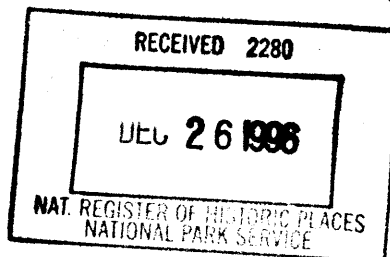


United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form



1613

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 an 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 Bridge No. L-5573

other names/site number Clinton Falls Bridge

2. Location

street & number Twp. Rd. 95 over the Straight River not for publication N/A

city or town Clinton Falls Twp. (Clinton Falls) Owatonna vicinity

state Minnesota code MN county Steele code 147 zip code 55060

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, 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.)

[Signature] 11/27/96
 Signature of certifying official/Title Ian R. Stewart Date
Deputy State Historic Preservation Officer
 State of Federal agency and bureau Minnesota Historical Society

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

 Signature of commenting official/Title Date

 State or Federal agency and bureau

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] 1-25-97
 Signature of the Keeper Date of Action
Edson A. Beall

Clinton Falls Bridge
Name of Property

Steele County, MN
County and State

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
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
		buildings
		sites
1		structures
		objects
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

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions
(Enter categories from instructions)

Transportation: road-related

Current Functions
(Enter categories from instructions)

Not In Use

7. Description

Architectural Classification
(Enter categories from instructions)

Other: Pratt through truss

Materials
(Enter categories from instructions)

foundation (substructure) concrete & limestone
walls
roof
other (superstructure) steel

Narrative Description

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

See continuation sheets

Clinton Falls Bridge
Name of Property

Steele County, MN
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.
- 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 of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(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 # _____

Areas of Significance

(Enter categories from instructions)

Engineering

Period of Significance

1894

Significant Dates

1894

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

George E. King Bridge Company

(builder)

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository:

Clinton Falls Bridge
Name of Property

Steele County, MN
County and State

10. Geographical Data

Acreage of Property less than one acre

UTM References Medford East, Minn. 1962
(Place additional UTM references on a continuation sheet.)

1

1	5
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4	8	0	4	9	0
---	---	---	---	---	---

4	8	8	6	5	5	0
---	---	---	---	---	---	---

3

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See continuation sheet

Verbal Boundary Description
(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification
(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title David C. Anderson

organization N/A date July 31, 1995

street & number 169 Lundy Bridge Drive telephone (319) 382-3079

city or town Waukon state Iowa zip code 52172

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

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.

Photographs

Representative **black and white photographs** of the property.

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

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

name Medford-Clinton Falls Township c/o Shirley Lee, Clerk

street & number Rt. 1 Box 263 telephone (507) 451-7226

city or town Medford state MN zip code 55049

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 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 Projects (1024-0018), Washington, DC 20503.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 1

Bridge No. L-5573
Steele Co., MN

DESCRIPTION

The Clinton Falls Bridge is a single span, pin-connected steel Pratt through truss structure on concrete/limestone abutments over the Straight River in Clinton Falls Township, Steele County, Minnesota. With overall dimensions (substructure and superstructure) of 125 by 22 feet, the bridge was built by the George E. King Co. in 1894 and is located in the village of Clinton Falls, about three miles north of Owatonna. It carried Township Road No. 95 before it was closed to traffic several years ago. A fragmentary abutment, which supported an earlier, shorter structure at this crossing, is located west of the current east bank abutment. Except for the concrete that was poured over the limestone abutments and wingwalls in 1975, the bridge is in essentially original condition.

Settlement in the Clinton Falls area began in the 1850s and in 1855 Steele County was created as was Clinton Falls Township and the village of Clinton Falls, one of the county's earliest settlements. It flourished in large part because the first gristmill in the county was established there in 1856.¹ The important historical relationship between mill and bridge can still be seen as the mill and a remnant of the mill dam and race are still extant just upstream from the bridge. The Clinton Falls Mill and Dam was listed on the National Register in 1986.

The current bridge is at least the second structure across the river at this location. It is recorded in an 1887 Steele County history that,

in 1867 the people voted to build a substantial bridge across Straight River, and raised by tax \$2000, and the county giving \$1000, a covered bridge was erected with solid abutments spanning the entire width of the river.²

This bridge is shown on the Steele County Plat in the 1874 Andreas Atlas, and it is likely that the limestone abutment still in place under the current bridge once supported the 1867 structure.³

As noted above, the Clinton Falls Bridge limestone abutments and wingwalls were encased in concrete in 1975. The eight-panel superstructure includes a floor system made up of three by twelve inch treated timbers on 5 inch steel I-section stringers, which are in turn supported by 12 inch steel I-section floor beams. These are fastened to the hip verticals with riveted plates

¹ History of Steele and Waseca Counties, Minnesota, pp. 311-312.

² *ibid.*, p. 313.

³ Andreas, p. 103.

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National Park Service

**National Register of Historic Places
Continuation Sheet**

Section number 7 Page 2

Bridge No. L-5573
Steele Co., MN

(beam hangers) and are riveted directly to the intermediate posts, except for the first post to the east on the south side, which is welded to the floor beam with a steel plate set eight inches off center.⁴ Both top and bottom lateral bracing consists of eye rods stabilized at intersecting points with bolted plates. The top chords, end posts, and intermediate posts are channels with riveted cover plates and lacing bars. The hip verticals are double forged eye rods, while the diagonals are double punched eye bars. The counters are turnbuckles. The lateral and portal struts are double angles to which portal bracing (double angles) is connected with ledger plates. The portal struts and bracing make up a riveted unit which is bolted to the end posts. Two by six inch wooden guard rails are bolted to the bridge with angle sections. A builder's plate is fastened to the top portal struts at each end of the bridge:

1894
George E. King
Bridge Company
Des Moines Iowa

The bridge's steel frame has recently been painted and seems to be in good condition. The I beam stringers, however, are in poor condition and will have to be replaced before the bridge can be returned to service.

⁴ This may be a repair, but there is no record of such on file. It is more likely that when the bridge was being erected it was found that the bottom chord sections on both sides of this intermediate post did not match the top chords in length. In order to maintain a perfectly vertical post, a piece of steel plate was welded in so that the pinned connection and floor beam is eight inches east of the post above.

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National Park Service

National Register of Historic Places
Continuation Sheet

Section number 8 Page 1

Bridge No. L-5573
Steele Co., MN

STATEMENT OF SIGNIFICANCE

The Clinton Falls Bridge is significant under National Register Criterion C (Engineering) as an example of early steel truss bridge design in Minnesota.

The context for demonstrating the significance of this structure has been provided in the 1988 National Register Multiple Property Documentation Form, "Iron and Steel Bridges in Minnesota," and the associated historic context, "Historic Iron and Steel Bridges in Minnesota, 1873-1945" by Fredric L. Quivik and Dale L. Martin.

Highway bridges were an important part of Minnesota's transportation system from the earliest days of Euro-American settlement. Wood and combination wood-iron bridges in one or another truss configuration became an important method of building medium and long spans. Masonry-arch construction was often preferred for short spans, and this material had an important advantage in that it was not subject to either fire or rot. Wrought iron was initially used in combination with wood in the Howe truss configuration, but it began to be used exclusively for certain bridge designs in Minnesota during the 1870s. The first all-iron bridges were the bowstring arch type, but by the 1880s, "the wrought iron, pin-connected Pratt through truss had become the standard structural type for long span bridges in Minnesota."⁵

Steel was first used in truss bridge design in the form of connecting eye bars, but by 1895 it had replaced wrought iron in nearly all the truss bridge structural members. Metal truss bridges built during the 1890s "are probably steel and represent the first extensive use of this material for bridge construction in Minnesota."⁶

The Clinton Falls Township Board met on May 19, 1894 and voted to purchase an "Iron bridge" with steel joists over the river at Clinton Falls. Contracts were awarded to the George E. King Co. for \$14(?)9.00 and H. Stetler for \$2.75 per cord of stone for building the abutments.⁷ On December 3 of the same year the Steele County Board met and agreed to assume 60% of the cost of this bridge.⁸ Since Steele County Highway Department records list the bridge as steel and date of construction suggest that steel is the most likely material, the reference to an "Iron bridge" in the township records may simply reflect common parlance in referring to the all-metal truss bridges of the period. Bridges of this type dating from before 1890 are most likely wrought iron and

⁵ Quivik and Martin, Section E, p.7.

⁶ *ibid.*, Section F, p. 6.

⁷ Clinton Falls Township Board Minutes for March 24, 1894.

⁸ Steele County Board of Supervisors (Special Session) Minutes for December 3, 1894.

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Continuation Sheet

Section number 8 Page 2

Bridge No. L-5573
Steele Co., MN

there are no visible differences between the structural components of bridges from the period 1890 to 1900 which indicate whether they are steel or wrought iron.⁹ Only a metallurgical analysis can determine for certain whether a bridge from this period is steel and this has not been done for the Clinton Falls Bridge.

George E. King, who created the George E. King Bridge Co. in 1891, began his career in bridge building in 1869 when he went to work for his uncle, Zenas King, who owned the King Iron Bridge and Manufacturing Co. (1871-1891) of Cleveland, Ohio.¹⁰ When George King moved to Des Moines in 1875 he was an agent for Zenas King, but he set up his own firm in 1891. The George King firm was an important bridge building company throughout the Midwest and the Clinton Falls Bridge is the only known example of his work still extant in Minnesota. This firm erected several bridges in Iowa, but few remain.¹¹

The Clinton Falls Bridge meets all pertinent general registration requirements for listing on the National Register and requirement number two for listing under Criterion C as established in Quivik and Martin's "Iron and Steel Bridges in Minnesota."¹² As a steel through truss bridge constructed during the 1890s it is significant as an example of the earliest steel truss bridges in Minnesota. The bridge superstructure possesses a high degree of historic integrity and the concrete over limestone substructure does not "overwhelm or otherwise detract from a clear visual impression of the iron or steel frame of the superstructure and its function."¹³

⁹ Quivik and Martin, Section F, pp. 1, 8.

¹⁰ Darnell, p. 16. Des Moines . . ., pp. 250-253.

¹¹ Fraser, p. 16.

¹² Quivik and Martin, Section F, pp. 8-9.

¹³ Quivik and Martin, Section F, p. 8.

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National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section number 9 Page 1

Bridge No. L-5573
Steele Co., MN

BIBLIOGRAPHIC REFERENCES

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Quivik, Fredric L. and Dale L. Martin. "Iron and Steel Bridges in Minnesota. "Multiple Property Documentation Form, National Park Service, U.S. Department of the Interior, 1988. Available at the State Historic Preservation Office, Minnesota Historical Society, St. Paul.

Steele County, Minnesota. Auditor's Office. Owatonna, Minnesota. Commissioners' Record.

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National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section number 10 Page 1

Bridge No. L-5573
Steele Co., MN

VERBAL BOUNDARY DESCRIPTION

The nominated property consists of a rectangle, 125 feet long and 22 feet wide, whose vertices coincide with outside corners of the bridge supports at each end of the bridge, and includes only 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 bridge itself.