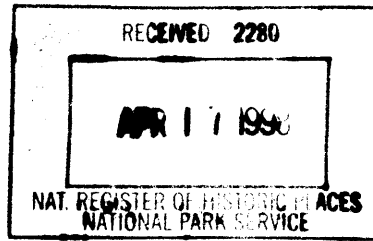


**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Registration Form**



501

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 Wabash Railroad Bridge

other names/site number _____

2. Location

street & number 216th Place over Des Moines River not for publication

city or town 4.1 miles south of Pella vicinity

state Iowa code IA county Marion code 125 zip code 50219

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 Chalkley King DSHP 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): _____

E 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/road-related

Current Functions
(Enter categories from instructions)

TRANSPORTATION/road-related

7. Description

Architectural Classification
(Enter categories from instructions)

other: pinned Pratt through 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 4.1 miles south of Pella, the Wabash Railroad Bridge spans Des Moines River in a rural Marion County setting that has changed little since the structure's period of significance. A description of the structure follows:

span number: 3	construction date: 1882
span length: 155.0'	construction cost: unknown
total length: 561.0'	current condition: good
roadway wdt.: 13.9'	alterations: floor system converted from railroad to vehicular use; substructure partially replaced

superstructure: wrought iron, 8-panel, pin-connected Pratt through truss
 substructure: concrete abutments; concrete, timber pile bent and concrete-filled steel cylinder piers
 floor/decking: concrete deck over steel stringers
 other features: upper chord and inclined end post: 2 built-up channels with cover plate and double lacing; lower chord: 4 punched rectangular eyebars; vertical: 2 built up or rolled channels with lacing; diagonal: 2 punched rectangular eyebars; counter: 2 square eyebars with turnbuckles; lateral bracing: square eyebar with turnbuckle; strut: 4 angles with lacing; floor beam: plate girder, field riveted to vertical; guardrail: 2 angles

Other than maintenance-related repairs and alterations noted above, the bridge remains essentially unaltered as it continues to carry vehicular traffic. The Wabash Railroad 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

1882

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

Significant Dates

1882 (construction date)

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

designer:

Wabash Railroad

fabricator:

Carnegie Steel Company, Pittsburgh PA

builder:

Wabash 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 DataAcreage of Property less than one acre**UTM References**

(Place additional UTM references on a continuation sheet)

1 15 505000 4576350
zone easting northing2 15 505000 4576520
zone easting northing**Verbal Boundary Description**

(Describe the boundaries of the property)

The nominated property is a rectangular-shaped parcel measuring 16 feet by 561 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 Clayton B. 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 Marion County
 street & number Rural Route 5 - Box 2 telephone 515-828-2225
 city or town Knoxville state Iowa zip code 50138

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 **Wabash Railroad Bridge** Marion County; Iowa

In the spring of 1881 a survey for the proposed Des Moines and St. Louis (D&S) Railroad was made through Marion County. The D&S generally followed the existing Chicago, Burlington and Quincy line from the county's eastern edge to Harvey on its way to Des Moines. At Harvey, however, the D&S branched from the CB&Q route, crossing the Des Moines River about two miles northwest of the CB&Q bridge [MARIO9], and there it extended northward. Construction of the new line began soon after the surveying; by the end of 1882 it was completed. The D&S was later acquired by the Wabash, St. Louis and Pacific Railroad - called the Wabash Railroad - and with it was included this wrought iron truss over the Des Moines River near Harvey. Probably built with construction of the original line in 1882, the Wabash Railroad Bridge, as it has come to be called, consisted of three pinned Pratt through trusses, supported by iron cylinder piers. The bridge carried railroad traffic until it was acquired by Marion County along with the adjacent right-of-way for use as a county road sometime after 1946. (Presumably it acquired its nickname, "One Doller [sic] Bridge," at this time.) In 1951 (possibly the acquisition date) the county rehabilitated the Wabash Bridge, replacing part of its substructure. Since then it has functioned in place, with no additional alterations. The Wabash Railroad Bridge is distinguished as a relatively early, multiple-span example of railroad truss construction.

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

**National Register of Historic Places
Continuation Sheet**

Section Number 9 Page 2 **Wabash Railroad Bridge** Marion County; Iowa

Iowa Department of Transportation, Structure Inventory and Appraisal: Structure No. 240475.

John W. Wright, ed., **History of Marion County and Its People** (Chicago: S.J. Clarke Publishing Company, 1915), pages 233-241.

The History of Marion County, Iowa (Des Moines: Union Historical Company, 1881), pages 427-435.

Field inspection by Clayton Fraser, 16 November 1990.