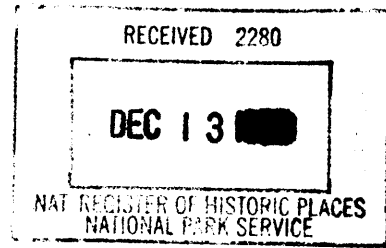


**United States Department of the Interior  
National Park Service**



**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 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 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 South Dakota Department of Transportation Br. No. 14-088-170  
other names/site number Russell Bridge

**2. Location**

street & number Local Road over Clay Creek Ditch not for publication   
city or town Vermillion vicinity   
state South Dakota code SD county Clay code 027 zip code 57069

**3. State/Federal Agency Certification**

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. I recommend that this property be considered significant  nationally  statewide  locally. ( See continuation sheet for additional comments.)

Jay D. Voigt 12-06-99  
Signature of certifying official 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 commenting or other official Date

**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:)

Signature of the Keeper

Date of Action

*Eason H. Beal* 1/14/00

**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**

Contributing

Noncontributing

0  
0  
1  
0  
1

0  
0  
0  
0  
0

buildings  
sites  
structures  
objects  
Total

Number of contributing resources previously listed in the National Register 0

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.) Historic Bridges in South Dakota

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**6. Function or Use**

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**Historic Functions** (Enter categories from instructions)

Cat: Transportation Sub: Road-Related  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Current Functions** (Enter categories from instructions)

Cat: Transportation Sub: Road-Related  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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**7. Description**

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**Architectural Classification** (Enter categories from instructions)

Other: Pratt Through Truss  
\_\_\_\_\_  
\_\_\_\_\_

**Materials** (Enter categories from instructions)

foundation Steel  
roof \_\_\_\_\_  
walls \_\_\_\_\_  
other Steel  
\_\_\_\_\_

**Narrative Description** (Describe the historic and current condition of the property on one or more continuation sheets.)

See Continuation Sheets

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**8. Statement of Significance**

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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.

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

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

**Areas of Significance** (Enter categories from instructions)

Engineering  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Period of Significance**

Ca. 1890  
\_\_\_\_\_  
\_\_\_\_\_

**Significant Dates** Ca 1890  
\_\_\_\_\_  
\_\_\_\_\_

**Significant Person** (Complete if Criterion B is marked above)  
N/A

**Cultural Affiliation** N/A  
\_\_\_\_\_  
\_\_\_\_\_

**Architect/Builder** The King Bridge Company

**Narrative Statement of Significance** (Explain the significance of the property on one or more continuation sheets.)

See Continuation Sheets

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**9. Major Bibliographical References**

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(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: South Dakota Department of Transportation



**Property Owner**

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

name \_\_\_\_\_

street & number \_\_\_\_\_ telephone \_\_\_\_\_

city or town \_\_\_\_\_ state SD zip code \_\_\_\_\_

**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 the 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 Project (1024-0018), Washington, DC 20503.

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Section number 7 & 8 Page 1

## Architectural Description

Situated about 4 miles northwest of Vermillion, Bridge No. 14-088-17 carries an unpaved road across Clay Creek Ditch. Resting on steel cylinder abutments, the 99-foot, single-span structure is a pin-connected, 6-panel, Pratt through truss with angle-section railings. The truss web has the following configuration: the upper chord consists of back-to-back channel sections riveted to a continuous cover plate above and batten plates below the hip verticals are paired, square-section eyerods with looped "eyes"<sup>31</sup>; the other verticals consist of back-to-back channel sections riveted to V-lacing on both sides; the diagonals are rectangular-section eyebars with punched "eyes"; the counters are paired cylindrical eyerods with looped "eyes" and turnbuckles; the lower chords consist of paired rectangular-section eyebars with punched "eyes." Riveted or bolted to hanger plates suspended from the lower-chord pin connections, the bridge's I-beam floor beams carry timber stringers and a wood deck. Portal bracing consists of three basic elements: (1) upper and lower overhead struts comprised of back-to-back angle sections; (2) riveted, bar, latticework connecting the upper and lower overhead struts; (3) curved, back-to-back, angle-section knee braces connecting the inclined end posts to the lower overhead strut. Both portals are ornamented with a cluster of three circles, each circumscribing a cross. Each cluster occupies the space in the portal bracing bounded by the curved knee brace and lower overhead strut. The west portal is crowned with an ornamental plate identifying builder ("King Bridge Company, Cleveland, O") but no construction date. Sway bracing consists of a single overhead strut comprised of back-to-back angle sections. Bottom-lateral and top-lateral bracing consist of cross-braced cylindrical eyerods. The bridge's east end rests on cylinder roller bearings.

## Statement of Significance

The Russell Bridge 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, 1893-1942" and is classified with the associated property type for iron and steel frame bridges. This bridge is individually eligible for the National Register under Criterion C for its association with the King Iron Bridge Company, a nationally important bridge fabricator whose surviving work is very rare west of the Mississippi River. In addition, the Russell Bridge is eligible under Criterion C as rare South Dakota example of a pre-1900, through Pratt truss. The bridge retains good integrity.



United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Section number 8 Page 2

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## Statement of Significance

The erection of iron and steel bridges was preceded by two distinct manufacturing processes -- the reduction and rolling of the metal and its fabrication into members appropriate for bridge assembly. Fabricators bought standard lengths and sizes of rolled steel products and fashioned them into bridge parts. No bridge fabrication is documented as having occurred in South Dakota. Because there were no in-state fabricators of iron and steel bridges, South Dakota counties had to rely on out-of-state fabricators, who transported bridge materials to the state by railroad. The King Iron Bridge Company, a Cleveland based firm, was one such important regional and national bridge fabricator, which supplied bridge builders in South Dakota.

The King Iron Bridge Company was formed in Cleveland, Ohio in 1860 by Zenas King, a former building contractor and agent for the Moseley Bridge Company in Cincinnati, Ohio. The King Iron Bridge Company developed extensive networks of agents west of the Mississippi River to bid on count bridge work, and the company is known to have built bridges in South Dakota in Minnehaha and Hamlin counties, in addition to Clay County.

According to Clay County Commissioners Records, Bridge No. 14-08-170 originally spanned the Vermillion River in the southwest corner of Vermillion, where it was known as the Russell Bridge, after local resident Miles Russell. Apparently, the bridge was not well suited for the site, for in 1912, the County Commissioners decided to replace the Russell Bridge with a new, longer structure. Since the superstructure evidently was in sound condition, the board voted to move it to its present location over Clay Creek Ditch, thereby satisfying repeated petitions from Spirit Mound Township for a highway crossing at that site. The exact age of the Russell Bridge has not been determined. Its construction date is not mentioned in the commissioners records during the period 1904 to 1912. Its ornamentation and detailing are consistent with the 1890s. The Russell Bridge is technologically significant as a rare South Dakota example of a nineteenth-century, through Pratt truss, built during a period characterized by the first extensive use of steel for the construction of bridges in South Dakota.

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Section number 8 Page 3

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## Bibliography

Lloyd, Moses R., ed., Clay County Place Names (Vermillion, SD: Clay County Historical Society, 1976), p.116.

Clay County Commissioners Record, January 25, 1911; April 4, 1912; May 2, 1912; Clay County Auditor's Office.

## Verbal Boundary Description

The nominated property consists of a rectangle, 21 feet by 104 feet, whose vertices coincide with the outside corners of the bridge abutments at each end of the bridge, and includes only the bridge superstructure and the substructure.

## Boundary Justification

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.