



Indian Creek Bridge

United States Department of the Interior
National Park Service

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 Indian Creek Bridge

other names/site number _____

2. Location

street & number Artesian Road over Indian Creek not for publication

city or town 3.4 miles northeast of Marion vicinity

state Iowa code IA county Linn code 113 zip code 45302

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.)

Signature of certifying official/Title

Date

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): _____

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 N/A
walls N/A
roof N/A
other N/A

Narrative Description

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

Located 3.4 miles northeast of Marion, the Indian Creek Bridge spans Indian Creek in a rural Linn County setting that has changed little since the structure's period of significance. A description of the structure follows:

span number: 1	construction date: 1888-89
span length: 100.0'	construction cost: unknown
total length: 101.0'	current condition: good
roadway wdt.: 15.6'	alterations: substructure replaced and approach spans removed

superstructure: wrought iron, 6-panel, pin-connected Pratt through truss
substructure: concrete abutments and wingwalls
floor/decking: timber deck over timber stringers
other features: upper chord and inclined end post: 2 built-up channels with lacing; lower chord: 2 punched rectangular eyebars; hip vertical: 2 looped round eyerods; vertical: 2 channels with lacing; diagonal: 2 punched rectangular eyebars; counter: 1 looped round eyerod with turnbuckle; Armco railings; floor beam: rolled I-beam, U-bolted to superstructure; top and bottom lateral: round rod; portal bracing: 2 angles with lacing; sway bracing: angles with lacing

Other than maintenance-related repairs and alterations noted above, the bridge remains essentially unaltered as it continues to carry vehicular traffic. The Indian Creek 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.

Areas of Significance

(Enter categories from instructions)

TRANSPORTATION

Period of Significance

1888-89

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

Significant Dates

1888-89 (construction date)

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

designer:

King Iron Bridge Company, Cleveland OH

fabricator:

King Iron Bridge Co.; C.R.M. Company

builder:

King Iron Bridge Company, Cleveland OH

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:

10. Geographical DataAcreage of Property less than one acre**UTM References**

(Place additional UTM references on a continuation sheet)

1 15 618960 4659350
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 101 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 Byname/title Charlene Roise, Demian Hess 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 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 Linn Countystreet & number 1888 County Home Road telephone 319-398-3445city or town Marion state Iowa zip code 52302

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 Indian Creek Bridge Linn County; Iowa

This short-span through truss extends east-west across Indian Creek in central Linn County. The county supervisors opened bids for this bridge in September 1888, subsequently awarding the contract for its fabrication and erection to the King Iron Bridge Company. The Cleveland, Ohio, firm used a pin-connected Pratt truss with relatively light web members for the crossing, completing the bridge early in 1889. While King worked on the main span, the county hired D.E. Jayne of Iowa City to build the bridge's approaches. Since its completion, the Indian Creek Bridge has functioned in place. The substructure has since been replaced with concrete and the original approach spans have been removed, but the truss itself remains unaltered.

In the early 1880s, the pin-connected Pratt truss superseded the bowstring arch-truss as the iron bridge of choice for medium-span wagon crossings. Patented in 1844 by Thomas and Caleb Pratt, the Pratt design is distinguished by vertical members acting in compression and diagonals that act in tension. "The Pratt truss is the type most commonly used in America for spans under two hundred and fifty (250) feet in length," noted bridge engineer J.A.L. Waddell wrote in 1916. "Its advantages are simplicity, economy of metal, and suitability for connecting to the floor and lateral systems." Virtually all of the major regional bridge fabricators manufactured Pratt trusses and marketed them extensively to Iowa's counties. Thousands of pinned Pratt trusses were erected throughout Iowa, in both through and pony configurations, and many remain in service today. Among these, the Indian Creek Bridge in Linn County is distinguished by its relatively early construction date, its well-preserved condition and by its atypically light configuration.

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Continuation Sheet**

Section Number 9 Page 2 Indian Creek Bridge Linn County; Iowa

Iowa Department of Transportation, Structure Inventory and Appraisal: Structure No. 221395.

Linn County Bridges, Supervisors' Proceedings, 1843-1900: page 127 (January 1879), page 188 (September 1888), 1901-1939: page 25 (February 1912), located at the Linn County Engineer's Office, Cedar Rapids IA.

Katherine Willhoite, "First Avenue Toll Bridge Recalled by Old Tokens," **Cedar Rapids Gazette**, 9 March 1981.

Field inspection by Charlene K. Roise, 27 September 1991.