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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 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 Vale Bridge
other names/site number South Dakota Dept. of Trans. Br. No. 10-329-404

2. Location

street & number Local road over Belle Fourche River not for publication _____
city or town Vale Vicinity X
state South Dakota Code SD county Butte code 019 zip code 57788

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. Voigt
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 Wesley 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	_____	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

6. Function or Use

Historic Functions (Enter categories from instructions)

Cat: Transportation	Sub: Road-related
_____	(Vehicular) _____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

Current Functions (Enter categories from instructions)

Cat: Transportation	Sub: Road-related
_____	(vehicular) _____
_____	_____
_____	_____
_____	_____

7. Description

Architectural Classification (Enter categories from instructions)

Other: Pratt through truss _____

Materials (Enter categories from instructions)

Foundation Concrete _____
 Roof _____
 Walls _____

 Other Metal: steel _____

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

See Continuation Sheets

8. Statement of Significance

Applicable National Register Criteria (Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

A Property is associated with events that have made a significant Contribution to the broad patterns of our history.

B Property is associated with the lives of persons significant in our past.

C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a Significant and distinguishable entity whose components lack individual distinction.

D Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations (Mark "X" in all the boxes that apply.)

A owned by a religious institution or used for religious purposes.

B removed from its original location.

C a birthplace or a grave.

D a cemetery.

E a reconstructed building, object, or structure.

F a commemorative property

G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)

Commerce
Engineering

Period of Significance

1906-1942

Significant Dates 1906

Significant Person N/A

Cultural Affiliation N/A

Architect/Builder Canton Bridge Company

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>627950</u>	<u>4942800</u>
	Zone	Easting	Northing
2	<u> </u>	<u> </u>	<u> </u>

3	<u> </u>	<u> </u>	<u> </u>
	Zone	Easting	Northing
4	<u> </u>	<u> </u>	<u> </u>

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 Jennifer Traeger & Johnson Johnson
organization Renewable Technologies date Aug 1990
street & number 510 Metals Bank Bldg telephone 406-782-0494
city or town Butte state SD 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)

Vale 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.

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Bridge No. 10-329-404 is located one mile east and .6 miles north of Vale and carries a local road over the Belle Fourche River. The 236-foot five span structure consists of a 142-foot steel, pin-connected, Pratt through truss and four timber approach spans on the north end. On the south end, the main span rests on a concrete abutment with wing walls that rise to form approach guards. On the north end, the main spans rests on a concrete pier with a cutwater. The approach spans rests on alternating wood pile and steel I-beam bents. The north abutment consists of steel I-beams with plank backing. The main span is comprised as follows: the upper chords are two steel channel sections riveted with a continuous steel cover plate along their upper flanges and with lacing bars along their chords; the lower chords are forged steel eye-bars; the vertical members are two steel channel sections riveted with lacing bars; the diagonals are forged eye-bars; the counters at the center panel are either side are round steel rods with turnbuckles. The transverse timber plank deck has longitudinal plank wearing surfaces and is supported by timber stringers atop the steel I-beams. The floor beams are riveted to the vertical members below the lower chords. Portal bracing consists of a combination of pairs and single angle sections. Decorative lattice bars projects above and below the upper chord of the portals. Sway bracing consists of T-section struts built up of a steel plate with two angle sections. Bottom and top lateral bracing are round rod cross-braces. The railing are plank.

Although materials in the approach spans have been replaced over the years, this bridge retains excellent integrity.

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Statement of Significance

Bridge no. 10-329-404 is being nominated to the National Register of Historic Places as part of the "Historic Bridges in South Dakota" Multiple Property Nomination. It is related to the historic context of "Historic Bridges in South Dakota, 1893-1942" and is classified with the associated property type for iron and steel frame bridges. This bridge is individually eligible for the National Register under Criterion A as a representative example of important patterns of bridge construction in South Dakota during the 1890s. The first two decades of the 20th century, in which a different out-of-state bridge builder tended to dominate bridge construction in each county. It is also eligible for the National Register under Criterion C as the longest pin-connected Pratt through span by long-term county bridge builder, the Canton Bridge Company.

Historical Background

Around the turn of the 20th century, the homesteading boom west of the Missouri River coupled with the expanded agri-business east of the river led to an increased demand for reliable bridges in South Dakota. Accompanying the increase in bridge construction was the emergence of a pattern of business whereas almost every county in the state seemed to be dominated by a different bridge builder. This pattern began to be evident in the late-19th century. It grew even stronger after the turn of the century when the counties began turning to the system of awarding annual contracts for bridge work. Most typically, the counties awarded annual contracts to the same firm year after year. This relationship between the counties and the bridge firms was probably due to "pooling," an illegal but common practice across the country at this time. Under pooling arrangements, various bridge-building firms agreed to divide states among themselves, assigning particular counties to specific firms. Most such firms operating in South Dakota at this time were based out-of-state. This pattern of business remained strong in South Dakota until about 1920 when the State Highway Commission strengthened its control over bridge construction practices in the counties.

The activities of the Canton Bridge Company of Des Moines are typical of the bridge-building business in South Dakota during this era. The Canton Bridge Company of Canton, Ohio, continued to be active in South Dakota well after the turn of the 20th century. Incorporated in 1891, the firm was active in the state of Ohio as well as in the trans-Mississippi west. Agents based in Omaha conducted the company's bidding and supervised the company's bridge construction in South Dakota. The company had been active as early as 1897 in Bon Homme and Turner counties. In the

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20th century, the Canton firm was successfully bidding on annual contracts in Butte, Harding, and Perkins counties as well as receiving occasional contracts in Aurora, Sully, and other counties. The Canton Bridge Company held the annual bridge-building contract in Butte County from 1905 through 1915.

On November 22, 1904, the Butte County Commissioners received notice that the voters had passed a bond issue to build five bridges across the Belle Fourche River including the Vale Bridge. Bids were received from the four companies with the Canton Bridge Company of Canton, Ohio the low bidder. In April 1905, the commissioners noted their inability to dispose of the bonds due to technical problems with the legality of the bond issue election. The Canton Bridge Co. agreed to nullify its contract building only on the steel bridges. One year later, the Commissioners voted to build the bridge near Vale. The contract was awarded to Canton Bridge Co.; its bid being 25% lower than other bids.

Throughout South Dakota, seven pin-connected, Pratt, through trusses built by the Canton Bridge Company were inventoried. Among these, Bridge No. 10-329-404 is the longest, with a single span of 140 feet.

Bibliography

Butte County, "Commissioners Records," Book 1, pp 397, 406, 410, 418, 417-19, 420, 430, 432, 433, 435, 440, 449, 499, 506

Verbal Boundary Description

The nominated property consists of a rectangle, 21 feet wide by 241 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.