

Bridge removed 1995-1996

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 of eligibility for individual properties or districts. See instructions in Guidelines for Completing National Register Forms (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Bridge over North Fork of the Roanoke River

other names/site number 60-394

2. Location 1/8 mile southeast of the junction of VA Routes

street & number 603 and 637

N/A not for publication

city, town Ironto

vicinity

state Virginia

code VA

county Montgomery

code 121

zip code 24087

3. Classification

Ownership of Property

- private
public-local
public-State
public-Federal

Category of Property

- building(s)
district
site
structure
object

Number of Resources within Property

Table with 2 columns: Contributing, Noncontributing. Rows for buildings, sites, structures, objects, Total.

Name of related multiple property listing: Prehistoric and Historic Resources of Montgomery County

Number of contributing resources previously listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, 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. See continuation sheet.

Signature of certifying official

Date

Director, Virginia Department of Historic Resources

State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Signature of commenting or other official

Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:

- entered in the National Register.
determined eligible for the National Register.
determined not eligible for the National Register.
removed from the National Register.
other, (explain:)

Signature of the Keeper

Date of Action

**6. Function or Use**

Historic Functions (enter categories from instructions)

Transportation: road-related (vehicular)

Current Functions (enter categories from instructions)

Transportation: road-related (vehicular)

**7. Description**

Architectural Classification

(enter categories from instructions)

Other: through Pratt truss bridge

Materials (enter categories from instructions)

foundation

walls

roof

other metal: steel

Describe present and historic physical appearance.

The bridge is located in the hilly area along the North Fork of the Roanoke River between the valley at Ellett and the narrow gorge near Ironto. It is a pin-connected through Pratt truss, and spans 105 feet from poured concrete abutments. The portal strut carries a date plate stating that the bridge was manufactured in 1892 by the King Iron Bridge and Manufacturing Company of Cleveland, Ohio. The bridge has ornamental steel lattice portal bracing around the top of the portals. The wood-floored bridge serves a narrow tertiary dirt road. Bolted splice plates on the top chord indicate that the bridge has been relocated, but physical inspection does not suggest that the physical form of the bridge was compromised or that any elements were lost or replaced.

**8. Statement of Significance**

Certifying official has considered the significance of this property in relation to other properties:

nationally  statewide  locally

Applicable National Register Criteria  A  B  C  D

Criteria Considerations (Exceptions)  A  B  C  D  E  F  G

Areas of Significance (enter categories from instructions)

Engineering

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Significant Person

N/A

Period of Significance

1892 - ca. 1940

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Significant Dates

1892

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Cultural Affiliation

N/A

\_\_\_\_\_

\_\_\_\_\_

Architect/Builder

King Iron Bridge and Manufacturing Company

\_\_\_\_\_

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

This bridge over the North Fork of the Roanoke River, identified in the Virginia Highway Transportation Research Council files as #6045, is analyzed in the study by Paula Spero for that agency in Metal Truss Bridges in Virginia 1865 - 1932: The Salem Construction District, p. 72. The bridge is described as one of two bridges in the twelve-county Salem District manufactured by the King Iron Bridge and Manufacturing Company of Cleveland, Ohio. "Unlike the other King Company bridges in the Salem district, this bridge is a pin-connected through Pratt truss spanning 105 feet. In its 1884 catalogue, the King Company illustrated the diversity of its manufacturing abilities. Among the many claims, it asserted that its shop had the capacity for wrought iron and steel bridges, high and low trusses, arch bridges, swing bridges, iron turntables and combination bridges of all styles. This Pratt truss was built by the King Company for another site and moved to this one. The practice of dismantling truss spans and reerecting them at new sites has been observed throughout Virginia in the truss bridge survey. Relocated trusses are identified by bolted splice plates on the top chord. They confirm historical accounts of the ease of erection of the truss bridge. Not only was this bridge type easy to erect initially at a remote site, but it could be removed, replaced by a bridge with greater load capacity, and reerected on a road with lighter traffic demands. There are many examples of relocated truss bridges throughout Virginia."

The bridge received an overall rating of twelve by the Virginia Highway and Transportation Research Council. The bridge was rated highly for its decorative features, manufacturer, date, condition, and environment. According to the report, any of the fifty-eight bridges in the state initially deemed of value which received twenty or more points of a possible twenty-seven were considered historically significant, and those receiving ten or

See continuation sheet

**9. Major Bibliographical References**

Newlon, Howard Jr. Criteria for Preservation and Adaptive Use of Historic Highway Structures. Charlottesville: Virginia Highway and Transportation Research Council, 1978.

Spero, Paula. Metal Truss Bridges in Virginia 1865 - 1932, v. 7: The Salem Construction District. Charlottesville: Virginia Highway and Transportation Council, 1980.

See continuation sheet

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

Specify repository:

Virginia Department of Historic Resources

221 Governor Street

Richmond, VA 23219

**10. Geographical Data**

Acreage of property less than one acre.

UTM References

A 

1	7
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5	6	2	3	4	0
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4	1	1	7	3	7	0
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 Zone Easting Northing

C 

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B 

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 Zone Easting Northing

D 

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See continuation sheet

Verbal Boundary Description

Beginning at point A 10 feet north and 10 feet west of the northwest corner of bridge, proceed east 118 feet to point B 10 feet beyond the bridge, thence south 33 feet to point C, 10 feet beyond the bridge, thence west 118 feet to point D, 10 feet beyond the bridge, thence north 33 feet to point of origin.

See continuation sheet

Boundary Justification

The boundaries were chosen to include the bridge and a minimum amount of space around the bridge.

See continuation sheet

**11. Form Prepared By**

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 organization Gibson Worsham, Architect date June 1988  
 street & number Route 2, Yellow Sulphur Springs telephone (703) 552-4730  
 city or town Christiansburg state Virginia zip code 24073

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Prehistoric and Historic  
Resources of Montgomery County  
Bridge, 60-394

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higher were judged potentially significant. The rating was based on the relative importance of manufacturer, form, integrity, setting, and age. The bridge is the oldest and highest-rated metal truss highway bridge standing today in the New River Valley. It retains its original date plate. Its relocation on a little used country road from another site at some time during the first half of this century demonstrates the advertised ease of relocation, which was a major selling point for a purchaser. The bridge demonstrates the bridge type most popular during its original period of construction and well into the twentieth century, extending the period of significance. The bridge's context and the destruction of other, higher rated bridges such as the bridge between Graysontown and Snowville (#6907) make this the most important metal truss bridge in the Montgomery/Pulaski portion of the Salem Construction District.

RT. 637

60-394 BRIDGE

G. WORSHAM  
K. MARTIN

10/87

B ← 33 FEET → C

NORTH FORK  
OF THE

← 118 FEET →

ROANOKE  
RIVER



A D

RT. 637





