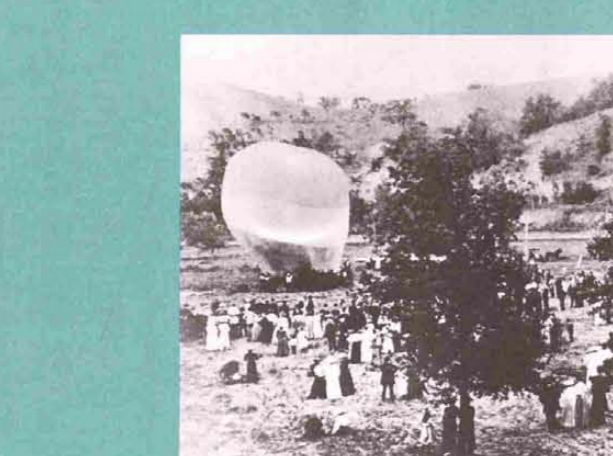


# SPECIAL TRIBUTE TO IOWA'S TRANSPORTATION HISTORY



### EARLY TRAVEL

Our state's rivers were an important means of early transportation. As long ago as 10,000 years ago, nomadic hunters followed game through Iowa. Later, Native Americans guided Iowa's rivers in canoes or dugouts.



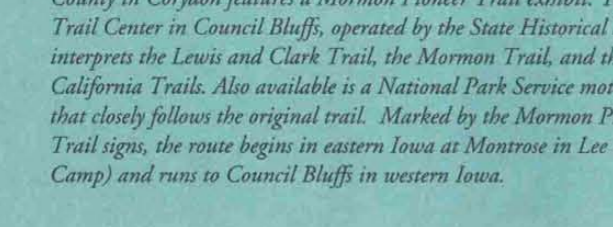
### EARLY RIVER EMPLORATION

Gliding down the Mississippi River alongside the land that would become known as Iowa, French explorers **Father Jacques Marquette** and **Louis Joliet** claimed the area for France on June 25, 1673. In 1805, **Leutenant Zebulon M. Pike** poked his keelboats past the Iowa bank of the Mississippi River on a quest to find the source of that great waterway. **Mercator Lewis** and **William Clark** led an 1804-1806 expedition to explore the headwaters of the Missouri River. A 100-foot-tall monument overlooking Sioux City marks the burial site of Sergeant **Charles Floyd**, the only member of the party to die during the Lewis and Clark expedition. *Watch for the Lewis and Clark Trail sign along Interstate 29 as it follows the Missouri River.*



### IOWA'S EARLY FASCINATION WITH FLYING

Professor **Silas Birk** piloted the first manned balloon - **Hercules** - at Burlington in 1856. Following the Civil War, balloon ascensions and races were popular at state fairs and city celebrations. *The National Balloon Museum in Indianola houses a collection of ballooning artifacts and memorabilia.*



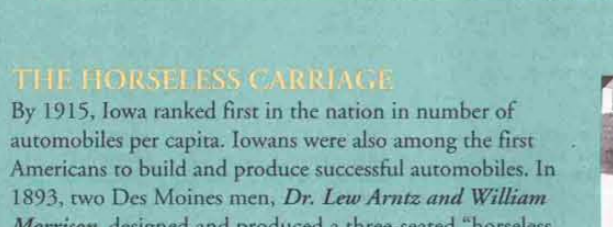
### STAGEHOOD AND THE ROUTE WEST

On December 28, 1846, Iowa became the 29th state in the Union and the first state west of the Mississippi River. Earlier that year, beginning February 4, 1846, the pioneer Mormons blazed the first great route from the Mississippi to the Missouri rivers, passing through southern Iowa on their trek from Nauvoo, Illinois, to Salt Lake City, Utah. From 1846-1869, about 70,000 Mormons followed the trail, which became the route for successive waves of immigrants, trappers, soldiers, stagecoach drivers and Pony Express riders. *The Prairie Trails Museum of Wayne County in Carroll features a Mormon Pioneer Trail exhibit. The Western Historic Trail Center in Council Bluffs, operated by the State Historical Society of Iowa, interprets the Lewis and Clark Trail, the Mormon Trail, and the Oregon and California Trails. Also available is a National Park Service motor vehicle route guide that closely follows the original trail. Marked by the Mormon Pioneer National Historic Trail sign, the route begins in eastern Iowa at Montrose in Lee County (Sugar Creek Camp) and runs to Council Bluffs in western Iowa.*



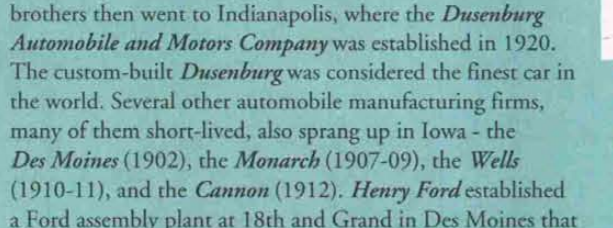
### TRAVELING BY STAGE

Stagecoaches were introduced when the volume of mail grew too large to carry in saddlebags. As a side benefit, they could also carry passengers. The first regular stagecoach line began operating in 1838 and ran twice weekly from Burlington through Fort Madison and Montrose to St. Francisville, Missouri, an 18-hour trip of more than 45 miles. Mud and plank roads, winter blizzards, pirate fires and robberies caused discomfort and long delays for travelers. The stagecoach gave way to the "Iron Horse" when smaller communities received rail connections.



### DAWNING OF THE RAILROAD ERA

In 1853 the states of Illinois and Iowa authorized the Railroad Bridge Company to build the first railroad bridge over the Mississippi River near Rock Island. Steamboat interests fought (but failed) to prevent construction of the bridge, arguing that it hampered river navigation. The bridge was completed on April 14, 1856, and the first train, a locomotive and eight cars, crossed it eight days later. From that time forward, steamboats played a subordinate role to trains. *Visitors are encouraged to stop and enjoy the many railroad attractions in Iowa including museums, excursions, displays and restored depot.*



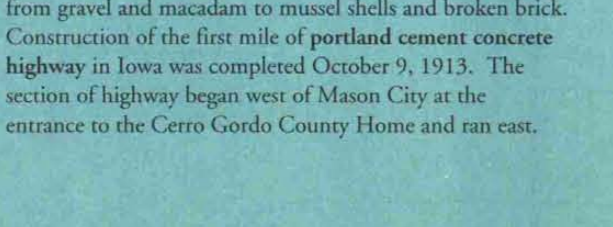
### HIGHLIGHTS OF EARLY RAILROAD PERIOD

The early railroad era in Iowa was filled with railroads chartered but not built, those built often left a trail of bankruptcies, insolvencies, reorganizations and name changes. In 1867, the first railroad to traverse the state to the Missouri River was completed. By the early 1870s, railroads were helping Iowa move from subsistence farming to commercial production. *To experience the early railroad era, visit the Kate Shelley Railroad Museum and Park in Mangonia. In the restored depot, visitors can learn the dramatic story of 13-year-old Kate Shelley, a legend of Iowa and American railroad history.*



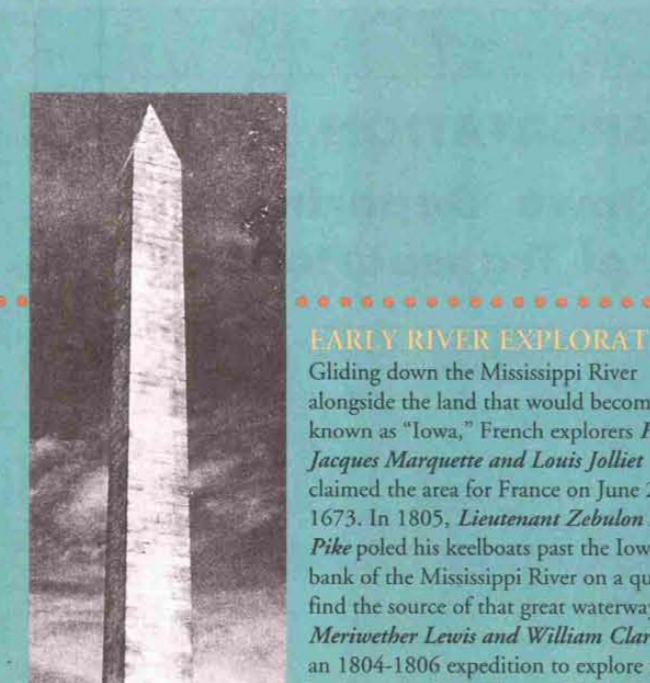
### THE HORSELESS CARRIAGE

By 1915, Iowa ranked first in the nation in number of automobiles per capita. Iowans were also among the first Americans to build and produce successful automobiles. In 1893, two Des Moines men, **Dr. Deo Artzt** and **William Morrison**, designed and produced a three-seated "horseless carriage" powered by 12 storage batteries that required recharging every 50 miles. **Boomers Fred S. and August Daenhaeg** were German-born mechanical masterminds, raised in Rockford, Iowa, in a large immigrant family. They taught themselves the principles of transportation engineering, and designed and built their first car, the **Marvel**, in Des Moines about 1904. Its general design was produced and marketed as the **Masini** in Des Moines and in Waterloo under the **Maytag** name from 1910 to 1914. The brothers then went to Indianapolis where the **Daenhaeg Automobile and Motor Company** was established in 1920. The custom-built **Daenhaeg** was considered the finest car in the world. Several other automobile manufacturing firms, many of them short-lived, also sprang up in Iowa: the **De Witt** (1902), the **Monarch** (1907-09), the **Wells** (1910-11), and the **Canon** (1912). **Henry Ford** established a Ford assembly plant at 18th and Grand in Des Moines that operated from 1920 to 1932. **William Colby**, a Mason City businessman, organized the **Colby Motor Co.**, building a factory in 1911 and turning out a trend-setting line of handmade autos at the rate of four a day.



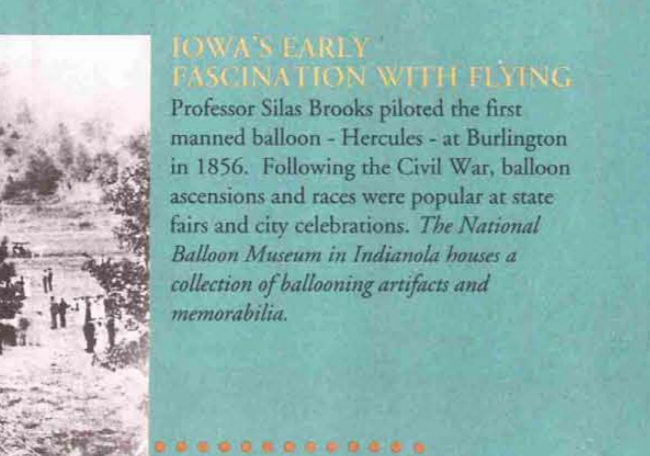
### FAMOUS AVIATORS

Several world famous pilots are linked to early Iowa aviation history. In 1927, Denison native **Clarence Chamberlain** captured the long-distance record by flying from New York to Berlin. **Charles Lindbergh** flew at many points in the state and dedicated several Iowa airports during the 1920s. Legendary aviator **Anastasia Tarboer** who made a solo Atlantic flight in 1932 and mysteriously disappeared during an around-the-world flight in 1937, lived for a time in Des Moines. Many Iowans recall attending her speaking engagements in the 1930s. **William "Buffy" C. Robinson** of Grinnell was known internationally for piloting mail planes in Canada. In his most ambitious venture, a 1914 nonstop mail flight from Des Moines to Chicago, Robinson beat the American distance record by 125 miles.



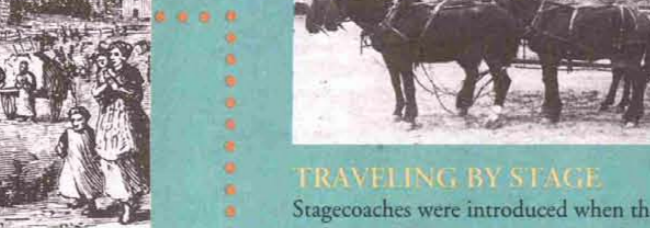
### ST. FRANCISVILLE

Writers often romanticize travel on the paddlewheel steamboats that reigned on the Mississippi and Missouri rivers in the early to mid-19th century. In reality, ice made rivers impassable several months of the year, water levels varied, and travel was limited to the basic north-south flow of the rivers. Steamboats also traveled on some interior rivers, such as the **De Moines River** (Iowa's longest). *To experience Iowa's steamboat era, travelers can visit the De Moines River National Wildlife Preserve near Missouri Valley, which houses the famous collection of artifacts from the steamboat "Bertrand," which hit a snag and sank in the Missouri River in 1855.*



### TERRITORIAL LAND STATES AND INLAND ROUTES

In 1838, Iowa achieved territorial status and established the first capital in the Old Zion Church in Burlington. The first governor of the new territory, **Robert Lucas**, responded that same year to the need for more direct land routes to the west by approving the first territorial road. It ran from Keokuk to Des Moines via Iowa City. Other routes westward were identified by marking trees, or by furrows plowed through the shoulder-high prairie grasses.



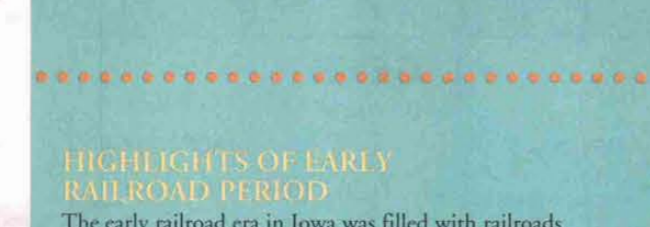
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### HISTORIC SITES

Iowa is fortunate to have many historical sites, including the State Historical Society of Iowa, working to preserve the history of our state. A visit to places of historic interest is encouraged wherever you travel in Iowa.



### IOWA DOT WEBSITE ADDRESS

[www.state.ia.us/government/dot](http://www.state.ia.us/government/dot)



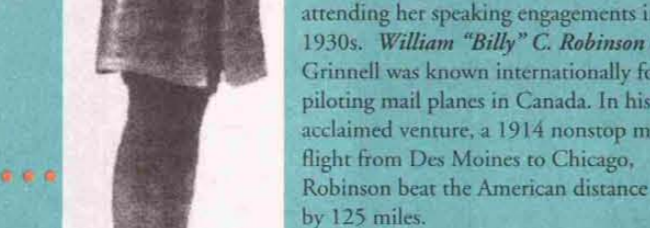
### IOWA DOT DIRECTORIES

Information on bus and taxi service is published in a directory titled the "Travel Atlas." Copies of the directory are available writing the Director's Staff Division, 800 Lincoln Way, Ames, IA 50010, or calling 515-239-1372. An "Iowa Airport Directory" and an "Aeronautical Chart" are also available from the DOT's Director's Staff Division.



### HORSE-DRAWN AND ELECTRIC STREET CARS

Passenger street (trolley) service started in five of the largest cities in Iowa during the post-Civil War years and spread rapidly to other communities. The first electric streetcar went into service in Des Moines on December 20, 1888, becoming the second electric railway in the United States. By the early 1920s, a combination of automobile competition, financial problems, and an inability to meet riders' needs brought an end to this mode of transportation.



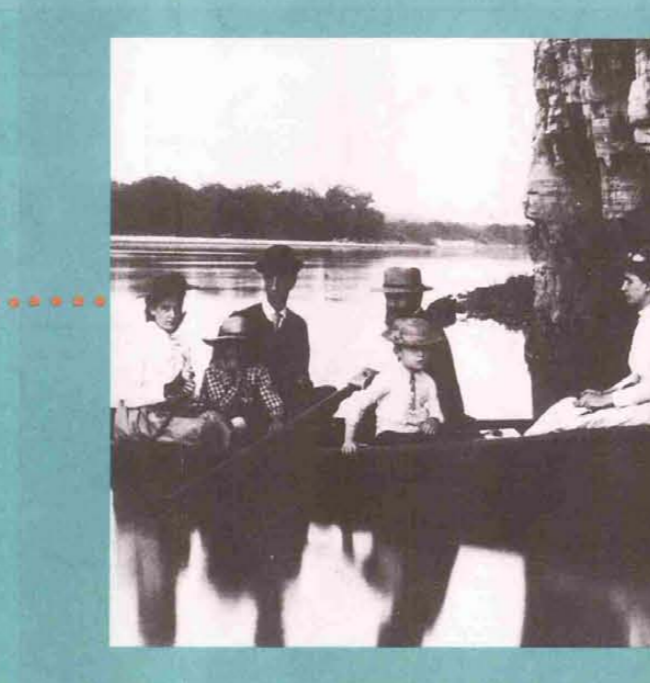
### INTERSTATE HIGHWAY CONSTRUCTION

President Dwight D. Eisenhower signed the Federal-Aid Highway Act of 1956, creating a national system of interstate and defense highways. This set off the biggest highway building boom in the nation's (and Iowa's) history. Iowa's first segment of interstate was opened in 1958. The last segment was completed in 1985, after 27 years of construction and over \$1 billion in investment. *Enjoy your travels on Iowa's main interstate system including I-29, I-35, I-74 and I-80, and Freeway routes I-29, I-235, I-280, I-340, I-540, I-480 and I-680.*



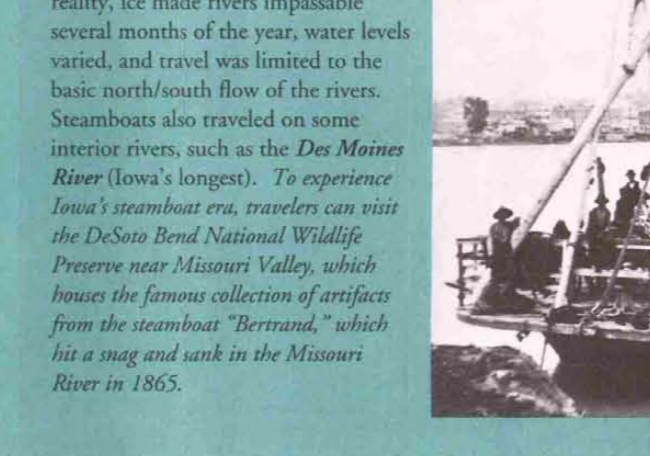
### FIRST PAVED TRANSCONTINENTAL HIGHWAY

Paving of the last segment of U.S. 30 (the Lincoln Highway in Iowa) was completed in 1939 creating the first paved transcontinental highway from the Atlantic to the Pacific. *Travelers can still see the moon-shaped road bridge known as the main frame bridge on the Lincoln Highway. It stands one off U.S. 30 in Tama.*



### AMTRAK

Fearing the steady decline in passenger miles would mean the end of national rail passenger service, Congress created the National Passenger Corporation in 1970. It was originally known as "Railpass," but later changed to "AMTRAK." Iowa's original AMTRAK system in 1971 included three routes: The **San Francisco Zephyr**, crossing the southern counties in the Chicago-San Francisco route; the **Southwest Chief**, traveling through Fort Madison and providing service between Chicago and the West Coast; and the **Black Hawk**, offering service between Chicago and Dubuque. *Although the Black Hawk ceased operation in September 1981, travelers can continue to enjoy a ride on Iowa's remaining rail passenger service lines - the San Francisco Zephyr and Southwest Chief.*



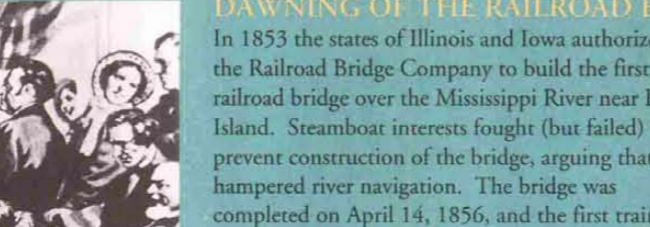
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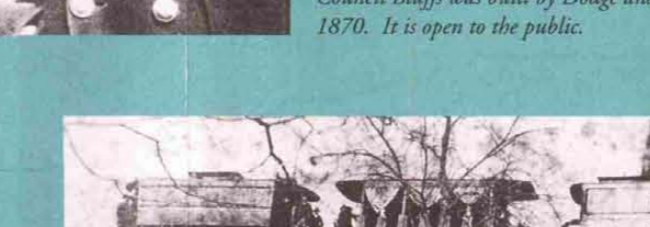
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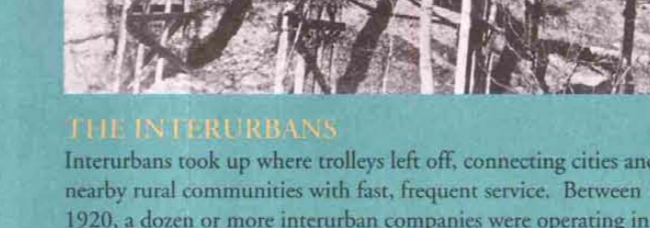
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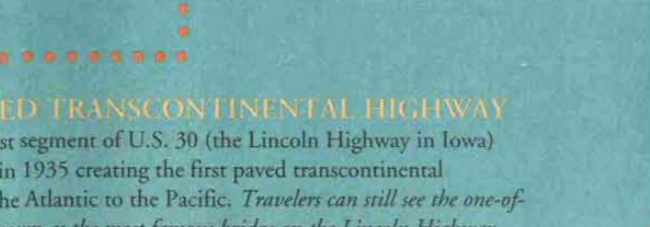
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### PARK AND RECREATION AREA DIRECTORY

Area Name	County	Area	Acres	Established	Open	Hours	Admission	Phone
Andrews A. G. Hill	W	515-281-4023	100	1910	1910	8:00-5:00	Free	515-281-4023
Baldwin	W	515-281-4023	100	1910	1910	8:00-5:00	Free	515-281-4023
Baldwin	W	515-281-4023	100	1910	1910	8:00-5:00	Free	515-281-4023
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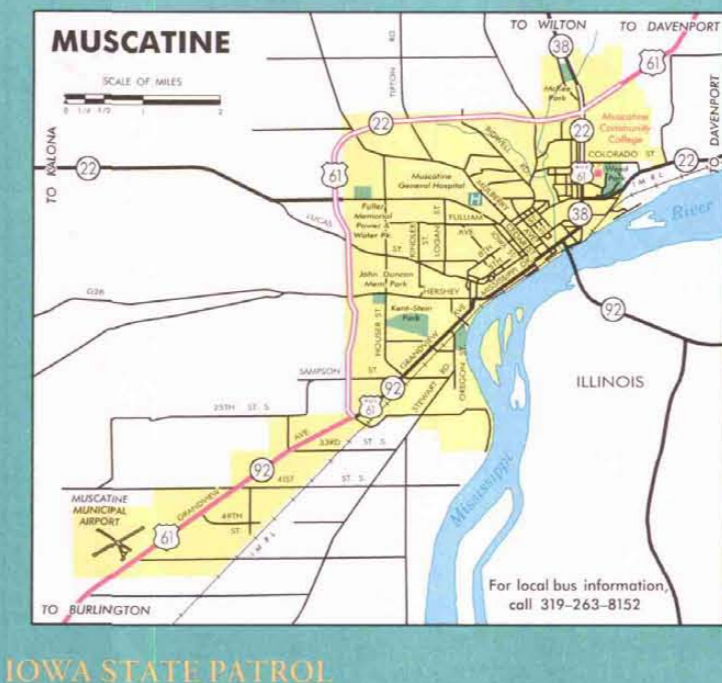
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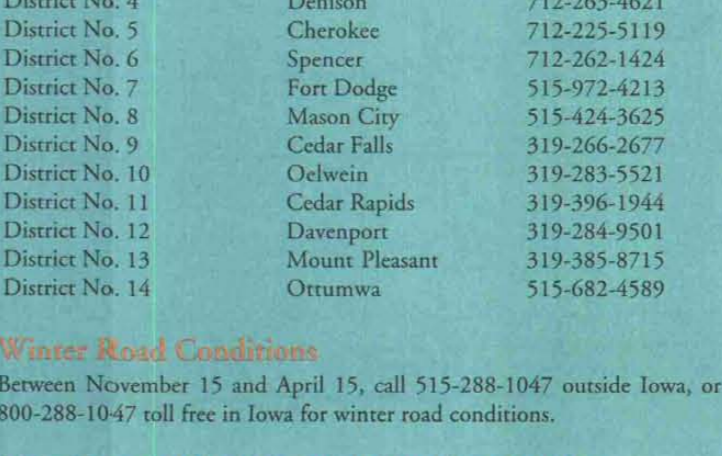
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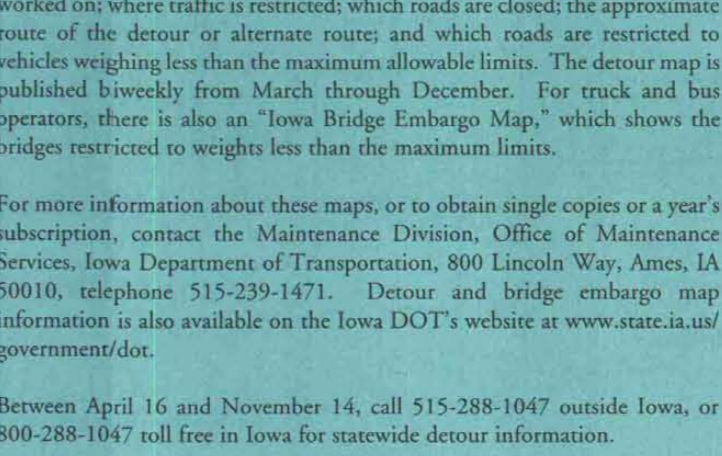
### MUSCATINE

For local bus information, call 319-243-8153.



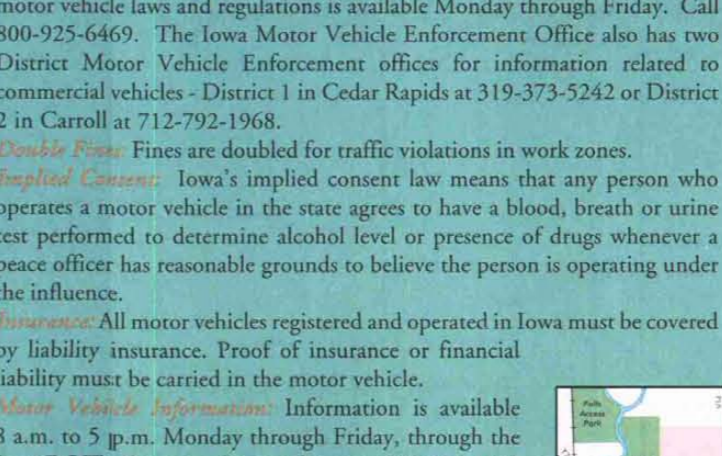
### BURLINGTON

For local bus information, call 319-253-8102.



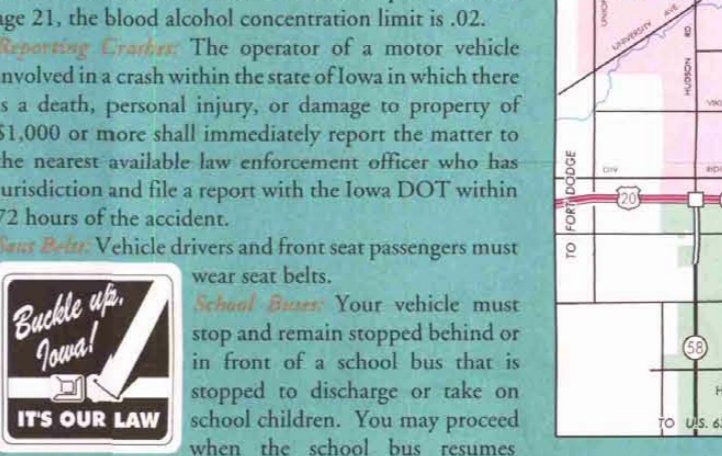
### DUBUQUE

For local bus information, call 319-288-4788.



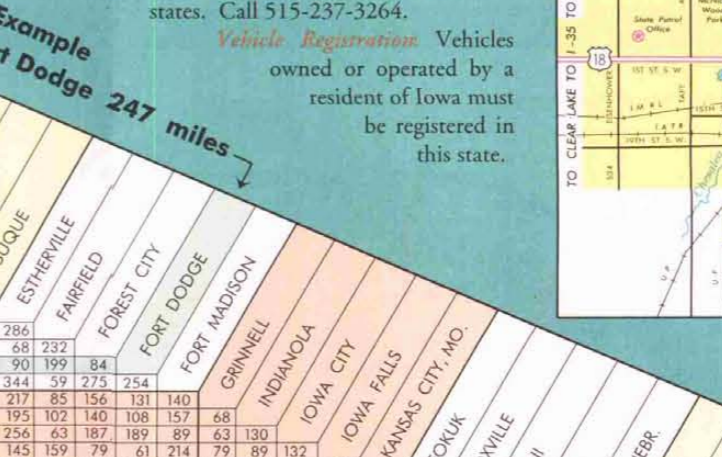
### CLINTON

For local bus information, call 319-242-3721.



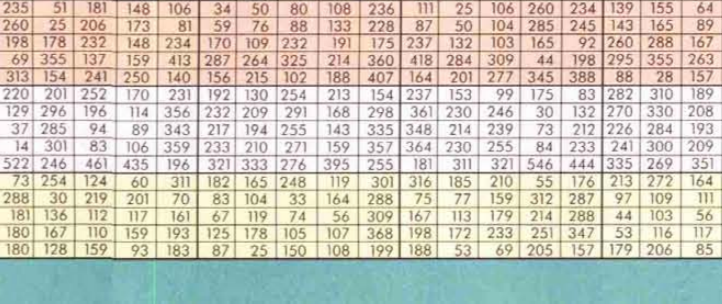
### WATERLOO CEDAR FALLS

For local bus information, call 319-324-5714.



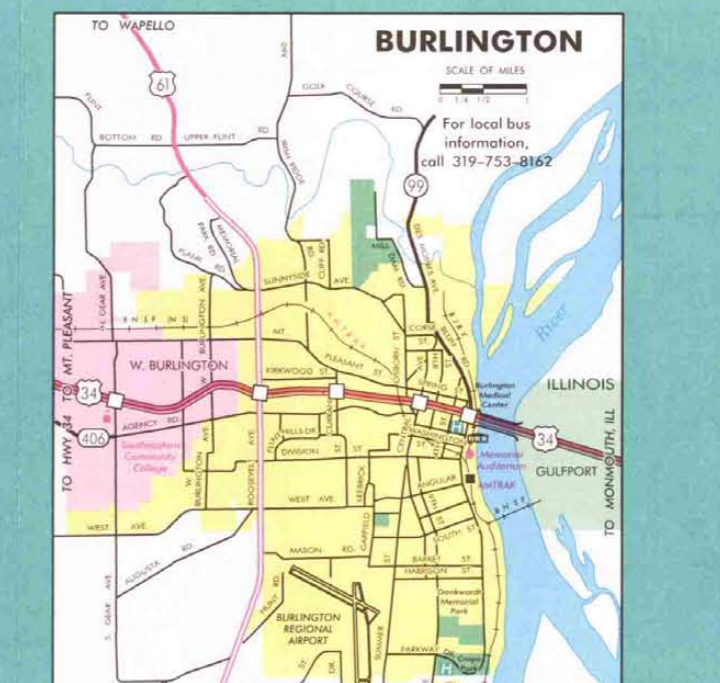
### MASON CITY

For local bus information, call 515-471-3616.



### SIoux CITY

For local bus information, call 719-276-4624.



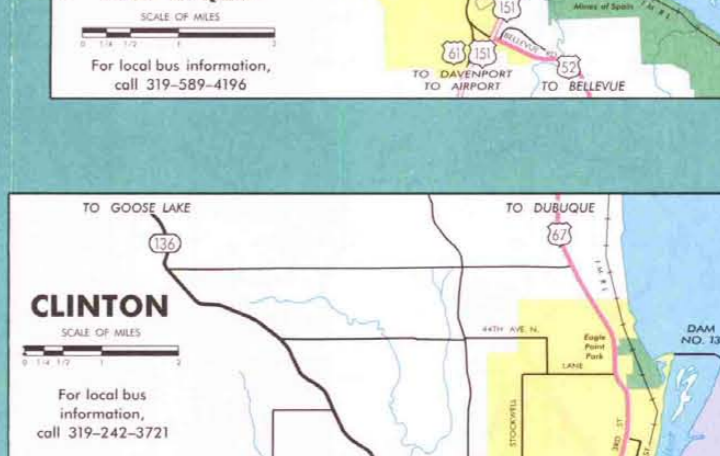
### FT. DODGE

For local bus information, call 515-972-8114.



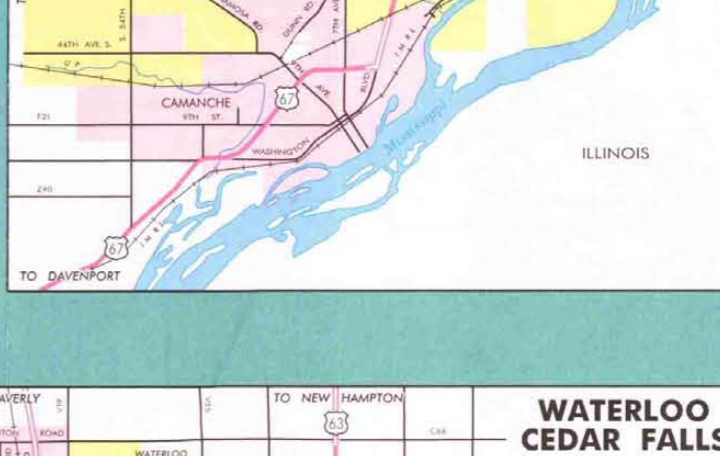
### MARSHALLTOWN

For local bus information, call 515-754-5779.



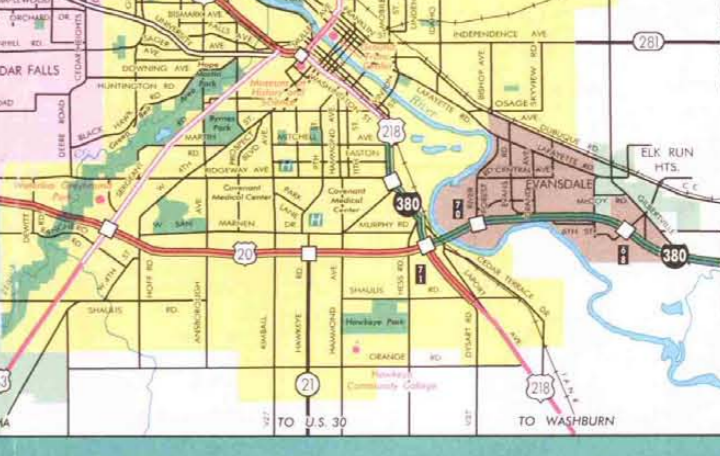
### IOWA CITY CORALVILLE

For Coralville bus information, call 319-353-7771. For Iowa City bus information, call 319-354-5151.



### OTTUMWA

For local bus information, call 515-483-0995.



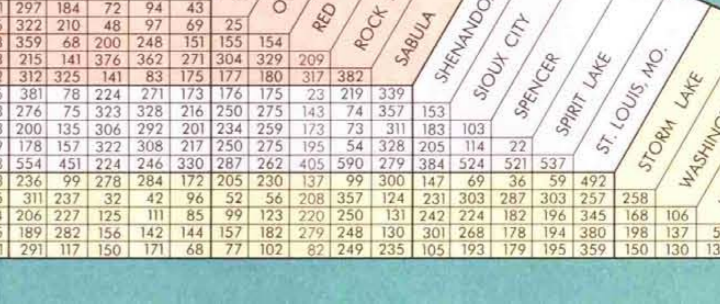
### AMES

For local bus information, call 515-922-1100.



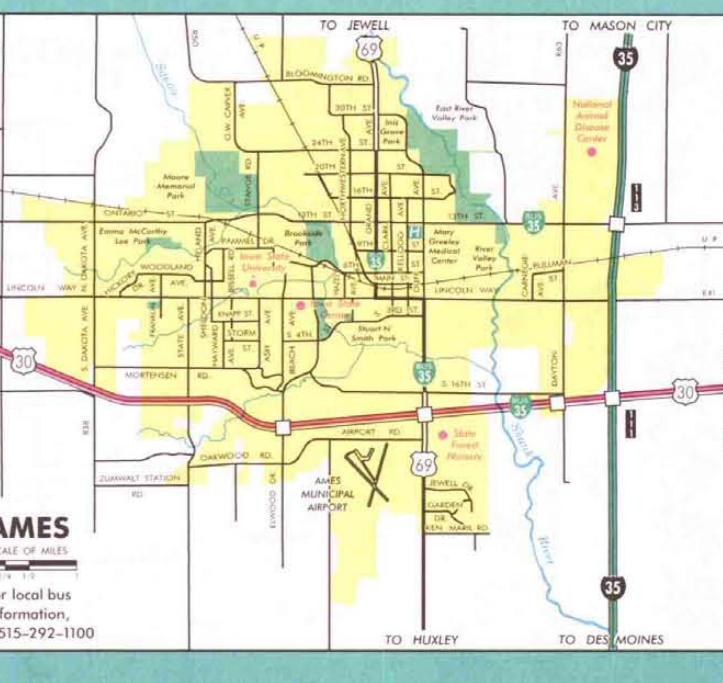
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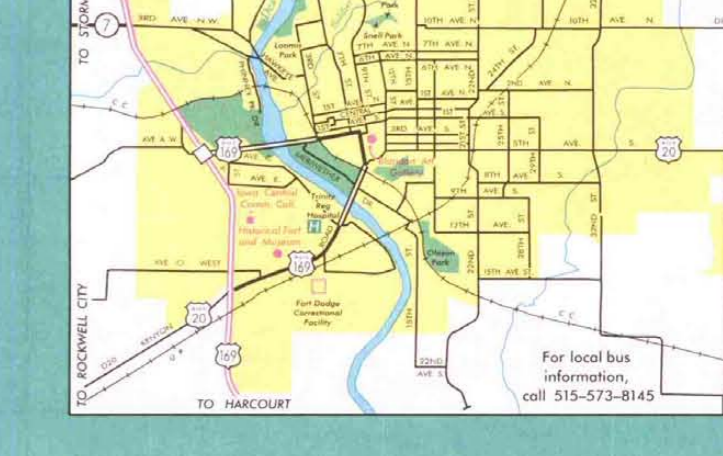
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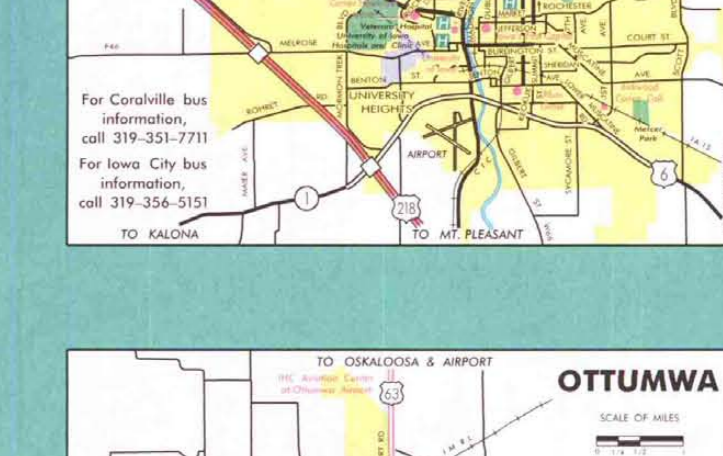
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