & Son Filling Station and Recreation Parlor, Pleasant Prairie** – More Research Recommended to Determine if a Historic District Exists with Pleasant Prairie Bank Building at opposite corner
- **TR-WI-06 Pirkey's Motel, Wilton** – More Research Recommended to Determine Significance, Association with US Highway 6 route through Wilton
- **TR-WI-07 McCabe Standard Service Station, Wilton** - More Research Recommended to Determine Significance, Association with US Highway 6 route through West Liberty
- **TR-MS-06 River-to-River Road Segment** – More Research Recommended to Determine Potential Moscow River-To-River Road Segment and Bridge Historic District, Association with River-To-River Road and US Highway 32 through Moscow
- **TR-MS-07 Moscow Wagon Bridge; River-to-River Road Bridge Piers** – More Research Recommended to Determine Potential Moscow River-To-River Road Segment and Bridge Historic District, Association with River-To-River Road and US Highway 32 through Moscow
- **TR-MS-01 Lange's Ferry Crossing Site (ISIF #70-0018138)** – More Research Recommended to Determine Criterion D Significance (especially on undeveloped west side of river)
- **TR-MS-05 Hatfield's Corner Truck Stop, Lunch Room, and Tourist Cabins Site** – More Research Recommended to Determine Potential Criterion D Significance
- **TR-GO-01 Overman's Ferry/Tice's Ferry Crossing Site** – More Research Recommended to Determine Potential Criterion D Significance
- **TR-WA-12 Roy Misel & Sons Sinclair Service Station, West Liberty** – More Research Recommended to Determine Significance, Association with US Highway 6 route through West Liberty
- **TR-WA-17 M&S DX; Columbus Street DX, West Liberty** – More Research Recommended to Determine Significance, Association with US Highway 6 and State Highway 76 routes through West Liberty
- **TR-WA-18 Sander's Motors and Oil Co, West Liberty** – More Research Recommended to Determine Significance, Association with US Highway 6 and State Highway 76 through West Liberty
- **TR-WA-20 Conoco/DX Bulk Fuel Station, West Liberty** – More Research Recommended to Determine Significance, Association with Rock Island Railroad, US Highway 6, and World War II Era in West Liberty
- **TR-WA-21 Bulk Fuel Stations, West Liberty** – More Research Recommended to Determine Significance - Association with World War II-Era Transportation History in West Liberty, and Potential C Significance as Rare Property Types
- **TR-SW-04 Telegraph Road Bridge** – More Research Recommended to Determine Significance, Association with early Telegraph Road and nearby Melpine
- **TR-SW-06 Kent Feed's Mill-Matic Feed Mill, Sweetland Center (ISIF #70-01209)** – More Research Recommended to Determine Significance, Association with Trucking and Agriculture
- **TR-PI-08 Adams Station Store/Depot** – More Research Recommended to Determine Potential Individual Eligibility, Criterion B Significance, Association with Elias Adams, Founder of Adams Station, and Contractor on the Muscatine Western Railroad and Muscatine Division of BCR&N Railroad
- **TR-PI-06 Kile Grain and Feed Co. of Nichols** – More Research Recommended to Determine Significance, Association with Agriculture and Trucking on State Highways 22 and 70
- **TR-FR-04 Airport Repair Shop and Hanger, Muscatine Municipal Airport** – Not Individually Eligible for the NRHP, But More Research Recommended to Determine if a Muscatine Municipal Airport Historic District exists
- **TR-OR-06 Pike Creek Bridge** - More Research Recommended to Determine Significance

Iowa Site Inventory Forms Prepared for 20 Historic Resources

The Muscatine County HPC members chose 20 historic resources for additional research and documentation in Iowa Site Inventory Forms. Of the 20 resources so documented, 8 were evaluated as having potential individual eligibility for the NRHP; three as having potential historic district significance; four as part of potential Multiple Property Document (MPD); two needing more research to determine historic district significance; and seven as not eligible for the NRHP. *See Appendix for Iowa Site Inventory Forms completed for this survey.*

- **TR-WI-04 – ISIF #70-0018150 Rock Garden Tourist Home, Wilton:** Potential Individual Eligibility, Criterion A Significance – Association with US Highway 6 through Wilton, and Potential Criterion C Significance – House and Rock Garden
- **TR-WI-05 – ISIF #70-0018151 Wilton Dairy Queen, Wilton:** Not Eligible for the NRHP Due to Alterations
- **TR-MS-01 – ISIF #70-0018138 Lange’s Ferry Crossing Site:** More Research Recommended to Determine Criterion D Significance (especially on undeveloped west side of river)
- **TR-MS-02 – ISIF #70-0018139 Moscow Rock Island Railroad Bridge:** Potential Individual Eligibility for the NRHP, Criterion A and C Significance; Potential MPD of Historic Cedar River Bridges of Muscatine County; Potential MPD of Historic Railroad Bridges of Muscatine County
- **TR-GO-02 – ISIF #70-001813 Atalissa Rock Island Railroad Depot:** Potential Individual Eligibility, Criterion A Significance – Association with the Rock Island Railroad in Atalissa; also potential C Significance
- **TR-WA-04 – ISIF #70-0018147 Cottage Hotel/Moylan Hotel Kitchen, West Liberty:** Not Eligible for the NRHP Due to Loss of Important Associated Properties
- **TR-WA-08 – ISIF #70-0018148 North Point Tourist Cabin, West Liberty Heritage Park:** Not Eligible for the NRHP Due to Loss of Location and Setting as Part of a Larger Complex of Buildings known as North Point Tourist Camp
- **TR-WA-19 – ISIF #70-0018149 Morris Kaiser-Frazer Showroom and Service Garage, West Liberty:** Not Eligible for the NRHP Due to Alterations
- **TR-MP-02 – ISIF #70-0018137 Montpelier Rock Island Depot and Caboose, Montpelier:** Not Eligible for the NRHP Due to Vinyl Siding and Other Alterations
- **TR-SW-07 – ISIF #70-0018146 Mississippi Courts Tourist Cabins/Supper Club:** Potential Historic District with Criterion A Significance, possibly Criterion C as Significant Property Type
- **TR-LA-01 – ISIF #70-0018135 Bayfield Stone Arch Railroad Culvert:** Potential Individual Eligibility, Criterion A Significance, Association with Muscatine Division, BCR&N Railroad, and Potential C Significance; also Potential MPD of Historic Railroad Bridges of Muscatine County
- **TR-LA-03 – ISIF #70-0018136 Saulsbury Bridge:** Potential MPD of Historic Cedar River Bridges of Muscatine County
- **TR-PI-01 – ISIF #70-0018143 Foley Brothers Grain Elevator, Nichols:** Potential Individual Eligibility, Criterion A Significance, Association with the Rock Island Railroad at Nichols, and C Significance for Rare Property Type
- **TR-FR-04 – ISIF #70-0018133 Muscatine Municipal Airport Repair Shop Hangar:** Not Individually Eligible for the NRHP Due to Alterations, but More Research Recommended to Determine if a Muscatine Municipal Airport Historic District exists
- **TR-SS-01 – ISIF #70-0018144 Ardon Milwaukee Railroad Depot:** Potential Individual Eligibility, Potential Individual Eligibility, Association with the Milwaukee Cut-Off and the Town of Ardon, also potentially meets Criteria Consideration B for Moved Buildings
- **TR-SS-02 – ISIF #70-0018145 Ardon Hotel:** Not Eligible for the NRHP Due to Vinyl Siding and Other Alterations
- **TR-CE-02 – ISIF #70-0018132 McKeown Bridge (1951):** Potential Lord’s Ferry Crossing-McKeown Bridge Historic District; also Potential MPD of Historic Cedar River Bridges in Muscatine County with TR-CE-01
- **TR-OR-01 – ISIF #70-0018140 Conesville Milwaukee Railroad Depot:** Not Eligible for the NRHP Due to Removal from Original Location and Alterations
- **TR-OR-04 – ISIF #70-0018141 Gedney Lake Bridge (1930):** Potential Individual Eligibility, Criterion A Significance Association with Historic County Road System; also Potential Gedney Lake Bridges Historic District with TR-OR-05
- **TR-OR-06 – ISIF #70-0018142 Pike Creek Bridge, Conesville vic.:** More Research Recommended to Determine Significance