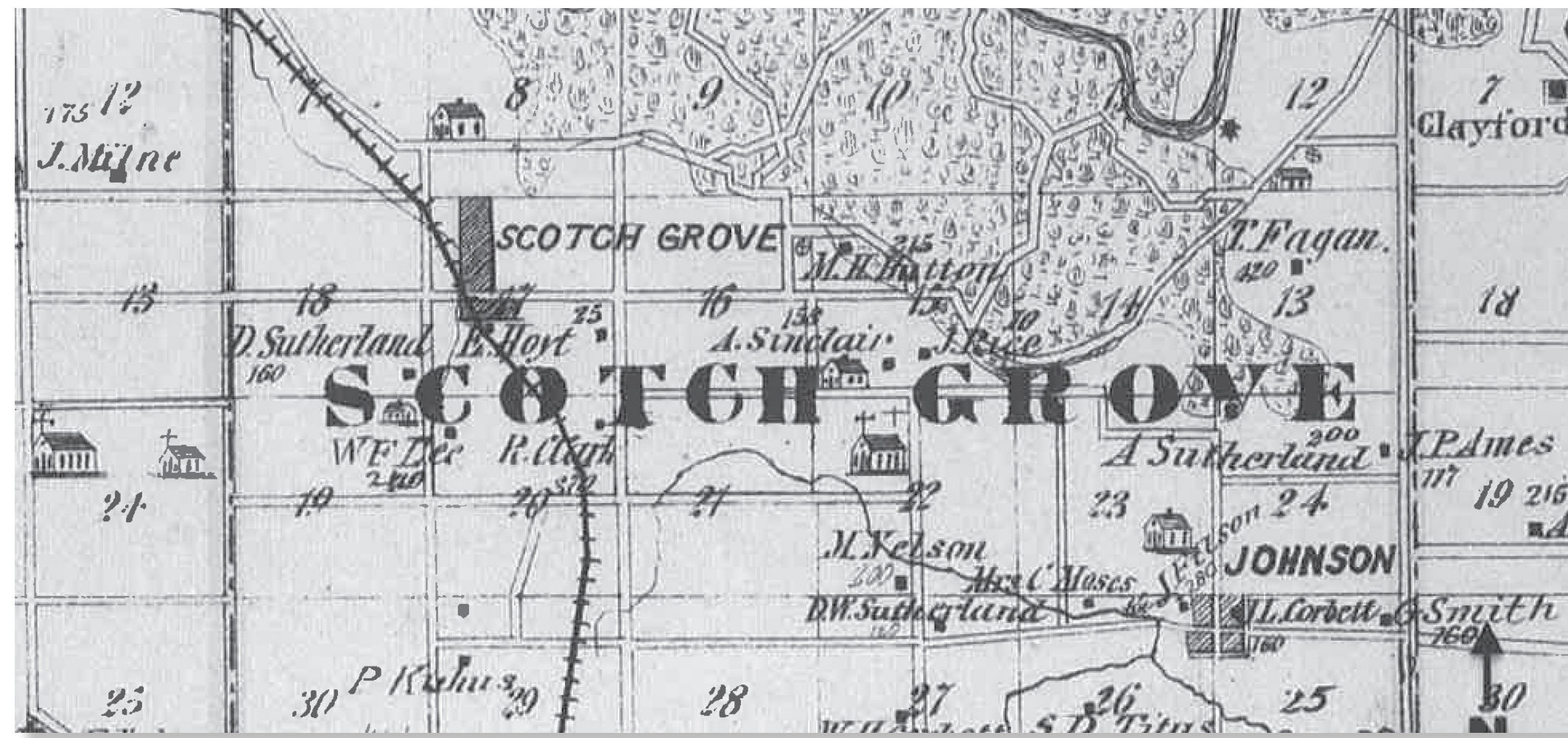


Regional Trail Connections



Detail of Scotch Grove Township in 1875 showing the village of Scotch Grove, the extent of the original plat, and the landowners, schools, churches, town, and post offices nearby. (p. 98)

Scotch Grove was platted in 1872 by the Applegate brothers. From the onset, connections, especially via the railroad, placed Scotch Grove as both a regional hub and community-oriented village:

In 1955, the Iowa State Highway Commission made plans to relocate Highway 38 from Market and Third streets to the west of Scotch Grove. The news prompted the village of 52 residents to make an effort at incorporation to organize a municipal government and receive designation on state maps. (p. 51)

The builders of Scotch Grove, themselves, belonged to [a] close inter-related rural community that included the village, the surrounding township, and nearby towns such as Langworthy, Center Junction, and Monticello. (p. 54)

In 1957, the Chicago, Milwaukee & St. Paul Railroad abandoned the line between Center Junction and Monticello, which included Scotch Grove Station, and railroad property reverted to private ownership. The same year, the paving and relocation of Iowa Highway 38 shifted traffic from Market Street to a paved two-lane bypass that separated the depot from the village and eliminated the depot park. (p. 52)

The Scotch Grove community has never been confined to the village of Scotch Grove. The schools and churches attended by Scotch Grove families remained outside of the village proper and were part of the larger township community to which residents of the village of Scotch Grove have always belonged. This feeling of belonging to a community of people unconstrained by streets, blocks, and lots may partly explain [...] Scotch Grove's survival to the present day. (p. 58)

Scotch Grove Historical Context

Historic Depot Park



Scotch Grove Station in its final year of service in 1951, looking northeast. The tall spruce on the far right indicate the depot park was part of the historic setting of the Scotch Grove Station. (p. 105)

The Scotch Grove railroad depot and the surrounding park have been main characters in the history of the Scotch Grove; defining important moments for residents and the village:

By August [1872], the railroad was planning a small depot at Applegate's Crossing, located on land owned by Charles R. Applegate: "The new depot has been located at Applegate's Crossing, and a hundred and sixty acres of land have been laid off for a new town, which will probably assume the name of the township- Scotch Grove." (p. 34)

The planned railroad depot on Charles Applegate's farm thus provided an opportunity, and the Applegate brothers hired civil engineer Thomas Murray to survey and plat a town called Scotch Grove. The town plat, filed in late October, was located in Section 17 of Scotch Grove Township, immediately north and east of the new depot. (p. 35)

In 1979, the abandoned Scotch Grove Station became the centerpiece of a roadside park established as a community project. Several groups in Scotch Grove worked to renovate the depot and recreate the depot park, complete with picnic pavilion, tables, and an outdoor grill. Scotch Grove residents, present and past, gather annually at the park for a reunion, and in this way maintain Scotch Grove Station as an important symbol of the community. (p. 58)

Fortunate is this little town in having Scotch Grove park [...] a natural amphitheater, with a slope toward the depot where the bandstand will be erected. Here an audience of visitors from various parts of Iowa and surrounding states and former residents returning from as far as 2,000 miles away, will watch the centennial pageant next Saturday night. (p. 58)

The Village Crossroads



Postcard view of Market Street in Scotch Grove, looking southeast in 1912. (p. 108)

The heart of Scotch Grove is the Village Crossroads at the intersection of Market and 3rd Street – a significant place that makes Scotch Grove "Scotch Grove."

The Scotch Grove Historic District is locally significant for its history and development as an agriculture-related business center and rural crossroads community. (p. 32)

In its mid-twentieth-century heyday, the village of Scotch Grove was described as "a typical Iowa hamlet in some ways and very atypical in others." (p. 33)

The community's railroad and successful agricultural niche companies secured not only its survival, but its prosperity as well. Yet these factors fail to explain the village's enduring crossroads community aesthetics -the picturesque, old-fashioned charm of the Scotch Grove Historic District. The combination of modern business and rural timelessness in the development of the village reflects the architectural and generational continuity of the Scotch Grove community. (p. 53)

The familiar wood storefront that had occupied the corner of Third and Market streets since the village's first year of existence likely presented an attractive symbol of the longevity and well tended roots of this rural community. (p. 53)

The National Park Service's National Register of Historic Places is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect America's historic and archaeological resources. Scotch Grove was included in the The National Register of Historic Places in 2013. The content on this board is from this historic report.

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