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United States Department of Interior
National Park Service

Nat. Register of Historic Places
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 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 Range Line Road Bridge
other names/site number

2. Location

street & number	Range Line Road over the Milwaukee River	N/A	not for publication
city or town	Village of River Hills	N/A	vicinity
state Wisconsin	code WI	county Milwaukee	code 79
			zip code 53217

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 of certifying official/Title

5/20/15
Date

State Historic Preservation Officer-WI

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 official/Title

Date

State or Federal agency and bureau

Range Line Road Bridge
Name of Property

Milwaukee
County and State

Wisconsin

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.
____ See continuation sheet.
____ removed from the National
Register.
____ other, (explain:)

Edson H. Beall

7-7-15

[Signature]

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property
(check as many boxes as
as apply)

private
X public-local
public-State
public-Federal

Category of Property
(Check only one box)

building(s)
district
X structure
site
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 not part of a multiple property
listing.)

N/A

**Number of contributing resources
previously listed in the National Register**

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

TRANSPORTATION: Road-related (vehicular)

Current Functions

(Enter categories from instructions)

TRANSPORTATION: Road-related (vehicular)

7. Description

Architectural Classification

(Enter categories from instructions)

OTHER: CONCRETE ARCH BRIDGE

Materials

(Enter categories from instructions)

foundation CONCRETE
walls LIMESTONE

roof N/A

other N/A

Narrative Description

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

Range Line Road Bridge
Name of Property

Milwaukee
County and State

Wisconsin

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for the 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.

Areas of Significance

(Enter categories from instructions)

Architecture

Engineering

Period of Significance

1935

Significant Dates

1935

Significant Person

(Complete if Criterion B is marked)

N/A

Cultural Affiliation

N/A

Architect/Builder

Bogner, Harry W.

Whitney, Charles S.

Narrative Statement of Significance

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

Range Line Road Bridge

Milwaukee

Wisconsin

Name of Property

County and State

9. Major Bibliographic References

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

SEE CONTINUATION SHEET

Previous Documentation on File (National Park Service):

- 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:

10. Geographical Data

Acreage of Property .40 acres

UTM References (Place additional UTM references on a continuation sheet.)

1	16	423218	4779977	3			
	Zone	Easting	Northing		Zone	Easting	Northing
2				4			
	Zone	Easting	Northing		Zone	Easting	Northing

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	John N. Vogel	Date	30 January 2014
organization	Heritage Research, Ltd.	telephone	262.251.7792
street & number	N89 W16785 Appleton Avenue	zip code	53051
city or town	Menomonee Falls	state	WI

Range Line Road Bridge

Milwaukee

Wisconsin

Name of Property

County and State

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/title	Mr. Chris Lear, Village Manager	date	January 2014
organization	Village of River Hills	telephone	414.352.8213
street & number	7650 N. Pheasant Lane	zip code	53217
city or town	River Hills	state	WI

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.

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National Register of Historic Places
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Section 7 Page 1

Range Line Road Bridge
Village of River Hills, Milwaukee County, WI

GENERAL DESCRIPTION

The Range Line Road Bridge is oriented on a north/south axis and carries Range Line Road across the Milwaukee River in the Village of River Hills, Milwaukee County. Completed in 1935, the bridge is a five-span, reinforced concrete arch structure sheathed in Waukesha limestone. Its design, with its distinctive, triangular pedestrian refuge bays, was inspired by fifteenth, sixteenth and seventeenth century bridges in England. The vicinity surrounding the conveyance is rural with a heavy preponderance of trees. Large residential estates are located immediately southwest, northwest and northeast of the structure, while the Milwaukee Country Club is to the southeast.

DESCRIPTION OF STRUCTURE

The bridge is a simple five-span, reinforced-concrete, stone-faced, continuous-arch facility with filled spandrels. It is 317 feet-6 inches long and 55 feet-3 inches wide. That width includes a 30 foot-wide roadway flanked by shoulders (the structure has no formally constructed or designated sidewalk), the railing and pedestrian sanctuaries. The measurement also includes the entire distance of the low stone railings that one sees while standing on the road, and includes the length of the stone railings in their entirety. As they reach their termination points, the height of the stone railings tapers gradually toward grade. The bridge's two outside arches (1 and 5) are 48-foot spans with 6-foot 3-inch rises. The next two arches (2 and 4) are 48-foot 6-inch spans with 6-foot 9-inch rises. The center span (3) is a 50-foot 6-inch span with a 6-foot 9-inch rise. Pointed piers, which also serve as cutwaters¹ on the upriver side of the bridge, extend the height of the structure and create pedestrian sanctuaries on both its upstream and downstream sides. Those triangular bays are 9 feet wide at their roadside base and 4 feet 9 inches deep. The roadway has gravel shoulders and the margin between each shoulder and stone wall is planted with grass, which is kept mown.

The bridge's stone facing is randomly-laid, Waukesha County limestone, which also completely sheaths the structure's abutments and piers. The stone-sheathed sides of the bridge extend above the deck and thus constitute the structure's 2-foot 4-inch high railings which are also constructed in their entirety of the randomly-laid limestone. The railings are 22 inches thick and crowned with distinctive

¹ Jeffrey Hess and Robert Frame, *Historic Highway Bridges in Wisconsin: Volume 1, Stone and Concrete-Arch Bridges* (Madison: Wisconsin Department of Transportation, 1986), 286. Cutwaters are generally found on the upstream side of a bridge pier and are intended to direct water flow around the pier. Also note that the measurements used were gleaned from Hess and Frame and the bridge plans, as well as measuring various structural components. The 317 foot 6 inch length was derived from the plans and includes both the north and south abutments. It is 14 feet 6 inches longer than the 303 feet noted by Hess and Frame. The bridge width (outer edge of pedestrian sanctuary to outer side of pedestrian sanctuary) was physically measured at 55 feet 3 inches – a number only 5 inches different from the 54 feet 10 inches cited by Hess and Frame.

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Section 7 Page 2

Range Line Road Bridge
Village of River Hills, Milwaukee County, WI

stone coping, the width of which matches the thickness of the walls. Each of the bridge's five arches is subtly emphasized by a voussoir, the center of which is highlighted by a keystone. The underside of each arch is exposed concrete—the only non-stone sheathed component of the bridge.

The bridge is elegant in its simplicity and has no other structural or ornamental features, as well as no bridge plate. No alterations are apparent and the structure's historical integrity is excellent. Some cracked and missing stones on the cutwaters are repairable and do not affect integrity.

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Section 8 Page 1

Range Line Road Bridge
Village of River Hills, Milwaukee County, WI

SUMMARY STATEMENT OF SIGNIFICANCE

The Range Line Road Bridge is nominated to the National Register of Historic Places under Criterion C, in the area of Engineering for its association with Charles Whitney and in the area of Architecture for its association with Harry Bogner. The bridge was determined eligible for the National Register in 2008 and is locally significant as a product of the collaboration between Charles S. Whitney who was an internationally known and Village of River Hills engineer, and architect Harry W. Bogner, a locally significant architect who won a design competition in order to work with Whitney and define the architectural character of the bridge. The bridge is eligible under Criterion C, in the area of Architecture as an exceptional example of English-inspired bridge design. It is locally significant as a structure that was inspired by fifteenth, sixteenth and seventeenth century bridges of England and applied to a new suburban community in Milwaukee County that patterned much of its general character on the natural and built landscapes of rural England. While many of the surveyed bridges in Wisconsin feature stone arches in their construction, no other bridge so completely embodies the characteristics of medieval English structures, specifically the stone cutwaters and pedestrian refuge areas. The bridge has experienced little change since its construction was completed and remains a prominent landmark that helps to define the character of the Village of River Hills. Its Period of Significance is 1935, the year it was constructed.

GENERAL HISTORICAL BACKGROUND

The English influence guiding the development of the village of River Hills is evident. The community's anchor, the Milwaukee Country Club, moved in 1910 from Shorewood to its present location on Range Line Road—immediately south and west of the Milwaukee River—then in the Township of Milwaukee. While the village was not established until 1930, the exclusive nature of the Country Club, and the desire to shield it from encroachment in the future, began to draw Milwaukee families from their ancestral homes on Wisconsin and Prospect Avenues to the vicinity around it. By the 1920s, in addition to golf, accommodations for polo were established in the area, as was a hunt club formed.²

Discussions among residents in the immediate area around the Milwaukee Country Club led to plans to incorporate the village in 1930, an action formalized by a special election on 12 April of that year. The plan passed by a vote of 141 to 15. Unique to the village of River Hills was the plan to keep the entity rural. Lot sizes were to be no smaller than five acres and setbacks were to be a minimum of 70 feet.

² H. Russell Zimmermann, *River Hills: As It Is and As It Once Was* (River Hills, WI: River Hills Foundation, 2003), 45, 121-130. Polo is thought to have originated in Persia, although it was the British that popularized it in the modern era. Similarly, hunt clubs, often associated with fox hunting, were popularized in England.

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Range Line Road Bridge
Village of River Hills, Milwaukee County, WI

As well, village roads were to have no painted lines, streetlights or sidewalks (which they still do not have).³

Many of those who lived in this new, country-like community arrived in the late 1920s and built palatial estates—estates far in excess of the five acre minimum and that evoked a clear English influence. Walter S. Lindsay, the village’s first president, was a Scotsman who arrived in Milwaukee in 1911. He helped to design his River Hills house in such a fashion as to recall Scotland. It was a prominent edifice with a distinctive tower and half-timbering, the lawn of which was kept trim by about a dozen sheep. Brothers Harold and Irving Seaman each had local architect Fitzhugh Scott design their houses. To understand what Harold wanted, Scott spent several months visiting and researching houses in the southwest central part of England. He ultimately designed for Harold a Gothic-inspired, stone mansion that was featured in a 1930 issue of the *Architectural Record*. For Irving’s 80-acre estate, Scott designed, in the late 1920s, an English-inspired Georgian Revival-style house that was sheathed with red brick and sheltered with a green slate roof. Evidence of the English influence in the community continued with an “impressive English manor house” built by Swedish immigrant Rudy Hokanson, distinctive for its quarried stone and half-timbering. A Tudor Revival-style house was built by Louis Allis on his 90-acre estate; a Georgian Manor house was built by Dr. Stanley Seeger and his wife in the mid-1930s; and an English Manor house was constructed by Harry Stratton in 1929. Not all houses erected in River Hills were influenced by the British, but all—by village ordinance—were designed in traditional styles. Nothing was permitted that might be considered modern.⁴

Within the village flowed more than three miles of the Milwaukee River. River Hills had, in fact, established its west boundary on the west side of the river in order to have as much control over the waterway as possible. The river was considered to be the village’s most cherished asset. Indeed, wanting to reserve as much of the river’s ambience and assets for itself, the village forbade fishing from any of the bridges in the municipality. The river “...is and always has been [considered] the heart and central focus of the village.”⁵

HISTORY OF THE BRIDGE

With the village’s incorporation in 1930, the existing Range Line Road truss bridge spanning the

³ Zimmermann, *River Hills*, 45, 47-48, 51, 53-54.

⁴ Zimmerman, *River Hills*, 54, 89-90, 92-93, 97, 99, 102, 108, 119.

⁵ Zimmerman, *River Hills*, 11, 12, 69.

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Range Line Road Bridge
Village of River Hills, Milwaukee County, WI

Milwaukee River became the municipality's responsibility. The three-span bridge was reported in August 1933 to be deficient, especially its joists and planking. River Hills decided to look at options. A month later no repair work had yet been done, although there was a growing awareness that, even if work were to be accomplished, a new bridge would be needed soon at that location. The Village Board, therefore, directed its engineer to prepare plans and specifications for "a stone veneer bridge."⁶

The Board wanted an inspired design for the bridge, something that would be consistent with the community's architectural character. Charles S. Whitney, the village engineer, prepared the necessary specifications. The Board agreed to submit those specifications to five Milwaukee architects, who would develop and submit plans. Those to whom the specifications were offered were Richard Phillip, Armin C. Frank, Thomas Van Alyea, Eschweiler & Eschweiler and Harry Bogner. The judging committee included Fitzhugh Scott, Gerritt J. De Gelleke and Roger Kirchhoff, prominent Milwaukee-area architects in their own right. Four plans were submitted, and the jury met on 7 November 1933 to evaluate them. Bogner's design was selected, followed, in order, by Phillip, Eschweiler & Eschweiler and Van Alyea. Bogner had proposed a design invoking the characteristics of bridges in the English countryside of the fifteenth, sixteenth and seventeenth centuries, and embarked on the project with enthusiasm. He reported at the Village's 5 January 1934 trustee meeting that plans were moving along well. By early February, Whitney had approved the plans, which were soon to be sent to the Public Service Commission for approval.⁷

The decision to build a new bridge and to hold the competition all occurred during the Great Depression, in the early years of the Franklin Roosevelt Administration. So finding funds for the new bridge was challenging. The Village hoped in May 1934 to qualify for a federal grant. It also needed to raise money of its own for the project, over and above what might ever be received in a grant. Because another bridge was then being built across the Milwaukee River on Brown Deer Road, the Village also wanted to wait for that structure's completion prior to closing Range Line Road for construction—thereby likely assuring a nearby river crossing alternative.⁸

⁶ Meeting Minutes (Village Board of Trustees), 4 August 1933, On file at Village Hall, Village of River Hills, 7650 N. Pheasant Lane, River Hills, WI.

⁷ The village and Frank could not agree on terms for the competition, so he did not participate. Meeting Minutes, 3 November 1933; 14 November 1933; 5 January 1934; 2 February 1934. Because the bridge's medieval architectural character was designed by Bogner, it is assumed that was the character embodied in his competition proposal. References to that medieval character, with examples noted in the English countryside, are found in Hess and Frame, *Highway Bridges*, 289-293.

⁸ Meeting Minutes, 4 May 1934.

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Range Line Road Bridge
Village of River Hills, Milwaukee County, WI

It was reported in July 1934 that the federal government would allocate approximately \$16,000 to the project. The village engineer completed specifications for the purpose of soliciting bids in August. Quarries in Waukesha County were visited in order to select an appropriate stone type for the structure; however, a decision about which stone to choose was not easily made. For that reason, the Village gave architect Bogner \$100 to have a mason construct small stone walls using the stone samples under consideration. That exercise was carried out on Village property on Calumet Road.⁹

While planning activities were evolving, the Village Board authorized at its September 7th meeting a resolution that called for the borrowing of \$45,000 for its share of the anticipated construction costs. It further authorized a special election to be held on 18 September 1934 through which village residents would, hopefully, approve the project. Unfortunately the resolution failed, 69 residents voted for the project and 73 against. Options for retaining the extant structure, which was then more than 25 years old, were reconsidered. "With some repairs," it was reported, "the bridge might be considered safe for very restricted loads traveling at very restricted speeds."¹⁰

The Village was not daunted, however, and planning continued. A Trustee meeting was held on 16 October 1934 at the Milwaukee Country Club. The case for a new structure was made and a new vote held on 6 November 1934. This time it was approved. The sample stone walls were also completed in November, under the watchful eye of Harry Bogner, and a decision about the stone to be used was made soon thereafter.¹¹

It was also in November that construction bids were solicited. The low number came from the Kramp Construction Company of Berlin, Wisconsin, which proposed \$68,115.20. The next lowest bid was about \$2,500.00 higher. The highest bid was \$92,697.00. Even the lowest bid was more than that for which the Village had hoped. Options were considered. About \$4,800.00 could be saved if the bridge deck was graveled, instead of paved with asphalt. There would also be no curbs and some parts of the stonework would not be dressed. Another option was proposed that would save \$11,000.00, but it would be "a bridge of less artistic design." The Village decided to retain the design and opted for the \$4,800.00 reduction plan. It also decided to try and apply for a supplemental federal grant. Kramp Construction was awarded the contract.¹²

⁹ Meeting Minutes, 6 July 1934; 3 August 1934; 7 September 1934.

¹⁰ Meeting Minutes, 7 September 1934; 5 October 1934; "River Hills to Retain Its Old Iron Bridge," *Milwaukee Journal*, 19 September 1934.

¹¹ Meeting Minutes, 16 October 1934; 2 November 1934; 7 December 1934.

¹² Meeting Minutes, 7 December 1934.

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Range Line Road Bridge
Village of River Hills, Milwaukee County, WI

With a federal grant and the Village's borrowing authorized, about \$9,100.00 of the project remained unfunded. For that reason, the Village decided to apply to a local bank for a loan for the difference, at the same time applying for a supplemental grant from the federal government—which awarded the village another \$4,600.00. It was reported at the Village Board meeting on 1 March 1935 that Waukesha Stone had been selected for the veneer, and that, perhaps most significantly, construction was underway.¹³

Progress in May was reported to be “in a satisfactory manner and approximately on schedule.” In July the Village Board confirmed its plans to eliminate paving and curbs on the bridge. September saw continued construction that was said to be “quite satisfactory.” The stonework was to be completed shortly and grass seed around the banks and approaches of the bridge to be spread by 15 September. Finally, on 4 October 1935, the Village Board passed a resolution acknowledging that “the work done by Kramp Construction Company...be and is hereby accepted and that said contract be considered completely fulfilled in all respects.”¹⁴

Criterion C - in the areas of Engineering and Architecture

The Range Line Road Bridge is eligible for the National Register of Historic Places for its association with Charles S. Whitney (Engineering) and for its association with Harry W. Bogner (Architecture). Engineer Charles S. Whitney and architect Harry W. Bogner worked together to design this distinctive structure for the Village of River Hills. Whitney had a deep appreciation for historical precedent when it came to designing bridges, and Bogner masterfully understood that appreciation as he developed the architectural character of the conveyance.

Engineer **Charles S. Whitney** was born on 4 November 1892 in Bradford, Pennsylvania, where his father worked in the oil industry. His education culminated at Cornell University, where he earned both his bachelor's degree (1914) and master's degree in civil engineering (1915). Thereafter, Whitney took a job in New York City, working as an inspector on two bridge construction projects. He soon left that position for an opportunity in Los Angeles to work as an assistant engineer with architect John Parkinson. He subsequently served in the 25th Engineering Corps in France during World War I. At the completion of the war, Whitney accepted a position as chief engineer with

¹³ Meeting Minutes, 4 January 1935; 1 March 1935. It is uncertain if the reference to “Waukesha Stone” means a specific quarry, or if it is a general reference to the stone found in the Waukesha area. Additional research has not resolved that question.

¹⁴ Meeting Minutes, 1 May 1935; 5 July 1935; 6 September 1935; 4 October 1935.

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Range Line Road Bridge
Village of River Hills, Milwaukee County, WI

architect Alexander C. Eschweiler and came to Milwaukee. He opened his own consulting engineering office in that city in 1922.¹⁵

One of Whitney's early commissions in southeastern Wisconsin was a project for the City of Racine, which wanted a new bridge across the Root River and Horlick Drive. He designed in 1928 a single span, reinforced concrete, open spandrel, barrel arch structure for the city. (That bridge was documented in 1987 for the Historic American Engineering Record [HAER No. WI-18].) Whitney is also reported to have designed more than 20 bridges in the Milwaukee area throughout his career, in addition to offering expertise when the Milwaukee Arena (1950) was erected, as well as when the Milwaukee Gas Light Company (1929-1930), Allen-Bradley Company (date uncertain), and Wisconsin Telephone Company (1917, 1924, 1929, early 1950s) buildings were either constructed or expanded. Among Whitney's additional obligations, he was, until 1948, also the village engineer for the villages of Fox Point and River Hills, both of which he is understood to have served as a consultant.¹⁶

The most consequential change in Whitney's career came in 1946 when he established a partnership in New York City with his friend, and noted structural engineer and bridge designer, Othmar H. Ammann. Although he maintained his office and home in Milwaukee, the new firm established offices in Europe and the Mideast. Whitney, while with the firm of Ammann and Whitney, worked with Eero Saarinen on the Dulles International Airport terminal, as well as on the TWA terminal at what was then Idlewild (Kennedy) Airport in New York City. It was while visiting the Ammann & Whitney office in Paris in the fall of 1959 that Whitney became ill with a perforated ulcer and died. Throughout his career, Whitney received many awards from a variety of places, including the American Society of Civil Engineers and the American Concrete Institute. He was one of seven engineers honored for "professional accomplishments" at the University of Wisconsin's Engineer Day in April 1959. The firm of Ammann & Whitney continues in New York City today.¹⁷

Bridges were structures that fascinated Whitney. So much so, in fact, that he published in 1929 a

¹⁵ "Death Comes to Whitney in Paris Hospital," *The Milwaukee Journal*, 26 October 1959; "Mrs. Whitney Leaves Estate of \$24,673.98," *The Milwaukee Journal*, 25 November 1930; Hess and Frame, *Highway Bridges*, 286; Edwin Cordes, "West Sixth Street Bridge," Historic American Engineering Record Report [HAER No. WI-18] (Washington, DC: U.S. Department of the Interior, National Park Service, 1987), 4.

¹⁶ Cordes, "West Sixth Street Bridge," 4-6; "Death Comes to Whitney," *Journal*.

¹⁷ "Death Comes to Whitney," *Journal*; Cordes, "West Sixth Street Bridge," 4-6. The opening of both the Dulles and TWA terminals occurred after Whitney's death. His involvement with the engineering of those airport structures preceded by several years their actual completion dates in 1962.

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Range Line Road Bridge
Village of River Hills, Milwaukee County, WI

highly respected book titled *Bridges: Their Art, Science and Evolution*. Historians Jeffrey Hess and Robert Frame call the work “an extended argument for the incorporation of architectural design in the production of an engineering work.” Whitney himself states in the book that “the bridge engineer has had a thorough scientific training, but he must become a serious student of architecture.” He further argues that “since the bridge is a part of its setting and is itself composed of a number of parts, there are two phases of unity, external and internal. External unity involves the relations between the bridge and all around it, land, road, water, buildings, other bridges, and even the hills and valley. Internal unity is oneness of the bridge itself and depends only on the relation between the different parts of the bridge.” He insightfully observes that “old bridges,” perhaps even those from the fifteenth, sixteenth and seventeenth centuries, “still form the most valuable treatise on the art of bridge design.”¹⁸

Architect **Harry W. Bogner** was born in Warwick, Rhode Island, in 1891. He secured his architectural training in Europe at the Imperial Technical School of Austria, from which he graduated with distinction in 1910. He subsequently did work at the University of Pennsylvania in 1914-1915. Bogner fought in the army as a sergeant in World War I, as well as a major in World War II. He was stationed in Munich in 1945 as the “theater and music officer.”¹⁹

Bogner had a profitable architectural career in the Milwaukee area. After the First World War he established, with Walter W. Judell, the firm of Judell & Bogner which operated between 1919 and 1930. Thereafter he worked as a sole proprietor until 1946 when the firm of Darby, Bogner & Associates was created. It is thought that Bogner completed his career with that firm. He had also been president of the Milwaukee Art Institute. Bogner died on 3 November 1983.²⁰

His commissions generally extended from the 1920s through the 1960s and included residential works, schools, churches and public buildings. Many, including the West Allis City Hall (1967), employed the Contemporary style. Bogner was quite capable, as well, of designing fine, period revival houses

¹⁸ Hess and Frame, *Highway Bridges*, 225; Charles S. Whitney, *Bridges: Their Art, Science and Evolution* (New York: R.E. Rudge, 1929); reprint, New York: Greenwich House, 1983), 25, 33, 49-50.

¹⁹ “Milwaukee Death: Harry Bogner,” *The Milwaukee Journal*, 4 November 1983; George S. Koyl, ed., *American Architects Directory* (New York: American Institute of Architects, 1955), 51, Viewed on 13 December at <http://public.aia.org/sites/hdoaa>; George S. Koyl, ed., *American Architects Directory* 2nd ed. (New York: American Institute of Architects, 1962), 64, Viewed on 13 December at <http://public.aia.org/sites/hdoaa>; Bogner, Harry William, Viewed on 9 January 1914 at www.philadelphiabuildings.org.

²⁰ “New Architectural Firm,” *Journal of the American Institute of Architects* 7 (January-December 1919), 373; “Personals,” *The American Architect* 66 (2 July 1919), 216; *American Architects Directory* (1956), 51; *American Architects Directory* (1962), 64; “Bogner,” *Journal*; “Harry Bogner,” *Wisconsin Death Index, 1959-1997*, Viewed on 11 January 2014 at www.ancestry.com.

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Range Line Road Bridge
Village of River Hills, Milwaukee County, WI

for Milwaukee's elite. One such example is the Fredrick Vogel Jr. house (1923) on N. Lake Drive, Shorewood, which was designated in 1979 a Milwaukee County Landmark. With twenty-three rooms and ten fireplaces, it was constructed of brick, employed the Georgian Revival style and had a garage with an automobile turntable. He also designed, in the mid-1920s, the Edward F. Pritzlaff residence on N. Wilshire Road in Whitefish Bay. That handsome, Tudor Revival-style, brick structure had ten rooms and was characterized by the use of half-timbering, windows with wooden lintels and a slate roof. He also had the opportunity to develop planning documents during this period. One such report, prepared for the City of Milwaukee, was the "Overall Plans for the Location and Grouping of Public Buildings and uses along Kilbourn Avenue from N. 11th Street to Prospect Ave. and in MacArthur Square and its Vicinity," which was completed in 1948.²¹

Bogner's skill and expertise stood him well in architectural competitions. A significant residential commission he completed was the house for Edmund Fitzgerald, future Chairman of the Northwestern Mutual Insurance Company, for which he won first prize in the first competition of the State Association of Wisconsin Architects in 1933.²² Bogner also won first prize when designs for the Range Line Road Bridge were solicited, an award of which he was so proud that twenty-two years later it was listed among his principal works identified in his entry in the 1956 *American Architects Directory*.²³

Criterion C - in the area of Architecture

The Range Line Road Bridge is eligible for the National Register of Historic Places as an excellent example of English-inspired bridge design. The architectural character of the bridge was clearly inspired by Whitney and skillfully executed by Bogner. Together, the two men developed a structure for the Village of River Hills that uniquely embodies the architectural character of medieval England.²⁴

²¹ West Allis City Hall, AHI #145061, Wisconsin Historic Preservation Database [WHPD] Architecture and History Inventory, Viewed on 9 January 2014 at <http://wisahrd.org>; "Vogel/Passmore House," Historic Sites/County Landmarks, Milwaukee County Historical Society, Viewed on 13 December 2013 at www.milwaukeehistory.net; "Preserving our Past: Edward F. and Erna M. Pritzlaff Residence," *Whitefish Bay Now*, 3 September 2009, Viewed on 18 January 2014 at www.whitefishbaynow.com; "Overall Plans for the Location and Grouping of Public Buildings and uses along Kilbourn Avenue from N. 11th Street to Prospect Ave. and in MacArthur Square and its Vicinity" (Milwaukee: 1948), n.p.

²² Edmund Fitzgerald lived at 3150 E. Kenwood Boulevard in 1942 (not extant). Although an address for him prior to that date has not been identified, it is assumed that is the house with which Mr. Bogner's first place award is associated. *Who's Who in America*, Vol. 22 (Chicago: The A.N. Marquis Company, 1942), 812.

²³ "Pictures by Englishmen," *The Milwaukee Sentinel*, 1 October 1933; *American Architects Directory* (1956), 51.

²⁴ Hess and Frame, *Highway Bridges*, 289-293.

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Continuation Sheet

Section 8 Page 9

Range Line Road Bridge
Village of River Hills, Milwaukee County, WI

Given the influence that Great Britain in general, and England in particular, had on the developing landscape of the village, not to mention the fact that the village president was himself a Scotsman, it is not surprising that an English precedent was selected for the new Range Line Road bridge. This is especially true when considering the importance the village ascribed to the Milwaukee River within its boundaries. Given the unique expertise that both Whitney and Bogner brought to the project, they designed a bridge that was unique in Wisconsin and similar to types built in England in the fifteenth, sixteenth and seventeenth centuries.²⁵

The use of concrete, reinforced with steel beams or rods, in the building of arched bridges started in the circa 1900 period. It was a typical method of construction by the time the Range Line Road bridge was erected. The most distinctive features of the bridge are the twelve (six on each side) pedestrian refuge bays that extend the entire height of each pier, and that also serve as cutwaters. Examples of these refuge bays are found on the images of the ca. 1439 Greyston Bridge located adjacent to both Cornwall and Devon counties in England (Figure 1, Figure/Page 3), and the sixteenth century Essex Bridge at Staffordshire, England (Figure 2, Figure/Page 3). The Range Line Road Bridge clearly demonstrates Whitney's belief that those bridges from the fifteenth, sixteenth and seventeenth centuries can "still form the most valuable treatise on the art of bridge design." Similarly, the careful selection of the distinctive sheathing stone to be used, and the decision to sheath the entire bridge piers with it as well—"an expensive detail rarely found in stone-faced bridges," according to Hess and Frame—is attributable to Bogner. The collaboration between Whitney and Bogner produced a unique structure that was consistent with much of the character evident in the fledgling village and that straddled the Milwaukee River—a most cherished asset.²⁶

CONCLUSION

The Range Line Road Bridge is a unique artifact in the State of Wisconsin and the Village of River Hills. While many of the surveyed bridges in Wisconsin feature stone arches in their construction, no other bridge so completely embodies the characteristics of medieval English structures, specifically the stone cutwaters and pedestrian refuge areas. Built of reinforced concrete and sheathed with distinctive Waukesha Stone, it embodies characteristics of fifteenth, sixteenth and seventeenth century bridges in England, most notably its pedestrian refuge bays. The bridge was designed by Charles S. Whitney, the

²⁵ Two other bridges in Wisconsin, both of which were engineered by Whitney, were said by Hess and Frame to have a medieval influence. One was the Lakeside Park Bridge (over the main channel of Lakeside Creek) in the City of Fond du Lac. The other was the Highland Avenue Bridge (over Cedar Creek) in the City of Cedarburg. But the primary reference to the medieval period had more to do with the stonework of those bridges, not the overall design of the bridges—which is the real focus of the Range Line Road Bridge. Hess and Frame, *Highway Bridges*, 264-266, 316-321.

²⁶ Hess and Frame, *Highway Bridges*, 217, 225, 289, 290, 291; Whitney, *Bridges*, 25, 33, 49-50; Zimmerman, *River Hills*, 69.

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Range Line Road Bridge
Village of River Hills, Milwaukee County, WI

River Hills village engineer, as well as an engineer of national and international renown. Whitney strongly believed in the value of associating engineering and architecture. The architectural features of the bridge were designed by Harry Bogner, himself a prominent Milwaukee-area architect. The bridge retains high integrity: the features that define its architectural significance are extant and the bridge has experienced little change since its construction was completed.

PRESERVATION ACTIVITIES

A Determination of (National Register) Eligibility for the Range Line Road Bridge was completed in 2008 as part of an impending WisDOT project to rehabilitate the structure (WisDOT ID #2968-02-70). In the course of assessing the impact of the project on those components that make the bridge eligible for the National Register, it was determined that there was going to be an adverse effect on the structure—that those components contributing to the bridge's National Register eligibility might be nominally diminished. Thus mitigation activities were considered, ultimately to be codified in a Memorandum of Agreement for the project. One of the agreed upon activities was nominating the bridge to the National Register of Historic Places. The Village does not have a Historic Preservation Committee, but the River Hills Foundation undertook an effort that led, in 2003, to the publication of a history book by H. Russell Zimmermann titled, *River Hills: As It Is and As It Once Was*. Clearly, the village has an interest in its history. That fact, and some anecdotal comments, suggests support for a nomination. With the National Register document complete, and the structure soon to be rehabilitated, the historically significant bridge will remain a vital part of the Village of River Hills landscape for many years in the future.

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Section 9 Page 1

Range Line Road Bridge
Village of River Hills, Milwaukee County, WI

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- “Milwaukee Death: Harry Bogner.” *The Milwaukee Journal*, 4 November 1983, Part 2, Page 4.
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Range Line Road Bridge
Village of River Hills, Milwaukee County, WI

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Continuation Sheet

Section 10 Page 1

Range Line Road Bridge
Village of River Hills, Milwaukee County, WI

Latitude & Longitude

Latitude: 43.170214; Longitude -87.94500

Verbal Boundary Description

The nominated parcel is a rectangle which measures 317 feet 6 inches long by 55 feet 3 inches wide, the long center axis of which is oriented on a north/south axis. The boundary is pictured in the site map found on map page 3 at the conclusion of this document. The boundary includes the stone walls associated with this structure in their entirety.

Boundary Justification

Using the common Range Line between R 21E and R 22W, and starting at the SE corner of Section 12 (R 21E) and SW corner of Section 7 (R 22E)—which is the intersection of Range Line and Bradley roads—proceed north on that line (Range Line Road) for about one-half mile to the south bank of the Milwaukee River. Centered on that line, at that point, is the 317 feet 6 inch long by 55 feet 3 inch wide historic property. The boundary is entirely within the public right-of-way and encompasses the entire structure.

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Continuation Sheet

Section photos Page 1

Range Line Road Bridge
Village of River Hills, Milwaukee County, WI

PHOTOGRAPHS

Name of Property:	Range Line Road Bridge
City or Vicinity:	Village of River Hills
County:	Milwaukee
State:	Wisconsin
Name of Photographer:	John N. Vogel
Date of Photographs:	2013
Location of Original Digital Files:	Wisconsin Historical Society, Madison, WI
Number of Photographs:	14

Photo #1 of 14
Range Line Road Bridge (General View)
View to Southeast
May 2008

Photo #2 of 14
Range Line Road Bridge
View to West Southwest
December 2013

Photo #3 of 14
Range Line Road Bridge
View to West Northwest
December 2013

Photo #4 of 14
Range Line Road Bridge
View to North
May 2008

Photo #5 of 14
Range Line Road Bridge
View to South
May 2008

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Section photos Page 2

Range Line Road Bridge
Village of River Hills, Milwaukee County, WI

Photo #6 of 14
Range Line Road Bridge
View to South East (Center Span)
May 2008

Photo #7 of 14
Range Line Road Bridge (Close up of South Central Span)
View to West Southwest
December 2013

Photo #8 of 14
Range Line Road Bridge (Cutwater and Triangular Pedestrian Sanctuary)
View to Northwest
December 2013

Photo #9 of 14
Range Line Road Bridge (Concrete Arch and Decorative Stonework)
View to West Southwest
December 2013

Photo #10 of 14
Range Line Road Bridge (Concrete Arch and Decorative Stonework)
View to Northwest
December 2013

Photo #11 of 14
Range Line Road Bridge (Concrete Arch and Stone-Encased Pier)
View to South
December 2013

Photo #12 of 14
Range Line Road Bridge (Close-Up of Stonework)
View to West
December 2013

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Section photos Page 3

Range Line Road Bridge
Village of River Hills, Milwaukee County, WI

Photo #13 of 14
Range Line Road Bridge (Close-Up of Decorative Segmental Arch Keystone to Center Right)
View to West Northwest
December 2013

Photo #14 of 14
Range Line Road Bridge (Pedestrian Sanctuary)
View to East
December 2013

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Section figures Page 2

Range Line Road Bridge
Village of River Hills, Milwaukee County, WI

1937 Aerial Image of the Bridge and Its Setting:

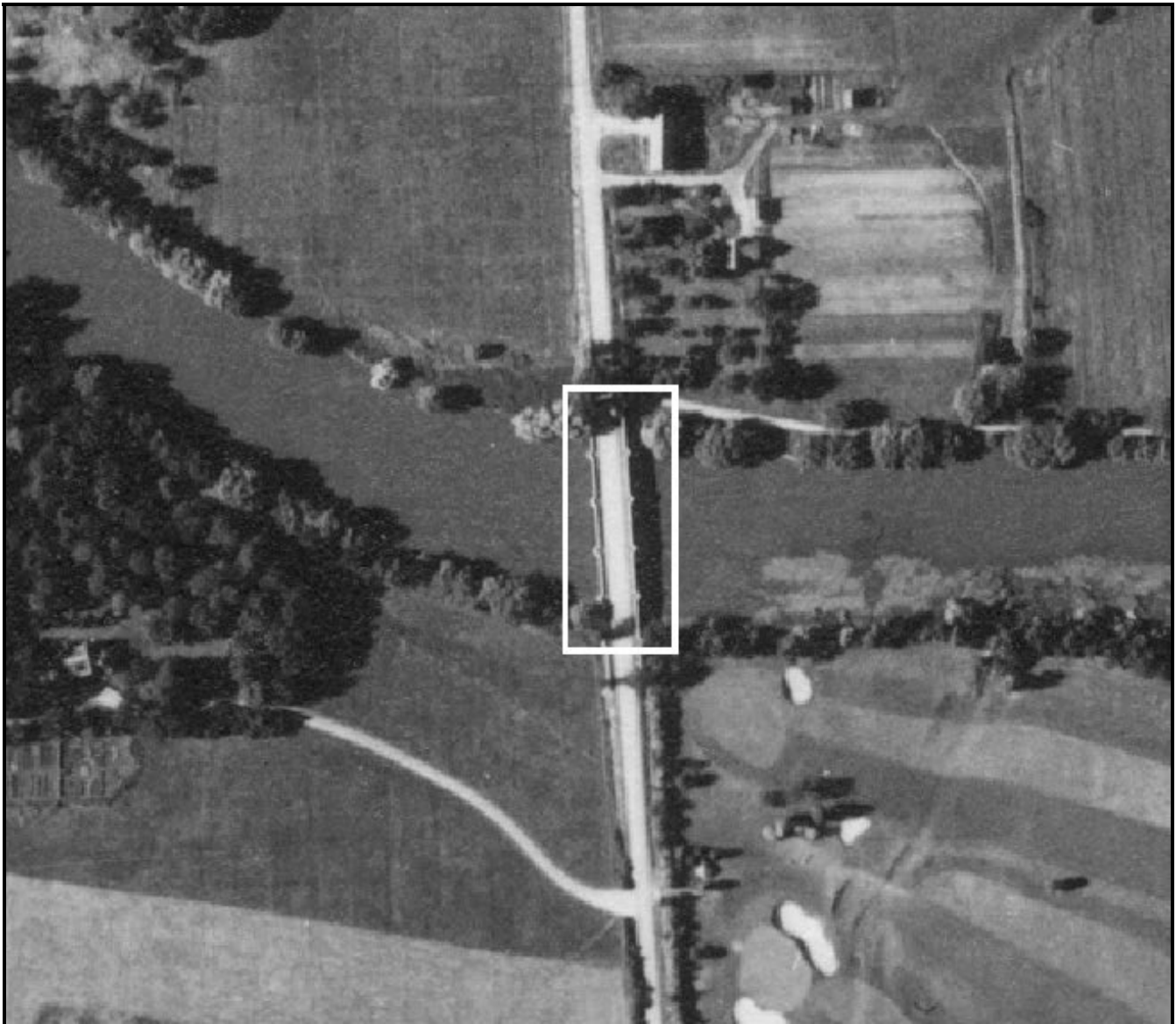


Figure 1: 1937 Aerial image of the Range Line Road Bridge (within the red rectangle) and its very country-like surroundings (Wisconsin Historic Aerial Image Finder, Viewed on 29 January 2014 at <http://maps.sco.wisc.edu/WHAIFinder/>).

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Continuation Sheet

Section figures Page 3

Range Line Road Bridge
Village of River Hills, Milwaukee County, WI

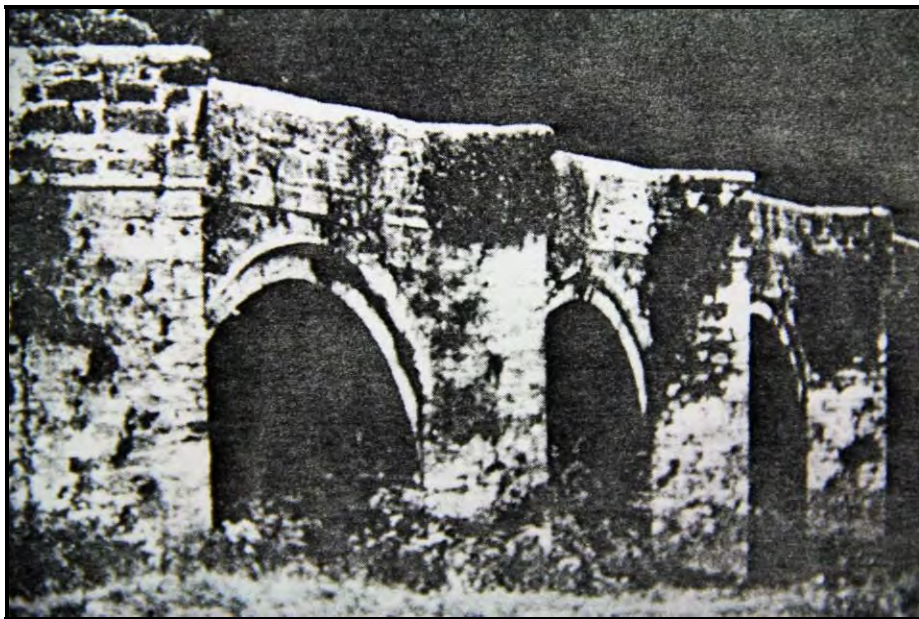


Figure 2: The ca. 1839 Greyston bridge in Cornwall and Devon counties, England (Hess and Frame, *Highway Bridges*, 290).

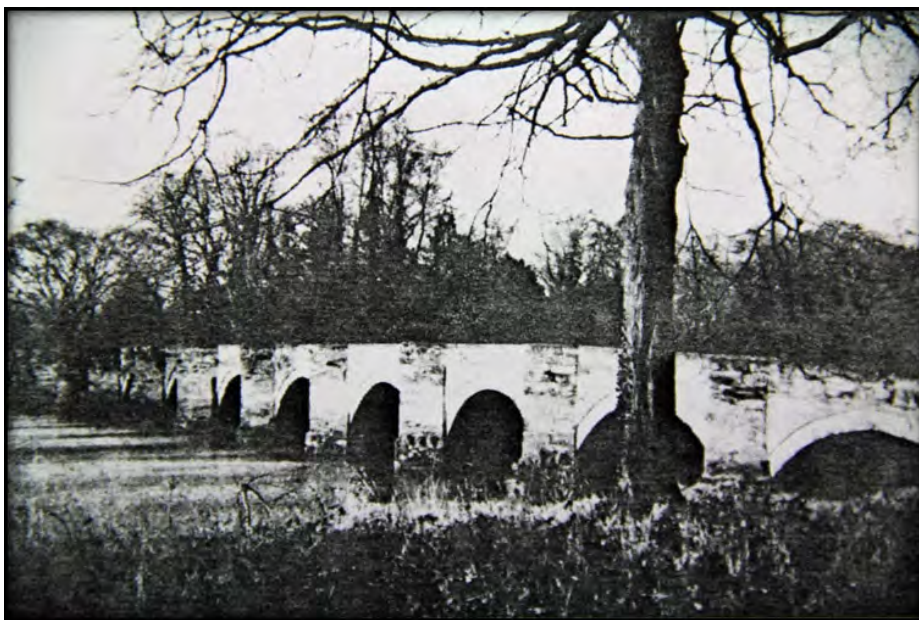


Figure 3: The sixteenth century Essex Bridge, Staffordshire, England. (Hess and Frame, *Highway Bridges*, 291).

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Continuation Sheet

Section figures Page 4

Range Line Road Bridge
Village of River Hills, Milwaukee County, WI

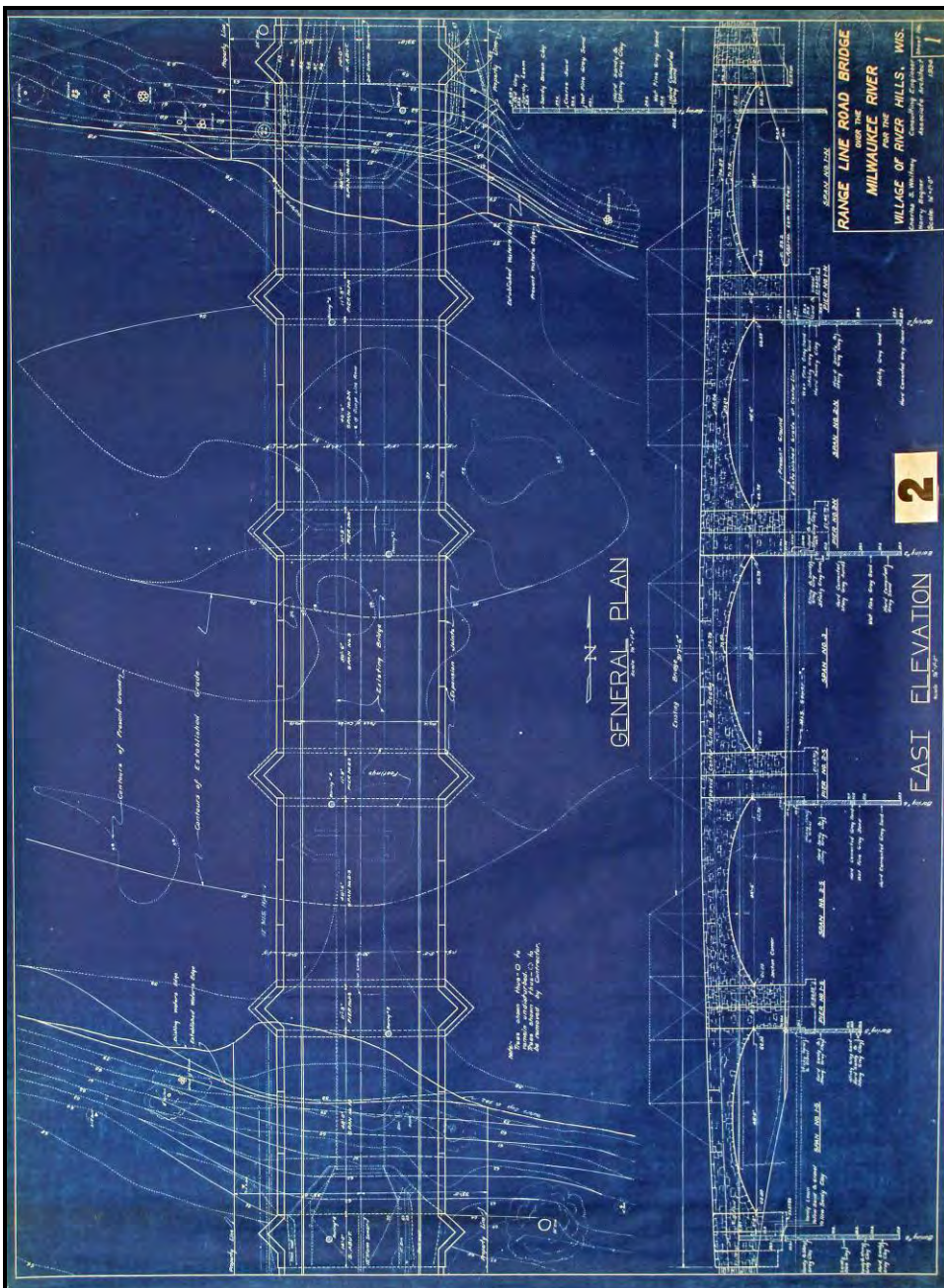


Figure 4: Range Line Road Bridge Plans, Sheet 1, 1934 (On file at Village Hall).

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National Park Service

National Register of Historic Places
Continuation Sheet

Section figures Page 5

Range Line Road Bridge
Village of River Hills, Milwaukee County, WI

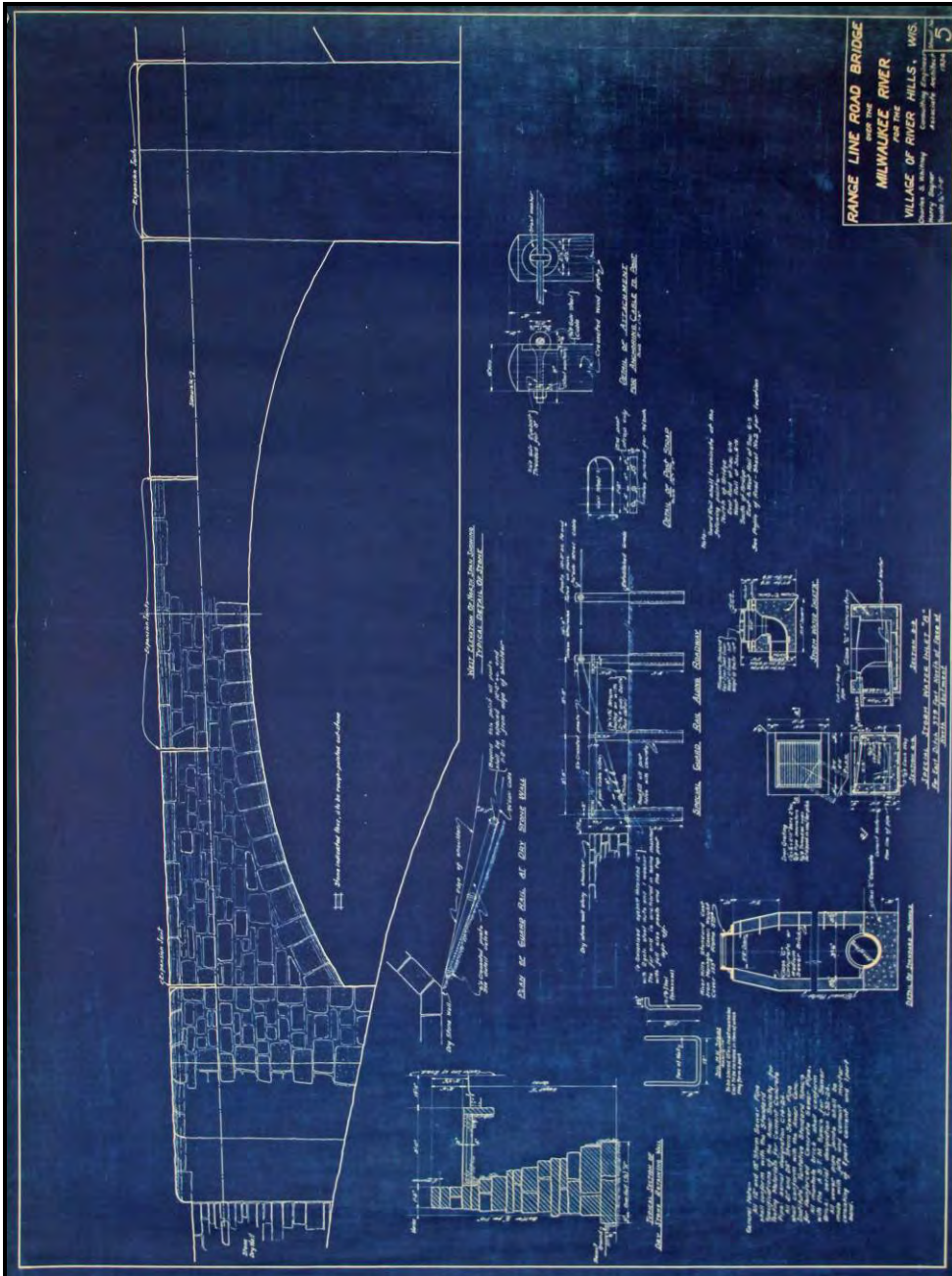


Figure 5: Range Line Road Bridge Plans, Sheet 5, 1934 (On file at Village Hall).

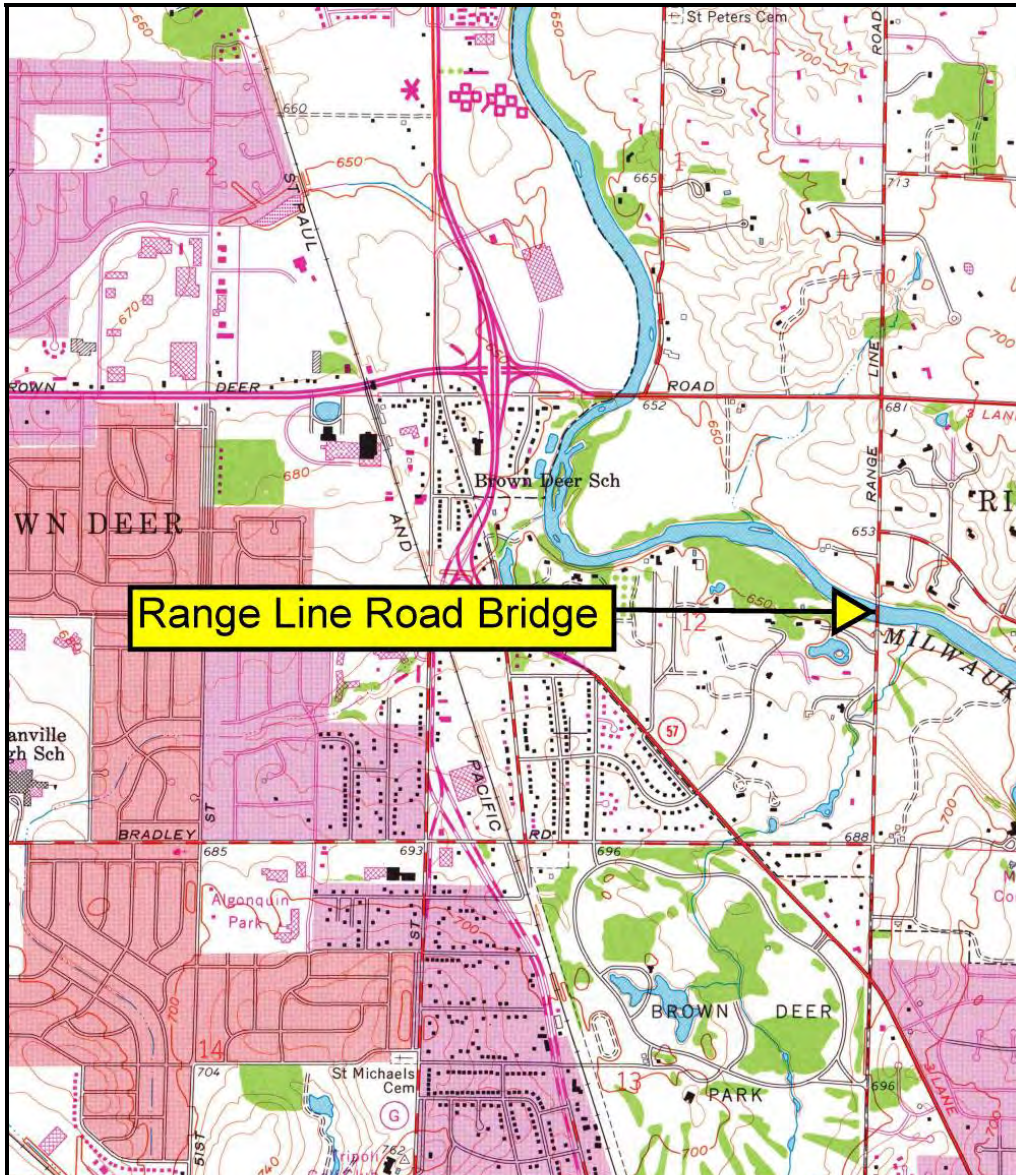
United States Department of the Interior
National Park Service

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Continuation Sheet

Range Line Road Bridge
Village of River Hills, Milwaukee County, WI

Section Maps Page 1

USGS Map Illustrating Location of the Range Line Road Bridge:



Range Line Road Bridge, Village of River Hills, Milwaukee County, UTM Coordinates 16/423218/4779977, Lat. 43.170214/Long. -87.945000 (1927 North American Datum). [Thiensville, Wis., 7.5' USGS (1958/1976) Quadrangle]

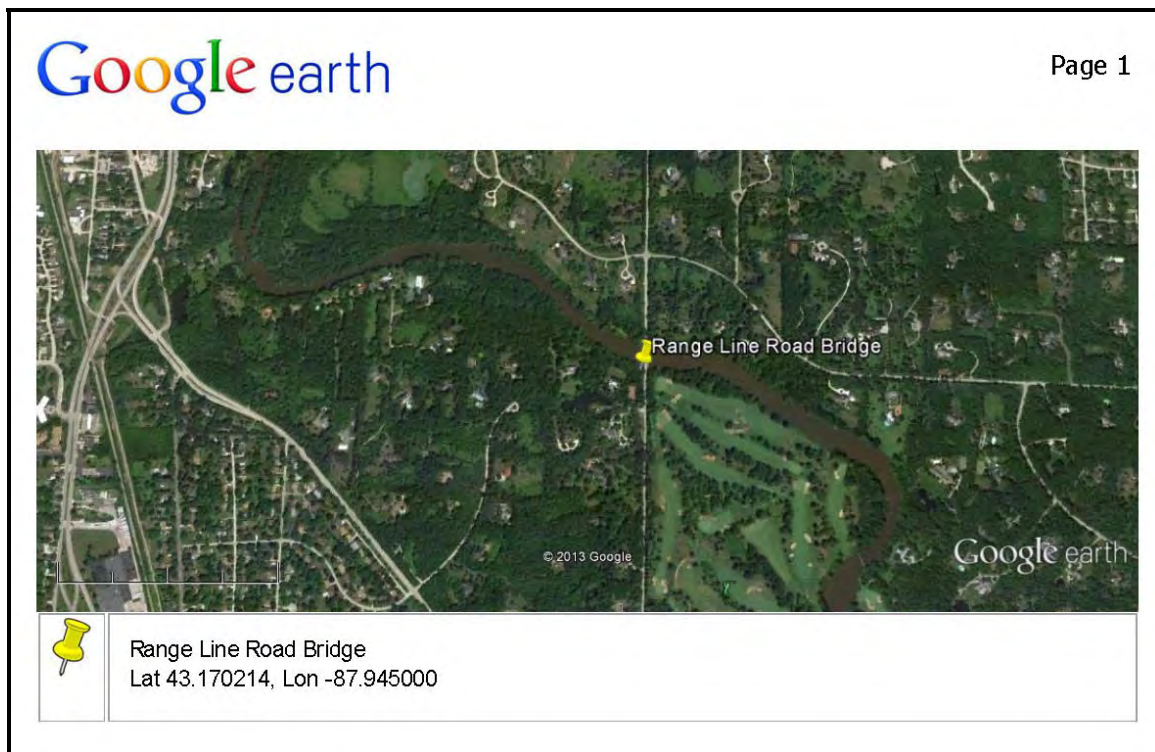
United States Department of the Interior
National Park Service

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Continuation Sheet

Section Maps Page 2

Range Line Road Bridge
Village of River Hills, Milwaukee County, WI

Map with specific location of the Range Line Road Bridge, as well as the Latitude and Longitude, noted:



UTM Coordinates 16/423218/4779977, Lat. 43.170214/Long. -87.945000 (1927 North American Datum).

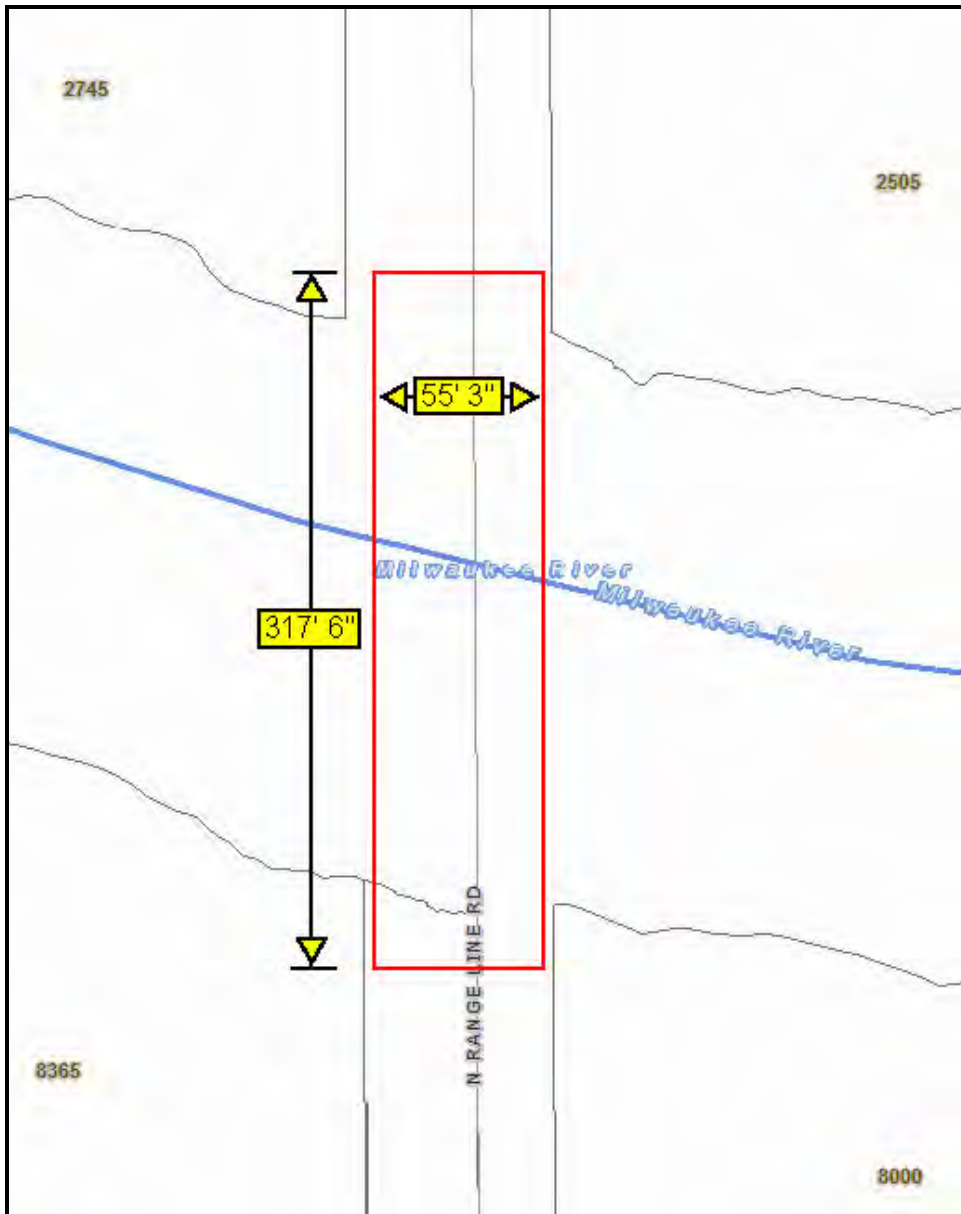
United States Department of the Interior
National Park Service

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Continuation Sheet

Range Line Road Bridge
Village of River Hills, Milwaukee County, WI

Section Maps Page 3

Sketch Map:



Note that the boundary measurements are accurate, though its delineation is likely not exact.









NO
TRAIL



NO
LEFT TURN



















UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Range Line Road Bridge
NAME:

MULTIPLE
NAME:

STATE & COUNTY: WISCONSIN, Milwaukee

DATE RECEIVED: 5/22/15 DATE OF PENDING LIST: 6/12/15
DATE OF 16TH DAY: 9/27/15 DATE OF 45TH DAY: 7/07/15
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 15000405

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT RETURN REJECT 7-7-15 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in
The National Register
of
Historic Places

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



WISCONSIN LEGISLATURE

P.O. BOX 8952 • MADISON, WI 53708

RECEIVED
MAY 15 2014
DIV HIST PRES

May 13, 2014

Wisconsin Historic Preservation Review Board
c/o Peggy Veregin
Wisconsin Historical Society
816 State Street
Madison, WI 53706

Dear Ms. Veregin,

We would like to recommend that the Wisconsin Historic Preservation Review Board nominate the Range Line Road Bridge located on Range Line Road over the Milwaukee River in the village of River Hills, Milwaukee County, Wisconsin to the Wisconsin State Register of Historic Places and National Register of Historic Places.

It is important that we nominate historic places throughout our state to these registers in order to protect our heritage, promote heritage tourism through the protection of historic destinations and ensure that we remember our past as we look toward the future.

We strongly encourage the Wisconsin Historic Preservation Review Board to nominate this bridge to the Wisconsin State Register of Historic Places and the National Register of Historic Places.

Sincerely,

Dan Knodl
State Representative
24th Assembly District

Alberta Darling
State Senator
8th Senate District



WISCONSIN
HISTORICAL
SOCIETY

RECEIVED 2280

MAY 22 2015

Nat. Register of Historic Places
National Park Service

TO: Keeper
National Register of Historic Places

FROM: Peggy Veregin

SUBJECT: National Register Nomination

The following materials are submitted on this 20th day of May 2015,
for the nomination of the Range Line Road Bridge to the National Register of Historic
Places:

- 1 Original National Register of Historic Places Nomination Form
- 1 CD with NRHP Nomination Form Word Document
- Multiple Property Nomination form
- 14 Photograph(s)
- 1 CD with electronic images
- 1 USGS map (digital)
- 8 Sketch map(s)/figure(s)/exhibit(s)
- 1 Piece(s) of correspondence
- Other _____

COMMENTS:

- Please insure that this nomination is reviewed
- This property has been certified under 36 CFR 67
- The enclosed owner objection(s) do _____ do not _____
constitute a majority of property owners.
- Other: _____