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United States Department of the Interior  
National Park Service

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 IANR Railroad Underpass

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

2. Location

street & number CRANDIC Railroad Underpass, Ely Road  not for publication

city or town Cedar Rapids  vicinity

state Iowa code IA county Linn code 113 zip code 52404

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 Osterking 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):

Edson 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/rail-related

**Current Functions**

(Enter categories from instructions)

TRANSPORTATION/rail-related

**7. Description**

**Architectural Classification**

(Enter categories from instructions)

other: stone masonry arch

**Materials**

(Enter categories from instructions)

foundation STONE

walls \_\_\_\_\_

roof \_\_\_\_\_

other Stone masonry

**Narrative Description**

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

Located Cedar Rapids, the IANR Railroad Underpass spans Ely Road in a setting that has changed little since the structure's period of significance. A description of the structure follows:

span number: 1                      construction date: 1887  
 span length: 24.0'                construction cost: unknown  
 total length: 24.0'                current condition: good  
 roadway wdt.: unknown            alterations: none

superstructure: stone masonry arch  
 substructure: stone abutments and wingwalls  
 floor/decking: asphalt over earth fill  
 other features: bridge is constructed of massive, coursed, rock-faced limestone ashlar blocks with stone belt course and coped parapet railing; inner surface of arch has smooth finish; carved above keystone on west side: 1887

Other than maintenance-related repairs, the bridge remains essentially unaltered as it continues to carry vehicular traffic. The IANR 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

1887

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

Significant Dates

1887 (construction date)

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

designer: unknown

fabricator: unknown

builder: unknown

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	<u>15</u>	<u>613020</u>	<u>4644300</u>	2	<u>                    </u>	<u>                    </u>	<u>                    </u>
	zone	easting	northing		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 24 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 Robert M. Hybben and Michelle Crow-Dolby  
 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 City of Cedar Rapids  
 street & number 1201 Sixth Street Southwest telephone 319-398-5026  
 city or town Cedar Rapids state Iowa zip code 52404

**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 IANR Railroad Underpass Linn County; Iowa

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This stone arch carries railroad tracks across Ely Road in the city of Cedar Rapids. Date stones set above the keystones note that this bridge was constructed in 1887, probably by the IANR railroad. Railroads began to build a large number of stone arch bridges in the last quarter of the 19th century. More durable than metal trusses, stone bridges projected a refined and sophisticated image. This bridge is typical of railroad stone arches of the period, featuring a semi-circular arch; rock-faced, coursed-ashlar masonry; flared, stepped wingwalls; elongated, projecting keystone; beltcourse; and parapet with projecting coping. Supported by stone abutments, the stone arch continues to function today, in unaltered, well-preserved condition. This structure is the only stone arch bridge listed on the Iowa Historic Bridge Inventory in Linn County, thus making it a rare and historically significant example of an early highway- and railroad-related resource.

**United States Department of the Interior  
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**National Register of Historic Places  
Continuation Sheet**

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Iowa Department of Transportation, Structure Inventory and Appraisal: Structure No. 001550.

Field inspection by Charlene K. Roise, 29 September 1991.