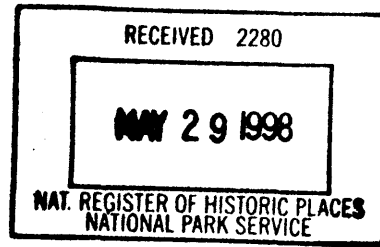


**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Registration Form**



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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 Red Bridge

other names/site number _____

2. Location

street & number Fuel Hollow Road over Yellow River not for publication

city or town 7.3 miles northeast of Postville vicinity

state Iowa code IA county Allamakee code 005 zip code 45302

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 Anthony OSHPD 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):

Edson H. Beall 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)

VACANT/not in use

7. Description

Architectural Classification

(Enter categories from instructions)

other: timber/iron Pratt truss

Materials

(Enter categories from instructions)

foundation Concrete filled steel

walls

roof

other Timber iron

Narrative Description

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

Located 7.3 miles northeast of Postville, the Red Bridge spans the Yellow River in a rural Allamakee County setting that has changed little since the structure's period of significance. A description of the structure follows:

span number: 1 construction date: 1920
 span length: 98.0' construction cost: \$2304.74
 total length: 128.0' current condition: poor (bridge closed)
 roadway wdt.: 13.9' alterations: bridge closed and deck removed

superstructure: timber/iron, 7-panel, Pratt through truss, skewed
 substructure: concrete-filled steel cylinder piers
 floor/decking: timber deck removed
 other features: upper chord/inclined end post: two timbers; lower chord: 2 looped round eyerods; vertical: timber (2 looped round eyerods at the hip); diagonal: 2 looped round eyerods; counter: 1 looped round eyerod with turnbuckle; lateral bracing: round rod with threaded ends; strut: timber with iron rod knee braces; floor beam: timber

Although it has lost a degree of structural integrity due to the removal of its floor stringers and deck and the partial collapse of one hip vertical, the Red Bridge retains a high degree of integrity of location, design, setting, 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.

Areas of Significance

(Enter categories from instructions)

ENGINEERING

Period of Significance

1920

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

Significant Dates

1920 (construction date)

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

designer: Allamakee County Engineer

fabricator: Worden-Allen Company, Milwaukee WI

builder: A.L. Powell

Narrative Statement of Significance

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

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:

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

**National Register of Historic Places
Continuation Sheet**

Section Number 8 Page 1 Red Bridge Allamakee County; Iowa

Now abandoned with its stringers and deck removed, the Red Bridge spans the Yellow River northeast of Postville, in Franklin Township. The structure dates to 1920. That year the Allamakee County Engineer designed this 98-foot timber truss - the first bridge at this crossing - estimated its cost at \$2500.00, and let a series of private contracts for its fabrication and erection. The Worden-Allen Company of Milwaukee provided the structural steel, City Lumber provided the timbers, a man named Ryerson provided the hardware, and local contractor A.L. Powell built the truss. Total cost: \$2304.74. Called the Red Bridge locally, this timber truss featured a Pratt configuration, with timber compression members and forged iron tension members. The upper-chord timbers are bolted to the timber verticals using iron plates; the iron eyerod lower chords are pinned to the verticals. From these pins the floor beams are hung using U-bolts. The Red Bridge carried traffic until its later closure (at an unknown date). The timber deck and stringers were subsequently removed, and the bridge now stands abandoned in deteriorating condition.

As Iowa's counties were in their formative stages between the 1850s and 1890s, they could ill-afford the expense of substantial iron or masonry bridges for their developing road systems. Instead they opted for wood construction - either in timber pile or timber truss configurations - willingly sacrificing longevity for economy. Without the protective sheathing of covered bridges, timber spans rarely lasted more than twenty years in service, and the worst of the early wood bridges required maintenance after virtually every flood. Although some counties continued to work with wood bridge construction, most eschewed timber stringer or truss spans in large part after the turn of the century. As a result, only a handful of timber covered bridges remains in place today, and no 19th century timber pile bridges have been documented by the statewide bridge inventory. Although not truly "old" by Iowa bridge standards, the Red Bridge in Allamakee County is distinguished as the last uncovered timber truss remaining in the state. It is unclear whether the existing timbers on the Red Bridge are original or whether some or all have been replaced - given the notoriously short-lived nature of timber structures in Iowa - but they do appear original. Nevertheless, the Red Bridge is today an important resource from what was once a large group of early timber roadway bridges in the state.

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

**National Register of Historic Places
Continuation Sheet**

Section Number 9 Page 2 Red Bridge Allamakee County; Iowa

Iowa Department of Transportation, Structure Inventory and Appraisal: Structure No. 061360.

Allamakee County Bridge Record No. 1 (second book, up to 1940) - located at Allamakee County Courthouse, Waukon IA.

Field inspection by Clayton Fraser, 12 October 1990.