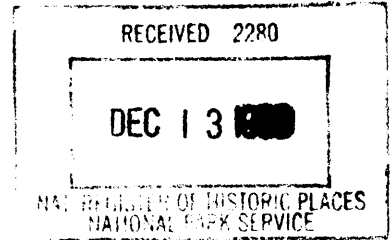


United States Department of the Interior  
National Park Service

1697



### 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 N/A  
other names/site number South Dakota Department of Transportation Br. No. 51-051-000

#### 2. Location

street & number Local Road over Big Sioux River not for publication   
city or town Lake Campbell Resort vicinity   
state South Dakota code SD county Moody code 101 zip code \_\_\_\_\_

#### 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. Vogt 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: Edson H. Ball Date of Action: 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	
<u>0</u>	<u>0</u>	Buildings
<u>0</u>	<u>0</u>	Sites
<u>1</u>	<u>0</u>	Structures
<u>0</u>	<u>0</u>	Objects
<u>1</u>	<u>0</u>	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 Half-Hip Pony Truss  
\_\_\_\_\_  
\_\_\_\_\_

**Materials** (Enter categories from instructions)

foundation Timber  
roof \_\_\_\_\_  
walls \_\_\_\_\_  
other Metal: Steel  
\_\_\_\_\_

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

See Continuation Sheets

**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.

**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

Commerce

**Period of Significance**

1902

**Significant Dates**    1902  
\_\_\_\_\_  
\_\_\_\_\_

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

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

**Architect/Builder**    Standard 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.

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# National Register of Historic Places Continuation Sheet

Section number 7 & 8 Page 1

## Architectural Description

Bridge 51-051-000 is located in a Fremont Township on the Brookings County line, about 3 1/2 miles east of Lake Campbell Resort, where it carries a local gravel road over the Big Sioux River. The bridge consists of a pin connected, Pratt half-hip, metal pony-truss main span, with 1 metal I-beam stringer approach span each on the north and south ends. Overall structure length is 100 ft.; deck width is 15.6 ft. The bridge carries a 15.6-ft. roadway with no sidewalks. The substructure consists of tubular metal-plate piers and abutments with timber wing walls and timber back-walls. The superstructure of the 63-ft. main span is comprised as follows: the upper chords are built of back-to-back channels with a continuous steel plate riveted above and batten plates riveted below; the lower chords are punched rectangular-section eyebars; the verticals are built of paired back-to-back angles (flange out), riveted with V-laced bars; the diagonals are forged square eyebars; the counters are forged round eyerods. All panel intersections are pin connected. The floor system consists of metal I-beam stringers, resting on supports made of inverted channels which, in turn, rest on metal I-beam floor beams, which are suspended from the lower chords with U-bolt hangers. The deck is asphalt over corrugated plate; when built in 1902, the bridge had an oak-plank deck. Bottom laterals are threaded rods; there are no sway braces. All bearings are slotted plates. The railings are widely-spaced angles with X-bracing, attached to the verticals and carried onto the wing walls. The bridge retains very good integrity.

## Statement of Significance

Bridge no.51-051-000 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 A as a representative example of important patterns of bridge construction in South Dakota during the 1890s and through the first two decades of the 20th century, in which a different out-of-state bridge builder tended to dominate bridge construction in each county. It is also eligible for the National Register under Criterion C at the local level for its association with the Standard Bridge Company, a long term bridge builder in Moody County; and at the state level as the oldest bridge by the Standard Bridge Company to survive in South Dakota. The bridge retains very good integrity.



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# National Register of Historic Places Continuation Sheet

Section number 8 & 9 Page 2

Around the turn of the 20th century, the homesteading boom west of the Missouri River coupled with the expanded agri-business east of the river led to an increased demand for reliable bridges in South Dakota. Accompanying the increase in bridge construction was the emergence of a pattern of business wherein almost every county in the state seemed to be dominated by a different bridge builder. This pattern began to be evident in the late-19th century. It grew even stronger after the turn of the century when the counties began turning to the system of awarding annual contracts for bridge work. Most typically, the counties awarded annual contracts to the same firm year after year. This relationship between the counties and the bridge firms was probably due to "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 particular counties to specific firms. Most such 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.

The activities of the Standard Bridge Company of Omaha are typical of the bridge-building business in South Dakota during this era. The Standard Bridge Company was organized in that city by Robert Z. Drake in 1900. Drake was born and educated in Kansas and began building bridges in the early 1890s when he was in his early twenties. Besides working as a contractor, he was an innovator developing a configuration of steel pilings for bridge substructures and the transverse joist bridge. He also developed standardized plans for truss bridges that were widely used in Nebraska and elsewhere. The Standard Bridge Company held the annual contract for bridge building in Moody County from 1901 through 1911, and along with the Federal Bridge Company and the Iowa Bridge Company, they are considered the most active out-of-state bridge building contractors in South Dakota, during the first two decades of the 20th century. The oldest surviving Standard Bridge Company structure in South Dakota is Bridge No. 51-051-000, built in 1902. The majority of surviving Standard Bridge Company structures were built between 1910 and 1920.

## Bibliography

Moody County Commissioners Proceedings

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Section number 10 Page 3

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## Verbal Boundary Description

The nominated property consists of a rectangle, 20 feet wide by 105 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

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.