United States Department of the Interior National Park Service

National Register of Historic Places Registration Form



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OMB No. 10024-0018

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

hist	storic name Harvey Railroad E	sridg	ge				
oth	ner names/site number						
2.	Location					·····	
	eet & number Harvey Is	_		·			lication
	y or town 0.8 mile east of H ateIowacode _IAcou			code _	125	■ vicinity zip code _	50119
3.	State/Federal Agency Certification					·····	
	As the designated authority under the National Historic I request for determination of eligibility meets the docu of Historic Places and meets the procedural and profes property X meetsdoes not meet the National Reg nationally X statewidelocally. (See continue HITTINDSHH Signature of certifying official/Title State or Federal agency and bureau In my opinion, the property meets does not meet to comments.)	Ument ssiona lister ation	tation standards for register al requirements set forth in criteria. I recommend that sheet for additional commen	ng propertie 36 CFR Par his property nts.)	s in the t 60. In be consi Uate	National Register my opinion, the idered significant	
	Signature of certifying official/Title				Date		
	State or Federal agency and bureau		······				
4.	National Park Service Certification		<u>A</u>	-AA		- · · · · · · · · · · · · · · · · · · ·	
l he	ereby certify that the property is: entered in the National Register See continuation sheet		Bea	U		5.15-	16
	determined eligible for the National Register					<u> </u>	

- $\hfill\square$ determined not eligible for the National Register
- removed from the National Register
- □ other, (explain):

5. Classification		· · · · · · · · · · · · · · · · · · ·				
Ownership of Property (Check as many boxes as apply)	Category of Property (Check only one box)	Number of Resources within Property (Do not include previously listed resources in the count)				
n private	□ building(s)	Contributing	Noncontributing			
public-local		0	0	buildings		
public-State	□ site	0	0	sites		
public-Federal	■ structure □ object	1	0	structures		
		0	0	objects		
		1	0	Total		
Name of related multiple pr (Enter "N/A" if property is not part or	r operty listing f a multiple property listing)	Number of contributing resources previously listed in the National Register				
Highway Bridges of Ic	owa	0				
6. Function or Use						
Historic Functions (Enter categories from instructions)		Current Functions (Enter categories from instructions)				
TRANSPORTATION/ra	ailroad-related	TRANSPORTATION/road-related				
7. Description						
Architectural Classification (Enter categories from instructions)	.,	Materials (Enter categories fr	om instructions)			
other: pinned Pratt th	rough truss	foundationCO	ncrete			
		roof				
	- · · · · · · · · · · · · · · · · · · ·	other <u>Wr</u>	ought iron			

Narrative Description

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

Located just east of Harvey, the Harvey Railroad Bridge spans an old channel of the 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:	4	construction date:	1878
span length:	150.0'	construction cost:	unknown
total length:	600.0'	current condition:	
roadway wdt.:	12.9'	alterations:	floor system converted from railroad to vehicular use;
•			upper laterals replaced

superstructure: wrought iron, 9-panel pin-connected Pratt through truss

substructure: concrete abutments; stone piers with concrete caps

floor/decking: concrete deck over steel stringers

other features: upper chord and inclined end post: 2 built-up channels with cover plate and lacing; lower chord: 4 punched rectangular eyebars, or 6 rectangular eyebars; vertical: 4 angles with continuous plate at the hip; diagonal: 2 punched rectangular eyebars; counter: round rods with turnbuckles; lateral bracing: 1 angle; strut: I-beam; floor beam: steel plate girder

Other than the conversion from rail to highway use and subsequent maintenance-related repairs, the bridge remains essentially unaltered as it continues to carry vehicular traffic. The Harvey 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.

Criterla 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

Areas of Significance (Enter categories from instructions)

Enter categories from instructions)

ENGINEERING

Period of Significance

1878

(The period of significance is derived

from the original construction date.)

Significant Dates

1878 (construction date)

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

designer: Chicago, Burlington and Quincy Railroad fabricator:

American Bridge Company, Chicago IL

builder: American Bridge Company, CB&Q Railroad

Primary location of additional data:

- State Historic Preservation Office
- □ other State agency
- □ Federal agency
- □ Local government
- other name of repository:

Harvey Railroad Bridge

Marion County; Iowa

10. Geographical Data

Acreage of Property less than one acre

UTM References

(Place additional UTM references on a continuation sheet)

1 <u>15 507525 4573750</u> zone easting northing

zone easting

northing

Verbal Boundary Description

(Describe the boundaries of the property)

The nominated property is a rectangular-shaped parcel measuring 15 feet by 600 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.

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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			
A 1 11-1 1 5						

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7% or 15 minute series) indicating the property's location

A 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

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Harvey Railroad Bridge

Marion County; Iowa

After the Des Moines Valley Railroad was completed in northeastern Marion County in 1866, the citizens of Knoxville began agitating for a railroad line that would link the southern and central parts of the county with a national railroad. A line named the Albia, Knoxville and Des Moines [AK&D] Railroad was planned, and in 1870 Liberty, Indiana, Knoxville and Pleasant Grove Townships approved a special tax to help defray the construction costs for the proposed rail line. But the railroad fell short of completion, and after a period of litigation, the subscriptions and subsidies were acquired by the Chicago, Burlington and Quincy [CB&Q] Railroad in 1875. With far better financing than the AK&D, the CB&Q was able to complete the line to Knoxville, with the first train rolling into town in December 1875. The following year the town of Harvey was platted near where the CB&Q line crossed the Des Moines River. The railroad first employed ferries or a temporary bridge over the river at this point. In 1878, however, it contracted with the American Bridge Company of Chicago to fabricate a wrought iron truss as a permanent bridge for this crossing. The structure consisted of four pinned Pratt through trusses, supported by stone abutments and piers. It is not known whether AmBridge or the railroad itself erected the trusses, but the Harvey Railroad Bridge was completed by the time the line was completed through the county to Des Moines in 1879. It carried railroad traffic until 1938, when the county purchased the bridge and adjoining right-of-way and converted it into a county road. Although the river itself has been re-routed to the north, leaving the bridge with nothing to cross, the Harvey Railroad Bridge continues to function in place in unaltered condition. It is today a well-preserved example of early railroad truss construction in Iowa.

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National Register of Historic Places Continuation Sheet

Section Number 9 Page 2 Harvey Railroad Bridge Marion County; Iowa

Iowa Department of Transportation, Structure Inventory and Appraisal: Structure No. 239640.

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.