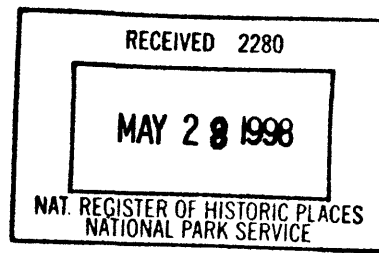


United States Department of the Interior
National Park Service



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National Register of Historic Places
Registration Form

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 Taylor's Ford Bridge

other names/site number _____

2. Location

street & number Nolen Avenue over Wapsipinicon River not for publication

city or town 4.0 miles southeast of Independence vicinity

state Iowa code IA county Buchanan code 019 zip code 50644

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 Orlin King DSHPO 5-6-98
Signature of certifying official/Title Date
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):

Elson H. Bell 6.25.98

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: bowstring through arch-truss

Materials
(Enter categories from instructions)

foundation Concrete

walls _____

roof _____

other Wrought iron

Narrative Description

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

Located 4.0 miles southeast of Independence, the Taylor's Ford Bridge spans the Wapsipinicon River in a rural Buchanan County setting that has changed little since the structure's period of significance. A description of the structure follows:

span number: 1	construction date: 1872; moved 1891
span length: 145.0'	construction cost: \$8,772.00 (superstructure); \$11,330.00 (substructure)
total length: 271.0'	current condition: good
roadway wdt.: 16.0'	alterations: truss moved, 1891

superstructure: wrought iron bowstring through arch-truss, with steel stringer approach spans
 substructure: concrete abutments and wingwalls; concrete-filled iron cylinder piers
 floor/decking: timber deck over iron stringers
 other features: arch: built-up hexagonal iron tube, with riveted connections; lower chord: 2 broad flat bars riveted at seams; outer panel vertical: tee rod; inner panel vertical: 4 back-to-back angles alternating lattice and rivets with spaces; counter: 1 round-section rod, threaded into top, looped at bottom end; railing: wood plank on main span, angle irons and channels on approaches; floor beam: I-beam U-bolted to superstructure; top lateral: 4 back-to-back angles; bottom lateral: round-section rods; portal bracing: 4 back-to-back angles with lattice, flat bar lattice

Since its move in 1891, the Taylor's Ford Bridge has functioned in place, with only minor maintenance-related repairs and alterations; it remains essentially unaltered as it continues to carry vehicular traffic. The Taylor'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

1872

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

Significant Dates

1872 (construction date)

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

designer:

Wrought Iron Bridge Co., Canton OH

fabricator:

Wrought Iron Bridge Co., Canton OH

builder:

Wrought Iron Bridge Co., Canton 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 597720 4694590
zone easting northing2 15 597790 4694690
zone easting northing**Verbal Boundary Description**

(Describe the boundaries of the property)

The nominated property is a rectangular-shaped parcel measuring 18 feet by 271 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 By

name/title Robert Hybben, Charlene Roise and Clayton Fraser
 organization Fraserdesign date 31 August 1994
 street & number 1269 Cleveland Avenue telephone 303-669-7969
 city 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 Buchanan County
 street & number 1511 First Street East telephone 319-334-6031
 city or town Independence state Iowa zip code 50644

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 Taylor's Ford Bridge Buchanan County; Iowa

This long-span iron bridge crosses the Wapsipinicon River in southeastern Buchanan County, four miles southeast of the county seat, Independence. The structure was once part of a two-span iron bowstring bridge, which carried Main Street over the Wapsipinicon in Independence. Located in the heart of the county seat, the Main Street Bridge in Independence was one of Buchanan County's earliest bridged crossings. First built in the 1850s, it was damaged by flooding in 1858. In 1863 that bridge was carried off by flooding and replaced. The county supervisors, in response to several bridge disasters in quick succession, established a county bridge fund that year, fed by a 5-mill tax levy. In February 1871 that bridge was also destroyed by flooding. The county supervisors voted in October to build a replacement structure, this time an iron bridge with a roadway flanked on both sides by five-foot sidewalks. The 1871 flood was only the latest indignity to a bridge that, according to a contemporary, "had been patched and patched until it looked like the smallpox and rode like the rocky road to Dublin."

In January 1872, the supervisors awarded the contract for the new structure, at \$30 per lineal foot, to the Wrought Iron Bridge Company of Canton, Ohio. Total cost for the two-span superstructure, completed that year, was recorded as \$8,772.00, not including joists and the deck. The substructure cost an additional \$11,330.00. The Main Street bowstrings carried increasingly heavy traffic as the main river crossing in Independence, until they were replaced in 1891 by a heavier structure. One of the original iron spans was relocated that year to a crossing in Buffalo Township. The other was moved to Taylor's Ford in Liberty Township and re-erected on iron cylinder piers. The Buffalo Township bridge has since been removed, but the Taylor's Ford Bridge has carried vehicular traffic to the present, with only maintenance-related repairs.

"The bridges throughout the county have always caused the people a great deal of trouble and until recent years, when it is somewhat bettered by the more substantial structures, they were a source of continual trouble and expense - but communities never seem to build any structures except for present needs," a 1914 county history stated. "Their motto was 'the present, let the future take care of itself,' which is all right in some ways but certainly not from an economical standpoint. These first bridges were poorly constructed, cheap affairs and every spring freshet damaged them to a more or less extent, often the loss being entire." It was not until the county began building all-iron structures around 1870 that this trend changed. As it was building the Independence bowstring bridge, the Wrought Iron Bridge Company was under contract with the county to erect other iron bowstring trusses in Quasqueton and Fairbank.

In its extensive dealings with the Wrought Iron Bridge Company in the 1870s, Buchanan County was simply following a regional trend. This county and hundreds of others in the Midwest contracted with the Ohio-based bridge company during this time, and as a result WIBCo quickly became one of the largest fabricators in America. In addition, its president, David A. Hammond, distinguished himself as one of the country's most prolific bridge innova-

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

**National Register of Historic Places
Continuation Sheet**

Section Number 8 Page 2 Taylor's Ford Bridge Buchanan County; Iowa

tors. Documentation shows that the primary superstructural type marketed by the Wrought Iron Bridge Company in the 1870s was the bowstring arch-truss made up of wrought and cast iron components. The bowstring was the most commonly erected all-metal bridge of the 1870s, owing in large part to WIBCo and its main competitor, the King Bridge and Manufacturing Company of Cleveland, Ohio. Both companies fabricated standardized versions of their own patented bowstring designs. The Taylor's Ford Bridge is thus both technologically significant because it is an early example of a once prevalent bridge design, the bowstring arch-truss, and it is historically notable since it was erected by one of the most prolific bridge builders in the Midwest during this decade, the Wrought Iron Bridge Company.

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

**National Register of Historic Places
Continuation Sheet**

Section Number 9 Page 3 Taylor's Ford Bridge Buchanan County; Iowa

Iowa Department of Transportation, Structure Inventory and Appraisal: Structure No. 082130.

Buchanan County Supervisors' Minutes, Book A: page 493 (17 October 1871), pages 501-502 (3 January 1872), page 547 (7 January 1873); Book D: page 195 (9 May 1891).

Harry Church and Katharyn Joella Chappell, **History of Buchanan County, Iowa, and Its People**, vol. 1 (Chicago: S.J. Clarke Publishing Company, 1914), page 298

Book of Designs of Wrought Iron Bridges Built by the Wrought Iron Bridge Co., of Canton, Ohio (Canton, Ohio: Hartzell and Saxton, 1874), page 55.

Field inspection by Charlene K. Roise, 1 October 1991.