

PH 0506 737

DATA SHEET

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

FOR NPS USE ONLY  
RECEIVED NOV 14 1977  
DATE ENTERED MAR 30 1978

**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM**

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*  
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

**1 NAME**

HISTORIC

Lincoln Highway Bridge

AND/OR COMMON

**2 LOCATION**

STREET & NUMBER

East 5th Street

\_\_\_ NOT FOR PUBLICATION  
CONGRESSIONAL DISTRICT

CITY, TOWN

Tama

\_\_\_ VICINITY OF

STATE

Iowa

CODE

COUNTY

Tama

CODE

**3 CLASSIFICATION**

**CATEGORY**

- \_\_\_ DISTRICT
- \_\_\_ BUILDING(S)
- STRUCTURE
- \_\_\_ SITE
- \_\_\_ OBJECT

**OWNERSHIP**

- PUBLIC
- \_\_\_ PRIVATE
- \_\_\_ BOTH

**PUBLIC ACQUISITION**

- \_\_\_ IN PROCESS
- \_\_\_ BEING CONSIDERED

**STATUS**

- OCCUPIED
- \_\_\_ UNOCCUPIED
- \_\_\_ WORK IN PROGRESS
- ACCESSIBLE**
- \_\_\_ YES: RESTRICTED
- YES: UNRESTRICTED
- \_\_\_ NO

**PRESENT USE**

- \_\_\_ AGRICULTURE
- \_\_\_ MUSEUM
- \_\_\_ COMMERCIAL
- \_\_\_ PARK
- \_\_\_ EDUCATIONAL
- \_\_\_ PRIVATE RESIDENCE
- \_\_\_ ENTERTAINMENT
- \_\_\_ RELIGIOUS
- \_\_\_ GOVERNMENT
- \_\_\_ SCIENTIFIC
- \_\_\_ INDUSTRIAL
- TRANSPORTATION
- \_\_\_ MILITARY
- \_\_\_ OTHER:

**4 OWNER OF PROPERTY**

NAME

City of Tama

STREET & NUMBER

CITY, TOWN

Tama

\_\_\_ VICINITY OF

STATE

Iowa 52339

**5 LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE,  
REGISTRY OF DEEDS, ETC.

Tama County Courthouse

STREET & NUMBER

CITY, TOWN

Toledo

STATE

Iowa

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE

DATE

\_\_\_ FEDERAL \_\_\_ STATE \_\_\_ COUNTY \_\_\_ LOCAL

DEPOSITORY FOR  
SURVEY RECORDS

CITY, TOWN

STATE

# 7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED    DATE _____
<input checked="" type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

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DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Lincoln Highway Bridge at Tama is a 20' single-span slab bridge, constructed of reinforced concrete. It has a 24' clear roadway and is about 6' above the Tama Creek streambed. The railings, which are 3'4" high, have, in place of balusters, the words "Lincoln Highway" in individual concrete letters. The ends of the railings curve outward, and originally had ornamental lampposts on each. These lampposts were about 6' high, tapered columns on short bases, with globe lights. The Tama Bicentennial Commission hopes to replace these fixtures in the near future.

# 8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1915

BUILDER/ARCHITECT Paul N. Kingsley, Contractor

## STATEMENT OF SIGNIFICANCE

This slab bridge was built in 1915, from a design by the Iowa Highway Commission. The decorative railing was paid for by local boosters, as a means of advertising the newly-designated Lincoln Highway, and Tama's location on it. In July 1919, the Lincoln Highway Forum paid special attention to Tama's bridge: "...a good example of up-to-date highway advertising. Tourists over this section of the famous road caont fail to be impressed with the advertising value as well as the pleasing and distinctive appearance of this unique feature of bridge construction...Such enduring construction 'nails down' the Lincoln Highway in the most pleasing and ornamental fashion."<sup>1</sup>

The Lincoln Highway, first proposed in 1912, was a nationwide publicity effort on the part of auto manufacturers and related industries to promote systematic, high-quality road development. The need for good roads, capable of bearing automobile traffic, was very great: at that time, there were no coherent road systems, only networks of unpaved ways centered around each town. Movement from town to town was still over the old trails which had connected settlements in the pioneer period.

The auto industry, in particular, perceived the situation as inimical to increased automobile use. In 1912, one of their number, Prest-O-Lite manufacturer Carl G. Fisher proposed a transcontinental highway, paved with concrete and well-marked, as a "demonstration model" of what could -- and should -- be accomplished to further road transportation in the U.S. The Lincoln Highway Association, a non-profit corporation, was organized in 1913 to implement this proposal. Criteria for the road were simple: the most direct route from New York to San Francisco, featuring scenic and historic sites and population centers, with regard to "the character and amount of support afforded... by the local communities."<sup>2</sup>

Funds collected through contributions from the auto and concrete industries, and from many individuals, were used to build "demonstration sections" in states through which the Lincoln Highway was to pass. The LHA also mounted massive publicity campaigns on national, state and local levels, to build popular support for the road. This interest was then translated into local and state action, as people urged their governments to construct sections of the highway.

Although the LHA designed and had erected a system of road markers, communities along the route also contributed to the advertising effort. Memorials to Abraham Lincoln sprang up along the road, and sections of the highway were prominently marked "Lincolnway" or some similar designation. The bridge at Tama was an example of this local boosterism, and as noted above, was commended by the LHA.

See continuation sheet

# 9 MAJOR BIBLIOGRAPHICAL REFERENCES

Lincoln Highway Association. The Lincoln Highway. Binghamton: Vail-Ballou Press, 1935. (official history of the road)  
 The Lincoln Highway Forum (publication of the Lincoln Highway Association), July 1, 1919; October 1, 1919.  
 Specifications for "20 Foot Slab Bridge", April, 1915.  
 Iowa Highway Commission, Field Notes, April 10, 1915

# 10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY less than one  
 UTM REFERENCES

A	1,5	5,3,6,2,0,0	4,6,4,5,7,5,0	B			
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
C				D			

### VERBAL BOUNDARY DESCRIPTION

bridge, with 20' roadway on either end

### LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

# 11 FORM PREPARED BY

NAME / TITLE

Mrs. Ray Crawford

ORGANIZATION

Tama Bicentennial Commission

DATE

STREET & NUMBER

701 East 9th Street

TELEPHONE

CITY OR TOWN

Tama

STATE

Iowa 52339

# 12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

*Adrian A. Anderson*

TITLE

Director, Division of Historic Preservation

DATE

11.7.77

### FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

*W. M. ...*

DATE

3.29.78

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

KEEPER OF THE NATIONAL REGISTER

ATTEST:

*Walter ...*

DATE

3.26.78

KEEPER OF THE NATIONAL REGISTER

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CONTINUATION SHEET

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The enthusiasm generated by the Lincoln Highway project went far beyond the creation of a single transcontinental highway. The Bankhead-Shackelford bill in 1916 marked the first time since 1833 that the federal government would fund highway development. Federal participation increased with the 1921 Federal Highway Act, which in effect compelled the concentration of federal, and most state, funds on important routes, and initiated the coordination of main roads into a cohesive, nationwide system.

<sup>1</sup> Lincoln Highway Forum, July 1, 1919, p. 2.

<sup>2</sup> Lincoln Highway Association. The Lincoln Highway. Binghamton: Vail-Ballou Press, 1935, p. 48.