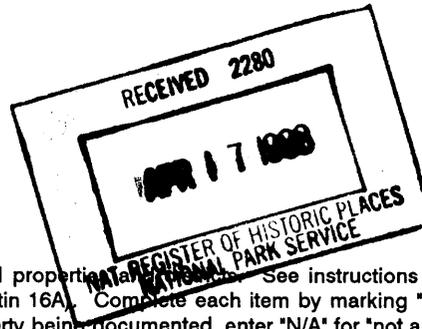


United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form



538

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Moore's Ford Bridge

other names/site number _____

2. Location

street & number 25th Avenue over White Water Creek not for publication

city or town 14.2 miles northeast of Monticello City vicinity

state Iowa code IA county Jones code 105 zip code 52310

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)
Patricia Oster King DSHPD 4-7-98
Signature of certifying official/Title Date
STATE HISTORICAL SOCIETY OF IOWA
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

- I hereby certify that the property is:
- entered in the National Register
 - See continuation sheet
 - determined eligible for the National Register
 - See continuation sheet
 - determined not eligible for the National Register
 - removed from the National Register
 - other, (explain):

Edson H. Beall 5.15.98

5. Classification

Ownership of Property
(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property
(Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property
(Do not include previously listed resources in the count)

Contributing	Noncontributing	
0	0	buildings
0	0	sites
1	0	structures
0	0	objects
1	0	Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing)

Highway Bridges of Iowa

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions
(Enter categories from instructions)

TRANSPORTATION/road-related

Current Functions
(Enter categories from instructions)

TRANSPORTATION/road-related

7. Description

Architectural Classification
(Enter categories from instructions)

other: pinned Pratt through truss

Materials
(Enter categories from instructions)

foundation Stone masonry
 walls _____
 roof _____
 other Wrought iron

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets)

Located 14.2 miles northeast of Monticello City, the Moore's Ford Bridge spans White Water Creek in a rural Jones County setting that has changed little since the structure's period of significance. A description of the structure follows:

span number: 1 construction date: 1884
 span length: 100.0' construction cost: \$2305.00 (superstructure cost)
 total length: 100.0' current condition: fair
 roadway wdt.: 16.0' alterations: stringers replaced, 1960

superstructure: wrought iron, 6-panel, pin-connected Pratt through truss
 substructure: stone masonry abutments
 floor/decking: timber deck over timber stringers
 other features: upper chord and inclined end post: 2 channels with cover and batten plates; lower chord: 2 punched rectangular eyebars; vertical: 2 channels with lacing (2 looped square eyebars at the hips); diagonal: 2 looped rectangular eyebars; top lateral: 1 angle iron; bottom lateral: 1 round rod with threaded ends; floor beam: I-beam, U-bolted to lower chord pins; bowed lattice portals; builder's plate: Morse Bridge Co / Builders / Youngstown, O

Other than maintenance-related repairs and alterations noted above, the bridge remains essentially unaltered as it continues to carry vehicular traffic. The Moore's Ford Bridge today retains a high degree of integrity of location, design, setting, materials, workmanship, feeling and association.

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
B Property is associated with the lives of persons significant in our past.
C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply)

Property is:

- A owned by a religious institution or used for religious purposes.
B removed from its original location.
C a birthplace or grave.
D a cemetery.
E a reconstructed building, object, or structure.
F a commemorative property.
G less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on continuation sheets.)

Areas of Significance

(Enter categories from instructions)

ENGINEERING

Period of Significance

1884

(The period of significance is derived from the original construction date.)

Significant Dates

1884 (construction date)

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

designer:

Morse Bridge Company, Youngstown OH

fabricator:

Morse Bridge Company; Carnegie Iron Co.

builder:

Morse Bridge Company, Youngstown OH

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
previously listed in the National Register
previously determined eligible by the National Register
designated a National Historic Landmark
recorded by Historic American Buildings Survey
recorded by Historic American Engineering Record

Primary location of additional data:

- State Historic Preservation Office
other State agency
Federal agency
Local government
University
other
name of repository:

10. Geographical DataAcreage of Property less than one acre**UTM References**

(Place additional UTM references on a continuation sheet)

1 15 670870 4682690
zone easting northing2 _____
zone easting northing**Verbal Boundary Description**

(Describe the boundaries of the property)

The nominated property is a rectangular-shaped parcel measuring 18 feet by 100 feet, which is centered on the UTM point(s) listed above. Included within this rectangular parcel are the bridge's superstructure, substructure, approach spans and floor system.

Boundary Justification

(Explain why the boundaries were selected)

The nominated structure includes the bridge's superstructure, substructure, floor system, any approach spans and the property on which they rest. These boundaries encompass, but do not exceed, all of the property that has been historically associated with the bridge.

11. Form Prepared Byname/title Robert Hybben, Charlene Roise and Clayton Fraserorganization Fraserdesign date 31 August 1994street & number 1269 Cleveland Avenue telephone 303-669-7969city or town Loveland state Colorado zip code 80537**Additional Documentation**

Submit the following items with the completed form:

Continuation Sheets**Maps**A **USGS map** (7½ or 15 minute series) indicating the property's locationA **Sketch map** for historic districts and properties having large acreage or numerous resources**Photographs**Representative **black and white photographs** of the property**Additional Items**

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO)

name/title Jones Countystreet & number P.O. Box 368 telephone 319-462-3785city or town Anamosa state Iowa zip code 52205

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section Number 8 Page 1 Moore's Ford Bridge Jones County; Iowa

Located southwest of St. Martens, this short-span through truss carries a county road over White Water Creek in Washington Township. The bridge is comprised of a single pinned Pratt truss, supported by stone masonry abutments. Local pressure for a bridge across White Water Creek at Moore's Ford in Washington Township dates to a petition presented to the county supervisors by Michael Plant, an area resident, in September 1877. The supervisors determined the following month that a bridge at this location was "much needed" and should be built as soon as funds allowed. The construction was delayed over the next several years, however, as the county erected a number of costly spans at other major crossings. On September 5, 1883, the supervisors finally authorized construction of a 100-foot iron truss at this site. Competitive bids were opened the following month, and the contract awarded to the lowest bidder, the Morse Bridge Company of Youngstown, Ohio. Using wrought iron components rolled in Pittsburgh by Carnegie, Morse B&I completed the bridge by June 1884, at which time the firm received a payment of \$2305.00 for the bridge's superstructure. (The stone abutments were probably built by local masons.) With no alterations of note, the Moore's Ford Bridge functions in place today with its physical integrity remarkably intact.

In the early 1880s, the pin-connected Pratt truss superseded the bowstring arch-truss as the iron bridge of choice for medium-span wagon crossings. Patented in 1844 by Thomas and Caleb Pratt, the Pratt design is distinguished by vertical members acting in compression and diagonals that act in tension. "The Pratt truss is the type most commonly used in America for spans under two hundred and fifty (250) feet in length," noted bridge engineer J.A.L. Waddell wrote in 1916. "Its advantages are simplicity, economy of metal, and suitability for connecting to the floor and lateral systems." Virtually all of the major regional bridge fabricators manufactured Pratt trusses and marketed them extensively to Iowa's counties. Thousands of pinned Pratt trusses were erected throughout Iowa, in both through and pony configurations, and many remain in service today. The Moore's Ford Bridge is distinguished among these by its atypical configuration, its relatively early erection date and by its excellent state of preservation.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section Number 9 Page 2 Moore's Ford Bridge Jones County; Iowa

Iowa Department of Transportation, Structure Inventory and Appraisal: Structure No. 208750.

Jones County Supervisors' Minutes, Book C: page 273 (6 September 1877), page 287 (19 October 1877), page 555 (11 November 1880); Book D: page 164 (5 September 1883), page 182 (17 October 1883), page 243 (2 June 1884), located at the Jones County Courthouse, Anamosa IA.

Bertha Finn, et. al., eds., *Anamosa, 1838-1988; A Reminiscence* (Monticello IA: Monticello Express, 1988), page 25.

Field inspection by Clayton Fraser, 9 December 1990.