NPS Form 10-900 OMB No. 1024-0018 (Expires 5/31/2012)

United States Department of the Interior
National Park Service

580

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 National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form.* If any 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 certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

1. Name of Property

historic name Waterford Bridge

other names/site number Bridge No. L03275

2. Location

street & number Canada Avenue over Cannon River [ ] not for publication N/A

city or town Waterford Township Northfield [x] vicinity

state Minnesota code MN county Dakota code 037 zip code 55057

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this __X__ 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 __X__ meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___ **national** __X__ **statewide** __**local**

Judith A. Bloomberg 6/30/10
Signature of certifying official/Title Date
Britta L. Bloomberg, Deputy State Historic Preservation Officer

Minnesota Historical Society
State or Federal agency/bureau or Tribal Government

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official Date

Title State or Federal agency/bureau or Tribal Government

4. 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:) _____

for Edson Beall 8.26.10
Signature of the Keeper Date of Action

Waterford Bridge
Name of Property

Dakota County, Minnesota
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply.)

- [ ] private
- [X] public - Local
- [ ] public - State
- [ ] public - Federal

Category of Property
(Check only **one** box.)

- [ ] building(s)
- [ ] district
- [ ] site
- [X] structure
- [ ] object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
		buildings
		district
		site
1		structure
		object
1	0	**Total**

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing)

Iron and Steel Bridges in Minnesota, 1873-1945

Number of contributing resources previously listed in the National Register

0

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: Camelback through truss

Materials
(Enter categories from instructions.)

foundation: CONCRETE
walls: N/A
roof: N/A
other: METAL: Steel

Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with **a summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

Summary Paragraph

This nominated property consists of one contributing structure, the Waterford Bridge. Located about two miles northeast of Northfield within Dakota County, Minnesota, the Waterford Bridge spans the Cannon River in a largely rural section of Waterford Township. The bridge measures 140 feet in length and 16 feet in width. It is a single-span, steel, rigid-connected, eight-panel, Camelback through truss.[1] A Camelback is a through-truss bridge with an upper chord formed of exactly five slopes.

Narrative Description

The Waterford Bridge in rural Waterford Township in southern Dakota County is surrounded largely by woods and fields, yet it is only a couple of hundred yards south of County Road 47, a somewhat bustling thoroughfare. Additionally, it is only about two miles northeast of Northfield. Carrying graveled Canada Avenue over the Cannon River, the Waterford Bridge is a single-span, rigid-connected, eight-panel, Camelback through truss. Resting upon concrete abutments with flared wing walls, the Waterford Bridge is 140 feet long with a deck that is 16 feet wide. The crossing features upper chords comprised of back-to-back channels bound by a cover plate and V-lacing. The lower chord is formed of four angles riveted together with V-lacing. The main verticals are made of back-to-back channels bound by V-lacing, although the hip verticals are comprised of four angles tied together with batten plates. Two angles with battens form the diagonal members.[2]

The Waterford Bridge's portal bracing is made from paired angles in an A-configuration. Each portal brace holds a substantial bridge plate that reads: "Waterford Bridge, Erected by The Hennepin Bridge Co., Minneapolis, Minn., 1909, Designed by Chas. A. Forbes, County Surveyor. . . ." Sway bracing is comprised of four angles riveted together with V-lacing. Both top- and bottom-lateral bracing is made of crossed, cylindrical eyerods. The bridge's concrete deck was poured over corrugated-metal, semi-cylindrical sections, which are clearly evident beneath the deck. The deck is carried by six lines of rolled I-beam stringers and two lines of channels, all resting atop rolled I-beam floor beams. The bottom flange of each stringer is bolted to the top flange of each floor beam. The floor beams are bolted to the superstructure via gusset plates. Roller expansion bearing are located on the southeast abutment. The bridge railings are formed of two lines of angles bolted to the truss web at either side of the bridge.

Today, the roadway that passes over the bridge is closed, although snowmobile tracks across the structure indicate that it is still being used. A new vehicular crossing is being erected immediately upstream of the Waterford Bridge. The substructure of the new bridge is mostly finished, but no work has yet begun on the superstructure. The north approach to the new bridge has been substantially graded. Construction equipment dots the landscape near the new bridge site.

[1] Capitalizing the term "Camelback" appears awkward. It is not a title, and it is not the name of a bridge type that was named for someone, such as the "Parker" through truss, which was named for its designer, Charles H. Parker. Nevertheless, the convention, at least in Minnesota, is to capitalize Camelback. This is perhaps most evident with the "Minnesota Historic Highway Bridge Inventory," an extensive statewide bridge study completed in the mid- and late 1990s. In that study, the term Camelback was capitalized.

[2] This description is based on a site visit by the author on January 6, 2010.

Waterford Bridge
Name of Property

Dakota County, Minnesota
County and State

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.
- [x] 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.

Criteria Considerations
(Mark "x" in all the boxes that apply.)

Property is:

- [ ] A Owned by a religious institution or used for religious purposes.
- [ ] B removed from its original location.
- [ ] C a birthplace or grave.
- [ ] D a cemetery.
- [ ] E a reconstructed building, object, or structure.
- [ ] F a commemorative property.
- [ ] G less than 50 years old or achieving significance within the past 50 years.

Areas of Significance
(Enter categories from instructions.)

ENGINEERING

Period of Significance

1909

Significant Dates

1909

Significant Person
(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

Architect/Builder

Engineer: Forbes, Charles A.

Builder: Hennepin Bridge Company

Period of Significance (justification)

The period of significance reflects the year the Waterford Bridge was constructed, 1909. About this time, bridge engineers and contractors were just beginning to transition from pin-connected bridge designs to rigid-connected bridge designs. The rigid-connected Waterford Bridge represents one of the earliest extant rigid-connected bridges in Minnesota.

Criteria Considerations (explanation, if necessary)

Statement of Significance Summary (Provide a summary that includes level of significance and applicable criteria.)

The Waterford Bridge in Waterford Township near Northfield in Dakota County is eligible for the National Register of Historic Places under Criterion C for its state significance in the area of Engineering.[3] Completed in 1909, the Waterford Bridge reflects historical patterns identified in the Minnesota statewide context "Iron and Steel Bridges in Minnesota." According to this Multiple Property Documentation Form that provides the historic context for metal bridge design and construction in the state, bridges may be eligible for the National Register under Criterion C if "they embody distinctive characteristics of bridge engineering and construction or significant phases in the evolution of bridge engineering and construction." The Waterford Bridge meets this standard.[4]

The Waterford Bridge, which accommodated vehicular traffic for many years but recently has been closed, is a fine example of a Camelback through truss, a bridge type once relatively common in Minnesota but now is increasingly rare. The bridge's period of significance is 1909, the date the bridge was completed. It was about this time that bridge engineers and contractors were beginning to transition from pin-connected bridge designs to rigid-connected bridge designs. The rigid-connected Waterford Bridge represents one of the earliest extant rigid-connected bridges in Minnesota. Moreover, it is the only known metal through-truss bridge in Minnesota featuring bolted connections.[5]

Although a new concrete wing wall was added to the Waterford Bridge's southeast abutment in the early 1980s, this is a minor alteration that does not substantially affect the character of the bridge. Indeed, it is barely noticeable. Such alterations are also addressed in "Iron and Steel Bridges": "Replacement substructure or deck components must be of such scale and composition that they do not overwhelm or otherwise detract from a clear visual impression of the iron or steel frame of the superstructure and its function." As one of the earliest extant examples of a metal, rigid-connected through truss, and the only known example of a metal through truss featuring bolted connections, the Waterford Bridge meets the threshold for National Register eligibility established by the Multiple Property Documentation Form.[6]

Narrative Statement of Significance

Dakota County and Waterford Township

Dakota County in southeastern Minnesota draws its appellation from the Dakota people, an affiliation of Indian tribes that originally occupied much of Minnesota.[7] In late October 1849, Dakota County became one of the nine original counties created by the territorial legislature. The boundaries of the county were altered over the

[3] The Waterford Bridge receives its historic name from Waterford Township, the township within which it resides. It is uncertain precisely when the moniker became commonplace, but "Waterford Bridge" was being used in the "Proceedings, Dakota County Board of Commissioners" at least by March 1910. The "Proceedings" are available at the Dakota County Courthouse, Hastings, Minnesota.
[4] Fredric L. Quivik and Dale L. Martin, "Iron and Steel Bridges in Minnesota," July 1988, National Register of Historic Places Multiple Property Documentation Form, available at SHPO, MHS, St. Paul, F.8; Jeffrey A. Hess, "Bridge No. L03275," in "Minnesota Historic Highway Bridge Inventory," 1997, available at State Historic Preservation Office (SHPO), Minnesota Historical Society (MHS), St. Paul.
[5] Hess, "Bridge No. L03275."
[6] Ibid.
[7] The Dakota are also occasionally referenced as the "Sioux," although this is a name the Dakota themselves never adopted. Additional information is available in Warren Upham, *Minnesota Place Names: A Geographical Encyclopedia* (St. Paul: Minnesota Historical Society Press, 2001), 166.

years, eventually resulting in the county we know today, with the communities of Mendota, West St. Paul, and South St. Paul in the extreme north, while the northeasternmost section of the city of Northfield is located in the extreme south. The substantial community of Hastings marks the northeast boundary, and the small town of Eureka Center is near the county's southwest boundary. As evident by the mentioned communities, Dakota County today has the unique quality of being urban (South St. Paul, for example), suburban (for example, Eagan, Burnsville, Apple Valley), and rural (the southern part of the county is mostly countryside).[8]

Dakota County's Waterford Township abuts the northeasternmost part of Northfield. More specifically, Waterford Township edges the campus of Carleton College at the northeastern corner of Northfield. Waterford Township, which was established in early 1858, received its name because a ford once existed across the Cannon River, a waterway flowing northeasterly through the township en route to the Mississippi River, which marks the southeastern boundary of Minnesota. The ford was part of a trail that ran from St. Paul to Faribault. The tiny community of Waterford was established within the township, only about one-and-a-half miles northeast of Northfield. It never became a large and substantial place.[9]

The Camelback Truss

The present Waterford Bridge was built over the Cannon River in Section 20 of Waterford Township, a half-mile east of Waterford, and roughly two miles northeast of Northfield. Surrounded mostly by woods and fields, just south of County Road 47 (a principal roadway into Northfield), the Waterford Bridge is a single-span, rigid-connected, eight-panel, Camelback truss. A truss bridge is a framework of horizontal, vertical, and diagonal structural members (frequently steel) that are primarily in tension or compression. The whole framework acts like a beam. There are three basic bridge trusses: through truss, pony truss, and deck truss. The structural members of a through truss encompass the entire roadway, but with a pony truss there are no structural members overhead. A deck truss does not encompass any part of the roadway but is positioned entirely below the bridge's deck. The Waterford Bridge is a through truss. Specifically, it is a subtype of a through truss known as a "Camelback." A Camelback is distinct from other through-truss types because its upper chord (the uppermost structural members of the bridge) is formed of exactly five slopes. This gives the top of the bridge a somewhat arched appearance when viewed from the side.[10]

The Original "Waterford Bridge"

The Waterford Bridge was not the first bridge built at its site. Although the name of the previous bridge is uncertain, it would not be surprising if it too was known as the "Waterford Bridge"; historically, it has not been uncommon for a new bridge to be labeled with the same name as the bridge it replaced. For example, four bridges have existed over the Mississippi River at Hennepin Avenue in Minneapolis. Each one has commonly been recognized as the Hennepin Avenue Bridge.[11] In St. Paul, two bridges have spanned the Mississippi River

[8] Ibid.; Edward D. Neill and Charles S. Bryant, *History of the Minnesota Valley* (Minneapolis: North Star Publishing Company, 1882), 283-284.
[9] Edward D. Neill and J. Fletcher Williams, *History of Dakota County and the City of Hastings* (Minneapolis: North Star Publishing Company, 1881), 488-490; Upham, 171.
[10] Denis P. Gardner, *Wood, Concrete, Stone, and Steel: Minnesota's Historic Bridges* (Minneapolis: University of Minnesota Press, 2008) 8, 16; site visit.
[11] The official name of the current bridge at Hennepin Avenue is the "Father Louis Hennepin Bridge." Nevertheless, most know it as the Hennepin Avenue Bridge. See Gardner, *Minnesota's Historic Bridges*, 119.

at Robert Street, both commonly known as the Robert Street Bridge. The through-truss Drayton Bridge over the Red River of the North in northwestern Minnesota was preceded by another crossing of the same name.[12]

It is unclear when the first bridge over the Cannon River in Waterford Township was completed, but a crossing existed at the site at least by 1896, thirteen years before the present Waterford Bridge was erected. Why precisely the bridge was constructed is also uncertain. The Cannon River exits the north part of Northfield on a generally northerly course but quickly bends significantly to the northeast, near the town of Waterford. The river continues this northeasterly flow until it exits Dakota County. The waterway divides the southern sections of Waterford Township and nearby Sciota Township from the rest of Dakota County. As a result, prior to the erection of a bridge in Section 20 of Waterford Township, the river was an obstruction to owners of these lands who wished to travel north. Conversely, the waterway was an impediment to those north of the river who may have wished to journey south. Still, owners of lands on both sides of the river could bypass the impediment simply by accessing available roadways leading directly into nearby Northfield, where the river could be crossed.[13]

Is it possible the roadway served by the Waterford Bridge was a significant farm-to-market thoroughfare—that is, a roadway that facilitated the delivery of local agricultural largesse to railroad loading points? This is unlikely. The major agricultural distribution point in the region was Northfield, which, by the late 1800s, was served by the Chicago, Milwaukee and St. Paul Railway, as well as the Minneapolis and St. Louis Railway. As previously noted, however, those on either side of the Cannon River had easy roadway access into Northfield; a bridge in Section 20 of Waterford Township was not required for farm-to-market purposes.[14]

It seems, then, that the bridge was built simply to shorten the distance from one side of the river to the other in this part of Dakota County. Although a journey of a few miles through Northfield to the other side of the Cannon River is hardly inconvenient in a world of automobiles, it was certainly more time-consuming with a horse and wagon. Additionally, in the late 1800s and into the early 1900s, the small community of Waterford on the north side of the river featured a sawmill. It is possible the crossing was employed by logging interests in the area. Yet, it would seem that both the current bridge and its predecessor would only be able to support modest timber loads.[15]

The Present Waterford Bridge

Discussion concerning the erection of the present Waterford Bridge began as early as June 1908. About that time, the Waterford Township Board turned to the Dakota County Board of Commissioners for financial assistance in "constructing a new bridge in the SE ¼ of Section 20, Town of Waterford." In late May 1909, the county commissioners agreed to fund half the bridge's roughly $5,000 cost. The other half was funded by the township. Payment for the structure's completion was given to the Hennepin Bridge Company of Minneapolis, Minnesota, in January and March of 1910.[16]

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[12] B. F. Pinkney, *Plat Book of Dakota County Minnesota* (Philadelphia: Union Publishing Company, 1896), 12; Gardner, *Minnesota's Historic Bridges*, 92, 135-136.
[13] Pinkney, 12.
[14] Ibid.
[15] Ibid., 36; Upham, 171.
[16] "Proceedings, Dakota County Board of Commissioners," May 25, 1909, available at Dakota County Courthouse, Hastings, Minnesota; *Hastings Gazette*, May 29, 1909, January 15, and March 12, 1910.

Although the Camelback in Waterford Township was built by the Hennepin Bridge Company, its design was the product of the Dakota County engineer, Charles A. Forbes. Employing a design of the county engineer was likely a precondition demanded by the county since it was funding half the cost of a township bridge. Perhaps having a professional engineer design a bridge does not sound surprising, but up until the early 1900s many bridges constructed in Minnesota were designed by private bridge contractors. Thrift in design was commonplace, and this ultimately led to many bridge failures. In the summer of 1909, about the time the Waterford Bridge was being built, the Dakota County Board of Commissioners demanded improved road and bridge construction in its county. The county proceedings from the period state: "Whereas the money heretofore appropriated by this Board from the County Road and Bridge fund to the several Towns, Cities, and Villages has been expended . . . in a loose and injudicious manner and not . . . in accordance with the wishes and intentions of this Board: Therefore, be it resolved that hereafter all money appropriated . . . shall not be paid . . . until the Commissioner of the district wherein the work is done shall first make an inspection . . . and report favorably thereon to the County Auditor who shall then, and in no other case, make and issue his warrant therefore." The large bridge plates prominently displayed on the portals at either end of the Waterford Bridge imply that the county commissioners were pleased with the efforts of Waterford Township, the county engineer, and the Hennepin Bridge Company.[17]

Hennepin Bridge Company

Lawrence Henry Johnson founded the Hennepin Bridge Company in 1905. The company was actually a reorganization of an earlier firm established in 1898 under his own name. Johnson emigrated from Germany to New York as a child. By his early twenties he was working in the bridge-building business in the Midwest. He was a disciple of Commadore P. Jones and Seth M. Hewett, founding partners of Jones and Hewett, one of the earliest bridge-building companies in Minnesota. Jones and Hewett established their business in 1883, and although it lasted roughly one year the two went on to separately create other bridge-building enterprises. In fact, almost all of the early Minnesota-based bridge builders can trace a lineage to either Jones or Hewett.[18]

By the late 1880s, Johnson was an employee of the Wisconsin Bridge and Iron Works Company of Milwaukee, Wisconsin. In 1895, the company erected one of Minnesota's most unusual bridges, the Hastings Spiral Bridge in Hastings. Johnson is sometimes credited with the bridge's design, but evidence for this is sketchy. The company's chief engineer was John Geist, but it is uncertain if Geist ever claimed credit for the design. Additionally, the supervising engineer for the Hastings Spiral Bridge was Oscar Claussen. Yet, evidence that he originated the bridge design is also unclear. Historian Jack El-Hai postulates two other possibilities: "A Hastings machinist named B. D. Caldwell, whose daughter swore that she saw him one day trace the spiral in some sand; and an anonymous but architecturally gifted inmate at Stillwater State Penitentiary." With the evidence currently at hand, it is difficult to state with assurance where the design originated.[19]

In any event, Johnson had a long career, retiring as president of the Hennepin Bridge Company in 1932. Interestingly, he was also a public servant, serving in the Minnesota legislature from 1901 to 1909. He was house speaker in 1907.[20]

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[17] Hess, "Bridge No. L03275"; "Proceedings," July 20, 1909; Gardner, *Minnesota's Historic Bridges*, IX.
[18] Emily Ganzel, "Dodd Ford Bridge," September 8, 2009, National Register of Historic Places Registration Form, available at SHPO, MHS, St. Paul, 8.5; Gardner, *Minnesota's Historic Bridges*, 57, 63.
[19] Jack El-Hai, *Lost Minnesota: Stories of Vanished Places* (Minneapolis: University of Minnesota Press, 2000), 164-165; Ibid.
[20] Ganzel, 8.5; Gardner, *Minnesota's Historic Bridges*, 57, 63.

A Bridge of Engineering Significance

The bridge completed over the Cannon River by Johnson's Hennepin Bridge Company is unique compared with most extant through trusses. In 1905, the state of Minnesota created the Minnesota Highway Commission (MHC), a public body that advocated for stronger and more durable bridges. The MHC had limited authority, though, for it was charged only with overseeing bridges erected using state funds. By 1913, control over almost all bridge construction in the state would fall to the MHC. Between 1905 and 1913, however, the agency had to rely on pressure and cajoling to convince many cities, villages, counties, and townships into building sturdier bridges. One building characteristic eventually embraced by the MHC was the use of rigid connections in truss-bridge construction; in essence, riveting together the various horizontal, vertical, and diagonal structural members where they intersect (joints). Until the early 1900s, most truss bridges were constructed with pinned connections; the ends of the intersecting members overlapped at the joints and were held together via a pin. Pin-connected trusses were simpler to design and build, but bridge engineers came to realize that rigid-connected trusses were stronger. Dakota County completed the Waterford Bridge as a rigid-connected truss at a time when most such bridges were being constructed with pinned connections. This makes the Waterford Bridge one of the earliest remaining Minnesota truss bridges employing rigid connections.[21]

Moreover, unlike most rigid-connected, through-truss bridges, which rely on riveting, the Waterford Bridge features a number of bolted connections. The stringers that support the bridge's deck are bolted to the floor beams. The floor beams, in turn, are bolted to the superstructure. This was never a common practice in Minnesota, and it is viewed as an intermediate evolutionary step between pinned construction and riveted construction. The Waterford Bridge is the only known through-truss highway bridge in the state featuring bolted connections.[22]

The Waterford Bridge is unique for yet another reason. There are only five Camelbacks in Minnesota that have been determined historic—that is, five Camelbacks that have been determined eligible for listing in the National Register of Historic Places. Bridge No. 4667, built in 1927, is located in Honner Township in Redwood County. A second, the Silverdale Bridge, perhaps Minnesota's oldest Camelback (its precise age is uncertain) is being moved from its site in Koochiching County to a bicycle trail in Washington County. A third is the Dodd Ford Bridge, a crossing recently included in the National Register. For some time Blue Earth County has sought the removal of the Dodd Ford Bridge. At present, its future remains unclear. A fourth Camelback is located in Bloomington. The Long Meadow Bridge spans Long Meadow Lake, an overflow of the Minnesota River. The bridge is one of the few remnants of Bloomington's early history to survive the explosion of growth and construction in that city in the last half of the twentieth century. Still, the city has actively sought its removal. The fifth historic Camelback is the Waterford Bridge.[23]

In the early 1980s, citizens in and around Waterford Township demonstrated their fondness for their bridge. Scour threatened to undermine the substructure of the crossing and many realized that they may lose a popular community landmark. The Waterford Township Committee initiated a fund-raising drive to come up with the $40,000 required to repair the southeast abutment.[24] General Chairman Ruth Pritchard spearheaded the fund-

[21] Ibid., 60-62; Hess, "Bridge No. L03275."
[22] Gardner, *Minnesota's Historic Bridges*, 63-64; Hess, "Bridge No. L03275."
[23] Denis P. Gardner, "An Uncertain Future for Minnesota's Historic Bridges," *Minnesota Preservationist* 12 (November-December 2009): 4; Denis P. Gardner, "The Historic Bridges of Hennepin County," *Hennepin History* 68 (Fall 2009): 14-15; "Bridge No. 4667," file available at SHPO, MHS, St. Paul.
[24] Hess, "Bridge No. L03275."

raising, producing a letter, a plea actually, that was sent to residents in the surrounding area. In part, the letter read:

> Would you like to feel that you are a part of this Waterford endeavor? Have your relatives, friends, customers or yourselves used this bridge to advantage for service, fishing, swimming, skating, wiener roasts, picnics, strolling, hiking, scenic drives or any other interests there? What memories past or thoughts present have you relating to our beloved bridge? . . . We are asking if you'd care to make a monetary contribution to our cause—either an outright gift or perhaps a memorial gift—a tribute to someone special. . . .[25]

Over a period of several months during 1983 and 1984, local newspapers, including the *Northfield News* and the *Dakota County Tribune*, featured several articles on the bridge and the Waterford Township Committee's efforts to raise funds for its repair. The efforts succeeded, and in late May 1984, the newly-repaired bridge was re-dedicated. The ceremony held at the bridge site included a few songs, including "Tie a Yellow Ribbon Round the Old Iron Bridge" [the author assumes this was a slight modification of the similarly-named song by Tony Orlando] and "Bridge over Troubled Water." In any event, local residents clearly cherished their bridge. In the late 1990s, when completing the formal inventory form for the Waterford Bridge, historian Jeffrey A. Hess quoted a local resident: "Almost every time we passed the Waterford Bridge, [my father] would tell how he helped fill the approach to the bridge in 1909 with a team of horses, and also with a wheelbarrow. It is important that old things like the bridge be kept for the future to use."[26]

What will become of the Waterford Bridge is not entirely clear today. Presently, a new bridge is being constructed just upriver. The old bridge and the roadway that passes over it have been closed to automobile traffic. There is some discussion about preserving the 1909 bridge as a pedestrian and bicycle crossing. As yet it does not appear that a resolution addressing this has been formally agreed upon between interested parties. Regardless of the outcome of this discussion, the Waterford Bridge clearly meets the requirements for a historic bridge as put forth in "Iron and Steel Bridges"; the Waterford Bridge is eligible for listing in the National Register of Historic Places.[27]

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[25] Ruth Pritchard, Waterford Township Committee, fund-raising letter sent to residents in and around Waterford Township, September 19, 1983, available in "Waterford Bridge" file, Dakota County Historical Society, South St. Paul.

[26] All of the newspaper articles detailing the fund-raising efforts of the Waterford Township Committee are available in the "Waterford Bridge" file at the Dakota County Historical Society.

[27] "Carleton Announces Plan for Waterford Bridge," *Carleton News*, May 19, 2008, website available at http://apps.carleton.edu/news/news/?story_id=415996.

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

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"Waterford Bridge" file. Available at Dakota County Historical Society, South St. Paul.

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 #_____
____recorded by Historic American Landscape Survey #_____

Primary location of additional data:

__X__ State Historic Preservation Office
____Other State agency
____Federal agency
____Local government
____University
____Other
Name of repository: _____

Historic Resources Survey Number (if assigned): DK-WTR-005

10. Geographical Data

Acreage of Property Less than one acre
(Do not include previously listed resource acreage.)

UTM References
(Place additional UTM references on a continuation sheet.)

	Zone	Easting	Northing		Zone	Easting	Northing
1	15	489800	4925800	3			
2				4			

Verbal Boundary Description (Describe the boundaries of the property.)

The nominated property consists of a rectangle measuring 140 feet long (northwest-southeast) and 48 feet wide (northeast-southwest), whose corners encompass the outside edges of the bridge's wing walls.

Boundary Justification (Explain why the boundaries were selected.)

The boundary is based on the Minnesota Department of Transportation Structure Inventory Sheet for Bridge No. L03275 available at the Dakota County Highway Department in Hastings, Minnesota, as well as physical measurements recorded by the author on January 6, 2010. The boundary encompasses only the bridge's superstructure and substructure.

11. Form Prepared By

name/title Denis P. Gardner
organization N/A date March 2010
street & number 5309 Vera Cruz Avenue North telephone 763-535-0701
city or town Crystal state MN zip code 55429
e-mail landloper@earthlink.net

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** (7.5 or 15 minute series) indicating the property's location.

  A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.

- **Continuation Sheets**

- **Additional items:** (Check with the SHPO or FPO for any additional items.)

Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property: Waterford Bridge

City or Vicinity: Northfield

County: Dakota **State:** Minnesota

Photographer: Denis P. Gardner

Date Photographed: January 6, 2010

Location of Original Digital Files: 5309 Vera Cruz Avenue North, Crystal, MN 55429

Description of Photograph(s) and number:

Photo #1 (MN_Dakota County_Waterford Bridge_0001)
Northwest approach, view to southeast

Photo #2 (MN_Dakota County_Waterford Bridge_0002)
Southwest elevation, view to northeast

Photo #3 (MN_Dakota County_Waterford Bridge_0003)
Inside truss, view to southeast

Photo #4 (MN_Dakota County_Waterford Bridge_0004)
Beneath deck, view to northwest

Property Owner:

(Complete this item at the request of the SHPO or FPO.)

name _____

street & number _____ telephone _____

city or town _____ state _____ zip code _____