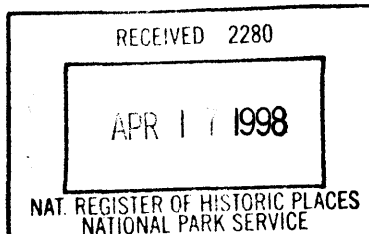


**United States Department of the Interior  
National Park Service**

**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 CM&StP Railroad Underpass

other names/site number \_\_\_\_\_

**2. Location**

street & number County Road G38 (old Highway 92) over Soo Railroad  not for publication

city or town 0.25 mile west of Washington  vicinity

state Iowa code IA county Washington code 183 zip code 52353

**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 Outenberg DSITPO 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):

Elson A. 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/railroad-related

**Current Functions**

(Enter categories from instructions)

TRANSPORTATION/railroad-related

**7. Description**

**Architectural Classification**

(Enter categories from instructions)

other: riveted Warren deck truss

**Materials**

(Enter categories from instructions)

foundation concrete  
 walls \_\_\_\_\_  
 roof \_\_\_\_\_  
 other Steel

**Narrative Description**

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

Located a quarter mile west of Washington, the CM&StP Railroad Underpass carries the Soo Railroad over a county road in a rural Washington County setting that has changed little since the structure's period of significance. A description of the structure follows:

span number: 1                      construction date: 1903  
 span length: 120.0'              construction cost: unknown  
 total length: 303.0'              current condition: good  
 roadway wdt.: unknown              alterations: none

superstructure: steel, 5-panel, rigid-connected Warren deck truss, skewed; one plate deck girder and two concrete arch approach spans to the northeast; one concrete arch and two plate deck girder approach spans to the southwest

substructure: main span: solid concrete piers; approach spans: solid concrete piers (plate deck girders) and open concrete piers (concrete arches)

floor/decking: railroad track deck

other features: upper chord: 2 plates with angles, battens, and lacing; lower chord: built-up channels with lacing; vertical: 2 channels with lacing; diagonal: 2 channels with lacing; floor beam: transverse timbers; top and bottom lateral: angles; no railings

Other than maintenance-related repairs, the bridge remains essentially unaltered as it continues to carry vehicular traffic. The CM&StP Railroad Underpass 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

1903

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

Significant Dates

1903 (construction date)

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

designer:

Chicago, Milwaukee and St. Paul Railroad

fabricator:

unknown

builder:

Chicago, Milwaukee and St. Paul Railroad

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 Data**Acreage of Property less than one acre**UTM References**

(Place additional UTM references on a continuation sheet)

1 15 606800 4571900  
zone easting northing2 \_\_\_\_\_  
zone easting northing**Verbal Boundary Description**

(Describe the boundaries of the property)

The nominated property is a rectangular-shaped parcel of an unknown width by 303 feet long, 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 Deanne L. Zibell  
 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 Soo Railroad  
 street & number \_\_\_\_\_ telephone \_\_\_\_\_  
 city or town \_\_\_\_\_ state Iowa zip code \_\_\_\_\_

**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 **CM&StP Railroad Underpass** Washington County; Iowa

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This rare Warren deck truss carries a railroad track over a paved road and the west fork of Crooked Creek in eastern Franklin Township. The bridge is built on a skew, being oriented on a northeast-southwest line while crossing an east-west road. The year 1903 is incised in one of the concrete piers, and presumably this date represents the bridge's erection date. The crossing was probably independently designed and built by the railroad, therefore no county records exist for the truss. Warren deck trusses are rare for highway bridges, although more common for railroad structures.

Prior to 1940, numerous through and pony trusses were built on road and highways throughout Iowa. Deck trusses - in which the roadway is carried by the truss's upper chords - were built far less often, owing to the relatively flat nature of Iowa's waterways. "Only a few locations in the state will permit the use of this type of construction," the state highway commission stated in 1915. "This type of construction requires considerable head room above high water in order to allow its use." This uncommon truss type has suffered statewide attrition, until less than ten deck trusses are known to remain in Iowa. The CM&StP Railroad Underpass is distinguished as the oldest remaining deck truss in Iowa. It retains a high degree of both structural and historical integrity and thus is an important transportation-related resource.

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

**National Register of Historic Places  
Continuation Sheet**

Section Number   9   Page   2   CM&StP Railroad Underpass Washington County; Iowa

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Iowa Department of Transportation, Structure Inventory and Appraisal: Structure No. 336620.

Field inspection by Charlene K. Roise, 21 November 1991.