



**Upper Paris 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 Upper Paris Bridge

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

**2. Location**

street & number Sutton Road over Wapsipinicon River  not for publication

city or town 3.8 miles southwest of Coggon  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 Whipple 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 southwest of Coggon, the Upper Paris Bridge spans the Wapsipinicon River in a setting that has changed little since the structure's period of significance. A description of the structure follows:

span number: 1                      construction date: 1879  
 span length: 160.0'                construction cost: \$4964.72  
 total length: 208.0'                current condition: good  
 roadway wdt.: 14.7'                alterations: railings replaced, 1987

superstructure: wrought iron, 11-panel, pin-connected Whipple through truss, with timber stringer approach spans

substructure: timber and stone abutments and wingwalls with stone and timber pile bent piers

floor/decking: timber deck over timber stringers

other features: upper chord and inclined end post: 2 channels with cover and batten plates; lower chord: 2 looped rectangular eyebars; hip vertical: 1 looped round eyerod; vertical: built-up I-beam; center panel vertical: I-beam; diagonal: 2 looped rectangular eyebars; counter: 2 looped round eyerods; floor beam: tapered "fishtail" plate girder, U-bolted to superstructure (floor beams have decorative, cast-iron, starburst plates on ends); top lateral: round-section rod; bottom lateral: square eyebar with turnbuckle; portal bracing: lattice; sway bracing: I-beams; portal bridge plates: 1879, Wrought Iron Bridge Co. / Canton, O. / Builders / Patented Nov. 21st / 1876

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

1879

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

Significant Dates

1879 (construction date)

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

designer:

Wrought Iron Bridge Company, Canton OH

fabricator:

Wrought Iron Bridge Company, Canton OH

builder:

Wrought Iron Bridge Co.; Cloyston & Wood

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 Data**Acreage of Property less than one acre**UTM References**

(Place additional UTM references on a continuation sheet)

1 15 616790 4677660  
zone easting northing2 15 616820 4677720  
zone easting northing**Verbal Boundary Description**

(Describe the boundaries of the property)

The nominated property is a rectangular-shaped parcel measuring 17 feet by 208 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 Charlene Roise, Demian Hess and Michelle Crow-Dolbyorganization 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 Upper Paris Bridge Linn County, Iowa

---

This unusual Whipple truss spans the Wapsipinicon River in northern Linn County. It was built in 1879 by the Ohio-based Wrought Iron Bridge Company for \$3400.00. The timber-and-stone substructure was constructed by Cloyston and Wood for \$1564.72. The bridge is a fairly rare example of a double-intersection Pratt truss, also known as a "Whipple" truss, which was first developed by engineer Squire Whipple in 1847. Additional construction documentation for this long-span truss does not exist in county records. Barring a minor replacement, the aesthetically striking Upper Paris Bridge carries intermittent vehicular traffic in its rural setting. The Upper Paris Bridge is distinguished as a well-preserved, large-scale example of a Whipple truss. Basically a Pratt with diagonals that extend over two panels, the Whipple truss was seldom employed for wagon trusses in the state. Few were ever erected and fewer yet remain today. This structure is one of only eight pin-connected Whipple through trusses remaining in Iowa and is the longest of the eight. For its exceeding rare use of wrought iron components, its rare truss configuration and its span length, the Upper Paris Bridge is a structurally significant wagon bridge.

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

**National Register of Historic Places  
Continuation Sheet**

Section Number   9   Page   2   Upper Paris Bridge Linn County; Iowa

---

Iowa Department of Transportation, Structure Inventory and Appraisal: Structure No. 223020.

Linn County Bridges, Supervisors' Proceedings, 1843-1900: page 148 (June 1879), page 149 (July 1879), page 150 (January 1880), located at the Linn County Engineer's Office, Cedar Rapids IA.

Victor C. Darnell, *Directory of American Bridge-Building Companies, 1840-1900* (Washington, D.C.: Society for Industrial Archaeology, 1984), page 48.

James L. Cooper, *Iron Monuments to Distant Posterity; Indiana's Metal Bridges, 1870-1930* (n.p., 1987), pages 63-4.

Field inspection by Charlene K. Roise, 29 September 1991.