

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: REMOVAL

PROPERTY Cincinnati Bridge
NAME:

MULTIPLE Highway Bridges in Nebraska MPS
NAME:

STATE & COUNTY: NEBRASKA, Pawnee

DATE RECEIVED: 10/02/15 DATE OF PENDING LIST:
DATE OF 16TH DAY: DATE OF 45TH DAY: 11/17/15
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 92000719

NOMINATOR: STATE

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

☒ ACCEPT ☐ RETURN ☐ REJECT 11.16.15 DATE

ABSTRACT/SUMMARY COMMENTS:

REMOVED
from
National Register

RECOM./CRITERIA Remove

REVIEWER Edouard Beall

DISCIPLINE Historian

TELEPHONE _____

DATE 11.16.15

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



RECEIVED 2280

OCT - 2 2015

Nat. Register of Historic Places
National Park Service

September 21, 2015

Keeper of the National Register
National Park Service – National Register of Historic Places
1201 "I" Street NW, 8th Floor
Washington, DC 20005

Dear Keeper:

In September, 2000, the Nebraska State Historic Preservation Office (NeSHPO) presented the *Nebraska State Historic Preservation Office Guidelines for Removing Properties from the National Register of Historic Places* to the Nebraska Historic Preservation Board. The Board subsequently adopted these guidelines.

The Cincinnati Bridge (PW00-042), a National Register listed property located south of DuBois in Pawnee County, Nebraska, is no longer extant. The qualities that caused this property to be listed in the National Register have been destroyed. As documented in 36 CFR 60.15 (a) (1), loss of integrity supplies grounds for removing properties from the National Register.

Cincinnati Bridge (PW00-042)

Constructed in 1879-1880, the Cincinnati Bridge was located south of DuBois, Nebraska. County commissioners called for bids for an iron bridge over the Nemaha River near the town of Cincinnati (now gone), in the southeastern corner of the county. They awarded a contract for the 156-foot, two-span structure to the King Iron Bridge Company. The channel span featured a 119-foot bowstring arch truss, fabricated from King's patented standard tubular arch design. The county accepted the bridge from King in March 1880, for a total cost of \$3,130.50. In 1982, the county closed the structure after determining it did not meet the three-ton capacity required by federal standards. In 1985, the road leading to the bridge was vacated. Abandoned at the time the bridge was listed, it retained a high degree of physical integrity.

Current Physical Description

The Cincinnati Bridge was still in place in 1993, as evidenced by aerial photography accessed through Google Earth; however, by 1998 the bridge was no longer extant. Those characteristics that caused this bridge to be eligible for listing no longer exist.

On September 4, 2015, the NeSHPO presented this information to the Nebraska Historic Preservation Board and recommended removal of the Cincinnati Bridge from the National Register. The Board unanimously approved this recommendation.

Please remove the Cincinnati Bridge (NeHBS PW00-042) from the National Register of Historic Places, pursuant to 36 CFR 60.15 (a) (1). You may direct any questions regarding the removal of this property to Jill Dolberg, 402-471-4773. Thank you.

Sincerely,


L. Robert Puschendorf
Deputy State Historic Preservation Officer

1500 R Street
PO Box 82554
Lincoln, NE 68501-2554
p: (800) 833-6747
(402) 471-3270
f: (402) 471-3100
www.nebraskahistory.org

Cincinnati Bridge

Removal from the National Register
of Historic Places

August 1979



August 1979



August 1979



August 1993 – post flood





August 1993 – post flood



August 1993 – post flood



1993 Aerial View with Bridge



2015 Aerial View without Bridge





















United States Department of the Interior
National Park ServiceNational Register of Historic Places
Registration Form

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Cincinnati Bridge
other name/site number Fries' Mill Bridge; Big Nemaha River Bridge; NEHBS Number PW00-42

2. Location

street & number closed county road over S. Fk. Big Nemaha River N/A not for publication
city, town 1 mile south, 0.2 mile east of Du Bois X vicinity
state NE county Pawnee code 133 zip code 68345

3. Classification

Ownership of Property	Pawnee County	Number of Resources within Property	
Category of Property	structure	Contributing	Noncontributing
		0	0 buildings
		0	0 sites
		1	0 structures
		0	0 objects
		1	0 Total

Number of contributing resources previously listed in the National Register: 0

Name of related multiple property listing: Highway Bridges in Nebraska, 1870-1942

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this X 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 X meets does not meet the National Register Criteria.

Pro. R. Schenck DSHPO
Signature of certifying official

5/6/92
Date

Nebraska State Historical Society
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register Criteria.

Signature of commenting or other official

Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this 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:)

*Entered in the
National Register*

Melana Byers

6/29/92

for Signature of the Keeper

Date of Action

6. Function or Use

Historic Function (enter categories from instructions)

TRANSPORTATION/road-related

Current Function (enter categories from instructions)

VACANT/not in use

7. Description

Architectural Classification (enter categories from instructions)

OTHER /wrought iron, bowstring through arch-truss

Materials (enter categories from instructions)

foundation N/A

walls N/A

roof N/A

other N/A

Describe present and historic physical appearance.

Located a mile south of Du Bois, the Cincinnati Bridge spans the Big Nemaha River's South Fork in a rural Pawnee County setting that has changed little since the structure's period of significance. The bridge's floor system is somewhat deteriorated, but the structure is otherwise intact. The Cincinnati Bridge today retains an extraordinary degree of integrity of location, design, setting, materials, workmanship, feeling and association for a span of its vintage. A description of the structure follows:

span number:	1	construction date:	1879-80
span length:	119.0'	construction cost:	\$3130.50
total length:	135.0'	current condition:	good
roadway wdt.:	16.0'	alterations:	none

superstructure: wrought iron, 10-panel, bowstring through arch-truss

substructure: stone west abutment; steel pile east abutment; concrete-filled iron cylinder piers

floor/decking: wood deck over timber stringers

other features: upper chord: back-to-back channels riveted to two solid plates; lower chord: 2 rectangular eyebars; vertical: cruciform-shaped section alternating with 2 angle sections tied by double lacing to form outriders; diagonal: round rod with threaded ends; strut: 2 angles with double lacing; top lateral: 4 eyerods, bolted to an iron collar at panel center; bottom lateral: cross-braced circular-section eyerods; railing: timber.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

Applicable National Register Criteria	statewide C
Criteria Considerations (Exceptions)	N/A
Areas of Significance	Engineering
Period of Significance	1879-80 (The period of significance is derived from the original construction date.)
Significant Dates	1879-80
Cultural Affiliation	N/A
Significant Person	N/A
Architect/Builder (Designer)	King Iron Bridge Company, Cleveland OH
(Fabricator)	King Iron Bridge Company, Cleveland OH
(Builder)	King Iron Bridge Company, Cleveland OH

State significance of property, and justify criteria, criteria considerations and areas of significance noted above.

Pawnee County appears to have built its first iron bridge - a Pratt truss of unspecified length erected by King and Wheeler of Des Moines - in 1877. The King Iron Bridge Company of Cleveland erected the next all-iron bridges in 1878 (type unspecified) and 1879 (a 90-foot, bowstring arch-truss). In August 1879, the commissioners called for bids for an iron bridge over the Nemaha River near the town of Cincinnati (now gone), in the southeastern corner of the county. The following month the county awarded the contract for a 156-foot, two-span structure to the King Iron Bridge Company. The channel span featured a 119-foot bowstring arch-truss, fabricated from King's patented standard tubular arch design. The county paid King half of the bridge's cost in February 1880, and on March 4th, after examining the newly completed structure, accepted it from King. Total cost: \$3,130.50. Although King raised the superstructure of the Cincinnati Bridge in 1882, little else is known about its history. (The original 37-foot approach span has evidently been replaced.) According to a local resident, the bridge was designated as part of the "Overland Ocean-Pikes Peak Trail" in the early 1900s. In 1982, the county closed the structure after determining that it did not meet the three-ton capacity required by federal standards. In 1985 the road leading to the bridge was vacated. Although now abandoned, the Cincinnati Bridge has retained a high degree of physical integrity.

Marketed widely throughout the Midwest by such industry giants as the King Iron Bridge Company and the Wrought Iron Bridge Company, bowstring arch-trusses were the mainstay bridge type for medium-span roadway crossings in the 1870s, 1880s and early 1890s. Numerous bowstrings were erected in eastern Nebraska during that period, but through subsequent attrition only a handful remains today. Most of these were erected by King in the 1880s and 1890s, and over half, like the Cincinnati Bridge, are now closed to traffic. The oldest originally placed vehicular span in the state, the Cincinnati Bridge is technologically significant as one of the last remaining examples in Nebraska of this once-common, important early bridge type.

For further contextual information regarding bridge building in Nebraska, registration requirements, and property types, see related multiple property listing "Highway Bridges in Nebraska, 1870 - 1942."

9. Major Bibliographical References

Proceedings of the Pawnee County Commissioners, located at Pawnee County Courthouse, Pawnee City, Nebraska, refer to the following entries in Book 3: 28 May 1877 (p. 90), 3 July 1878 (p. 137), 6 August 1879 (pp. 169-170), 2 September 1879 (p. 171), 5 February 1880 (p. 185), 3 March 1880 (p. 186), 4 March 1880 (p. 186); Demian Hess, interview with Charlie Morin, Pawnee County Highway Superintendent, 25 January 1990; Demian Hess, telephone interview with Ed Bohm, Pawnee City resident, 9 April 1990; **King Iron Bridge and Manufacturing Company**, published catalog, ca.1888, n.p., located at Ohio State Historical Society, Columbus, Ohio; field inspection by Demian Hess, 26 January 1990.

See continuation sheet

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 (specify repository:)

10. Geographical Data

Acreage of Property less than one acre
Cadastral Reference S35, T1N, R12E
USGS Quadrangle Du Bois, Nebraska - Kansas (7.5 Minute Series, 1965)
UTM References zone 14 easting 752270 northing 4433180

See continuation sheet

Verbal Boundary Description

The nominated property is a rectangular shaped parcel measuring 135 feet by 18 feet, which is centered on the UTM point listed above. Included within this rectangular parcel are the bridge's superstructure, substructure, floor system, and approach spans.

See continuation sheet

Boundary Justification

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 this bridge.

See continuation sheet

11. Form Prepared By

name/title	Demian Hess, Research Historian	date	30 June 1991
organization	Fraserdesign and Hess, Roise and Company	telephone	303-669-7969
street & number	1269 Cleveland Avenue	state	Colorado
city or town	Loveland	zip code	80537

5/15/92

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation Sheet

Section number _____ Page _____

Highway Bridges in Nebraska MPS
NEBRASKA

Date Listed

COVER	Substantive Section	Date Listed
92000749	Adamson Bridge	6/29/92
92000721	Ashland Bridge	6/29/92
92000744	Beal Slough Bridge	6/29/92
92000752	Bell Bridge	6/29/92
92000753	Berry State Aid Bridge	6/29/92
92000745	Big Blue River Bridge, FILLMORE CO	6/29/92
92000708	Big Blue River Bridge, BUTLER CO	6/29/92
92000760	Big Indian Creek Bridge	6/29/92
92000728	Big Papillion Creek Bridge	6/29/92
92000759	Bloody Run Bridge	6/29/92
92000751	Borman Bridge	6/29/92
92000754	Brewer Bridge	6/29/92
92000707	Bridge - CASS COUNTY	6/29/92
92000714	Bridge - HITCHCOCK	6/29/92
92000737	Bridge - OTTAWA COUNTY	6/29/92
92000725	Bridge - ANTELOPE CO entered in the	6/29/92
92000733	Bridge - OTTAWA COUNTY National Regist.	6/29/92
92000761	Bridge - GAGE	6/29/92
92000747	Brownson Viaduct	6/29/92
92000715	Burwell Bridge	6/29/92
92000763	Cambridge State Aid Bridge	6/29/92
92000722	Carns State Aid Bridge	6/29/92
92000719	Cincinnati Bridge	6/29/92
92000734	Clear Creek Bridge	6/29/92
92000729	Colclessor Bridge	6/29/92
92000735	Columbus Loup River Bridge	6/29/92
92000748	Deering Bridge	6/29/92
92000771	Elkhorn River Bridge	6/29/92
92000764	Franklin Bridge	6/29/92
92000773	Gross State Aid Bridge	6/29/92
92000732	Henry State Aid Bridges	6/29/92
92000758	Hoyt Street Bridge	6/29/92
92000731	Interstate Canal Bridge	6/29/92
92000710	Keim Stone Arch Bridge	6/29/92
92000768	Kilgore Bridge	6/29/92
92000756	Lewellen State Aid Bridge	6/29/92
92000774	Lewis Bridge	6/29/92
92000757	Lisco State Aid Bridge	6/29/92
92000723	Little Nemaha River Bridge OTTAWA COUNTY OTTAWA	6/29/92
92000720	Little Nemaha River Bridge OTTAWA COUNTY OTTAWA	6/29/92
92000730	Loosveldt Bridge	6/29/92

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Cincinnati Bridge
NAME:

MULTIPLE Highway Bridges in Nebraska MPS
NAME:

STATE & COUNTY: NEBRASKA, Pawnee

DATE RECEIVED: 5/15/92 DATE OF PENDING LIST: 5/26/92
DATE OF 16TH DAY: 6/11/92 DATE OF 45TH DAY: 6/29/92
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 92000719

NOMINATOR: STATE

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

☒ ACCEPT ☐ RETURN ☐ REJECT 6/24/92 DATE

~~Entered in the~~
~~National Register~~

ABSTRACT/SUMMARY COMMENTS:

RECOM./CRITERIA _____
REVIEWER _____
DISCIPLINE _____
DATE _____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

CLASSIFICATION

___count ___resource type

STATE/FEDERAL AGENCY CERTIFICATION

FUNCTION

___historic ___current

DESCRIPTION

___architectural classification
___materials
___descriptive text

SIGNIFICANCE

Period Areas of Significance--Check and justify below

Specific dates Builder/Architect
Statement of Significance (in one paragraph)

___summary paragraph
___completeness
___clarity
___applicable criteria
___justification of areas checked
___relating significance to the resource
___context
___relationship of integrity to significance
___justification of exception
___other

BIBLIOGRAPHY

GEOGRAPHICAL DATA

___acreage ___verbal boundary description
___UTMs ___boundary justification

ACCOMPANYING DOCUMENTATION/PRESENTATION

___sketch maps ___USGS maps ___photographs ___presentation

OTHER COMMENTS

Questions concerning this nomination may be directed to

_____ Phone _____

Signed _____ Date _____



Cincinnati bridge - NEHBS No. PW00-42
Du Boise vicinity, PAWNEE CO., NEBR

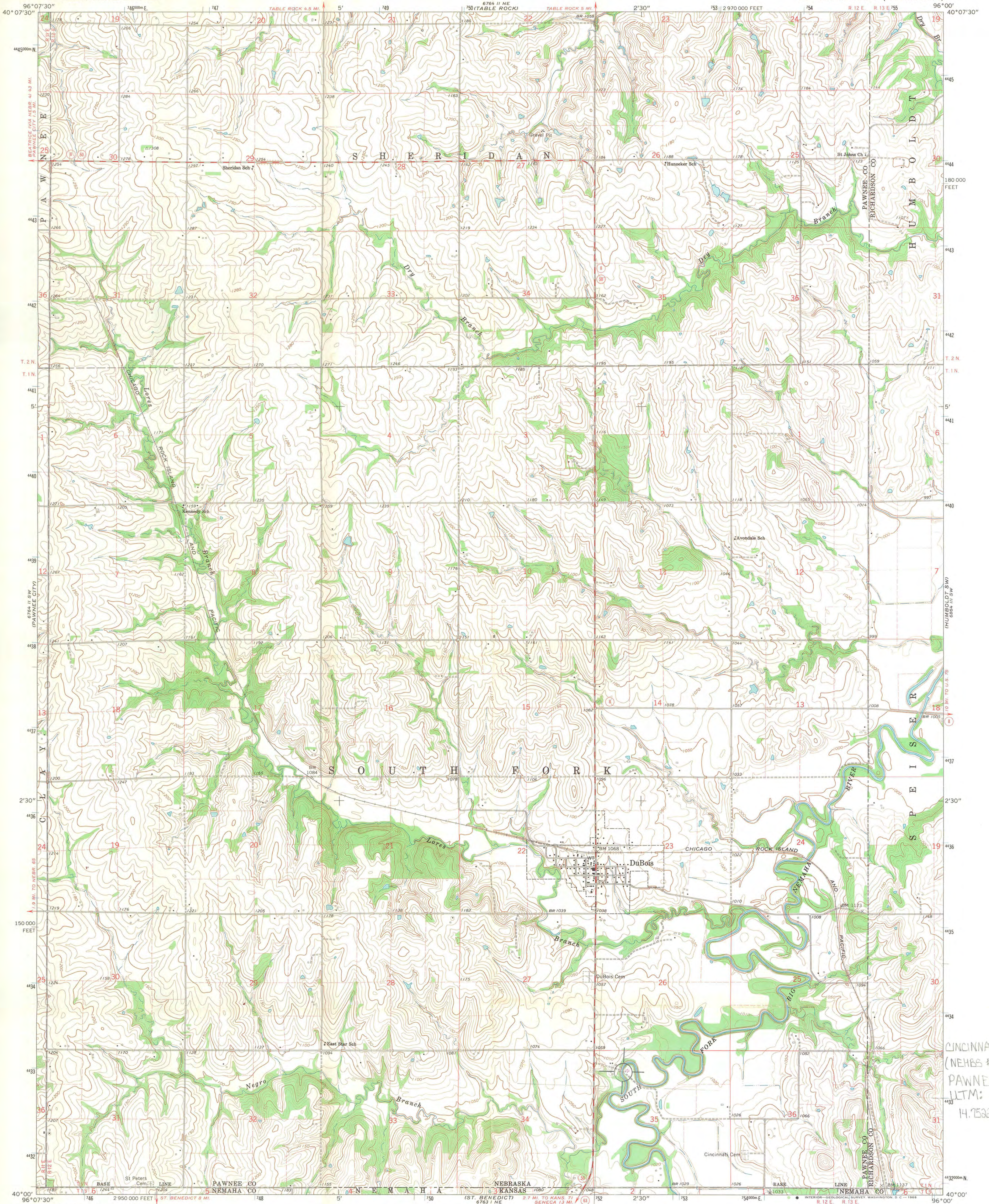
Aemian Hess

26 January 1990

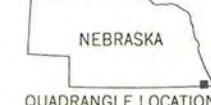
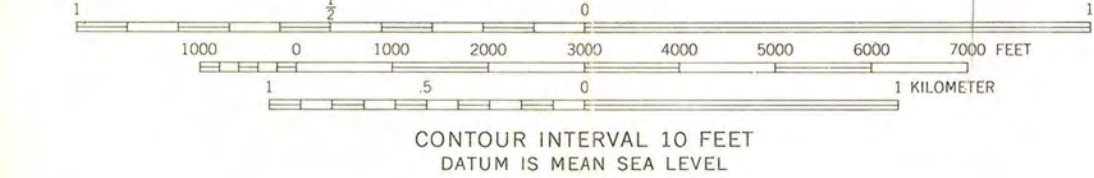
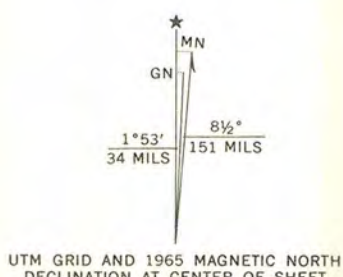
ORIGINAL negative located at NESHPO

View: looking North

PHOTO 1 of 1



Maped, edited, and published by the Geological Survey as part of the Department of the Interior program for the development of the Missouri River Basin Control by USGS and USC&GS
Topography by photogrammetric methods from aerial photographs taken 1963. Field checked 1965
Polyconic projection. 1927 North American datum
10,000-foot grid based on Nebraska coordinate system, south zone
1000-meter Universal Transverse Mercator grid ticks, zone 14 shown, in blue
Fine red dashed lines indicate selected fence and field lines where generally visible on aerial photographs. This information is unchecked



ROAD CLASSIFICATION
Medium-duty ——— Light-duty ———
Unimproved dirt ———
State Route

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR WASHINGTON, D. C. 20242
AND BY THE STATE GEOLOGICAL SURVEY, LAWRENCE, KANSAS 66044
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

DU BOIS, NEBR.-KANS.
N4000—W9600/7.5

1965

AMS 6764 II SE—SERIES V875

CINCINNATI BRIDGE
(NEHBS # PW00-42)
PAWNEE COUNTY
LICM:
14.753270.4433180



NEBRASKA STATE HISTORICAL SOCIETY

1500 R STREET, BOX 82554, LINCOLN, NE 68501

DIRECTOR: JAMES A. HANSON (402) 471-3270

RECEIVED
MAY 11 1992

**NATIONAL
REGISTER**

May 8, 1992

Ms. Carol Shull
Chief of Registration
National Register of Historic Places
1100 'L' Street, NW
Washington, DC 20240

Re: Cincinnati Bridge
NEHBS # PW00-042
1 mile S, 0.2 miles E of Du Bois
rural Pawnee County, Nebraska

Dear Ms. Shull:

Please find enclosed the National Register of Historic Places nomination form for the above property. The property is being nominated under the Multiple Documentation Form, Highway Bridges in Nebraska 1870-1942, which is enclosed under separate cover. This nomination has met all notification and other requirements as established in 36 CFR Part 60.

If you have any questions regarding the nomination, please let me know.

Sincerely,

L. Robert Puschendorf
Deputy State Historic
Preservation Officer

Enclosure

PW00-042



NEBRASKA STATE HISTORICAL SOCIETY

1500 R STREET, P.O. BOX 82554, LINCOLN, NE 68501-2554
(402) 471-3270 Fax: (402) 471-3100 Museum Fax: (402) 471-3314

June 12, 1995

Edwin H. Bredemeier
Route 1, Box 13
Steinauer, NE 68441

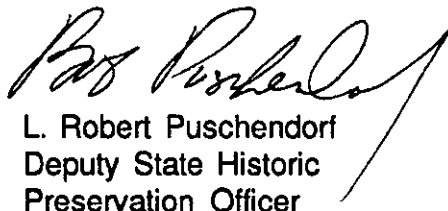
Dear Mr. Bredemeier:

Thank you for the clipping about the historic Cincinnati bridge. We had not received a copy from our clipping service so the information was of interest to us.

Despite the loss of the bridge, we are pleased that many parties came together for emergency salvage, including the UNL College of Engineering and Nebraska Department of Roads. In fact, the Department of Roads had expedited assistance for bringing heavy equipment to the site. The plan was to lift the bridge from the riverway by crane. The equipment would have been on site the following Tuesday or Wednesday. Despite temporary stabilization by the county, time just ran out.

Again, thank you for sending the clipping.

Sincerely,



L. Robert Puschendorf
Deputy State Historic
Preservation Officer

LRP/sm

cc: file PW00-42

Sun
Beatrice, NE
Cir. D. 7,088

JUN 12 1995

Universal Press Clipping Bureau

Pawnee Co. 134 to ask for help in fixing roads

By Eric Brian
Daily Sun staff writer

PAWNEE CITY — Pawnee County officials will seek federal emergency funding for repairing damage to bridges and roads, County Highway Superintendent Larry Schafer said Thursday.

A historic iron bridge across the south fork of the Big Nemaha River south of DuBois washed away on Saturday, May 27, Schafer said.

Other damage includes washed out approaches on a bridge across Turkey Creek about five miles south of Pawnee City and a bridge east of DuBois.

"We have about \$300,000 damages in the county, and we haven't found everything," Schafer said.

The Cincinnati Bridge over the Big Nemaha was located at the former town of Cincinnati. Because of flooding problems the community was rebuilt at DuBois, Schafer said.

The bridge was built in 1879 by the King Iron Bridge Co. of Cleveland, Ohio, according to the Nebraska Historical Society. The bridge was a bow string-pass-through truss type.

Schafer said one flood four or five weeks ago washed out the west approach to the bridge, and the west end slid partly into the river. Debris piled up underneath the bridge, further endangering the structure, Schafer said.

The bridge was scheduled to be pulled to safety with a large crane on Tuesday, May 30, but that never happened. High waters on May 27 washed it downstream about one-fourth of a mile.

"We had put two cables on the east end. The bridge was actually floating on top of the debris, and the east end came around and hit the bank," Schafer said.

The bridge was placed on the National Register of Historic Places in 1992. Schafer said efforts were being made to put the bridge over a corner of Iron Horse Lake. That project now looks doubtful.

"It's torn up so bad I don't know whether it could be restored or not. Parts are probably missing. The

Please turn to A-2, Col. 3

Pawnee Co. 134

From Page A-1
arches are twisted. It would be pretty hard to get them back," he said.

"I don't think it's been decided what to do with it. The county won't be involved with that. It

would be up to the historical society," Schafer said.

Joe Stehlik of the Pawnee County Historical Society said he had planned to speak with the local Natural Resources District board

on Thursday to get permission for placing the bridge as a foot bridge at the lake.

Stehlik said the University of Nebraska, state Department of Roads and the state historical soci-

ety were providing support for the project.

"I'm real downhearted about this. A lot of time and work went into that," he said.

PW
PW 00-0412

pw

U N I V E R S A L

Evening Journal

Lincoln, NE

Cir. D. 39,214

JUN 12 1995

Universal Press Clipping Bureau

② PAWNEE COUNTY

Emergency funds sought for roadwork

PAWNEE CITY — County roads officials will seek emergency federal funds to repair bridges and roads caused by flooding.

High water in the Big Nemaha River has caused an estimated \$30,000 in damage and officials have not located all of the damage yet, County Highway Superintendent Larry Schafer said.

One of the damaged bridges was built in 1879 and was on the ~~National~~ Register of Historic Places. Plans were in place to remove the bridge from the south fork of the Big Nemaha River near DuBois, but high water on May 27 washed it out.

The Pawnee Republican

"The oldest continually published weekly newspaper in Nebraska"

Our 126th Year — Issue No. 35

Thursday, June 1, 1995

Pawnee City, Nebraska 68420

Single Copy 50¢

Historic Cincinnati Bridge is history

by Spud Turnbull
Staff Reporter

DuBois received one rain too many! On Friday evening, the Cincinnati Bridge could no longer withstand the pressure that the high water brought with it.

The bridge that spanned the Nemaha River south of DuBois for nearly 125 years is gone.

In 1992, the bridge was listed on the National Register of Historic Places. Since then, concerned citizens, along with L. Robert Puschendorf, Preservation Officer of the Nebraska State Historical Society; Mark R. Stark, Professional Engineer representing the Nebraska Department of Roads; Atorod Azizi, Professor, University of Nebraska at Lincoln College of Engineering; and R. James Pearson, Transportation Enhancement Coordinator, Nebraska Department of Roads have been working to find a way to remove the bridge from its current location and relocate it to higher ground.

Plans were to move the bridge to Iron Horse Lake where its history could be enjoyed for years to come. The bridge was to be used for pedestrian and bicycle traffic.

Although it was obvious that the structure under the bridge was in poor condition, no one could have predicted the rainfall the county has received this year.

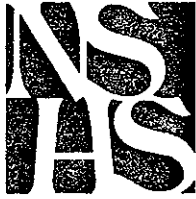
On Thursday, the bridge was cabled to near-by trees in an effort to keep it in place until arrangements could be made to remove the bridge from the river. However, even the cables could not hold the bridge in place when the waters began to rise.

Although it is doubtful the bridge can be saved, the river is being searched for the pieces.



The coup de grace for the Cincinnati bridge came this past weekend with yet another rain. The bank on the west approach of the bridge gave way last week, as seen in photo. One final rain on Sunday evening caused the Nemaha River to rise and wash the bridge away.

(photo by Beverly Puhalla)



NEBRASKA STATE HISTORICAL SOCIETY

1500 R STREET, P.O. BOX 82554, LINCOLN, NE 68501-2554
(402) 471-3270 Fax: (402) 471-3100 Museum Fax: (402) 471-3314

May 26, 1995

Dr. William E. Splinter, Interim Dean
College of Engineering & Technology
W181 Nebraska Hall
University of Nebraska - Lincoln
CAMPUS MAIL


Dear Bill:

On May 22 we were notified by a local preservation advocate that damage had been sustained to a significant historic bridge in Pawnee County. The Cincinnati Bridge (1879-80, National Register of Historic Places) is one of the last remaining examples in Nebraska of the bowstring arch-truss.

Upon notice, it was apparent that immediate technical assistance was needed. Our staff was acquainted with the work of Dr. Atorad Azizinamini, who is currently engaged in a structural testing and analysis of historic bridges. Upon contacting Dr. Azizinamini, he consented to visit the site and provide assistance. This was accomplished the next day. Representatives of the Nebraska Department of Roads and others have likewise come forth to pursue efforts to mitigate and avoid further damage to this historic bridge.

With the cooperation and assistance of Dr. Azizinamini, a number of local officials, state agencies and concerned citizens were brought together in preservation of the bridge. His early intervention was critical to bringing forth the options that were available. Please extend our thanks the Dr. Azizinamini, who represents the public service we respect in the University system.

Sincerely,


Lawrence Sommer
Director/State Historic
Preservation Officer

*5/27/95: Bridge collapsed;
salvage questionable.*

LS/sm

cc: Samy E.G. Elias, Associate Dean
W150 Nebraska Hall

DRAFT

Not sent

FOR IMMEDIATE RELEASE

CONTACT:

LINCOLN-- Time is running out for a rare, historic Nebraska bridge as continued spring rains and rising river levels threaten to destroy the Cincinnati Bridge in Pawnee County. Preservationists, local and state agencies are banding together to rescue the last remaining vestige of the town that aspired to its namesake.

(Insert DOR attribution quote here)

Built in 1879-80, the Cincinnati Bridge is one of the last remaining examples in Nebraska of bowstring arch-truss construction. Listed on the National Register of Historic Places, the bridge is the state's oldest vehicular bridge still at its original site. The Cincinnati Bridge is located a mile south and two-tenths of a mile east of DuBois, at the site of the long-forgotten town of Cincinnati. The town was founded in 1869 and named for Cincinnati, Ohio, by the town company that founded the settlement. Cincinnati was relocated in 1886 and the post office became DuBois, according to the Nebraska State Historical Society..

-more-

Cincinnati Bridge, Add 2-2-2-2

Vacated long ago, the bridge sustained severe damage during the floods in 1993. Now, rising levels of the Big Nemaha River's south fork caused one end of the bridge to drop 15 feet below its supports. It now sits precariously over the rising waters, awaiting relocation to a new home on a recreational trail.

Work crews from Pawnee County are now at the site to determine how to temporarily stabilize the bridge. Engineers from both the University of Nebraska-Lincoln and the Nebraska Department of Roads have identified plans to bring the necessary equipment to the bridge and move it from the river way before further damage occurs. A crane and crew are expected on site by Tuesday or Wednesday.

(Insert DOR story details here)

-30-

For further information, contact:

Jim Pearson, Nebraska Department of Roads (402) 479-4881

Bob Puschendorf, Nebraska State Historical Society (402) 471-4769

Joe Stehlik, Pawnee County Promotional Network (402) 852-2973

DEPARTMENT CORRESPONDENCE

TO LRP DEPT. _____
FROM MR DEPT. _____
SUBJECT Astorod 33131 DATE 5-23-95

Bob:
Astorod visited the bridge site and found one end of the bridge to be 15'± below support level and that several deck planking have come loose causing resistance to the swift flow of the current. If the water rises to much more the bridge will be gone. He recommended lifting the end up vertically and temporarily support it with a cable untill the water recedes, or if someone could come out with a crane and lift it in one piece it would be better for everyone.
County want to hook the end that hasn't fallen and pull it towards land over the abutment, but Astorod feels this would cause the other end of the bridge to fall deeper into the water causing more resistance and most likely, would be lost. He will keep us informed.

Pawnee folks, get temp fix. Pearson says meets emergency criteria; may call other members to expedite, Expedite funding

Olson's consulting firm to come up with stabilization + get them to apply to ISTEA in August.

SEP 29 1994

UNIVERSAL Press Clipping Bureau

134 The Pawnee Republic

"The oldest continually published weekly newspaper in Nebraska"
Our 125th Year - Issue No. 52

29, 1994

Pawnee City, Nebraska 68420

Saving historic Cincinnati Bridge

By Beverly Puhalla
Publisher

Flooding is the death knell for many bridges and this may be the case for historic Cincinnati Bridge. The bridge, located at the original site of the town of Cincinnati in Pawnee County, was completed in 1880. It is one of only a few remaining bowstring arch-trussed bridges which were so common in the late 1800's. The bridge was closed in 1982.

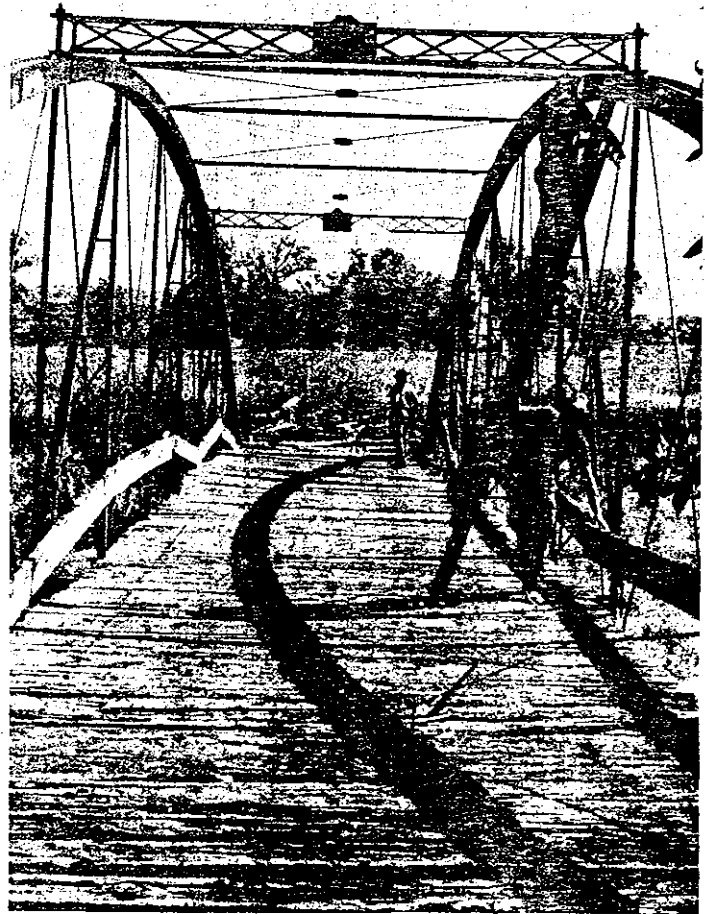
The original township of Cincinnati suffered from the flooding of the Nemaha River and by 1887 many of the town's businesses moved to the new town of DuBois.

Bank erosion has been a problem for the bridge for many years. The 1993 floods on the Nemaha River have put the historic structure in serious threat of falling into the river.

During his visit to inspect flood damage in Nebraska last year, Jim Lindberg of the National Trust for Historic Preservation, witnessed, first hand, the damage summer flooding did to the Cincinnati Bridge. He contacted the Nebraska State Historical Society and Joe Stehlik (who has been instrumental in helping to preserve historic sites in Pawnee County) to discuss possible funding to help save the bridge.

Lindberg, as a representative for the National Trust, applied for and received funding to hire engineers to examine the bridge. Two engineers from the firm of A.G. Lichtenstein & Associates, Inc., of Fair Lawn, New Jersey, were at the site September 8th and 9th. Stehlik said they measured every conceivable thing on the bridge to help determine what type of traffic the bridge could carry (there is no intention of opening it for vehicular traffic). Discussion was had as to whether the bridge could be saved on site or if it should be moved to another location. The engineers told Stehlik that the bridge itself, the steel trusses and beams seemed to be in good shape but the wooden planking needs to be replaced.

The Cincinnati Bridge is one of Pawnee County's historic treasures. It was listed on the National Register of Historic Places in 1992. The bridge was constructed by the King Iron Bridge Company of Des Moines, Iowa at a cost of \$3,130.50. At one time it was a main thoroughfare across the Nemaha River.



As the historic Cincinnati Bridge teeters on the brink of falling into the Nemaha River, an offer of assistance from The National Trust for Historic Preservation may be just in time to save it. The engineering firm of A.G. Lichtenstein of Fair Lawn, New Jersey, was hired to examine the bridge. According to Joe Stehlik, who is assisting them with this project, the two men covered every inch of the bridge as part of their inspection which will help in determining what to do to save the bridge.

PW00-042



Pawnee Republican
Pawnee City, NE
Cir. 2,161

Pawnee Co.

OCT. 19 1982

PW 42

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The Pawnee

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"Positive About

Cincinnati Bridge spans river which led to the destruction of Cincinnati, Ne



by Paula Jasa

Down a winding, dirt, dead end road just a mile south and a half mile east of DuBois lies the remnants of what used to be a main thoroughfare. Just below that same thoroughfare rumbles the Nemaha River.

The Cincinnati Bridge near DuBois was built for the purpose of linking travel across the Nemaha River. The irony being that the floods of that same river brought about the demise of the heavily traveled mainstay.

From 1880 on, the Cincinnati Bridge was about the only link across the river for the inhabitants of the old town, Cincinnati, which was located just north of the old bridge. Today the bridge still spans the Nemaha River, but it has been vacated and only leads to a desolate field. The only thing that crosses the bridge now, is a cable that is stretched across the opening to prevent anyone from using it.

A book on the history of Pawnee County listed the Cincinnati vicinity as the first area settled in Pawnee County. In 1857, John Fries erected a water powered gristmill near the town and bridge which was known as the first such mill in the county. The remnants of the millpond, a

cemetery and the ruins of a stone house are virtually all that remain in the old town.

Fire & Flood

In 1883, the village, which then had a population of about 75 was hit by both a serious flood and fire which nearly ended its existence. Situated as it was on the Nemaha it was subject to flooding. The new railroad was coming, but instead of Cincinnati, higher ground was chosen and the Cincinnati area was overlooked.

The end of the town came about 1887 when many of the remaining businesses moved to the new town of DuBois located a mile and a half northwest of Cincinnati. Coal became the main interest in the DuBois-Cincinnati area in the 1880's.

Ed Bohm has lived in the Cincinnati area for 72 years and resides on the dead end road that winds down to the Cincinnati Bridge. He commented on what a thriving community the area used to be.

"It used to be a very well traveled main thoroughfare," he said. "It was part of the Overland Ocean Pike's

Peak Trail and visitors or salesmen would just look on the poles that lined the roads as a guide. Metal tape markers were wrapped around these telephone poles and had the letters O.O.P.P. on them to guide people along the trail. The road led across the bridge and to the town. North of the bridge was the flour mill, but the Nemaha flooded the banks and destroyed it."

"People came to Cincinnati from great distances," said Mr. Bohm. "My father told me that many people brought loads of wheat to the mill to be ground for flour. They came in high-wheeled wagons to get through the mud and some came from such a long ways that they would have to spend the night. Some would just sleep out in their wagons while they waited for their flour."

"One of the big attractions to Cincinnati was the coal along the banks of the river and next to the town," he said. "While people waited for their flour, they would load their wagons with coal or timber or anything they could use to burn. It wasn't the greatest coal, but it would burn. They filled their wagons and then loaded their flour sacks on top of the coal and headed back home."



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PW00-42

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Cincinnati Bridge.....

cont'd from page one

whether or not they retained their natural integrity and historical characteristics. All of the bridges were based on type, size and design also."

As listed on the National Register of Historic Places Registration form, "the Cincinnati Bridge is a setting that has changed little since the structure's period of significance."

The form goes on to say, "Pawnee County appears to have built its first iron bridge—a Pratt truss of unspecified length erected by King and Wheeler of Des Moines in 1877. In August of 1879, the commissioners called for bids for an iron bridge over the Nemaha River near the town of Cincinnati. The following month the county awarded the contract for a 156-foot, two-span structure to the King Iron Bridge Company. The county paid King for half of the bridge's cost in February 1880, and on March 4th, after examining the newly completed structure, accepted it from King."

"Total cost: \$3,130.50. Although King raised the superstructure of the Cincinnati Bridge in 1882, little else is known about its history. The original 37-foot approach span has evidently been replaced."

"In 1982, the county closed the structure after determining that it did not meet the three-ton capacity required by federal standards. In 1985 the road leading to the bridge was vacated. Although now abandoned, the Cincinnati Bridge has retained a high degree of physical integrity."

King Iron Bridge Company erected many bowstring arch-trussed bridge types for medium-span roadway crossings in the 1870's, 1880's and early 1890's. Only a handful remain today. Numerous amounts of these bridges were erected in eastern Nebraska during that time and over half, like the Cincinnati Bridge are now closed to traffic.

The form went on to state, "The oldest originally placed vehicular span in the state, the Cincinnati Bridge, is technologically significant

as one of the last remaining examples in Nebraska of this once-common, important bridge type."

The Nebraska State Historical Society reported that with a listing in the National Register, preservation

of historic bridges will be considered when planning for federally funded or sponsored projects.

Joni Gilkerson added, "The National Register was established to recognize and encourage the preservation of these bridges. Some of these historic bridges are privately or publicly owned. Some are still being used for pedestrian traffic, and vehicular traffic, and some have even been moved or relocated depending on the varying conditions of the bridges. The listing process does not affect ownership rights, so funding and/or improvements are left solely up to the owner or owners of these bridges to keep them up to their original state."

134134



NEBRASKA STATE HISTORICAL SOCIETY

1500 R STREET, BOX 82554, LINCOLN, NE 68501
DIRECTOR: JAMES A. HANSON (402) 471-3270

July 24, 1992

County Board of Commissioners
Pawnee County Courthouse
Pawnee City, NE 68420

RE: Cincinnati Bridge (1 mile S, 0.2 miles E of Du Bois)

Dear Commissioners:

We are pleased to announce that the above referenced property(s) was officially listed in the National Register of Historic Places on June 29, 1992.

The National Register is the nation's inventory of properties considered to be worthy of preservation. Listing does not affect the ownership of, or access to, the property. It does offer some protection from adverse effects arising from federally funded or licensed projects in the near vicinity. Listing also provides eligibility for certain benefits for income-producing properties under the Tax Reform Act of 1981, as amended, and for matching grants-in-aid subject to availability of funds.

Enclosed are copy(s) of the nomination(s) for your reference and files. Additional copies may be obtained from the Historical Society for \$3.00 per copy to cover nominal xeroxing and mailing costs. A leaflet on National Register plaques is included, but plaques are entirely optional. Please let us know if you have any questions.

Sincerely,

L. Robert Puschendorf
Deputy State Historic
Preservation Officer

Enclosure(s): PW00-042



NEBRASKA STATE HISTORICAL SOCIETY

1500 R STREET, BOX 82554, LINCOLN, NE 68501

DIRECTOR: JAMES A. HANSON (402) 471-3270

May 5, 1992

County Board of Commissioners
Pawnee County Courthouse
Pawnee City, NE 68420

Re: Cincinnati Bridge (1 mile S, 0.2 miles E of Du Bois)

Dear Commissioners:

As you know, the Nebraska State Historic Preservation Review Board met on May 1, 1992, to review nominations to the National Register of Historic Places. The Board approved the nomination(s) for the referenced property(s). The nomination(s) will now be forwarded to the Keeper of the National Register of Historic Places, National Park Service, for final review and if approved, listing in the Register. You will be notified of the listing(s).

We want to thank you for your support of historic preservation and commend you for your commitment to preserve this property(s). Please let us know if we can provide any technical assistance in the future.

Sincerely,

L. Robert Puschendorf
Deputy State Historic
Preservation Officer

LRP:tlf

PW00-042

March 20, 1992

County Board of Commissioners
Pawnee County Courthouse
Pawnee City, NE 68420

Dear Commissioners:

We are pleased to inform you that the property(s) referenced in the enclosure(s), which you own, will be considered by the State Historic Preservation Review Board for nomination to the National Register of Historic Places. The National Register of Historic Places is the federal government's official list of historic properties worthy of preservation. Listing in the National Register provides recognition and assists in preserving our nation's heritage.

Listing provides recognition of a property's historic importance and assures protective review of federal projects that might adversely affect the character of an historic property. If the property is listed in the National Register, certain federal investment tax credits for rehabilitation and other provisions may apply.

National Register listing does not mean that limitations will be placed on the property by the federal government. Public visitation rights are not required of owners. The federal government will not attach restrictive covenants to the property or seek to acquire them.

You are invited to attend the State Historic Preservation Review Board meeting in which the nomination will be considered. You may comment to the Board by letter at the address listed on this letterhead; all comments will be transmitted to the Board at the time of the meeting. The Board will meet at 1:00 p.m. on Friday, May 1, 1992, at the Nebraska Department of Roads, Auditorium, 1500 Nebraska Highway 2, Lincoln.

The enclosed notice explains the results of listing in the National Register in greater detail and describes the rights and procedures by which an owner may comment on or object to listing in the National Register.

Should you have any questions about the nomination(s) before the State Historic Preservation Review Board meets, please contact the Nebraska State Historic Preservation Office at (402) 471-4787.

Sincerely,

L. Robert Puschendorf
Deputy State Historic
Preservation Officer

Enclosures
PW00-42,98

STATE OF NEBRASKA

DEPARTMENT OF ROADS

Allan L. Abbott, *Director-State Engineer*
1500 Nebraska Hwy 2
PO Box 94759
Lincoln NE 68509-4759
Phone (402) 471-4567
FAX (402) 479-4325



E. Benjamin Nelson
Governor

March 20, 1992

To Selected County Boards and City Councils:

The 1987 Federal Aid Highway Act required states to survey their bridges to determine which were of historic significance. The survey, in part, fulfills requirements of federal law in which bridges eligible for the National Register of Historic Places are considered in any federally-assisted project to be undertaken by the Nebraska Department of Roads through the Federal Highway Administration. Acting as lead agency in this project, the Nebraska Department of Roads determined in October of 1987 that an outside consultant be retained to perform a comprehensive survey of the State's historic bridges. Consultant selection and oversight were provided by a committee representing the Federal Highway Administration, Department of Roads, State Historical Society, Counties and Cities. This committee met in December of 1987 to set the basic guidelines for consultant selection.

By June of 1988, Clayton Fraser of Loveland, Colorado, and Jeffrey Hess of Minneapolis, Minnesota, were selected to perform a survey of Nebraska's pre-1947 bridges and to recommend to the committee those which were of historic significance. They reviewed the department files of approximately 8,000 pre-1947 bridges, selecting 743 for field inventory. The field inventory included record searches in county files, personal interviews, library records and bridge inspections.

By June of 1990, they had determined that 41 of the 743 were definitely eligible for listing in the National Register of Historic Places, 112 potentially eligible, and 590 were not eligible. The committee then met with the consultant and considered each of the 153 bridges on the final list out of the nearly 8,000 pre-1947 structures originally considered. Of the 153 individually reviewed by the committee, 99 were finally selected as structures eligible for National Register listing.

The purpose of this project has been to identify, recognize, and - where feasible - support the preservation of this select group of historic engineering works. The nomination of these historic bridges to the National Register of Historic Places is being requested by the Nebraska Department of

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To Selected County Boards and City Councils
March 20, 1992
Page Two

Roads and Federal Highway Administration as a result of this project. The Department of Roads, therefore, joins the Historical Society and the Federal Highway Administration in recommending these structures as significant technological examples of Nebraska's history.

All additional inquiries concerning the nomination of these bridges should be addressed to Mr. Bill Hurst, Environmental Studies Engineer, at the Nebraska Department of Roads, (402) 479-4410.

Sincerely,

Allan L. Abbott

Allan L. Abbott
Director-State Engineer

ALA:ABY:z

PW00-42