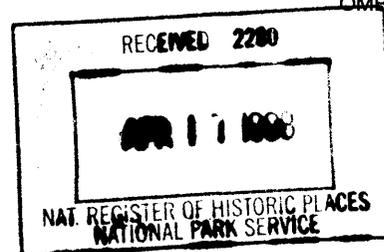


**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Registration Form**



500

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 Hammond Bridge

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

**2. Location**

street & number 170th Place over North Cedar Creek  not for publication

city or town 5.0 miles west of Hamilton  vicinity

state Iowa code IA county Marion code 125 zip code 50116

**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 Carter King* PSHPO 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):

*GR Ball* 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: wood/iron Howe covered truss

**Materials**

(Enter categories from instructions)

foundation Timber and steel

walls \_\_\_\_\_

roof \_\_\_\_\_

other Timber and iron

**Narrative Description**

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

Located 5.0 miles west of Hamilton, the Hammond Bridge spans North Cedar Creek 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: 1                      construction date: 1894  
 span length: 78.0'                  construction cost: unknown  
 total length: 178.0'                current condition: fair  
 roadway wdt.: 13.3'                alterations: none

superstructure: timber/iron, 8-panel Howe covered through truss; 3 steel stringer approach spans at north end; 1 steel stringer approach span at south end

substructure: timber and steel pile bent abutments and approach piers; concrete-filled iron cylinder piers at truss

floor/decking: timber deck over steel stringers

other features: end post: 2 4x8 timber posts; upper chord: 3 12x8 timber posts; lower chord: 3 12x8 timber posts; vertical: 2 round rods with threaded ends; diagonal: 2 6x8, or 8x8, or 1 4x8 timber posts; lateral bracing: 2 4x4 timber posts; strut: round rod with threaded ends; floor beam: I-beam; gabled wood-frame sheathing, with wood roof shingles and vertical wall planks

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

1894

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

Significant Dates

1894 (construction date)

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

designer: unknown

fabricator: none

builder: S.F. Collins

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 498830 4658280  
zone easting northing2 \_\_\_\_\_  
zone easting northing**Verbal Boundary Description**

(Describe the boundaries of the property)

The nominated property is a rectangular-shaped parcel measuring 15 feet by 178 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 Hammond Bridge Marion County; Iowa

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Located some five miles west of Hamilton, this covered bridge carries a seldom-used county road over North Cedar Creek. The bridge is comprised of a timber/iron Howe truss, supported by steel cylinder piers and approached on both ends by steel stringer spans. Known locally as the Hammond Bridge, after nearby landowner Samuel B. Hammond, this structure dates to 1894. In January of that year Hammond approached the Marion County Board of Supervisors with a request for a bridge across the North Cedar River on the road between Attica and Eldorado. After delaying the petition until April, the board examined the site for the proposed bridge and then granted Hammond's request. In June the county contracted with S.F. Collins to erect a "high lattice bridge" at the site on iron tubes, based on a design on file. Presumably, the Hammond Bridge was completed later that year. It has undergone subsequent maintenance-related repairs to the truss's wooden sheathing and replacement and addition of its approach spans, and the stream has been channelized so that the truss is no longer over the main water flow, but the Hammond Bridge still retains a high degree of structural integrity. A truck accident on the bridge in October 1977 closed it for two years and required minor repairs before it could re-open in September 1979. The Hammond Bridge has carried light traffic since that time.

The earliest trusses were comprised entirely of wood. But wood acts poorly in tension, and all-wood trusses such as Theodore Burr's arch-truss featured somewhat inefficient configurations to counteract wood's shortcomings. In 1840 William Howe patented a truss that used timbers for its compression members and iron rods in tension. A significant improvement over the all-wood designs, Howe's trusses were used extensively by the railroads, until a number of collapses (of which the Ashtabula Bridge was the most infamous) in the 19th century directed them toward all-metal designs. Despite these well-publicized disasters involving Howe trusses, counties continued to use them in large numbers for roadway bridge construction in the late 19th century. Iowa once had numerous Howe combination trusses - both covered and uncovered - on its road system. Due to subsequent attrition, however, all but this one span in Marion County have been demolished. The Hammond Bridge is thus technologically significant as the last remaining example in the state of what was once a mainstay structural type.

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

**National Register of Historic Places  
Continuation Sheet**

Section Number   9   Page   2   Hammond Bridge Marion County; Iowa

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Iowa Department of Transportation, Structure Inventory and Appraisal: Structure No. 238950.

Marion County Supervisors' Minute Book 9: page 34 (12 January 1894), page 39 (3 April 1894), page 81 (26 June 1894), located at the Marion County Courthouse, Knoxville IA.

"Covered Bridge To Open," **Knoxville Express**, 26 September 1979.

Field inspection by Clayton Fraser, 16 November 1990.