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NPS Form 10-900  
(Rev. 8-86)

OMB No. 1024-0018

United States Department of the Interior  
National Park Service

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OCT 25 1993

NATIONAL REGISTER OF HISTORIC PLACES  
REGISTRATION FORM

NATIONAL  
REGISTER

1. Name of Property

historic name: N/A

other name/site number: South Dakota Dept. of Trans. Br. No. 10-109-360

2. Location

street & number: Local road over the Diversion Dam Inlet Canal, Belle  
Fourche Irrigation District

not for publication:     

city/town: Belle Fourche

vicinity: X

state: SD county: Butte

code: 019 zip code: 57717

3. Classification

Ownership of Property: public-federal

Category of Property: structure

Number of Resources within Property:

Contributing	Noncontributing
<u>    </u>	<u>    </u> buildings
<u>  1  </u>	<u>    </u> sites
<u>    </u>	<u>    </u> structures
<u>  1  </u>	<u>    </u> objects
<u>    </u>	<u>    </u> Total

Number of contributing resources previously listed in the National  
Register:   0  

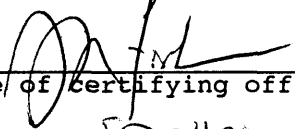
Name of related multiple property listing: Historic Bridges in South  
Dakota

## =====

## 4. State/Federal Agency Certification

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As the designated authority under the National Historic Preservation Act of 1986, 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

10/12/92  
Date

SD SHPO  
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

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I, hereby certify that this 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):

  
Signature of Keeper

12/9/93  
Date  
of Action

## =====

## 6. Function or Use

=====

Historic: TransportationSub: road-related (vehicular)Current : TransportationSub: road-related (vehicular)

## =====

## 7. Description

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Architectural Classification:

OtherOther Description: Pratt through trussMaterials: foundation wood

roof

walls

other metal: steelDescribe present and historic physical appearance.   X   See continuation sheet.

## =====

## 8. Statement of Significance

=====  
Certifying official has considered the significance of this property in  
relation to other properties: \_\_\_\_\_.

Applicable National Register Criteria: A & C

Criteria Considerations (Exceptions) : \_\_\_\_\_

Areas of Significance: Engineering  
Regional Development  
Commerce  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Period(s) of Significance: 1906 - 1943

Significant Dates : 1906 1907 \_\_\_\_\_

Significant Person(s): N/A

Cultural Affiliation: N/A

Architect/Builder: Canton Bridge Company  
\_\_\_\_\_  
\_\_\_\_\_

State significance of property, and justify criteria, criteria  
considerations, and areas and periods of significance noted above.  
X See continuation sheet.

## =====

## 9. Major Bibliographical References

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X 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 # \_\_\_\_\_

☐ State historic preservation office  
☒ Other state agency  
☐ Federal agency  
☐ Local government  
☐ University  
☐ Other -- Specify Repository: South Dakota Department of Transportation

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10. Geographical Data

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Acreage of Property: less than 1 acre

UTM References: Zone Easting Northing      Zone Easting Northing

A	<u>13</u>	<u>592630</u>	<u>4949070</u>	B	<u>    </u>	<u>    </u>	<u>    </u>
C	<u>    </u>	<u>    </u>	<u>    </u>	D	<u>    </u>	<u>    </u>	<u>    </u>

     See continuation sheet.

Verbal Boundary Description:      See continuation sheet.

The nominated property consists of a rectangle, 21 feet wide by 76 feet long, whose vertices coincide with the outside corners of the bridge abutments at each end of the bridge, and includes only the bridge superstructure and substructure.

Boundary Justification:      See continuation sheet.

Because the bridge is located on a public road, there are no legal boundary lines for the ends of the bridge. Therefore, these boundaries are drawn to encompass only the superstructure and substructure of the bridge itself.

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11. Form Prepared By

=====

Name/Title: Mary McCormick/Historian and Lon Johnson/Hist. Architect

Organization: Renewable Technologies, Inc.

Date: August 1990/9-93

Street & Number: 510 Metals Bank Bldg.

Telephone: (406)782-0494

City or Town: Butte

State: MT ZIP: 59701

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SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: see below Date Listed: 12/09/93

Property Name: see below

County: see below State: South Dakota

Historic Bridges in South Dakota MPS  
Multiple Name

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The following properties are listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

  
Signature of the Keeper

December 9, 1993  
Date of Action

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Amended Items in Nomination:

Section 3/8. State Certification/Statement of Significance.  
Certifying official has considered the significance of the following properties to be of state significance.

Reference No.	Property	County
93001295	Capa Bridge	Jones County
93001287	Chilson Bridge	Fall River County
93001308	Eighth Street Bridge	Minnehaha County
93001298	Esmond Bridge	Kingsbury County
93001317	Hall Bridge	Spink County
93001274	Hay Creek Bridge	Butte County
93001264	Kemp Avenue Bridge	Codington County
93001266	Larson Bridge	Codington County
93001277	Minnesela Bridge	Butte County
93001268	Old Cochrane Bridge	Deuel County
93001281	Red Shirt Bridge	Custer County
93001300	Redwater Bridge, Old	Lawrence County

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93001269	South Dakota Dept. of Transportation Bridge No. 03-338-100	Beadle County
93001260	South Dakota Dept. of Transportation Bridge No. 03-020-008	Beadle County
93001261	South Dakota Dept. of Transportation Bridge No. 03-327-230	Beadle County
93001270	South Dakota Dept. of Transportation Bridge No. 05-028-200	Bon Homme county
93001271	South Dakota Dept. of Transportation Bridge No. 05-032-170	Bon Homme County
93001272	South Dakota Dept. of Transportation Bridge No. 05-138-080	Bon Homme County
93001273	South Dakota Dept. of Transportation Bridge No. 05-255-130	Bon Homme County
93001276	South Dakota Dept. of Transportation Bridge No. 10-112-355	Butte County
93001275	South Dakota Dept. of Transportation Bridge No. 10-109-360	Butte County
93001278	South Dakota Dept. of Transportation Bridge No. 12-503-230	Charles Mix County
93001265	South Dakota Dept. of Transportation Bridge No. 15-210-136	Codington County
93001279	South Dakota Dept. of Transportation Bridge No. 16-570-054	Carson County
93001280	South Dakota Dept. of Transportation Bridge No. 17-289-107	Custer County
93001282	South Dakota Dept. of Transportation Bridge No. 18-040-137	Davison County
93001283	South Dakota Dept. of Transportation Bridge No. 18-060-202	Davison County
93001284	South Dakota Dept. of Transportation Bridge No. 18-100-052	Davison County
93001285	South Dakota Dept. of Transportation Bridge No. 18-142-150	Davison County
93001286	South Dakota Dept. of Transportation Bridge No. 20-153-210	Deuel County
93001288	South Dakota Dept. of Transportation Bridge No. 25-218-141	Faulk County
93001262	South Dakota Dept. of Transportation Bridge No. 25-380-142	Faulk County
93001289	South Dakota Dept. of Transportation Bridge No. 27-000-201	Gregory County
93001290	South Dakota Dept. of Transportation Bridge No. 27-060-298	Gregory County

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93001291	South Dakota Dept. of Transportation Bridge No. 29-221-060	Hamlin County
93001292	South Dakota Dept. of Transportation Bridge No. 29-279-010	Hamlin County
93001293	South Dakota Dept. of Transportation Bridge No. 30-257-400	Hand County
93001294	South Dakota Dept. of Transportation Bridge No. 31-115-110	Hanson County
93001297	South Dakota Dept. of Transportation Bridge No. 39-006-070	Kingsbury County
93001299	South Dakota Dept. of Transportation Bridge No. 39-176-100	Kingsbury County
93001301	South Dakota Dept. of Transportation Bridge No. 44-028-220	McCook County
93001302	South Dakota Dept. of Transportation Bridge No. 44-212-090	McCook County
93001303	South Dakota Dept. of Transportation Bridge No. 47-215-363	Meade County
93001263	South Dakota Dept. of Transportation Bridge No. 47-151-389	Meade County
93001305	South Dakota Dept. of Transportation Bridge No. 48-244-204	Melette County
93001306	South Dakota Dept. of Transportation Bridge No. 49-095-190	Miner County
93001267	South Dakota Dept. of Transportation Bridge No. 50-200-035	Minnehaha County
93001310	South Dakota Dept. of Transportation Bridge No. 56-090-096	Sanborn County
93001312	South Dakota Dept. of Transportation Bridge No. 56-174-090	Sanborn County
93001311	South Dakota Dept. of Transportation Bridge No. 56-117-123	Sanborn County
93001313	South Dakota Dept. of Transportation Bridge No. 58-010-376	Spink County
93001314	South Dakota Dept. of Transportation Bridge No. 58-021-400	Spink County
93001315	South Dakota Dept. of Transportation Bridge No. 58-025-370	Spink County
93001316	South Dakota Dept. of Transportation Bridge No. 58-062-270	Spink County
93001318	South Dakota Dept. of Transportation Bridge No. 58-120-231	Spink County
63001319	South Dakota Dept. of Transportation Bridge No. 58-140-224	Spink County



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63001320	South Dakota Dept. of Transportation Bridge No. 58-218-360	Spink County
63001321	South Dakota Dept. of Transportation Bridge No. 62-220-512	Tripp County
63001322	South Dakota Dept. of Transportation Bridge No. 64-061-199	Union County
93001309	Split Rock Park Bridge	Minnehaha County
93001304	Stamford Bridge	Miner County
93001307	Summit Avenue Viaduct	Minnehaha County
93001296	Van Metre Bridge	Jones County

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Section 8: Applicable Criteria

93001266 Larson Bridge Codington County

Criterion C should be checked and not A to be consistent with bridge's significance in engineering for its method of construction.

Section 8: Period of Significance

93001266 Larson Bridge Codington County

Period of significance is amended to read "1917" to indicate date of construction and to be consistent with significance in engineering.

93001281 Red Shirt Bridge Custer County

Period of significance is amended to read "1943-1944" to cover the period of construction.

93001278 South Dakota Dept. of Transportation Bridge No. 12-503-230  
Faulk County

Due to typographical error, period of significance is corrected to read " 1920-1943."

93001265 South Dakota Dept. of Transportation Bridge No. 15-210-136  
Codington County

Period of significance is amended to read "1917" since significance is under criterion C in engineering and the date of construction should be entered.

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93001262 South Dakota Dept. of Transportation Bridge No. 25-380-  
142 Faulk County

Period of significance is amended to read "1902" because the area of significance is engineering and the period of significance should be based on the date of construction. The bridge was moved from its original site in 1955.

Section 8: Date of Significance

93001308 Eighth Street Bridge Minnehaha County

"1977" is deleted because the date lies outside the period of significance.

93001317 Hall Bridge Spink County

"1904" is deleted because bridge is significant under criterion C for engineering and the move in 1904 falls outside the period of significance which is based on the date of construction and does not appear to have particular importance.

93001286 South Dakota Dept. of Transportation Bridge No. 20-153-  
210 Deuel County

"1960" is deleted because the date lies outside the period of significance.

93001262 South Dakota Dept. of Transportation Bridge No. 25-380-  
142 Faulk County

"1955" is deleted because the date lies outside the period of significance.

93001302 South Dakota Dept. of Transportation Bridge No. 44-212-  
090 McCook County

"1960" is deleted because the date lies outside the period of significance.

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93001267 South Dakota Dept. of Transportation Bridge No. 50-200-  
035 Minnehaha County

"1935" is deleted because the date lies outside the period  
of significance which is based on the date of construction.

93001311 South Dakota Dept. of Transportation Bridge No. 56-117-  
123 Sanborn County

"1905" is deleted because the date lies outside the period  
of significance and does not appear to have particular  
importance.

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Melissa Dirr, architectural historian, of the South Dakota State  
Historic Preservation Office was notified of the above-mentioned  
amendments by telephone on December 09, 1993.

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**DISTRIBUTION:**

**National Register property file  
Nominating Authority (without nomination attachment)**

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section number 7 & 8

Bridge No. 10-109-360

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7. Description

Bridge No. 10-109-360 is located about 1 mile north and 0.9 miles east of Belle Fourche and carries a local road over the Diversion Dam Inlet Canal. The 71-foot steel, pin-connected, Pratt through truss rests on timber pile abutments with plank backwalls. An original concrete abutment is collapsing on the west end. The superstructure of the span is comprised as follows: the upper chords are two steel channel sections with a continuous steel cover plate riveted along the upper flanges and lacing bars riveted to the lower flanges; the lower chords are forged steel eye bars; the hip verticals are forged square steel rods; the other verticals are two steel channel sections riveted with lacing bars; the diagonals are forged steel eye-bars; the counters are square steel rods with turnbuckles. The deck is plank and supported on timber stringers atop steel I-beam floor beams. The floor beams are riveted to the vertical members below the lower chord. Portal bracing is a combination of single and double channel sections, decorative lattice bars project above and below the upper chord. Sway bracing consists of T-section struts built up of a steel plate with two angle sections. Bottom and top lateral bracing are round steel rod cross braces. The railings are plank.

This bridge has excellent integrity.

8. Significance

Bridge no. 10-109-360 is being nominated to the National Register of Historic Places as part of the "Historic Bridges in South Dakota" Multiple Property Nomination. It is related to the historic context of "Historic Bridges in South Dakota, 1893-1943" and is classified with the associated property type for iron and steel bridges. This bridge is individually eligible for the National Register under Criterion A for its ability to depict the direct association in South Dakota between agricultural development and the need for bridges through its important association with the Belle Fourche Irrigation Project; and for its association with an important pattern of bridge construction in South Dakota around the turn of the 20th century, in which a different out-of-state bridge builder tended to dominate bridge construction in each county. It is also individually eligible for the (continued)

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Section number 8 (continued) Bridge No. 10-109-360 Page 7  
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National Register under Criterion C as an usually short example of a through truss bridge; and as a representative example in Butte County of bridge built by the Canton Bridge Company, a long-term bridge building firm in the county. The bridge retains excellent integrity in all aspects.

Through the turn of the 20th century, Butte County was only sparsely settled because its semi-arid land was suitable only for livestock grazing. In 1903, however, the United States Department of the Interior began surveying the area for a possible irrigation project to be undertaken by the newly created Reclamation Service. The U.S. Secretary of the Interior approved plans in 1904 for what would be known as the Belle Fourche Irrigation Project. Project construction began in 1905, and by the summer of 1910, the entire system was complete. By this time, over 23,000 acres of land were in irrigation and nearly 400 farm units had been claimed.

The Belle Fourche Irrigation Project involved a diversion dam on the Belle Fourche River, a storage dam and reservoir, a diversion canal to channel water to the storage reservoir, and an extensive network of canals to convey water to the lands to be irrigated. The system of canals created new barriers to roads, necessitating bridges. The Reclamation Service therefore contracted with the Canton Bridge Company of Canton, Ohio, to build five 72-foot pin-connected Pratt through truss bridges over the diversion canal. Canton started construction of the bridges in 1906, and completed all five in 1907. Because through trusses were typically 100-feet or longer, the 72-foot length of the Belle Fourche Irrigation Project bridges is considered usually short. Four of five of these bridges including this one (Bridge no. 10-109-360) are extant.

About the time of its work on the Belle Fourche project bridges, the Canton Bridge Company in 1905 received a contract from Butte County to construct five county bridges. From at least this time on until about 1915, the Canton Bridge Company dominated bridge work in Butte County. This relationship between the Canton company and Butte County was typical of a pattern of business that emerged in South Dakota around the turn of the century, wherein almost every county in the state seemed to be dominated by a different bridge builder. This pattern of business was likely resultant from "pooling," an illegal but common practice across the country at this time. Under pooling arrangements, various bridge-building firms agreed to divide states among themselves, assigning  
(continued)

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Section number 8 & 9 Bridge No. 10-109-360 Page 8  
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8. Significance (continued)

particular counties to specific firms. Most of the firms operating in South Dakota at this time were based out-of-state. This pattern of business remained strong in South Dakota until about 1920 when the State Highway Commission strengthened its control over bridge construction practices in the counties.

9. Bibliography

Arthur Powell Davis, Irrigation Works Constructed by the United States Government (New York: John Wiley & Sons, Inc., 1917), pp. 279-288.

Butte County, "Commissioners Record," 1905-1915, Auditor's Office, Butte County Courthouse, Belle Fourche.

Cowboys and Sodbusters, No date or publisher, ca. 1968, pp. 249-250.