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NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

1175

NPS Form 10-900 OMB No. 1024-0018

United States Department of the Interior
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 National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form.* 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.

1. Name of Property

Historic name: Bridge No. 4969
Other names/site number: Camp Ripley Bridge
Name of related multiple property listing: N/A
(Enter "N/A" if property is not part of a multiple property listing)

2. Location

Street & number: Carries TH 115 and the BNSF railroad over the Mississippi River between Grouse Rd on the west and TH 371 on the east
City or town: Ripley and Green Prairie Townships State: Minnesota - MN
County: Morrison – 097
Not For Publication: N/A Vicinity: N/A

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this _X_ 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 X meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___national __X_statewide __local

Applicable National Register Criteria:

_X_A ___B _X_C ___D

Barbara Howard December 1 2014

Signature of certifying official/Title: Barbara Mitchell Howard, Deputy SHPO, MNHS **Date**

State or Federal agency/bureau or Tribal Government

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official: **Date**

Title : **State or Federal agency/bureau or Tribal Government**

4. National Park Service Certification

I hereby certify that this property is:

✓ entered in the National Register

___ determined eligible for the National Register

___ determined not eligible for the National Register

___ removed from the National Register

___ other (explain:) _____

for Carol A. Beall 1.21.15

Signature of the Keeper Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

Private:	☐
Public – Local	☐
Public – State	X
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	
0	0	buildings
0	0	sites
1	0	structures
0	0	objects
0	0	Total

Number of contributing resources previously listed in the National Register N/A

6. Function or Use

Historic Functions

(Enter categories from instructions.)

TRANSPORTATION/road-related
TRANSPORTATION/rail-related

Current Functions

(Enter categories from instructions.)

TRANSPORTATION/road-related
TRANSPORTATION/rail-related

7. Description

Architectural Classification
(Enter categories from instructions.)
OTHER: steel plate girder bridge

Materials: (enter categories from instructions.)
Principal exterior materials of the property: Superstructure: METAL/steel;
Substructure: CONCRETE; Deck: CONCRETE

Narrative Description
(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with **a summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

Bridge No. 4969, informally known as the Camp Ripley Bridge, is located in Sections 35 and 36 of Ripley Township (T42N, R32W) and Section 16 of Green Prairie Township (T130N, R29W), Morrison County, Minnesota (Photograph 1). It carries Minnesota Trunk Highway 115 and a Burlington Northern and Santa Fe Railway (formerly Northern Pacific Railway) spur line over the Mississippi River just southeast of Camp Ripley and just southwest of the Minnesota State Veterans Cemetery. A five-span, steel plate girder bridge with ornamental metal railing, the bridge has an out-to-out length of 412 feet, 3 inches in a northwest-southeast orientation, with an out-to-out width of 31 feet, 8 inches (Bridge No. 4969 - General Plan and Elevation, 1998, MnDOT electronic documents online). It incorporates piers, abutments, and a deck of reinforced concrete; a single-track railroad line runs lengthwise along the latter element, allowing for both motor vehicle and rail traffic over the bridge. Although the bridge has been rehabilitated twice, the retention of this historically significant dual function and the use of historically sympathetic rehabilitation measures have allowed the bridge to maintain its historic integrity.

Narrative Description
Bridge No. 4969, informally known as the Camp Ripley Bridge, was constructed in 1930 to provide the newly approved Camp Ripley, located in and beyond Green Prairie Township (T130N, R29W) on the west side of the Mississippi River, with connections to the Northern Pacific Railway line and Trunk Highway 27 (now Trunk Highway 371), located in Section 36 of Ripley Township (T42N, R32W), on the east. Its location was selected to accommodate the placement of a railroad spur to Camp Ripley along the south line of the encampment. The bridge, which is oriented northwest-southeast, is a five-span, steel plate girder bridge

incorporating four lines of built-up plate girders with 80-inch webs. It is supported by four piers (Photograph 2) and two abutments with turnback wing walls (Photograph 3), all of reinforced concrete. The three interior spans measure 82 feet in length, while the exterior spans measure 83 feet, 1.5 inches. The most recent plans of the bridge, dating to 1998, indicate that its out-to-out length extends 412 feet, 3 inches ("General Plan and Elevation," dated April 13, 1998, Bridge No. 4969 Correspondence File, Minnesota Department of Transportation).

Due to the necessity of a bimodal transportation connection, which could accommodate freight and supplies as well as passengers, the deck incorporates a single railroad track that follows the roadway in a longitudinal fashion (Photograph 4). Because the track needed to remain flush with the roadway so as not to interrupt motor vehicle traffic, the interior girders, which support it along with the steel beams that form the railroad ties (Photograph 5), are set lower than the exterior girders by 6 and 5/8 inches (Photograph 6). The ties, which rest upon the interior girders, are embedded within the deck, along with the lower portions of the rails, leaving only the railheads exposed. While regularly spaced full-depth stiffeners are incorporated into the webs of both the central and exterior girders, to provide additional support for the rail traffic, the interiors of the central girder webs also have partial-depth stiffeners at the location of every other railroad tie, alternating with the full-depth stiffeners (Photograph 7). The railroad portion of the bridge has upper and lower lateral cross-bracing and vertical cross-bracing between the central girders (Photograph 8).

The original construction plans show the roadway as 24 feet wide from curb to curb, and the railroad track centered within it (Figure 1). Knee braces supported a five-foot-wide sidewalk with curb and ornamental metal railing on the north side of the roadway, and an eight-inch-wide curb and ornamental metal railing on the south. In addition, angled supports extended from the exterior of the tops of the knee braces to the railing. In 1971, the bridge underwent a minor rehabilitation, consisting of the removal and replacement of the original sidewalk and curb, the repair of unsound concrete on the remainder of the bridge, the removal and replacement of expansion joints at the abutments and piers, and repainting the metal railing.

More substantial alterations were made to Bridge No. 4969 for a 1998 rehabilitation project. The plans for this project show that the sidewalk and both curbs were removed, allowing for a new, continuous, reinforced-concrete deck to extend 28 feet, 4 inches in width between new curbs (Figure 2). These curbs support a new, Illinois-type railing on the interior and the original ornamental railing, which was reinstalled, on the exterior (Photograph 9). The knee braces were removed on the south side, and the angled supports for the railing were removed from both the north and the south. In addition, new bearings of both the expansion and fixed varieties were installed. The widening of the roadway created a new center line, which had the effect of shifting the railroad tracks so that the south rail runs down the center of the road and the north rail runs down the center of the westbound lane (Photograph 10; see Figure 2).

Despite these changes, Bridge No. 4969 maintains its historic integrity. It remains in the location where it was originally sited and constructed to facilitate connection to a spur along the south

line of the encampment. The retention of the single railroad track running longitudinally along the roadway and of the structural elements associated with increased load-bearing capacity maintains Bridge No. 4969's historically significant dual function. It exhibits its original ornamentation via the preservation of the railing, and it incorporates historically sympathetic rehabilitation measures, for example, the continued use of a reinforced-concrete deck. The bridge therefore has good integrity of design, materials, and workmanship. The surroundings of Bridge No. 4969 remain rural and largely natural, as they were in 1930, giving it excellent integrity of setting, and it still constitutes Camp Ripley's direct link to major rail and highway routes, giving it excellent integrity of association. Because of its intact integrity of location, design, materials, setting, and association, Bridge No. 4969 additionally exhibits excellent integrity of feeling.

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.)

[X] 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.

[X] 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 grave

[ ] D. A cemetery

[ ] E. A reconstructed building, object, or structure

[ ] F. A commemorative property

[ ] G. Less than 50 years old or achieving significance within the past 50 years

Areas of Significance
(Enter categories from instructions.)
ENGINEERING
MILITARY
TRANSPORTATION

Period of Significance
1930-1964

Significant Dates
1930

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

Cultural Affiliation
N/A

Architect/Builder
Northern Pacific Railroad (designer)
Minneapolis Bridge Company (builder)

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

Bridge No. 4969 is significant at the state level under Criterion A in the areas of transportation and military as a feature integral to the siting, establishment, and operations of Camp Ripley, the first state-provided Minnesota National Guard reservation, inaugurated within an era of reorganization of the Minnesota National Guard following the passage of the National Defense Act of June 4, 1920, and the property most definitively associated with the state militia of Minnesota. Bridge No. 4969 is additionally significant at the state level under Criterion C in the area of engineering as Minnesota's sole example of its type, i.e., one engineered to support both motor vehicle and conventional railroad traffic in a unified fashion, with the railroad track extending down the roadway and not separated from it by any safety features. The period of significance for Bridge No. 4969 begins in 1930, the year in which the bridge was constructed, giving Camp Ripley a direct connection to both the Northern Pacific Railway and the state highway system, which enabled the operation of this National Guard training center and "insur[ed the Guard] quick access to all parts of the state at all seasons of the year" (*Little Falls Daily Transcript* 1930a). As Bridge No. 4969 continues to constitute Camp Ripley's primary link to major rail and highway routes, its period of significance extends to 1964, the current 50-year threshold for historic properties. The significance of Bridge No. 4969 is associated with the

historic context "State Owned Buildings: The Development of Camp Ripley, 1929-1945" (Hess, Roise and Company 1994).

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

When the National Defense Act of June 4, 1920, was passed to amend the 1916 act of the same name, it reorganized the National Guard as one of three formal components of the U.S. Army, the other two being the Regular Army and the Organized Reserves. It additionally apportioned these components into six infantry divisions, one Regular Army, two National Guard, and three Organized Reserve, within each of nine corps areas within the continental United States. This reorganization "necessitated a complete new allotment of troops and allocation of units to the National Guard" (Rhinow 1922:6), which in Minnesota created an increase of 1,427 National Guard members between the passing of the act and the end of 1922 (Rhinow 1922:10). With the promotion of the Guard in the nation's military system, the training of its members in Minnesota, as in the rest of the country, became "in contrast to earlier practice. . . a major peacetime task of the Regular Army" (Stewart 2005:57).

At the time that the Defense Act was passed, Minnesota was ill-equipped to handle the needs it engendered. The Minnesota National Guard's first and only permanent training ground before that point was Camp Lakeview, a 189-acre property, 160 acres of which had been offered for lease by Lake City in 1891 (Minnesota Adjutant General's Office 1940:11). The limitations of Camp Lakeview were such that field training was primarily close-order drill exercises, with lesser extended-order drill exercises and limited-distance artillery firing. The National Guard was forced to discontinue the latter, already insufficient as a training exercise, after 1907 because it was determined unsuitable to the presence of the nearby Chicago Milwaukee and St. Paul Railway right of way; artillery training of Minnesota Guard members was then transferred to Wisconsin and Michigan (*Little Falls Daily Transcript* 1929a).

In his 1922 annual report, Minnesota's Adjutant General, Walter Rhinow (1922:19), noted:

> Owing to the changes made by the Federal Government in the size of the organizations of the National Guard, [Camp Lakeview] has proven inadequate to a marked degree. It is not possible to encamp more than a single regiment there at any one time, and the State has been compelled to secure the use of the reservation at Fort Snelling. This latter camp site is inadequate in every way, but owing to the constant use by the Regular Army, the Citizens Military Training Camps, and the various units of the Reserve Officers' Training Corps, the activities of the National Guard are curtailed to a point incompatible with the requirements of field training.

In that year, the Minnesota National Guard comprised 5,057 members, as compared to the pre-Defense Act strength of approximately 3,200 National Guard members (United States, National Guard Bureau 1914:103, 1921;60; Rhinow 1922:10).

Rhinow followed up in 1924 by noting the federal government's refusal to provide Minnesota with funding for National Guard encampment improvements until such time as the state committed to a plan for a permanent training camp, as the War Department had determined that Camp Lakeview could "only be classed as temporary and wholly inadequate at all times" (Rhinow 1924:8). An adequate camp, he recommended, necessitated situating the encampment on a railroad main line to facilitate quick mobilization, in relative proximity to the 40 percent of the National Guard units stationed in the Twin Cities, and in an area extensive enough to house 100 percent of the units concurrently, small-arms and artillery target practice, and all quartermaster activities.

When Ellard A. Walsh assumed the post of Adjutant General in 1927, he set out to institute a Minnesota National Guard camp that met the necessary criteria (Johnson n.d.:2). The location of the selected site was contingent on the availability of proximate transportation routes. When Walsh determined that the site near Little Falls was the clear frontrunner for the placement of the training camp, it was due in no small part to the presence of the Northern Pacific main line and State Trunk Highway 27 (now Trunk Highway 371) a mere one-quarter mile to the east; mere, if not for the fact that these were separated from the site by the Mississippi River. A bridge, therefore, over the river to allow for a railroad spur and a connection to the highway would be the linchpin of the camp's operation, permitting the transportation of both personnel and supplies.

Under the assumption that the construction of this bridge would be achievable, the National Guard publicly announced its selection of the Morrison County site in June of 1929 (*Little Falls Daily Transcript* 1929b). In early December of that year, General Walsh met with the Executive Assistant to the President of the Northern Pacific, John H. Poore, on two separate occasions to discuss the construction, siting, and design of the bridge (Poore 1929a, 1929b). The National Guard wished to have the railroad spur "parallel to and in close proximity with the south line [of the encampment]" (Poore 1929b), where it could "extend to the supply depots and other unloading points [that would be situated] near the end of the site" (*Little Falls Daily Transcript* 1930b); thus Walsh and Poore determined it was necessary for the bridge to cross the Mississippi River south of the south line of the encampment. Another outcome of the meetings was the basic concept for the bridge as "both a highway and a railroad bridge, with either a 20 or 24-foot roadway with track set in the center" (Poore 1929b). Poore (1929b) subsequently requested that Howard E. Stevens, the Northern Pacific's Vice President of Operations, have a survey performed to identify the best location for the bridge in the area south of the camp and provide sketches and cost estimates for both the 20- and 24-foot options. As a bridge intended to serve traffic both highway and railroad, civilian and military, and passenger and freight, its design required the approval of not only the National Guard and the Northern Pacific, but also the State

of Minnesota and Morrison County. The basic concept, therefore, was carried into a meeting with representatives of all parties on February 5th, 1930 (Poore 1930a).

At the time that the meeting was held, the options for the general configuration of multi-modal, or combined, bridges were several; in 1916, bridge designer J. A. L. Waddell identified six classes based on variations on the number of decks, the number of railroad tracks, and the relative placement of transportation modes (Waddell 1916:342-343). These were described with reference to primarily truss bridges, which were the predominant type employed for combined road and conventional railroad bridges in the U.S., but other types of construction had been used on rare occasions; noteworthy examples included the Niagara Falls Suspension Bridge over the Niagara River, completed in 1855, and its successor, the steel-arch Whirlpool Rapids Bridge, completed in 1897 (Plowden 2002:170; Wikipedia[1] 2011, 2014).

Even taking truss bridges into consideration, combined road-rail bridges involving conventional railroads were relatively rare in the United States. Waddell (1916:341) noted, "As a rule, bridges for carrying both railway and highway traffic are located in or near large cities, although an occasional structure of this kind is found in country districts." Further, they were almost always limited to major river crossings within or between said cities: Outside of such crossings, separate railroad and road bridges were preferable from both practicality and safety standpoints, but with regard to the cost and effort required to build a bridge that might span thousands of feet, a combined bridge was often the practical choice where both road and rail traffic required accommodation. In these cases, safety concerns more often than not resulted in the use of separate decks for road and rail traffic or the use of barriers between them on the same deck (cf. *Omaha Daily Bee* 1887; *Sacramento Daily Record-Union* 1895). While streetcar railways and vehicular roadways commonly shared bridge decks without barriers, the larger size and faster speeds of railroad trains made them more likely to present the opportunity for major accidents. In addition, the heavier weight of railroad trains and their rails created a different set of engineering requirements than those for streetcar bridges (Hilton and Due 1960:49, 88).

The decision, then, during the meeting of February 5th, to construct a bridge of the "girder type" (Poore 1930b), particularly one incorporating a shared deck for highway and railroad traffic, would result in a bridge unique in all respects when taking into account its combined purpose, location, and design. Bridges designed as solely plate girder bridges, while exceedingly common as railroad-only crossings due to the ease with which they could be manufactured and transported to their sites by the railroad (Gardner 2008:50), were all but absent as combined bridges (Bridgehunter.com 2002-14; Wikipedia 2011, 2014).

In Minnesota, four of the five other combined road-railroad bridges that were built in the state, the Oliver Bridge over the St. Louis River (1910), the International Falls-Fort Frances Bridge over the Rainy River (1912), the Dan Patch Line Bridge over the Minnesota River (1910; highway portion removed), and the St. Paul Terminal Railway Bridge over the Mississippi River

[1] Note: Wikipedia was used solely to obtain lists of road-rail bridges, not as a source of substantive evidence.

(1895; partially razed), incorporated plate girders in their superstructures, generally but not universally in the approaches, while the focal spans incorporated trusses of various types. The fifth, the Interstate Toll Bridge over the St. Louis River (1895-razed), featured wood trestle approaches leading to Parker through-truss spans that flanked either side of a central truss swing span. Railroad traffic on this bridge was separated from vehicular traffic by the trusses, while the Oliver and the St. Paul Terminal Railway bridges used separate decks. Although trucks on the International Falls-Fort Frances Bridge are required to share the west side of the deck with rail traffic because of weight restrictions, automobile traffic is separated from it by concrete barriers and a fence running adjacent to a pipeline that extends down the center of the bridge. The Dan Patch Line Bridge carried railroad and vehicular traffic on the same deck, and while minor, a barrier was present in the form of a line of wood beams that were sheathed with metal on the highway side.

A shared-deck, steel through-truss alternative was prepared for Bridge No. 4969, which would have been built at a substantially lesser cost, but ultimately, the plate girder option was chosen. Per an agreement between the Northern Pacific and Morrison County, made official on March 5, 1930, the railroad would be responsible for designing the bridge and supplying plans and specifications to the county, who would then let the construction contract (Bridge No. 4969 Correspondence File, Minnesota Department of Transportation; Poore 1930b).

The plans provided for a bridge that was 410 feet and 3 inches in length from "parapet to parapet" (Plans dated March 4, 1930, for "Bridge over Mississippi River for National Guard Encampment near Topeka, Minn.," Bridge No. 4969 Correspondence File, Minnesota Department of Transportation), with a 24-foot-wide roadway and adjacent 5-foot-wide raised sidewalk with curb. The railroad track was centered in the roadway, with partially embedded rails spaced at 4 feet, 11-1/4 inches on center supported by embedded steel ties measuring 8 feet and 11 inches transversely to the rails, and the ends of the ties were supported by the interior two lines of plate girders. The latter were set lower than their exterior counterparts to accommodate the railroad track while maintaining a level roadway. They incorporated partial-depth stiffeners alternating with the full-depth stiffeners at two feet on center on the interior, as well as upper and lower lateral cross-bracing and vertical cross-bracing between them to provide extra support for rail traffic loads. The railing was ornamental steel, with six-inch H-beams at regular intervals between sets of 3/4-inch bars on 4-inch centers (Plans dated March 4, 1930, for "Bridge over Mississippi River for National Guard Encampment near Topeka, Minn.," Bridge No. 4969 Correspondence File, Minnesota Department of Transportation). Although the railing was atypical for highway use, Michael J. Hoffman (1930), Bridge Engineer for the State Department of Highways, determined that "the use of a 10 inch curb on the bridge [would] provide the essential safeguard for highway traffic." Likewise, although the lack of elements separating vehicular and railroad traffic was unique, a newspaper article announcing the near-completion of the bridge gave assurance that "all trains over [the] spur [would] operate under special guard, so that the public [would] be fully protected" (*Little Falls Daily Transcript* 1930c). The contract to construct the bridge according to these plans was awarded to the Minneapolis Bridge Company

in early April of 1930, and they officially began construction on April 28th (Northern Pacific Railway Company 1931).

With the completion of the bridge on November 18th, 1930, and the initial construction at Camp Ripley, training of the Minnesota National Guard was able to commence at the new 12,000-acre site the following June (Northern Pacific Railway Company 1931:B-3; Hess, Roise and Company 1994:25; Erickson 2007). By 1936, this facility, which afforded an essential versatility in training exercises, had been used not only by the National Guard, but by all branches of the service (Bettenburg and Miller 1936:129), and at the end of the decade, the institution of Camp Ripley was deemed by the Adjutant General's Office (1940:19) to be the most important event to "have contributed to the increasing efficiency of Minnesota troops." Camp Ripley, now at 53,000 acres, remains the center of National Guard training in Minnesota, and Bridge No. 4969 continues to constitute its direct link to major rail and highway routes.

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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 # _____
____ recorded by Historic American Landscape Survey # _____

Primary location of additional data:

____ State Historic Preservation Office
_X_ Other State agency **Minnesota Department of Transportation**
____ Federal agency
____ Local government
____ University
____ Other
Name of repository: _____

Historic Resources Survey Number (if assigned): MO-GRE-049

10. Geographical Data

Acreage of Property 0.3

UTM References
Datum (indicated on USGS map):

[ ] NAD 1927 or [X] NAD 1983

1. Zone: 15	Easting: 396777	Northing: 5103179
2. Zone:	Easting:	Northing:
3. Zone:	Easting:	Northing:
4. Zone:	Easting :	Northing:

Verbal Boundary Description (Describe the boundaries of the property.)

The boundaries of the property correspond to the physical limits of the bridge and its abutments.

Boundary Justification (Explain why the boundaries were selected.)

The historic property consists of, and therefore the boundary reflects the physical limits of, the bridge and its abutments.

11. Form Prepared By

name/title: Andrea C. Pizza, Principal
organization: Deco Cultural Services LLC
street & number: 207 4th Avenue North
city or town: South St. Paul state: MN zip code: 55075
e-mail: andrea@decocultural.com
telephone: 651-276-9446
date: September 23, 2014

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Bridge No. 4969

City or Vicinity: Green Prairie and Ripley Townships

County: Morrison State: Minnesota

Photographer: Andrea C. Pizza, Deco Cultural Services, South St. Paul, MN

Date Photographed: June 3, 2013

Location of Digital Files: Minnesota State Historic Preservation Office, 345 W. Kellogg Blvd., St. Paul, MN 55102-1906

Description of Photograph(s) and number, include description of view indicating direction of camera:

All digital images labeled as follows:
MN_Morrison County_Bridge No. 4969_0001

1 of 10. Overview of Bridge No. 4969, looking northwest

2 of 10. Example of pier, looking west

3 of 10. East abutment, looking southwest

4 of 10. Railroad track, looking east

5 of 10. Underside of Bridge No. 4969 at east end, depicting steel railroad ties

6 of 10. View showing differential elevation of girders on eastern pier, looking south

7 of 10. Detail of alternating partial- and full-depth stiffeners on central girders

8 of 10. Detail of cross-bracing between central girders

9 of 10. Detail of ornamental railing, south side of Bridge No. 4969, looking southeast

10 of 10. Bridge No. 4969 deck showing offset track, looking east

United States Department of the Interior
National Park Service

Bridge No. 4969
Name of Property Morrison County, MN
County and State
Name of multiple listing (if applicable)

National Register of Historic Places Continuation Sheet

Section number Additional Information Page 1

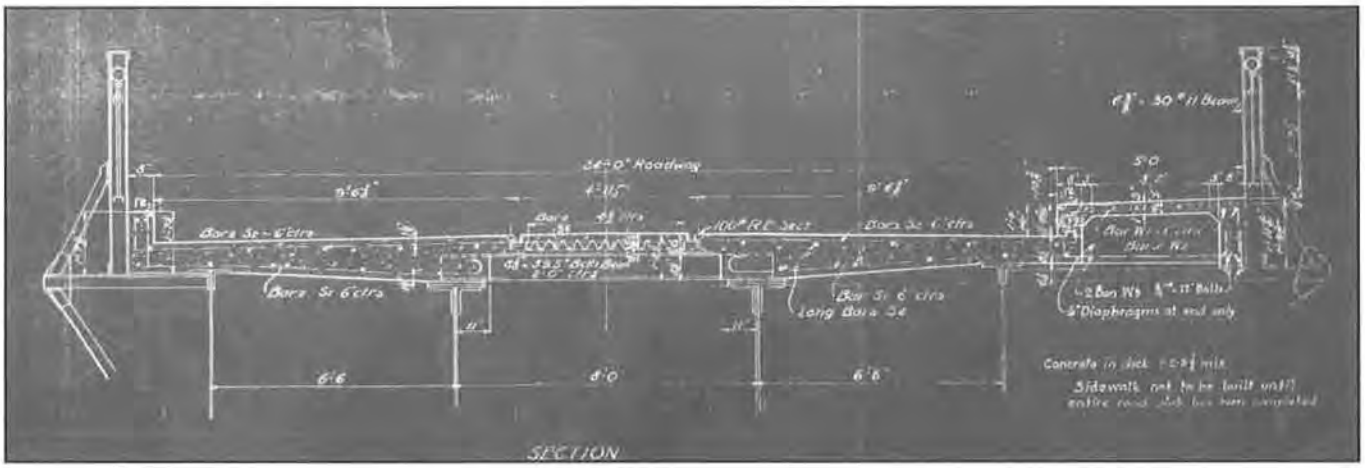

Figure 1. Transverse section of Bridge No. 4969 as built in 1930, from plans

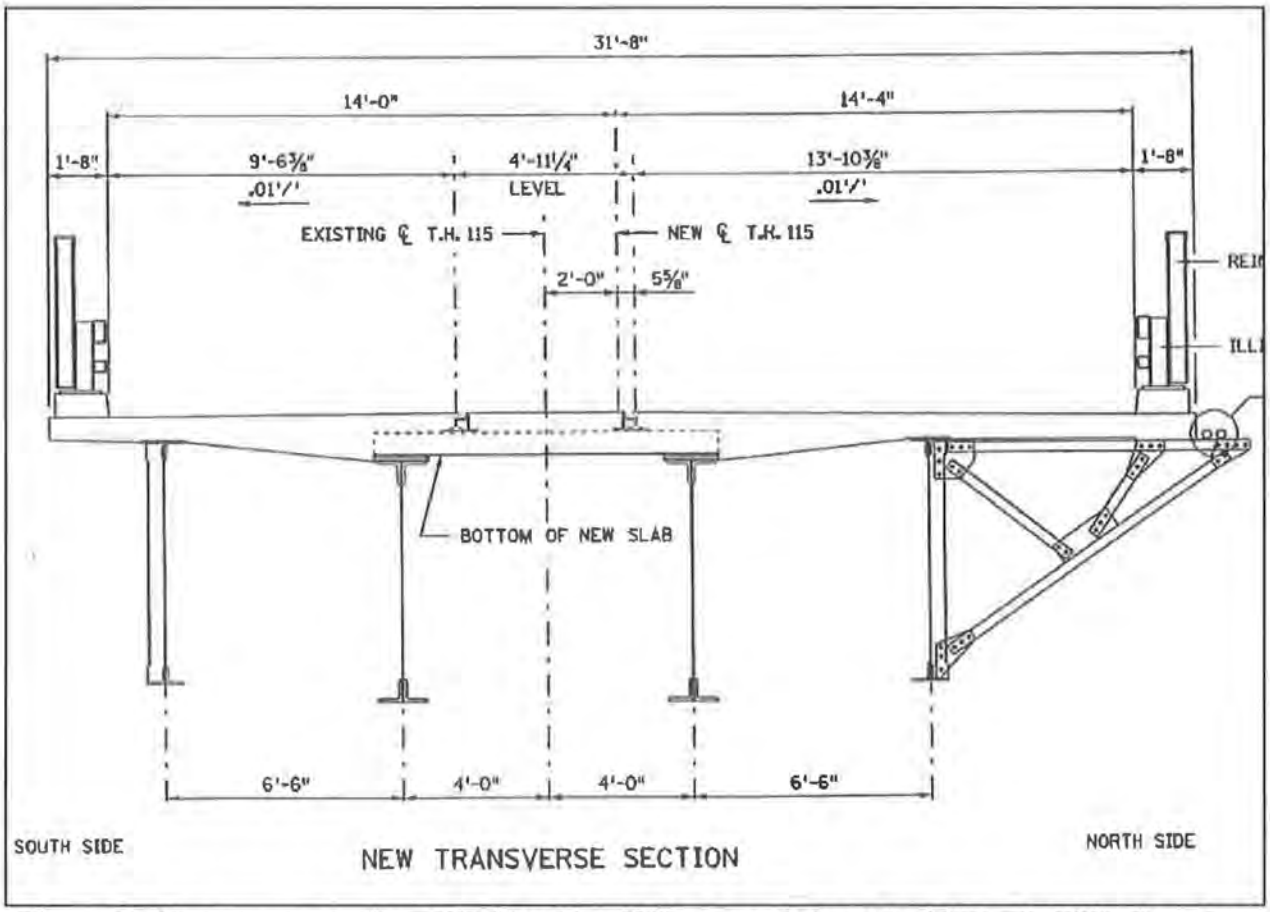

Figure 2. Transverse section of Bridge No. 4969 as carried out in 1998 rehabilitation plan

Minnesota Historical Society
State Historic Preservation Office
345 Kellogg Blvd West, St. Paul, Minnesota 55102
651/259-3451

TO: Carol Shull, Keeper
National Register of Historic Places

FROM: Denis P. Gardner

DATE: December 2, 2014

NAME OF PROPERTY: Bridge No. 4969

COUNTY AND STATE: Morrison County, Minnesota

SUBJECT: National Register:

- ☒ Nomination
- ☐ Multiple Property Documentation Form
- ☐ Request for determination of eligibility
- ☐ Request for removal (Reference No.)
- ☐ Nomination resubmission
- ☐ Boundary increase/decrease (Reference No.)
- ☐ Additional documentation (Reference No.)

DOCUMENTATION:

- ☒ Original National Register of Historic Places Registration Form
- ☐ Multiple Property Documentation Form
- ☒ Continuation Sheets
- ☐ Removal Documentation
- ☒ Photographs
- ☒ CD w/ image files
- ☒ Original USGS Map
- ☐ Sketch map(s)
- ☐ Correspondence
  - ☐ Owner Objection

    The enclosed owner objections
    Do☐ Do not ☐ constitute a majority of property owners

STAFF COMMENTS:

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Bridge No. 4969

MULTIPLE NAME:

STATE & COUNTY: MINNESOTA, Morrison

DATE RECEIVED: 12/05/14 DATE OF PENDING LIST: 1/05/15
DATE OF 16TH DAY: 1/20/15 DATE OF 45TH DAY: 1/21/15
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 14001175

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 1.21.15 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.