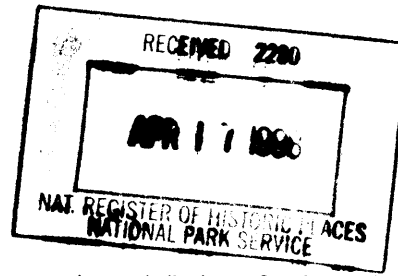


**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Registration Form**



502

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 Harvey Railroad Bridge

other names/site number _____

2. Location

street & number Harvey Island Road not for publication

city or town 0.8 mile east of Harvey vicinity

state Iowa code IA county Marion code 125 zip code 50119

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 Oshinski 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):

O 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/railroad-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 Concrete

walls

roof

other Wrought 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: good
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.

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

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

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 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.

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

**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.