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

1840

OMB No. 1024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

SEP 29 1989

NATIONAL REGISTER

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 Interlachen Bridge
other names/site number Cottage City Bridge (Bridge No. L-9328)

2. Location

street & number (see continuation sheet) N/A ☐ not for publication
city, town Minneapolis N/A ☐ vicinity
state Minnesota code MN county Hennepin code 053 zip code 55410

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
		Contributing	Noncontributing
☐ private	☐ building(s)		buildings
☒ public-local	☐ district		sites
☐ public-State	☐ site		structures
☐ public-Federal	☒ structure	1	objects
	☐ object		Total
		1	0

Name of related multiple property listing:
~~Reinforced-Concrete Highway Bridges~~ in Minn., 1900-1945

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.

Nina Archabal 9/22/89
Signature of certifying official Nina M. Archabal Date
State Historic Preservation Officer
State or Federal agency and bureau Minnesota Historical Society

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. ☐ 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:) _____

Entered in the National Register

Signature of the Keeper 11/6/89 Date of Action

2. LOCATION

street & number: William Berry Drive over Minnesota Transportation Museum street railway track.

6. Function or Use

Historic Functions (enter categories from instructions)

Transportation, road-related

Current Functions (enter categories from instructions)

Transportation, road-related

7. Description

Architectural Classification
(enter categories from instructions)

Other: Reinforced-concrete bridge

Materials (enter categories from instructions)

foundation

walls

roof

other reinforced concrete

Describe present and historic physical appearance.

X See continuation sheet

7. DESCRIPTION

The Interlachen Bridge (Bridge No. L-9328), also known historically as the Cottage City Bridge,[1] is located in what was Interlachen Park and now is known as William Berry Park, city of Minneapolis, Hennepin County, Minnesota. It is within the right-of-way that is part of the National Register of Historic Places property "`1300'/Como-Interurban-Harriet Streetcar Line." The name "Interlachen" came from the "inter-lake" location, between Lake Calhoun on the north and Lake Harriet on the south. The bridge carries William Berry Drive (formerly Interlachen Drive), which joins the roads which circle each lake. This short, gently curving drive passes through the western edge of the relatively small park. The park is a mixture of grassy and wooded hills. With lakes on north and south, it lies between Lakewood Cemetery on the east and an older residential neighborhood on the west. The bridge crosses the restored Lake Harriet streetcar right-of-way and single track of the Minnesota Transportation Museum. This brief segment of trackage terminates not far north of the bridge; originally, it was the Lake Harriet end of the Twin City Rapid Transit Company's Como-Harriet line, with the other end in St. Paul's Como Park.

Aligned on a northwest-southeast axis (almost east-west), Interlachen Bridge is single-span, reinforced-concrete, filled-spandrel, barrel-arch bridge, with an overall structure length of 40 feet, span length of 38.6 feet, out-out width of 63 feet, carrying a 40-foot roadway and two 7-foot sidewalks. It has U-type abutments. Interlachen Bridge is reinforced with the Melan system of I-beams.[2] The vertical clearance beneath the arch soffit is about 16 feet.

With the exception of the soffit of the arch, the entire bridge is faced with limestone. The spandrel areas are faced in blue stone; the arch ring, abutment faces, and railing coping and ends are faced in yellow stone. With the exception of the rounded, bush-hammered railing coping and end stones; the remainder of the stone is random-coursed ashlar. Overall, the stylistic treatment and form of Interlachen Bridge is basically Classical Revival.

1. The name "Interlachen Bridge" is first found in Minneapolis Board of Park Commissioners, Proceedings...for the Year 1900 (Minneapolis, 1901), p. 37, May 21, 1900. The name "Cottage City Bridge" is found in Minneapolis Engineer Department, Report on the Value of the Properties of the Minneapolis Street Railway Co as of January 1, 1916, by F.W. Cappelen, Vol. 1 (Minneapolis, n.d.), p. 211. The name apparently derived from the "Cottage City" stop on the railway line, which was at the bridge.

2. See Maurice W. Hewett, "William Sherman Hewett: A Biography," unpublished typescript in the Minnesota Historical Library, 1956, p. 2.

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)	Period of Significance	Significant Dates
Engineering	1900	1900

Cultural Affiliation
N/A

Significant Person
N/A

Architect/Builder
Engineer: Melan, Josef
Builder: Hewett, William S., & Co.

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

☒ See continuation sheet

8. SIGNIFICANCE

Interlachen Bridge (Bridge No. L-9328) is significant under Criterion C in the area of engineering in the context of "Minnesota Reinforced-Concrete Highway Bridges, 1900-1945." It is within the right-of-way that is part of the Minnesota Transportation Museum's "`1300'/Como-Interurban-Harriet Streetcar Line," entered in the National Register of Historic Places (see UTM coordinates). Interlachen bridge is one of the most significant bridges in Minnesota. It is an outstanding, virtually unaltered, extremely early example of reinforced-concrete arch bridge employing the patented Melan reinforcing system in Minnesota. Built in 1900 by William S. Hewett, it is the earliest known extant concrete bridge in Minnesota with a documented construction date.

The I-beam, arch-reinforcing-system invented by the Viennese engineer Josef Melan, was patented in the United States in 1894 and the first Melan-system bridge was built in Rock Rapids, Iowa, that same year. The contractor who built that first Melan bridge was William S. Hewett & Company of Minneapolis.[1] When the Twin City Rapid Transit Company embarked on electrification and expansion in the 1890s and into the early twentieth century, Hewett designed and built all the bridges required by the system on a cost-plus basis.[2]

A bridge was declared necessary because of the anticipated heavy traffic between lakes Calhoun and Harriet, which an existing roadway was not wide enough to accommodate. "The residential part of the city is growing very rapidly in this direction, and if the parkway can be extended around Lake Calhoun it undoubtedly will become one of the most popular short drives." In 1899 the Minneapolis Board of Park Commissioners appropriated $5,000 "for the new bridge over the street railway tracks, the contract for which was let late in the season. The contractor completed the abutments, and will build the superstructure in the spring of 1900."[3] The contract had been let to William S. Hewett. On August 6, 1900, the Board's Standing Committee on Improvements reported that "they have examined the bridge constructed by W.S. Hewett and the same has been accepted . . . ."[4] The final cost of the bridge was $6,900.[5] William's son, Maurice, has written that "one of the very early Melan type arch bridges built in this country was the bridge planned and built by Mr. Hewett carrying the parkway between Lake Calhoun and Lake Harriet over the street railway tracks."[6]

Four years later, in 1904, William S. Hewett and Company was the contractor for bridge 92247 in St. Paul's Como Park. Except for minor differences in some dimensions (92247 total length is 7 feet shorter; 92247 out-out width is 10 feet wider), and minor differences in the stone facing, Bridge 92247 is virtually identical to the Interlachen Bridge. Bridge 92247 is thoroughly documented in engineering literature as a Hewett-built, Melan-system bridge.[7] This evidence strongly supports Maurice Hewett's statement that the Interlachen Bridge was built on the Melan system.

Contractor William S. Hewett (1864-1951) is significant as a major Minneapolis bridge builder from the 1890s until well into the twentieth century. He is further significant

for his pioneering work in reinforced and pre-stressed concrete. Hewett probably became familiar with the Melan reinforcing system when he built the first American Melan bridge while he was doing general bridge construction in northwest Iowa, and built the first Melan bridge in the United States. At the time he was an agent for his uncle, Seth M. Hewett. In 1899 he formed his own William S. Hewett and Company, specializing in reinforced-concrete bridges, and it was this firm that built bridges 92247 and L-5853 in St. Paul in 1904. In 1907 he formed the Security Bridge Company and in 1913 Hewett Systems, after which he focused on the development of pre-stressed concrete.[8]

1. See Historic Context, "Minnesota Reinforced-Concrete Highway Bridges, 1900-1945," Section II, "Engineering and Design."

2. See Maurice W. Hewitt, "William Sherman Hewett: A Biography," unpublished typescript in the Minnesota Historical Library, 1956, p. 2.

3. Minneapolis Board of Park Commissioners, Proceedings...for the Year 1900 (Minneapolis, 1901), p. 62, 33.

4. Minneapolis Park Board, Proceedings...1900, August 6, 1900.

5. Minneapolis Park Board, 17th Annual Report, p. 49.

6. Maurice W. Hewett, p. 2.

7. See "Reinforced Concrete Arch Bridges, Como Park, St. Paul," in Engineering Record 50 (December 3, 1904): 648-49; and "A Reinforced Concrete Foot-Bridge at Como Park, St. Paul, Minn.," in Engineering News 53 (April 6, 1905): 352.

8. The Hewetts' background is discussed in William Mueser, "The Development of Reinforced Concrete Bridge Construction," in The Cornell Civil Engineer, 33 (May 1925): 162-63; Fredric L. Quivik, "Montana's Minneapolis Bridge Builders," IA: The Journal of the Society for Industrial Archeology 10 (1984): 35-54; and Maurice W. Hewett, "William Sherman Hewett: A Biography."

9. Major Bibliographical References

Hewett, Maurice W. "William Sherman Hewett: A Biography." Unpublished typescript in the Minnesota Historical Library. 1956.

Minneapolis. Board of Park Commissioners. 17th Annual Report...1899. Minneapolis, 1900.

Minneapolis. Board of Park Commissioners. Proceedings...for the Year 1900. Minneapolis, 1901.

Minneapolis. Engineer Department. Report on the Value of the Properties of the Minneapolis Street Railway Co as of January 1, 1916. By F.W. Cappelen. Vol. 1. Minneapolis, n.d.

Quivik, Fredric L. "Montana's Minneapolis Bridge Builders." IA: The Journal of the Society for Industrial Archeology 10 (1984): 35-54.

☐ 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: _____

10. Geographical Data

Acreage of property ~~less than one acre~~

UTM References

	Zone	Easting	Northing
A	15	475650	4979150
B			
C			
D			

☒ See continuation sheet

UTMs are re-typed on a continuation sheet

Verbal Boundary Description

The nominated property defines a rectangle measuring 75 feet east-west by 65 feet north-south, the vertices of which coincide with the outside corners of the bridge structure.

☐ See continuation sheet

Boundary Justification

Based on dimensions for overall structure length and overall deck width as determined by the Minnesota Department of Transportation and reported on the Structure Inventory Sheet for Bridge L-9328, the boundaries are designed to enclose the total bridge superstructure, total substructure, and all other integral abutment and approach elements.

☐ See continuation sheet

11. Form Prepared By

name/title Dr. Robert M. Frame III, Historical Consultant
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United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

INTERLACHEN BRIDGE (BRIDGE NO. L9328)

Section number 10 **Page** 1

UTM References:

A: Zone 15
Easting: 475650
Northing: 4975150