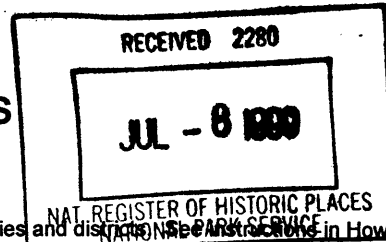


United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
REGISTRATION FORM



953

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 Newell Depot Bridge  
other names/site number Snoozy Bridge/ SD DOT Br. # 10-280-349

2. Location

street & number Local road over Horse Creek not for publication             
city or town Newell Vicinity X  
state South Dakota Code SD county Butte code 019 zip code 57364

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  
Signature of certifying official

07-01-99  
Date

SD SHPO  
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. Beall Date of Action: 8/5/99

**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	
_____	_____	Buildings
_____	_____	Sites
1	_____	Structures
_____	_____	Objects
1	0	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



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
- Politics/Government
- 
-

**Period of Significance**

1920-1930  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Significant Dates** 1920  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Significant Person** N/A  
\_\_\_\_\_  
\_\_\_\_\_

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

**Architect/Builder** SD State Highway Commission  
\_\_\_\_\_

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

See Continuation Sheets

---

**9. Major Bibliographical References**

---

(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

**10. Geographical Data**

**Acreage of Property** Less than 1 acre

**UTM References**

(place additional UTM references on a continuation sheet.)

1	<u>13</u>	<u>619920</u>	<u>4951150</u>	3	<u>          </u>	<u>          </u>	<u>          </u>
	Zone	Easting	Northing		Zone	Easting	Northing
2	<u>          </u>	<u>          </u>	<u>          </u>	4	<u>          </u>	<u>          </u>	<u>          </u>
					<input type="checkbox"/>	See continuation sheet	

**Verbal Boundary Description** (Describe the boundaries of the property on a continuation sheet.) See Continuation Sheet

**Boundary Justification** (Explain why the boundaries were selected on a continuation sheet.) See Continuation Sheet

**11. Form Prepared By**

name/title Mary McCormick and Lou Johnson  
organization Renewable Technologies Inc date Aug 1999  
street & number 510 Metals Bank Bldg telephone 406-782-0494  
city or town Butte state MT zip code 59701

**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)

Newell Depot Bridge  
Name of Property

Butte County, South Dakota  
County and State

---

**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

### Description

Newell Depot Bridge is located one mile south and three miles west of Newell and carries a local road over Horse Creek. The 91-foot, steel riveted Bedstead pony truss span rests on concrete abutments with a pair of deeply recessed panels below the bridge. The wing walls rise to form L-shaped approach guards and also have recessed panels. The superstructure is comprised as follows: the end posts are two pairs of angle sections with a riveted continuous cover plate; the upper chords are paired angle sections with a riveted continuous channel section cover plate; the lower chords, vertical members, and diagonal members are paired angle sections. The concrete slab deck rests on the steel I-beam floor beams which are riveted to the vertical members. Side stiffening brackets are paired angle sections riveted to the center vertical members. Bottom lateral bracing consists of angle section cross-braces. Railings are two small channel sections.

### Statement of Significance

The Newell Depot 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 bridges. This bridge is individually eligible for the National Register under Criterion A for its association with the early designs of South Dakota State Highway Commission (SHC). Bridges designed by the SHC, such as this one, represent the efforts of the state government to improve the quality of bridge construction in South Dakota and break the hold the bridge building companies had on local governments. The bridge gains added significance under Criterion A because it may be the only bridge built in the state with State Highway Commission forces. It is also eligible to the National Register under Criterion C as a representative example of standardized truss design developed by the SHC. Riveted bedsteads, such as this bridge, were the only pony trusses built in South Dakota after 1919 until 1930. Bridges of this truss type have added significance because they represent the development of a standardized design unique to South Dakota. The Newell Depot Bridge retains excellent integrity.



United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Section number 8 Page # 2

---

## Historical background

Prior to about 1920, South Dakota lacked a coordinated statewide system to control the quality and costs of bridge work in the state. Most of its counties and townships independently carried out their bridge building projects with little coordination except for sharing costs for an occasional county-line road or bridge. Within each county, the commissioners determined the location, need, and plans and specifications for new bridges with little, or as in most cases, no technical expertise themselves or outside technical assistance. Each county seemed to be dominated by a bridge company different from neighboring counties, with the same company receiving bridge contracts in the same county year after year. This was most likely due to illegal pooling arrangements under which various bridge-building firms agreed to divide states among themselves, assigning particular counties to specific firms.

In 1919, however, the state government actively intervened to improve the quality of bridge construction in South Dakota. At this time, the South Dakota State Highway Commission (SHC) established a bridge department, hired a bridge engineer, and gave him responsibility for designing all state and county bridges and supervising the bidding process for bridge construction contracts. The first bridge engineer for the State of South Dakota was John E. Kirkham, a professor of engineering at Iowa State at Ames, and consulting engineer to the Iowa State Highway Commission, among the most innovative state highway departments in the country at the time. In South Dakota, Kirkham sought to reduce the cost of bridge construction and maintenance. He accomplished this in part by developing a series of standardized bridge plans which were especially suited to South Dakota's conditions of climates, terrain, and rural traffic needs. One bridge plan devised by Kirkham for the South Dakota SHC was for a bedstead-pony truss. Unique to Kirkham's design was its single-web upper chord in place of the conventional boxed upper chord. To critics, Kirkham argues that his design resulted in cost reductions because it required less material to fabricate both the bridge superstructure and deck. Kirkham's pony truss design also called for concrete abutments with concrete approach guards to protect the ends of the truss. Kirkham believed that vertical end-posts, distinctive of the bedstead truss, with concrete approach guards provided a superior aesthetic design in comparison with other pony truss types. Although SPC pony trusses of Kirkham's design replaced construction of riveted Pratt and Warren pony truss in South Dakota, it was not adopted by other states.

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Section number 8,9,10 Page # 3

Although several of these standardized SHC pony trusses with vertical end posts and concrete approach survive on the South Dakota landscape, the Newell Depot Bridge is significant because it may be the only such bridge built by State Highway Commission forces. It was constructed in 1920.

## Bibliography

South Dakota Department of Transportation, Structure Inventory and Appraisal Sheet, Bridge # 10-280-349.

Index to bridge plans in South Dakota DOT Building Department.

Name of Property

NPS FORM 10-900-A  
(8-96)

OMB Approval No. 1024-0018

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Section number 10 Page # 4

## Verbal Boundary Description

The nominated property consists of a rectangle, 25 feet wide by 98 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.