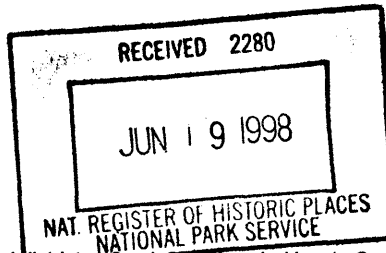


United States Department of the Interior
National Park Service



870

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 Chicago, Rock Island and Pacific Railroad Stone Arch Viaduct

other names/site number Old Stone Arch

2. Location

street & number 1/2 mile NW of jct. Street F66 & Hackberry Road N/A not for publication

city or town Shelby vicinity

state Iowa code IA county Shelby code 165 zip code 51570

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 Whisking DSHPO 6-12-98
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 7-15-98
Signature of the Keeper Date of Action

Rock Island Stone Arch
Name of Property

Shelby County, Iowa
County and State

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 | |
|--------------|-----------------|------------|
| _____ | _____ | buildings |
| _____ | _____ | sites |
| 1 | _____ | structures |
| _____ | _____ | objects |
| 1 | _____ | Total |

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

N/A

Number of contributing resources previously listed in the National Register

N/A

6. Function or Use

Historic Functions
(Enter categories from instructions)

TRANSPORTATION/rail-related/bridge

Current Functions
(Enter categories from instructions)

TRANSPORTATION/pedestrian-related/trail

7. Description

Architectural Classification
(Enter categories from instructions)

No Style

Materials

(Enter categories from instructions)

foundation STONE/limestone

walls STONE/limestone

roof N/A

other

Narrative Description

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

Rock Island Stone Arch
Name of Property

Shelby County, Iowa
County and State

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 one or more 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 # _____

Areas of Significance

(Enter categories from instructions)

ENGINEERING

TRANSPORTATION

Period of Significance

1868

Significant Dates

1868

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

Architect/Builder

unknown

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository:

Rock Island Stone Arch
Name of Property

Shelby County, Iowa
County and State

10. Geographical Data

Acreege of Property less than one acre

UTM References

(Place additional UTM references on a continuation sheet.)

1 [1] [5] [2] [9] [6] [7] [1] [0] [4] [5] [9] [9] [5] [8] [0]
Zone Easting Northing
2 [] [] [] [] [] [] [] [] [] [] [] [] [] [] []
Zone Easting Northing
3 [] [] [] [] [] [] [] [] [] [] [] [] [] [] []
4 [] [] [] [] [] [] [] [] [] [] [] [] [] [] []
[] See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Leah D. Rogers/Consultant

organization _____ date June 5, 1998

street & number 217 NW 5th Street telephone 319-895-8330

city or town Mt. Vernon state IA zip code 52314

Additional Documentation

Submit the following items with the complete form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **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 City of Shelby/Mel Hursey, Mayor

street & number 419 East Street telephone 712-544-2404

city or town Shelby state IA zip code 51570

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**

**Rock Island Stone Arch
Shelby County, Iowa**

Section number 7 **Page** 1

Narrative Description

The Chicago, Rock Island and Pacific Railroad Stone Arch Viaduct, or Rock Island Stone Arch for short, is a stone railroad viaduct located in the SW1/4 of Section 27, T78N-R40W, Shelby Township, approximately one-half mile northeast of the town of Shelby in Shelby County, Iowa. The viaduct is a single-span arch measuring 35 feet in height from water level to deck, 20 feet in width, and 30 feet in length, with flanking wingwalls each measuring 40 feet in length. The angled wingwalls are also made of stone and serve to protect the railroad grade from stream erosion. The viaduct was built in 1868 over Little Silver Creek along the route of the Chicago, Rock Island and Pacific Railroad, the first rail line built into Shelby County. When this portion of the rail line was abandoned in the late 1950s, the tracks were subsequently removed but the stone arch, the railroad grade, and the right-of-way were left intact. The stone arch is in need of repair but retains good integrity. A concrete liner inserted in the early twentieth century around the interior of the arch initially helped strengthen the arch and enabled the bridge to carry heavier loads. However, the liner also served to trap moisture in-between the concrete and the limestone and has resulted in deterioration of the stone in the form of spalling in the vault portion of the viaduct.

The arch viaduct is constructed of regular-coursed, dimension limestone quarried in Earlham, Iowa, and shipped along the rail line as it was completed to this site. The arch is one of two known along this line in Shelby County and is the most accessible of the two. The other arch is located in the middle of a 400-acre field with no direct physical or visual access. The use of dimension stone "required arduous work and skilled crafting in both quarrying and construction" (Grieshop n.d.:E-4). The construction of this particular arched bridge required skilled masons on site and potentially stone cutters depending on the finished state of the stone when it left the quarry. The construction of this arch demonstrates the care taken in the construction of the Rock Island Railroad, which was promoted as "the best constructed railroad in Iowa" (Branch 1929:223).

In 1880, a report of the Chicago, Rock Island and Pacific Railroad (or Rock Island for short) to the Board of Railroad Commissioners of Iowa (Dey Collection, State Historical Society of Iowa, Iowa City) noted the following total number of Rock Island railroad bridges in Iowa:

| <i>Number</i> | <i>Type</i> |
|---------------|---|
| 1438 | pile/trestle |
| 78 | spans over 100 ft |
| 9 | iron bridges, aggregate length |
| 68 | combo bridges |
| 145 | stone arch culverts and viaducts |

An 1883 report (State Printer 1883) specifically listed four arch culverts and viaducts having a length of 20 feet or more along the Rock Island route in Iowa, with 146 additional arch culverts and viaducts being less than 20 feet in length. The 30-foot span of the Shelby stone arch indicates that it was one of only four such structures along the Rock Island rail line in Iowa in the early 1880s. By 1888, the railroad reported 25 arch culverts and viaducts along the Rock Island route in Iowa with "20 feet opening or more," with an additional 184 having less than 20-foot openings (State Printer 1888). The opening in the Shelby Stone arch is approximately 30 feet.

The total number of surviving stone arches along the Rock Island route is not known; however, informal windshield surveys conducted by Stan Nielsen of Shelby, Iowa, between Minden, Iowa, and Council Bluffs have indicated that a number of stone structures still survive. Specifically, six to eight large stone abutments and several similar stone viaducts and culverts survive in the Minden and Keg Creek vicinities. As noted above, only two survive in Shelby County, with one being the nominated property and the other located between the towns of Shelby and Avoca to the east within the boundaries of Shelby County.

**United States Department of the Interior
National Park Service****National Register of Historic Places
Continuation Sheet****Rock Island Stone Arch
Shelby County, Iowa**Section number 7 Page 2

Compared with other types of railroad bridges along the Rock Island railroad between Davenport and Council Bluffs, stone arches were in the minority. Timber trestle or pile bridges were the most common. The use of stone over timber for the western Iowa culverts and viaducts can be attributed to the scarcity of timber in this region; however, any stone other than glacial till is also in short supply. Therefore, bridge material would have to have been shipped in over the line as it was being constructed from eastern and central Iowa where timber and stone resources were more abundant. One historical account of the Rock Island railroad's construction noted that in 1867, when the line was being extended into central Iowa, "bridges were being built in Davenport, ready to be transported as they were needed" (Branch 1929:221). It is likely that these bridges were timber trestles that could be shipped in sections and assembled at the bridge sites. Robert Riebe of the Rock Island Technical Society noted that the Shelby stone arch does not conform to the later standard culvert designs used by the Rock Island Railroad, thus indicating an older construction date, but also noted that it was "quite common" during the early stages of construction to build a wooden pile trestle over a stream "to get the construction completed quickly and the trains in operation" (Riebe 1997).

After the trackage had been in operation for some time, and more time and/or money was available, the permanent facility was then built. The permanent stone structure could have been built under the trestle with hardly any interference with the traffic on the trestle (Riebe 1997).

At present it is impossible to say whether the Shelby stone arch was built when the track was constructed or was added at a later date, perhaps within a few years of the track's completion. However, it is a type of design that pre-dates the later standard designs for structures of this type utilized by the Rock Island Railroad. Further, the early descriptions of the construction of this line promoted it as "the best constructed railroad in Iowa" (Branch 1929:223). As a result, it is concluded that the Shelby stone arch was constructed in 1868 as part of the original construction of the route.

The stone used in the construction of the Rock Island stone arch viaduct near Shelby, Iowa, originated at the quarries near Earlham, Iowa, in Madison County. The Rock Island line between Davenport and Council Bluffs went through the extreme northwest corner of Madison County and passed through the site that would later be platted as the town of Earlham. One of the earliest quarries established near Earlham was the S.A. Robertson Quarry (also known as the Earlham Stone and Lime Works), established in 1866 and located two miles east of Earlham on the south side of the Rock Island Railroad tracks. The rail line, which reached Earlham in 1868, literally extended through the quarry allowing for the loading of stone directly from the quarry onto railroad cars. The Earlham Limestone Formation produced a fine building stone as well as rock for lime burning and crushed rock for railroad ballast and road construction. The stone at the Robertson Quarry was easily mined having little overburden and existing stone exposures. The quarry was also at the same level as the railroad bed making shipping particularly easy. Large quantities of stone were exported from the Earlham quarries to various parts of the state (Beyer and Williams 1907:408, 498-501; Johnson 1987:7-47, 8-14; Myers 1970).

A second limestone quarry, operated by J.E. Parkins as the Eureka Quarry, opened at Earlham in the late 1860s. That quarry was connected to the Rock Island line by a spur track. The stone from this quarry was used in the construction of the Rock Island depot (non-extant) at Earlham (Beyer and Williams 1907:408, 498-501; Johnson 1987:7-20; Mueller 1915:5, 173, 184).

While it is not known for certain that the rock for the Shelby stone arch came from the Robertson quarry, the likelihood that it did is very high given the type of stone, the date of establishment of this quarry, and the fact that the Rock Island line extended directly through this quarry. Roslea Johnson (Personal communication 1995) has examined the stone in the Shelby stone arch and, from her experience based on her study of the limestone industry of Madison County (Johnson 1987), has concluded that the stone was obtained from the Earlham area and probably originated at the Robertson Quarry.

The concrete liner within the vault of the Shelby stone arch was probably added c.1928 when the Rock Island Railroad replaced 500 miles of track in preparation for heavier rail traffic over this line. The older 90# rails were replaced with 110# rails at that time (Starnes 1970:47).

**United States Department of the Interior
National Park Service****National Register of Historic Places
Continuation Sheet****Rock Island Stone Arch
Shelby County, Iowa**Section number 8 Page 3**Narrative Statement of Significance**

The Chicago, Rock Island and Pacific Railroad Stone Arch Viaduct near Shelby, Iowa, is locally significant under Criterion C because it illustrates the construction of the Chicago, Rock Island and Pacific Railroad as the “best railroad” in Iowa and because it represents the first rail line to extend into Shelby County. The railroad was important to the establishment and growth of the town of Shelby, and the viaduct is a prominent landmark and vestige of this railroad in the Shelby vicinity. It is further significant because it exemplifies the use of native Iowa stone materials in its entire construction. As a stone railroad viaduct, this arch also represents a relatively rare property type in Iowa because the majority of railroad bridges in Iowa were of either timber or iron construction (Conard and Cuning 1990:F-42, F-43). The period of significance for this structure is the year in which it was constructed, 1868.

The Chicago, Rock Island and Pacific Railroad in Iowa began as the Mississippi and Missouri Railroad (M & M) in the early 1850s. This railroad was the first projected for the state of Iowa and was originally planned to extend in three directions out from Davenport: to Council Bluffs to the west, to Missouri to the southwest, and to Minnesota to the northwest. The Main line, however, was to be from Davenport to Council Bluffs. The first section of the M & M Railroad was begun between Davenport and Iowa City in 1853 and was completed in 1855. A branch line to Muscatine was completed at the same time (Agnew 1953).

The construction of the railroad west was boosted in 1856 by the federal land act which granted the railroads every alternate section of land for six sections on either side of the designated rail routes. One stipulation of the grant was that the benefiting railroads had to be completed within ten years of the act’s passage. The federal grant to the railroads was subsidized with local aid, specifically in the form of county bonds in exchange for railroad stock. Unfortunately, in the case of the M & M Railroad, construction delays, poor management, the Panic of 1857, and the Civil War, all served to diminish the railroad’s prospects of completion and resulted in bond defaults and hardships for the counties and individuals directly involved. “The final solution came in 1866 with the sale of the road to the Rock Island Railroad for \$2,100,000” (Agnew 1953:232). Under the new organization “hope revived and construction continued” (ibid.). The rail line reached Des Moines in 1867, Earlham late in 1868, Shelby near the end of 1868, and Council Bluffs in May of 1869 (Agnew 1953; Branch 1929:224; *Harlan News-Advertiser* 1986:7C).

The push to Council Bluffs was described by Branch (1929:221, 223) as follows:

By the fall of 1867 construction was humming. Seventeen hundred men were at work, and the contractors were advertising for three thousand more. Bridges were being built in Davenport, ready to be transported as they were needed...[As the constructed moved into western Iowa] the steam shovels of the Rock Island construction gangs were cutting very slowly through the tough “blue clay” of the hills of western Iowa. Only the immense force of six thousand men and three thousand teams carried the work forward at a fair pace. By October, 1868, the road was completed fifty-six miles west of Des Moines, and by the end of the year twenty more miles had been finished. Construction was careful; “the best constructed railroad in Iowa” was to be the Rock Island’s boast.

The presence of such a large workforce, the desire to have a well constructed railroad, and the ready availability dimension limestone once the rail line extended through the Robertson quarry in Earlham has led to the conclusion that the Shelby stone arch was built as the grade was constructed through Shelby County late in 1868. While it is feasible that it was built sometime after the rail line was completed, it does not conform to the standard designs used by the Rock Island Railroad in the late nineteenth century (Riebe 1997). Therefore, because the means, motive, and materials were available at this early date, the construction of this structure is placed at 1868.

The first train of the Rock Island rolled into Council Bluffs on May 12, 1869. While the Rock Island was not the first rail line completed to Council Bluffs, it was to become the main line of the Rock Island in Iowa and provided an important link to

**United States Department of the Interior
National Park Service****National Register of Historic Places
Continuation Sheet**Section number 8 Page 4**Rock Island Stone Arch
Shelby County, Iowa**

the Union Pacific transcontinental railroad, which had been joined with the Central Pacific at Promontory Summit, Utah, just two days before the Rock Island arrived in Council Bluffs.

In order to compete effectively with the other lines already completed to Council Bluffs, the Rock Island was promoted extensively in order to popularize the road. One way in which the road was promoted was as the “best road in Iowa,” with the railroad being “as smooth and level as a ‘house floor’” and having been constructed with a continuous rail so that it did not have “that eternal click and jerk heard and felt on roads constructed with rail connected by ‘chains’” (Halma 1974:388). The first train of the Rock Island to enter Council Bluffs was the “sensational ‘silver’ (reportedly nickel-plated) locomotive,” which had been purchased in Paris at the 1867 Exposition (ibid.). The Rock Island was successful in its self-promotion by providing “fast schedules and comfort” and became known as the “fast Pacific express” making its run from Chicago to Council Bluffs in 18 hours (ibid.).

The original survey for the Mississippi and Missouri rail line through Iowa was made in 1853-54 by Peter A. Dey and his assistant, Grenville M. Dodge. Both men were destined for prominence in public life, with Dodge becoming a key player in the construction of the Union Pacific Railroad and for the location of the Union Pacific’s eastern terminus at Council Bluffs (Cole 1921:280; Johnson 1939:8). The original line surveyed by Dodge through Shelby County was seven miles farther north than the actual constructed line and would have supplied the future county seat of Harlan with a much-needed early rail connection. Dodge was angered by the eventual change in the route charging that the engineers had endangered the land grant and “had been unjust to the people who had settled along [his] original line” (White 1915:136). Dodge himself was among those who lost out, having entered a “good deal of land in Shelby County” in anticipation of his original surveyed route (ibid.).

The actual built route of the Rock Island line from Atlantic through the town of Shelby would at first appear illogical given its curvature and seemingly tortuous route. However, this route was in keeping with the configuration of the entire route between Des Moines and Council Bluffs, which managed to clip the corners of as many counties as possible, in order to include as many county bond opportunities as possible to help fund the railroad’s construction. It was not until the early 1950s that a straighter, shorter route between Atlantic and Council Bluffs was constructed eliminating Shelby from the route (*Nonpareil* 1950).

Also of note in the construction of the Rock Island Railroad through Shelby County was the number of Danish immigrants who were initially attracted to this region because of the high wages paid for construction work on the railroad (Christensen 1952:71).

In 1868 and 1869 when the completion of the Chicago, Rock Island and Pacific Railway was pushed from Des Moines to Council Bluffs, there were a number of Danes in the construction camp of this road at Marne, Cass County. Of these, nine—Mikkel, Rasmus, and Johannes Rasmussen, Oles H. Jacobsen, Ole Hansen, Christian Pedersen, Jens Simonsen, Lars and Peter Nielsen—in 1869 bought a section of land for about thirteen hundred dollars in Jackson Township [Shelby County].

This early settlement in Jackson Township was the beginning of what would become the largest Danish immigrant rural settlement in the United States. Therefore, the construction of the Rock Island lines was significant to the ethnic historic settlement of this region as well. It is not known if any skilled Danish masons worked on the actual construction of the stone arch; however, the number of skilled craftsmen among the Danish immigrants to this area has been well documented (Rogers and Johnson 1991).

The Rock Island was of great significance to the town of Shelby, which owed its very existence to this railroad. When the railroad construction along the Rock Island ground to a halt in 1868 as winter set in, a section house called “Shelby Station” was built at the end of the line and west of the stone arch viaduct (*Harlan News-Advertiser* 1986:7C).

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

National Register of Historic Places Continuation Sheet

**Rock Island Stone Arch
Shelby County, Iowa**

Section number 8 Page 5

The following spring, the railroad continued construction on to Council Bluffs. But the station, the first building in what would become the town of Shelby, remained to become a major distribution point for goods and the drop-off point for people who would settle and build in the newly opened territory....There was a big influx of people into the area in 1870 and the community—having dropped the ‘Station’ and known simply as Shelby—was a hub of activity....Most of the early-day merchandise for the area was off-loaded and distributed through Shelby or Avoca...A manifest for 1882 shows that the cargo shipped to Shelby included: 200 carloads of soft coal, 165 carloads of lumber, 105 carloads of stone for building foundations, 10 carloads of salt packed in barrels and nine carloads of farm implements (ibid.).

Following the construction of the station house, two dwellings were built by Alexander Thompson and James W. Linn. These were followed soon after by the construction of the Shelby House by J.M. Wood, who also opened a general store. On December 28, 1870, the town of Shelby was platted (Starner 1970:12). By 1882, the town of Shelby was “a thriving business place,” with 20 business houses, two hotels, three churches, a schoolhouse, a large flour mill, two lumberyards, a coal yard, a bank, a printing office, and three large elevators for the buying and shipping of grain (ibid.:18).

In 1883, however, the Chicago, Milwaukee and St. Paul Railroad located its line about eight miles west of Shelby, “which took a great deal of Shelby’s trade, and in 1903 the Great Western went two and a half miles west of [Shelby] which diminished the trade still more” (Haas 1904). The Rock Island continued to serve the Shelby community despite these setbacks until the 1950s when the Atlantic cut-off resulted in the abandonment of the Shelby section. The Rock Island depot in Shelby was razed in March of 1961(*The Shelby News* 1961).

The stone arch viaduct now serves as the primary landmark to remind those in the Shelby area of the singular importance of the former Rock Island Railroad to the town’s very existence. It has long been viewed as a local landmark and is commonly referred to as “the Old Stone Arch.” This landmark is part of a project entitled the Rock Island Old Stone Arch Nature Trail that is in progress. This project is being supported by the City of Shelby and grants through the Resource Enhancement and Protection (REAP) program. The National Register nomination of the Stone Arch is considered a cornerstone to this project because the proposed trail will cross over the arch. The nomination is also considered as a means to help recognize, restore, and preserve this locally significant structure. The City of Shelby is sponsoring this nomination, with local residents led by the Rev. Stan Nielsen conducting much of the historical research and fieldwork for this nomination.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Rock Island Stone Arch
Shelby County, Iowa

Section number 9 Page 6

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

National Register of Historic Places Continuation Sheet

**Rock Island Stone Arch
Shelby County, Iowa**

Section number 9 Page 7

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Repositories Visited:

Dodge House, Council Bluffs, Iowa

Rock Island Depot Museum, Council Bluffs, Iowa

Special Collections, University of Iowa Library, Iowa City

Earlham Public Library, Earlham, Iowa

Harlan Public Library, Harlan, Iowa

Shelby County Courthouse, Harlan, Iowa

Shelby County Historical Museum, Harlan, Iowa

Shelby Public Library, City Hall, Shelby, Iowa

Other Contacts:

James Beranak, Cedar Rapids, Iowa

Jan Nash, Tallgrass Historians, Iowa City, Iowa

Midwest Railway Historical Society, Palantine, Illinois

Robert Riebe, The Rock Island Technical Society, Davenport, Iowa

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Reference Notes:

To date no plans or specifications for the stone arch, or any similar arches, have been discovered. The Rock Island records now housed at the University of Iowa Library, Special Collections, have not been catalogued and are closed to researchers; however James Beranak of Cedar Rapids has gained special access. Mr. Beranak noted that the largest percentage of these records are leases and tract maps but that the oldest records in the collection date from c.1900. He also noted that the University of Illinois-Chicago has older materials from the Rock Island but that they are mainly Board of Director's minutes and other administrative materials. The Engineering Department records are at the University of Oklahoma, Western History Collection. This potential resource remains to be investigated.

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Verbal Boundary Description:

The nominated property is generally 100 feet north-south by 100 feet east-west at its maximum points encompassing the stone arch and the angled wingwalls. Proceeding clockwise from the northwest corner of the stone arch, the boundary follows the west bank of the creek to a point 50 feet northwest along the northwest wingwall where it turns east to follow a line parallel with the stone arch to the east bank of the creek. The boundary then turns south and follows the northeast wingwall 50 feet to the stone arch where the boundary continues along the east side of the stone arch. At the southeast corner of the arch, the boundary then follows the angle of the southeast wingwall to a point 50 feet to the southeast along the east bank of the creek. From that point, the boundary turns to the west to follow a line parallel to the stone arch west to the southwest wingwall where the boundary then turns northeast 50 feet along the wingwall and the west bank of the creek to the southwest corner of the stone arch. From that point, the boundary then follows along the west edge of the stone arch to the point of beginning. Refer to the attached plan map.

Boundary Justification:

The boundary has been established to isolate the stone arch viaduct, its ancillary retaining wingwalls, and its immediate setting from adjacent areas. Although the railroad grade along which the viaduct is situated may also be eligible, it is not included within the parameters of the present nomination due to the limited scope of this project and the present need to focus preservation/restoration efforts on the viaduct as an individual property.

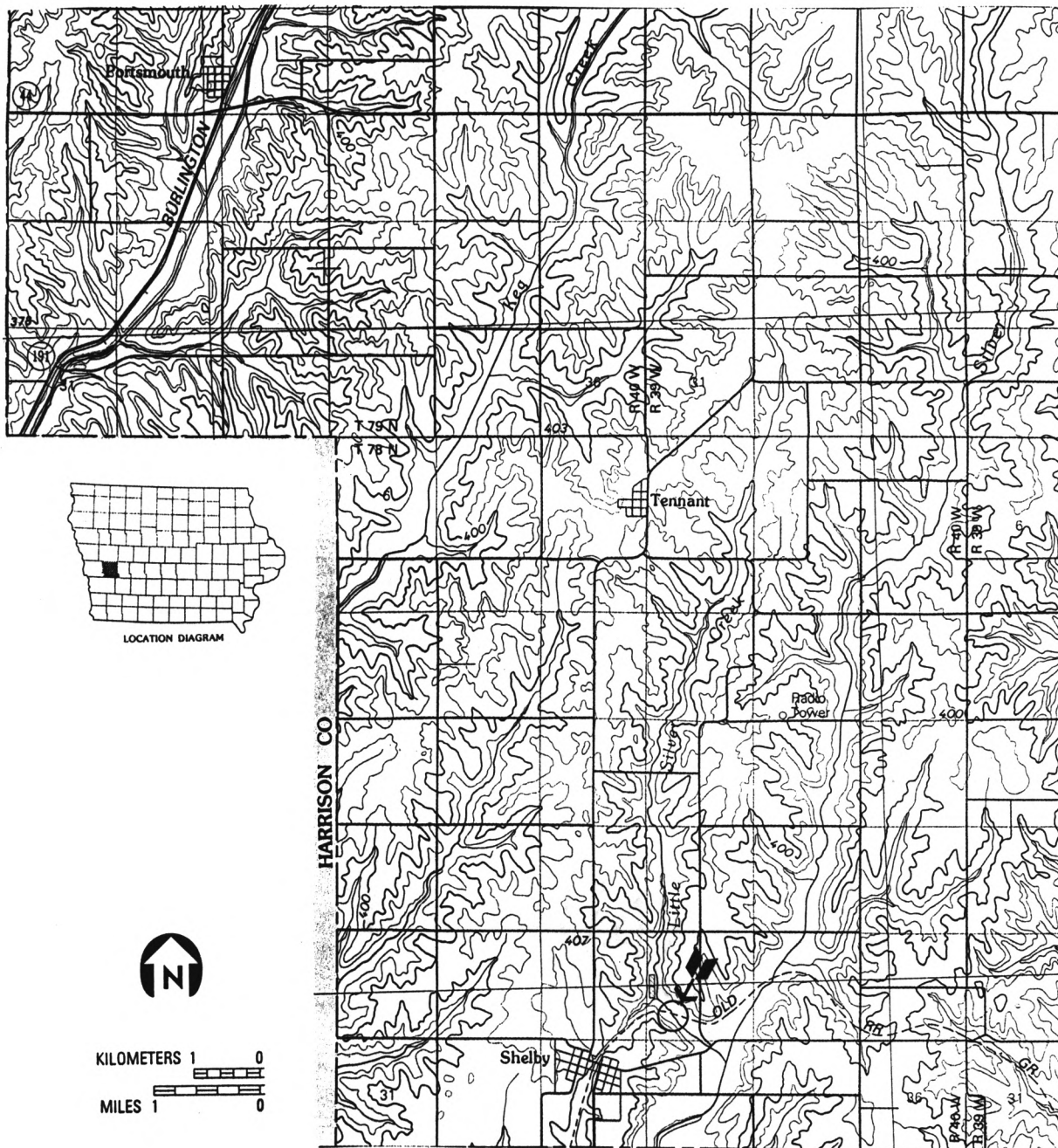
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Rock Island Stone Arch
Shelby County, Iowa

Location of Rock Island Stone Arch.
(Source: USGS Shelby County Map, 1984).



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Rock Island Stone Arch
Shelby County, Iowa

Rock Island Stone Arch, Shelby, Iowa, in 1970, View to the NE.



The old Stone Arch, on the former Rock Island line over Little Silver Creek northeast of town.

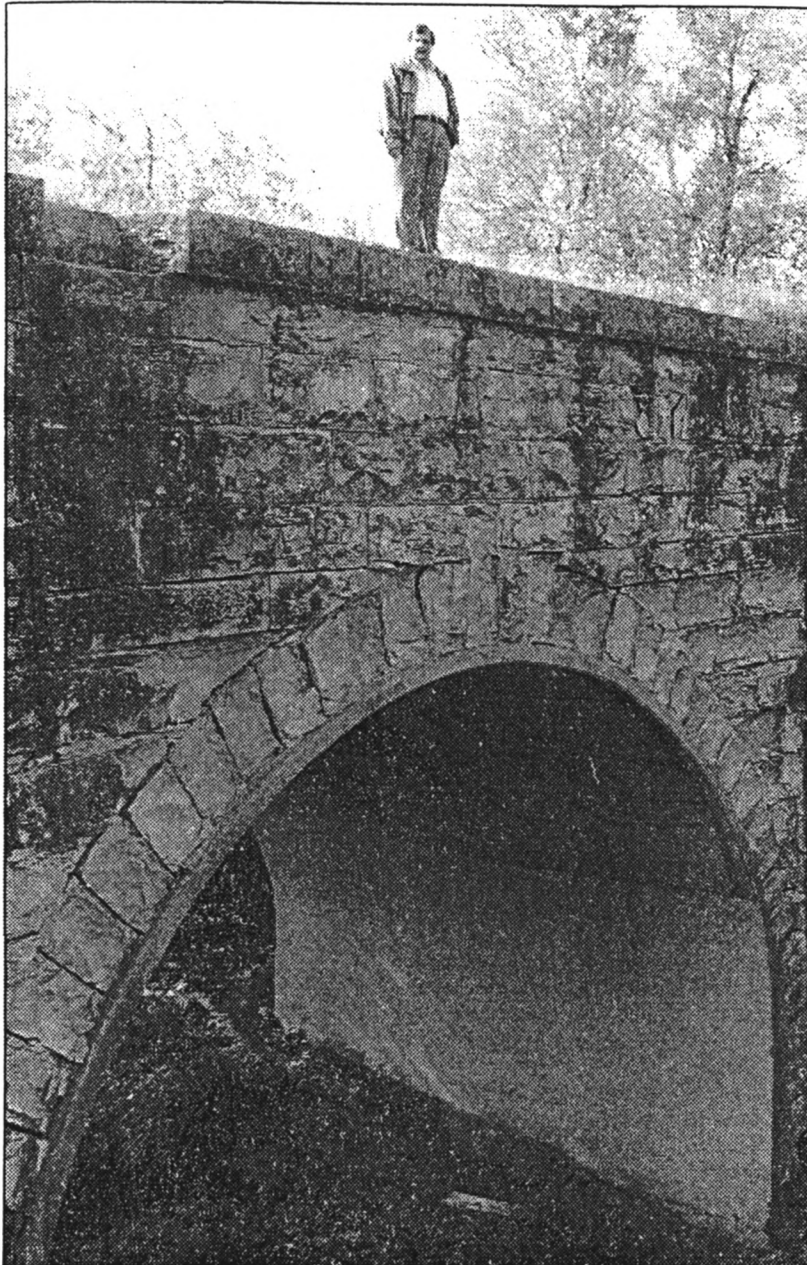
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Rock Island Stone Arch in 1994, View to the NE.



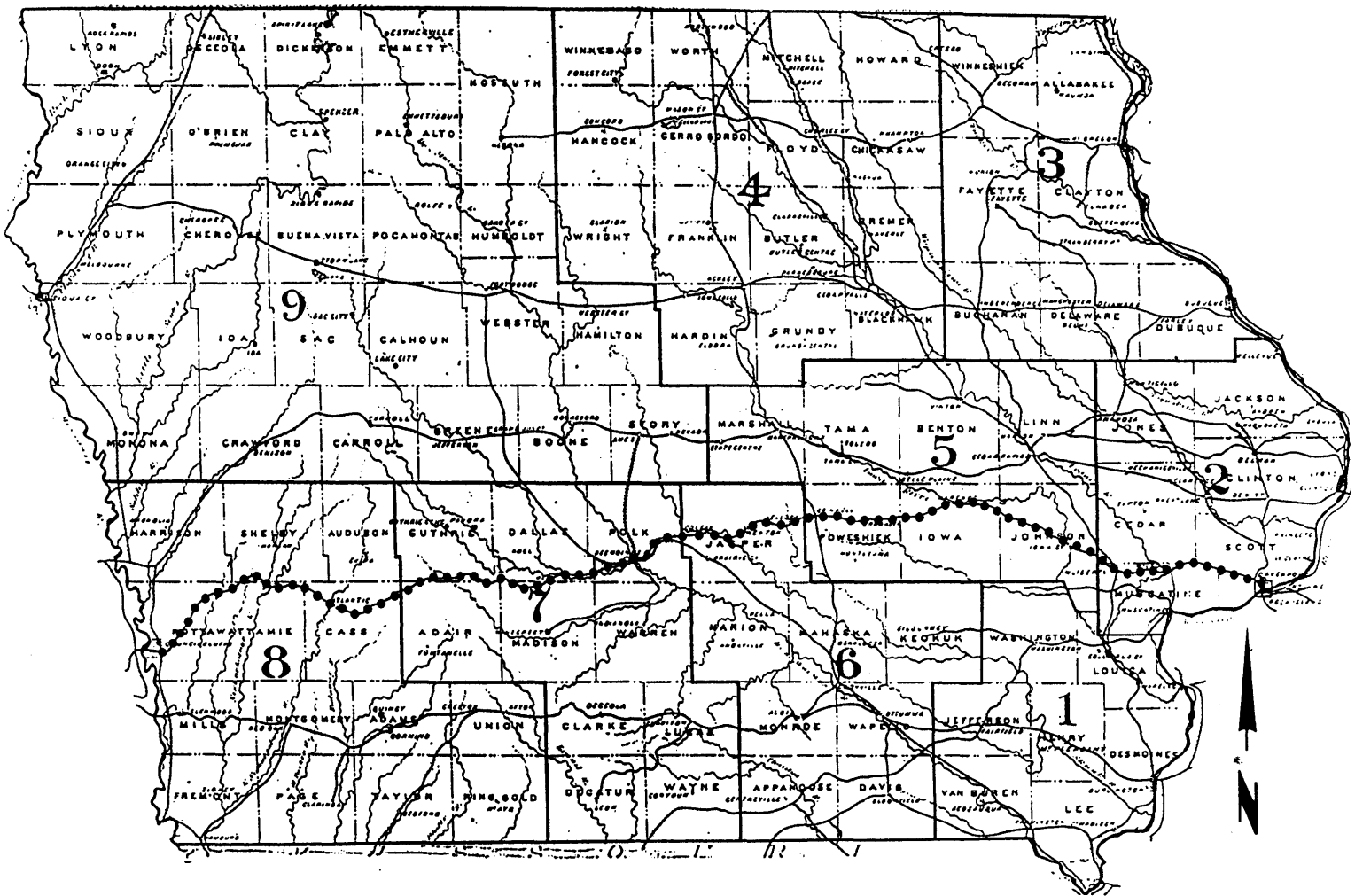
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Map of Railroad Routes in Iowa as of 1875.
(Source: Andreas 1875).



..... = Rock Island Line

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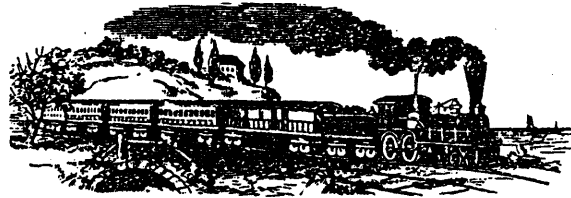
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Rock Island Stone Arch
Shelby County, Iowa

Advertisement for Chicago, Rock Island and Pacific Railroad in 1869.
(Source: Davies 1869:177).

Chicago, Rock Island & Pacific



RAILROAD

Open to Council Bluffs and Omaha!

GREAT PASSENGER ROUTE, WITH UNEQUALLED FACILITIES.

Only Route from Des Moines to Chicago Without Change of Cars.

Silver Palace Sleeping Cars Attached to all Night Trains.

Four Passenger Trains Leave Des Moines Daily,

GOING EAST & WEST,

Connecting at Chicago with all Roads Running East, North,
and South.

Connecting at Omaha with the Union Pacific Railroad.

Tickets for Sale to all Principal Points East and West.

FARE AS LOW AS BY ANY OTHER ROUTE.

SHIPPERS OF LIVE STOCK

Will take notice that a Stock Express Train is run through from Des Moines to Chicago without change of cars. Time, twenty-seven hours.

MERCHANTS

Will have the advantage of all fast freight lines out of Chicago, through from or to the East. Bills of Lading and contracts given over Eastern Roads to principal points.

C. D. SPRAGUE, Agent.

ED. R. CLAPP, Stock Agent, Des Moines.
A. M. SMITH, Gen'l Passenger Ag't, Chicago.
A. KIMBALL, Ass't Sup't, Davenport.

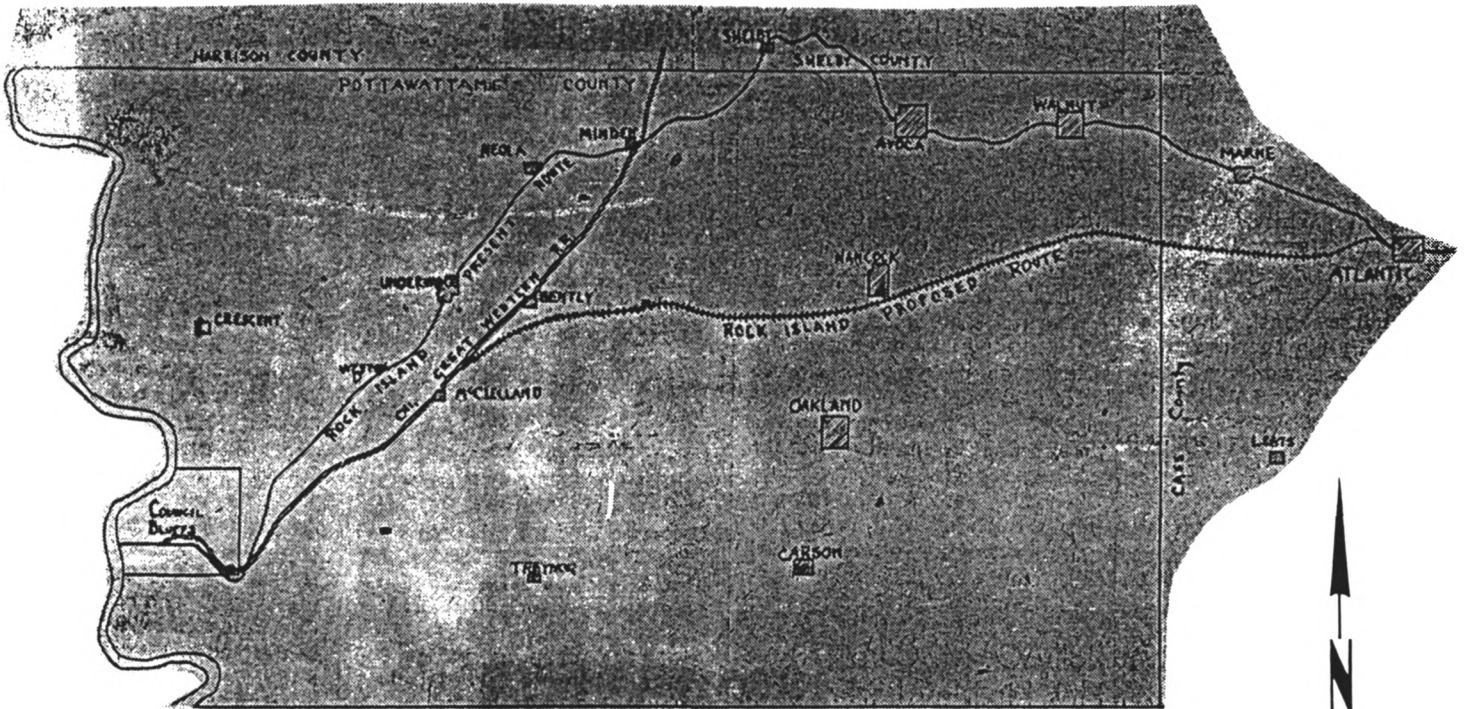
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Rock Island Stone Arch
Shelby County, Iowa

Map of Atlantic Cut-Off Along Rock Island Route.
(Source: *Nonpareil* 1950).



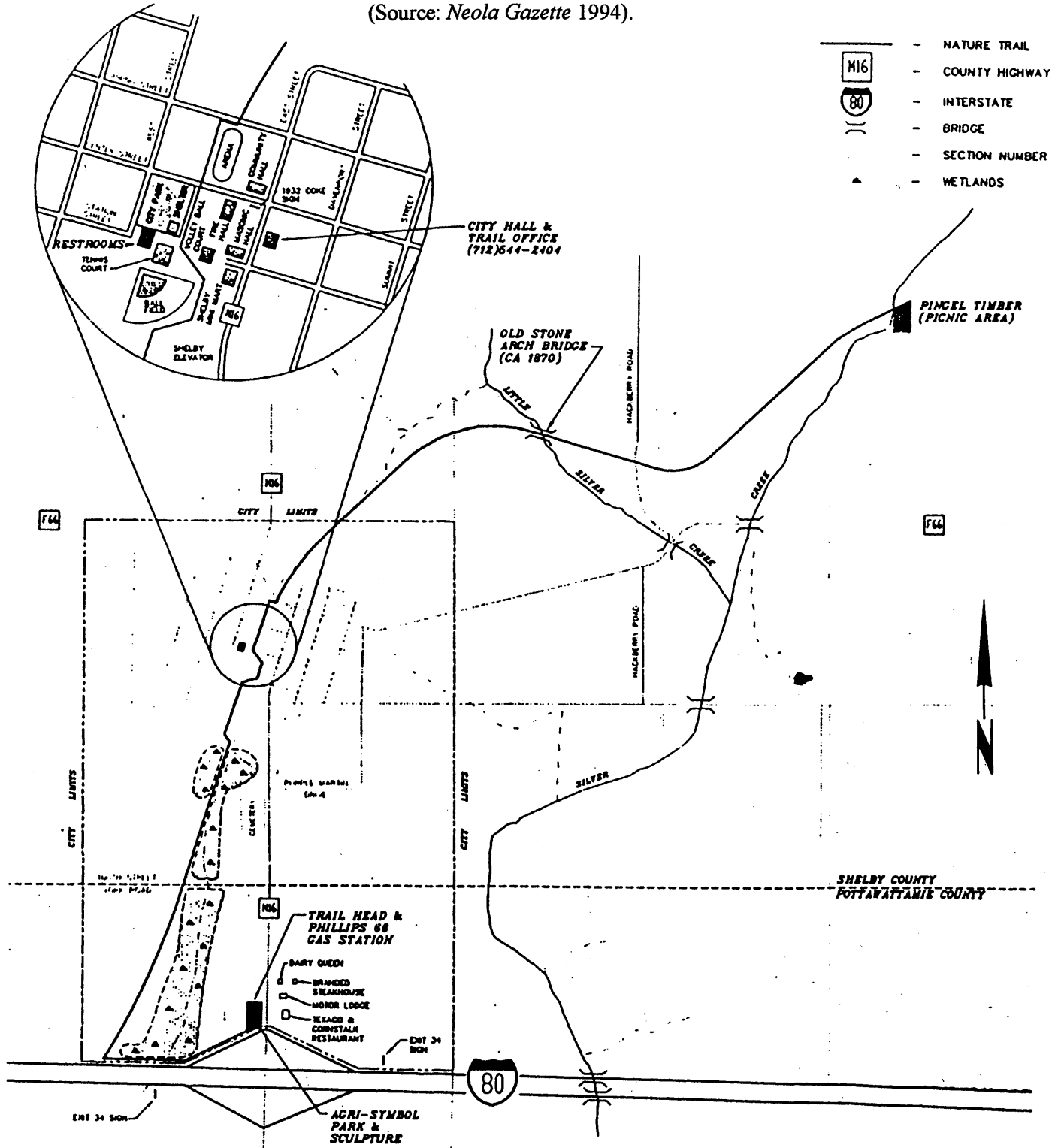
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Rock Island Stone Arch
Shelby County, Iowa

Plan Map of Rock Island Stone Arch Nature Trail.
(Source: Neola Gazette 1994).



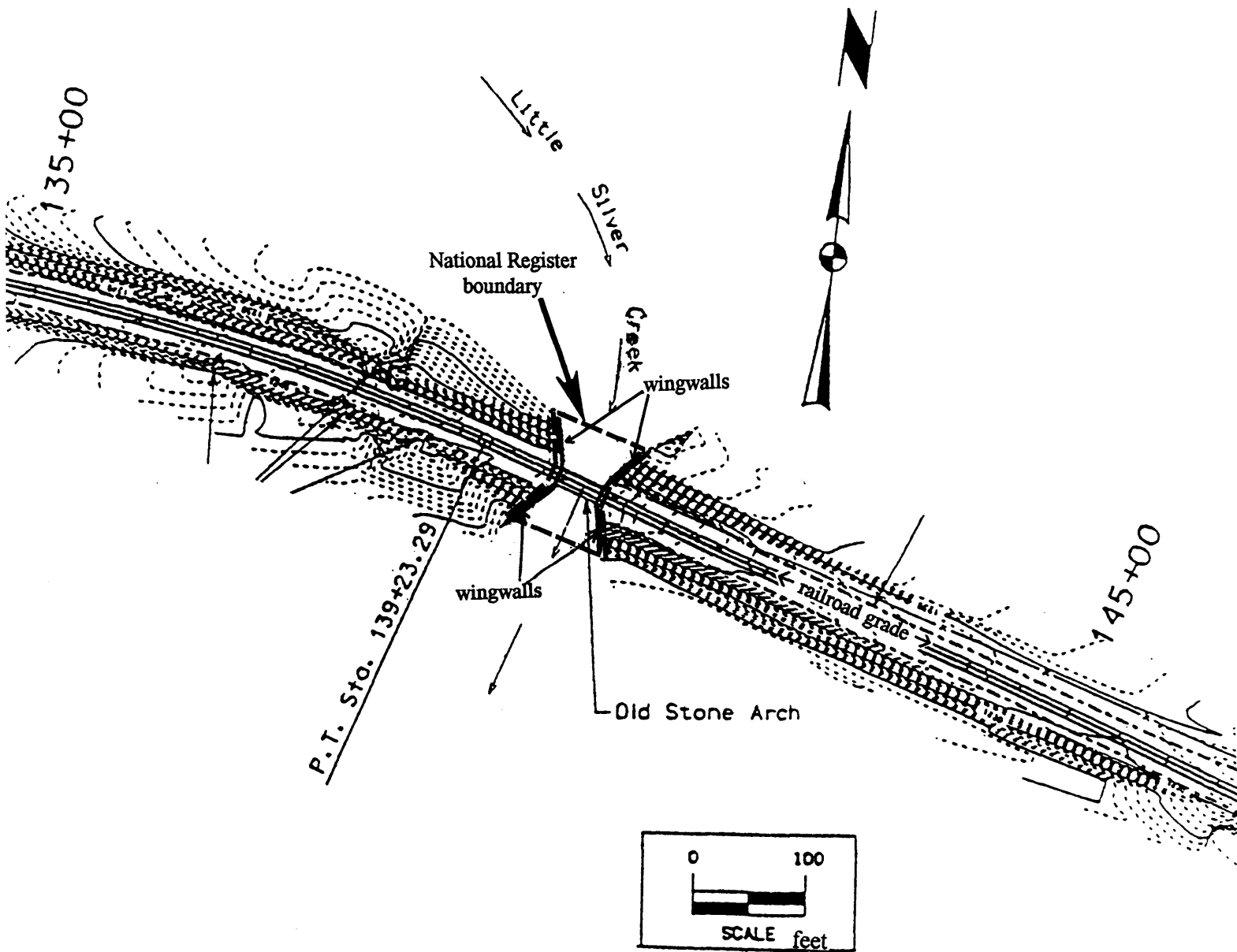
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Rock Island Stone Arch
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Detail Location Map of Stone Arch Bridge Showing Nominated Boundaries.



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Photographs:

The following applies to all photographs -

Photographer: Leah D. Rogers
Date of Photographs: April 4, 1996
Location of Original Negatives: City Hall, Shelby, Iowa

- Photograph #1 - North side of Stone Arch Viaduct, View to the SW
- Photograph #2 - North side of Stone Arch Viaduct, View to the WSW
- Photograph #3 - South side of Stone Arch Viaduct, View to the WNW
- Photograph #4 - South side of Stone Arch Viaduct showing Little Silver Creek, View to the WNW
- Photograph #5 - West side of Stone Arch Viaduct, View to the WNW

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Map Showing Photograph Views

