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Madrid Spans in Reservoir's Path

The half-mile-long Milwaukee Road railroad bridge, foreground, and the Iowa Highway 89 bridge across the Des Moines River west of Madrid, both are to be replaced because they will be flooded by the Saylorville Reservoir under construction 11 miles

north of Des Moines. A new railroad span will be built 70 feet downstream; the highway relocation will involve building of a new road across the valley 35 feet higher than the present one. The new rail span will cost from \$5 to \$10 million.

Replacement of Milwaukee Railroad Bridge Planned

By Otto Knauth

The Army Corps of Engineers announced plans Wednesday to replace the Milwaukee Road's half-mile-long railroad bridge across the Des Moines River near Madrid.

Officials of the Corps' Rock Island District said the huge span will have to be replaced because waters from the Saylorville Reservoir will reach above the bridge's concrete foundation and endanger the steel super-structure.

Cost of replacing the bridge was estimated at between \$5 million and \$10 million, the Corps said. Bids for the project are to be opened at 2 p.m. July 27 at district headquarters in Rock Island, Ill.

The present bridge was built in 1912 and reaches across the entire river valley from bluff to bluff. Milwaukee officials said it is 2,473 feet long and 140 feet above the river bed. It has long been a valley landmark.

The bridge was originally built as a double-track structure and at the time was one of the highest and longest such structures in the country. Railroad officials said it was converted to single-track in 1934.

It will be replaced by a structure of the same height and 53 feet longer. The new bridge will be built 70 feet south of the present bridge, corps officials said, and will have 22 solid concrete piers which will rise an average of 120 feet above the river bed.

The present embankments leading up the bridge on both sides of the valley will be widened and extended to connect with the new bridge.

Construction of the Saylorville Dam and Reservoir 11 miles north of Des Moines also will necessitate rebuilding Iowa Highway 89 across

the valley west of Madrid, Corps officials said.

The present roadway bridge will be 35 feet under water at full flood pool, said. The present highway bridge was built in 1955. No date for taking bids on the highway relocation has been set yet.

The half-mile-long Milwaukee bridge at Madrid is not to be confused with the more famous Kate Shelley Bridge of the North Western Railroad which crosses the Des Moines River west of Boone.

That bridge, which was also built as a double-track structure, was named in honor of the young girl who in 1881 crawled across an earlier bridge during a raging storm to warn the North Western's Midnight Express of a washout.