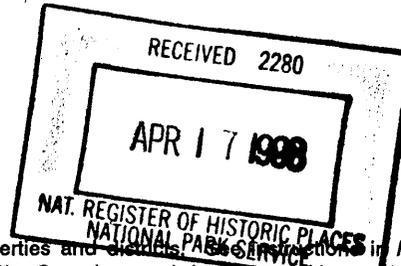


United States Department of the Interior  
National Park Service

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. Refer to *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 Kilbourn Bridge

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

2. Location

street & number 3 miles west of Iowa Highway 1  not for publication

city or town Kilbourn  vicinity

state Iowa code IA county Van Buren code 177 zip code 52565

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 Onton DS/PO 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 R. 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 Concrete

walls

roof

other Steel

**Narrative Description**

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

Located in Kilbourn, the Kilbourn Bridge spans the Des Moines River in a small-town setting that has changed little since the structure's period of significance. A description of the structure follows:

span number: 6	construction date: 1908-09
span length: 135.0'	construction cost: \$23,400.00
total length: 855.0'	current condition: good
roadway wdt.: 16.0'	alterations: none

superstructure: steel, 9-panel, pin-connected Pratt through truss  
 substructure: concrete abutments, wingwalls and piers  
 floor/decking: timber deck over steel stringers  
 other features: upper chord and inclined end post: 2 channels with cover plate and lacing; lower chord: 2 punched rectangular eyebars; vertical: 2 channels with lacing; hip vertical: 2 looped square eyebars; lateral bracing: round rod with threaded ends; strut: 4 angles with lacing; portal strut: angle A-frame; floor beam: I-beam, field bolted to verticals; guardrail: steel lattice; builder's plate: BUILT 1908 / OTTUMWA SUPPLY AND DISTRIBUTING COMPANY / (county supervisors' names) / DESIGNED BY IOWA HIGHWAY COMMISSION / (engineers' names)

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

1908-09

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

Significant Dates

1908-09 (construction date)

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Bullder

designer:

Iowa State Highway Commission

fabricator:

Cambria Steel Company, Pittsburgh PA

builder:

Ottumwa Supply and Construction Co.

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documenton 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 586840 4516740  
zone easting northing2 15 586880 4517000  
zone easting northing**Verbal Boundary Description**

(Describe the boundaries of the property)

The nominated property is a rectangular-shaped parcel measuring 18 feet by 855 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. Fraserorganization Fraserdesign date 31 August 1994street & number 1269 Cleveland Avenue telephone 303-669-7969city 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 Van Buren Countystreet & number P.O. Box 494 telephone 319-293-3663city or town Keosauqua state Iowa zip code 52565

**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 Kilbourn Bridge Van Buren County; Iowa

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In June 1890 the Van Buren County Board of Supervisors inquired into the possible construction of a bridge across the Des Moines River at the Kilbourn ferry crossing. After taking soundings and measurements, the county contracted with the Western Bridge Company of Chicago to build a structure for an estimated cost of \$14,950.00. This bridge stood only 13 years before it was destroyed by flooding on the river in 1903. The following spring, area residents petitioned the board for a replacement structure here. Two-and-one-half years later the supervisors were still considering the request. Finally, in January 1907, 800 citizens of Van Buren County signed a petition asking for the bridge to be replaced. Buckling under the pressure, the board resolved that an independent engineer would be hired to design plans and specifications. Construction of a new structure was authorized, with a price tag not to exceed \$20,000.00. In May 1907, civil engineer C.A. Eberhart of Des Moines and county surveyor David Williams examined the site to determine the new bridge's exact location, the projected height of piers and abutments, and to answer other design questions. The first bid opening, in June 1907, failed with all bids coming in over the not-to-exceed amount. County citizens tried, but did not succeed, to raise funds to meet the low bid, prompting the supervisors to defer the issue until the following year. Eight months later the board determined that changes to the bridge's design were necessary, and the Iowa State Highway Engineer was consulted to develop new plans. The new design was approved, and the job again opened for bidding, this time without the \$20,000.00 limit. The county awarded the \$23,400.00 contract in June 1908 to the Ottumwa Supply and Construction Company of Ottumwa, Iowa, for construction of the superstructure and concrete piers. After several delays in construction, the Kilbourn Bridge was finally completed in December 1909, more than six years after the destruction of the earlier structure. It has since carried vehicular traffic over the Des Moines River on a north-south county road.

In its formative years before the passage of the Brockway Act in 1913, the Iowa State Highway Commission played a relatively minor role in bridge design and construction. ISHC engineers at this time concerned themselves principally with small-scale demonstration projects designed to show the utility of concrete for bridge construction. But the highway commission undertook a small number of major bridge commissions as well, the most noteworthy of which was the Kilbourn Bridge in Van Buren County. "The largest bridge for which we have prepared plans is the Des Moines river bridge [at Kilbourn] which is a 6-135 ft. span steel bridge," the commission stated in its third annual report. The Kilbourn Bridge is thus historically significant as the first large-scale engineering project undertaken by ISHC. Indicative of its transitional nature, it is also one of the only pin-connected truss designs the ISHC used prior to adopting its standard, rigid-connected truss plans in 1913. A regionally important crossing of a major river, the Kilbourn Bridge is an outstanding, well-preserved example of wagon truss construction - one of the last of the multiple-span pinned trusses remaining in Iowa.

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

**National Register of Historic Places  
Continuation Sheet**

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

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Iowa Department of Transportation, Structure Inventory and Appraisal: Structure No. 328760.

Van Buren County Supervisors' Record, Book D: page 243 (18 October 1881); Book E: page 626 (18 June 1900), page 628 (20 June 1900); Book F: page 24 (20 February 1901), page 37 (18 September 1901), page 56 (14 November 1901), page 57 (22 November 1901), page 135 (5 April 1904), page 154 (5 April 1905), page 158 (5 June 1905), page 217 (9 January 1907), page 236 (15 May 1907), page 244 (26 June 1907), page 245 (28 June 1907), page 245 (10 July 1907), page 255 (3 February 1908), page 268 (18 May 1908), page 269 (9 June 1908), page 277 (29 June 1908), page 282 (20 October 1908), pages 399-10 (26 February 1909), page 318 (10 June 1909), page 347 (21 December 1909), page 347 (22 December 1909), located at the Van Buren County Courthouse, Keosauqua IA.

**Third Annual Report of the Iowa State Highway Commission, 1907-08, pages 8-9.**

Field inspection by Clayton Fraser, 13 February 1989.