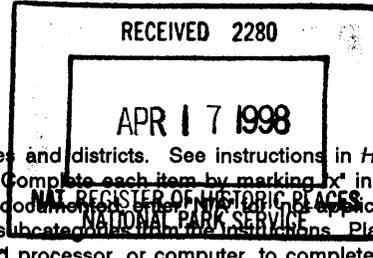


United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form



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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, mark "N/A". 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 Eisenhower Bridge

other names/site number _____

2. Location

street & number 3 miles east of County Road V56 not for publication

city or town 2.6 miles east of Milton vicinity

state Iowa code IA county Van Buren code 177 zip code 52570

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 O'Neil King 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):

Edson H 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 Timber pile
 walls _____
 roof _____
 other Wrought Iron

Narrative Description

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

Located 2.6 miles east of Milton, the Eisenhower Bridge spans the Fox River in a rural Van Buren County setting. A description of the structure follows:

span number: 1 construction date: 1888; moved 1930
 span length: 180.0' construction cost: \$9435.00 (original two-span bridge)
 total length: 197.0' current condition: fair
 roadway wdt.: 15.7' alterations: truss moved to this location

superstructure: wrought iron, 9-panel, pin-connected Pratt through truss
 substructure: timber pile bent abutments
 floor/decking: timber deck with wear boards over steel stringers
 other features: upper chord and inclined end post: 2 channels with cover and batten plates; lower chord: 2 or 3 punched rectangular eyebars; vertical: 2 channels with lacing (2 looped square eyebars at the hip); diagonal: 2 punched rectangular eyebars; counter: round rod with unslotted turnbuckle; strut: 2 sets of 4 angles with lacing, braced; floor beam: riveted plate girder, U-bolted to lower chord pins; guardrail: 2 wire ropes; portal strut: lattice with curved lattice knee braces; short channel and angle sections welded to inclined end posts at the beginning of wire rope guardrails (cable guardrail installed in 1977)

Other than its move and subsequent maintenance-related repairs, the bridge remains essentially unaltered as it continues to carry vehicular traffic. The Eisenhower Bridge today retains a high degree of integrity of design, materials and workmanship.

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

1888

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

Significant Dates

1888 (construction date)

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

designer: Horace B. Horton, Chicago IL

fabricator: unknown

builder: James B. Diver Bridge Company, Keokuk IA

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:

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

**National Register of Historic Places
Continuation Sheet**

Section Number 8 Page 1 Eisenhower Bridge Van Buren County; Iowa

Located some two miles east of Milton, this long-span through truss carries a gravel-surfaced county road over the Fox River. It is comprised of a single pinned Pratt truss, which was once part of a two-span structure built between Lee and Des Moines counties in 1888. The supervisors from these two counties first met on September 7, 1887, to view the site for a proposed bridge over the Skunk River on the Burlington / Ft. Madison Road. The next day the men issued a joint resolution, stating: "We recognize the need and necessity for a bridge [here] but having lately gone to considerable expense at the Bridgeport and Augusta Bridges, we therefore deem it expedient at the present time to take definite action in this matter." The two counties dickered into 1888 over their respective shares in paying for the bridge's construction, until, finally, in June they agreed to split the cost with Des Moines County paying three-fifths and Lee County paying two-fifths. Walker's Ferry, near the river's mouth, was chosen as the crossing site, and Chicago engineer Horace B. Horton was commissioned to design the structure. He engineered two designs: one featured a single 360-foot span, the other used two 180-foot trusses, both were to be supported by iron cylinder piers. On June 28th the two boards met in joint session at Fort Madison to open competitive bids for the bridge's construction. Low bidder at \$9435.00, the James B. Diver Bridge Company of Keokuk was awarded the contract for the two-span design. After its completion, the Walker's Ferry Bridge carried traffic for over forty years, before it was replaced with another structure. In the spring of 1930 one of the trusses was disassembled, moved, and re-erected at this rural Van Buren County crossing to replace an 1895 structure washed out by floods. Known locally as the Eisenhower Bridge, it has since functioned in place with no further alterations.

The Pratt truss was the bridge of choice for an overwhelming majority of Iowa county road crossings in the late 19th century. Before the development of steel as a structural material around 1890, all-metal Pratts were executed in wrought or cast iron. Although thousands of iron trusses were erected throughout the state, relatively few remain in use today. The Eisenhower Bridge is distinguished among these for its well-preserved superstructure, its long span length and its association with nationally prominent bridge engineer Horace Horton. The subsequent inter-county move has compromised its locational integrity, but the truss still remains a noteworthy representative of early wagon bridge construction.

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

**National Register of Historic Places
Continuation Sheet**

Section Number 9 Page 2 Eisenhower Bridge Van Buren County; Iowa

Iowa Department of Transportation, Structure Inventory and Appraisal: Structure No. 328160.

Van Buren County Bridge Record No. 1, (c1901), located at Van Buren County Engineer's Office, Keosauqua IA.

Van Buren County Supervisors' Record, Book H: page 253 (22 April 1930), located at Van Buren County Courthouse, Keosauqua IA.

"Official Report of County Highway Engineer for Road and Bridge Work, January 1, 1930, to January 1, 1931," located at the Van Buren County Courthouse, Keosauqua IA.

Des Moines County Board of Supervisors' Record, Book 4: page 3 (5 September 187), page 4 (8 September 1887), page 37 (2 April 1888), page 46 (12 April 1888), page 56 (14 June 1888), page 57 (28 June 1888), located at the Des Moines County Courthouse, Burlington IA.

Field inspection by Clayton Fraser, 22 August 1991.