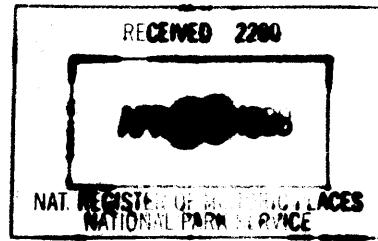


**United States Department of the Interior  
National Park Service**



504

**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 Eveland Bridge

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

**2. Location**

street & number Fulton Avenue over Des Moines River  not for publication

city or town 6.8 miles southwest of Oskaloosa  vicinity

state Iowa code IA county Mahaska code 123 zip code 52577

**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 Chlenski DSHPO 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):

EF Brall 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)

VACANT/not in use

**7. Description**

**Architectural Classification**  
(Enter categories from instructions)

other: pinned Whipple through truss

**Materials**  
(Enter categories from instructions)

foundation Stone

walls \_\_\_\_\_

roof \_\_\_\_\_

other Wrought/cast iron

**Narrative Description**

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

Located 6.8 miles southwest of Oskaloosa, the Eveland Bridge spans Des Moines River in a rural Mahaska County setting that has changed little since the structure's period of significance. A description of the structure follows:

span number: 4                      construction date: 1876-77  
 span length: 164.0'              construction cost: \$25,200.00  
 total length: 647.0'              current condition: fair/poor  
 roadway wdt.: unknown              alterations: deck partially removed; bridge closed

superstructure: wrought/cast iron, 11-panel, pin-connected Whipple through truss  
 substructure: stone abutments, wingwalls and piers  
 floor/decking: timber deck over timber stringers  
 other features: upper chord / inclined end post: 2 channels with cover and batten plates; lower chord: 2 - 4 looped rectangular eyebars; vertical: built-up I-beam (2 Ts with continuous plate); diagonal: 2 looped rectangular eyebars; counter: 1 square eyebar with slotted turnbuckle; lateral bracing: round eyerod with slotted turnbuckle; strut: I-beam; floor beam: I-beam, U-bolted to lower chord pin; guardrail: wire mesh; portal strut: lattice with cast iron knee braces; cast iron hip blocks and bearing shoes

Other than maintenance-related repairs and recent deterioration of the deck and floor system, the bridge remains essentially unaltered as it continues to carry vehicular traffic. The Eveland 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.

Areas of Significance

(Enter categories from instructions)

ENGINEERING

Period of Significance

1876-77

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

Significant Dates

1876-77 (construction date)

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

designer:

C.W. Tracy

fabricator:

Fort Wayne Bridge Works; Phoenix Iron Co.

builder:

Fort Wayne Bridge Works, Fort Wayne IN

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.)

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 520430 4565460  
zone easting northing2 15 520430 4565590  
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 647 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 Mahaska County  
 street & number 2074 Highway 163 telephone 515-672-2897  
 city or town Oskaloosa state Iowa zip code 52577

**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 Eveland Bridge Mahaska County; Iowa

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"Few counties have been called upon for larger expenditure for bridges than Mahaska, and in this respect the response of the people has been liberal," an 1878 county history stated. "Crossed as the county is by three large streams and a number of smaller ones, the expense of building and maintaining bridges for the convenience of the public has been considerable. In most cases substantial iron bridges have been constructed, and there are now in the county about thirty iron structures, both arch and truss, costing amounts varying from \$900 to \$5,000. These do not include the handsome iron bridge built across the Des Moines River at Wilson's Ferry, a point near the Des Moines and Jefferson township lines. This was built in 1877 by Messrs. McKay & Nelson, of Ft. Wayne, Ind., at an expense of \$25,200.00. It is a heavy iron truss bridge, with substantial stone abutments and piers. It consists of four spans of 162½ feet each, or 650 feet in all." More commonly known as the Eveland Bridge, this large-scale structure had been contemplated by Mahaska County almost as long as people crossed the river at this point. The Eveland Ferry began operating here around 1854. After receiving citizens' petitions from time to time urging the county to replace the ferry with a permanent bridge, the county board of supervisors finally agreed in April 1875 to undertake the bridge's construction, provided that a sufficient local subscription of funds could be raised. In June 1876 the supervisors solicited competitive bids, based on a design by civil engineer C.W. Tracy; in September they awarded a contract to fabricate and build the multiple-span iron structure to McKay and Nelson, proprietors of the Fort Wayne [Indiana] Bridge Works. A Fort Wayne crew worked through on the massive stone piers through the winter and following spring, completing the bridge in the summer of 1877. The Eveland Bridge functioned as a regionally important crossing for some 90 years before its closure. It now stands abandoned, with the deck and stonework deteriorating but the superstructure intact.

"This bridge has brought in direct and convenient communication the southwestern part of the county seat and surrounding country - an advantage and improvement worth twice the money expended," reported the 1878 history. The importance of the Eveland Bridge to regional commerce endured for decades, and for this the structure is historically significant. The Eveland Bridge is further distinguished as a well-preserved, large-scale example of the Whipple through truss. Basically a Pratt with diagonals that extend over two panels, the Whipple truss was seldom employed for wagon trusses in the state. Few were ever erected and fewer yet remain today. For its exceedingly rare use of wrought and cast iron components, its rare truss configuration, and its long-standing role in regional transportation, the Eveland Bridge is one of the most significant wagon crossings in Iowa.

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

**National Register of Historic Places  
Continuation Sheet**

Section Number   9   Page   2   **Eveland Bridge** Mahaska County; Iowa

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Iowa Department of Transportation, Structure Inventory and Appraisal: Structure No. 235880.

Mahaska County Supervisors' Minute Book 1: page 448 (10 April 1875), page 529 (16 June 1876), page 531 (6 September 1876), page 532 (9 September 1876), page 544 (30 September 1876), page 550 (13 November 1876); Book 2: page 11 (16 January 1877), page 21 (5 February 1877), page 24 (19 February 1877), page 24-25 (20 February 1877), page 31 (5 April 1877), page 53 (20 August 1877), page 56 (4 September 1877), page 145 (7 July 1878); Book 7: page 78 (2 July 1903), page 90 (8 September 1903), page 114 (9 January 1904), page 176 (1 June 1904).

**The History of Mahaska County, Iowa** (Des Moines: Union Historical Company, 1878), page 311.

"Bridge Unsafe (obviously)," **Oskaloosa Herald**, 3 December 1981.

Field inspection by Clayton Fraser, 7 July 1992.