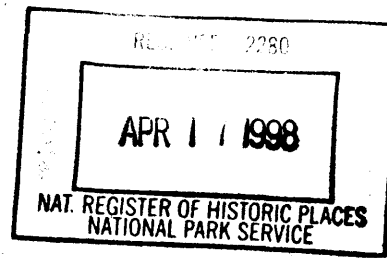


**United States Department of the Interior  
National Park Service**



464

**National Register of Historic Places  
Registration Form**

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 Giliece Bridge

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

**2. Location**

street & number Cattle Creek road over Upper Iowa River  not for publication

city or town 3.2 miles west of Bluffton  vicinity

state Iowa code IA county Winneshieck code 191 zip code 52131

**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 Quinlan DSTHO 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: Bowstring through arch-truss

**Materials**

(Enter categories from instructions)

foundation Stone

walls

roof

other Wrought iron

**Narrative Description**

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

Located 3.2 miles west of Bluffton, the Gilliece Bridge spans the Upper Iowa River in a rural Winneshiek County setting that has changed little since the structure's period of significance. A description of the structure follows:

span number: 1                      construction date: 1873-74  
 span length: 130.0'                construction cost: \$6969.47  
 total length: 151.0'                current condition: fair  
 roadway wdt.: 16.0'                alterations: none

superstructure: wrought iron, 14-panel, Bowstring through arch-truss, with a steel stringer approach span at the north end  
 substructure: stone abutments partially faced with concrete at the south end  
 floor/decking: timber deck over steel stringers  
 other features: arch rib: 4 hexagonals, 2 channels, and a continuous plate; lower chord: rectangular bars riveted at 3 locations along length of span; vertical: 4 angles with lacing, or 4 angles with bolts; diagonal: round rods with threaded ends; lateral bracing: round rod with threaded ends (joined in middle by ring) - top, round rod with threaded ends - bottom; strut: 4 angles with lacing; floor beam: I-beam, U-bolted to vertical

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

1873-74

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

Significant Dates

1873-74 (construction date)

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Bulider

designer:

Wrought Iron Bridge Company, Canton OH

fabricator:

Wrought Iron Bridge Company, Canton OH

builder:

Wrought Iron Bridge Co.; Thomas Dwyer

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 584290 4807205  
zone easting northing2 \_\_\_\_\_  
zone easting northing**Verbal Boundary Description**

(Describe the boundaries of the property)

The nominated property is a rectangular-shaped parcel measuring 18 feet by 151 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 Michelle Crow-Dolby and Clayton 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 Winneshiek Countystreet & number 201 West Main Street telephone 319-382-2951city or town Decorah state Iowa zip code 52101

**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 Gilliece Bridge Winneshiek County; Iowa

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Known locally as the Gilliece Bridge, this Bowstring through arch spans the Upper Iowa River in Bluffton Township in northwestern Winneshiek County. The wrought-iron truss is supported by a stone substructure and is approached on the north end by a steel stringer. The bridge dates to 1874, but it traces its history some two years earlier. After decades of building short-span timber and stone bridges, Winneshiek County began contracting for all-iron superstructures in 1872. The county built the Daubersmith Bridge that year and the Fort Atkinson Bridge in 1873. Construction of a third span, the Gilliece Bridge, in Bluffton Township was begun late in 1873. Local stonemason Thomas Dwyer built the massive masonry abutments, which, according to county bridge commissioner George Winship, were "by far the best job of masonry in the county, so noted by all who have seen it." The abutments and 95-foot wingwalls consumed almost 212 cords of limestone and 17,898 feet of timber and plank. Ironically, Dwyer stood to lose money on the project if the commissioners had not decided to pay the stonemason an extra \$215.00 for his work because, they reasoned, it was "not fair that the many should benefit at the expense of one poor man." As it had for the preceding two spans, the county purchased a bowstring arch-truss from the Wrought Iron Bridge Company of Canton, Ohio. Completed in 1874, the Gilliece Bridge cost \$6969.47.

In its extensive dealings with the Wrought Iron Bridge Company, Winneshiek County was simply following a regional trend. As this county and hundreds of others in the Midwest contracted with the Ohio-based bridge company in the 1870s, Wrought Iron quickly became one of the largest fabricators in America. In addition, its president, David Hammond, distinguished himself as one of the country's most prolific bridge innovators. The counties and municipalities of Iowa were among WIBCo's best customers. The period of extensive rural road and bridge construction in the state during the 1870s coincided with the firm's ascendance in the industry, combining to create a booming market for WIBCo's regional sales representatives. Winneshiek County's almost exclusive relationship with WIBCo was atypical, but the Ohio giant was extremely active in the region at this time. By 185 WIBCo had installed 21,600 feet of bridges in Iowa: almost equaling the total output of WIBCo across America in its first nine years of business. Only New York, Ohio, Indiana and Illinois had purchased more structures from Hammond. That year WIBCo's bridges could be found in 41 of the state's 99 counties. Although these were distributed in all areas of Iowa except the northwest corner, WIBCo's strength clearly lay in the eastern part of the state.

Winneshiek County continued to deal almost exclusively with WIBCo throughout the remainder of the 1870s, erecting several more bowstrings at rural crossings of the Turkey and Upper Iowa rivers. All but two of these have since been removed. (A third bowstring - the Freeport Bridge - has been moved from its abutments and now is located in a small park in Decorah.) The Gilliece Bridge is historically significant for its association with early county transportation. It is technologically important as a well-preserved example of what was once a main-stay structural type in Iowa - the wrought iron bowstring arch-truss.

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

**National Register of Historic Places  
Continuation Sheet**

Section Number   9   Page   2   **Gilliece Bridge** Winneshiek County; Iowa

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Iowa Department of Transportation, Structure Inventory and Appraisal: Structure No. 348800.

Winneshiek County Supervisors' Record, Book B: page 140 (7 April 1873), page 193 (10 January 1874), page 207 (10 January 1874), located at the Winneshiek County Courthouse, Decorah IA.

W.E. Alexander, **History of Winneshiek and Allamakee Counties, Iowa** (Sioux City, IA: Western Publishing Company, 1875).

W.J. Sparks, **History of Winneshiek County with Biographical Sketches of its Eminent Men** (Decorah, IA, 1877).

Historic American Engineering Record, "Freeport and Lower Plymouth Rock Bridges," prepared by Clayton B. Fraser of Fraserdesign for Winneshiek County, January 1986, Decorah IA.

James Hippen, ed., "Preliminary Report on 'Historic' Bridges in Winneshiek County, Iowa," unpublished paper, January 1971.

Field inspection by Clayton Fraser, 10 October 1990.