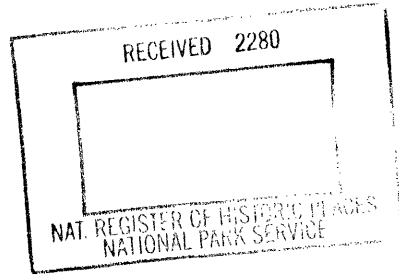


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United States Department of the Interior
National Park Service

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 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 (Form 10-900-a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

Historic name: Midland Continental Overpass

Other names/site number: 32SN171

2. Location

Street & number: County road (former U.S. Highway 10) not for publication

City or town: Jamestown vicinity

State: North Dakota Code: ND County: Stutsman Code: 093 Zip code: 58401

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, 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 nationally X statewide locally. (See continuation sheet for additional comments.)

James E. Sperry January 8, 1997
Signature and title of certifying official James E. Sperry Date
State Historic Preservation Officer (North Dakota)

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

Signature of the Keeper Date of Action

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:)

Edson H. Beal Signature of the Keeper Date of Action 2/27/97

Midland Continental Overpass

Name of Property

Stutsman, North Dakota

County and State

5. Classification

Ownership of Property

(Check as many boxes as apply)

- private
- public - local
- public - State
- public - Federal

Category of Property

(Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

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

Contributing	Noncontributing	
_____	_____	buildings
_____	_____	sites
<u>1</u>	_____	structures
_____	_____	objects
<u>1</u>	_____	Total

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing.)

Historic Roadway Bridges of N.D.

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

TRANSPORTATION: Road-related

Current Functions

(Enter categories from instructions.)

TRANSPORTATION: Road-related

7. Description

Architectural Classification

(Enter categories from instructions)

OTHER: steel cantilever beam bridge

Materials

(Enter categories from instructions.)

foundation concrete

walls _____

roof _____

other steel
concrete

Narrative Description

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

Midland Continental Overpass
Name of Property

Stutsman, North Dakota
County and State

8. Statement of Significance

Applicable National Register Criteria

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

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

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

9. Major Bibliographical References

Bibliography

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

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey Name of repository: # _____
- recorded by Historic American Engineering Record # _____

Areas of Significance

(Enter categories from instructions)

TRANSPORTATION

ENGINEERING

Period of Significance

1936-1946

Significant Dates

1936

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Primary location of additional data:

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

Midland Continental Overpass

Name of Property

Stutsman, North Dakota

County and State

10. Geographical Data

Acreage of Property Less than one acre.

UTM References

(Place additional UTM references on a continuation sheet.)

1	1 4	5 3 4 3 6 0	5 1 9 7 9 1 0	2	_ _	_ _ _ _	_ _ _ _
	Zone	Easting	Northing		Zone	Easting	Northing
3	_ _	_ _ _ _ _	_ _ _ _ _ _	4	_ _	_ _ _ _ _	_ _ _ _ _

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: Mark Hufstetler / Historian
 Organization: Renewable Technologies, Incorporated Date: December 10, 1996
 Street & Number: 511 Metals Bank Building Telephone: (406) 782-0494
 City or Town: Butte State: Montana 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.)

Property Owner

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

Name: Stutsman County
 Street & Number: Courthouse; 511 Second Avenue S.E. Telephone: (701) 252-9034
 City or Town: Jamestown State: North Dakota Zip code: 58401

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 1

MIDLAND CONTINENTAL OVERPASS
STUTSMAN COUNTY, NORTH DAKOTA

Narrative Description:

The Midland Continental Overpass is located on a paved county road in rural Stutsman County, North Dakota. The site is located approximately seven miles east of Jamestown, North Dakota. The bridge, constructed on an east-west axis, was originally constructed to carry U.S. Highway 10 over the main line of the Midland Continental Railroad, a North Dakota shortline which ran between the communities of Wimbledon and Edgeley. Highway 10 was superceded by parallel Interstate Highway 94 in the 1960s, and the Midland Continental was abandoned in 1971; consequently, the overpass now carries a little-used county road over an abandoned railroad grade (which sees occasional vehicular traffic). The surrounding land is a mixture of grazing and farmland, with non-native grasses and few trees.

The bridge itself is a three-span steel cantilever-beam structure. This design, little-used in North Dakota, was one of several bridge forms introduced prior to World War II which allowed for longer-span crossings without the use of trusses. Long-span beam bridges, first constructed with steel and later with concrete, had the advantages of simple design and economy of materials, and resulted in bridges with fewer clearance restrictions than most trusses. In pre-World War II North Dakota, long-span beam bridges were primarily used for railway overpasses and underpasses.

Design details of the bridge's substructure and superstructure are outlined below:

Structure type: 3-span cantilever beam

Dimensions: 113 feet long; deck 32 feet wide

Substructure: concrete abutments, back and wing walls; 2-column concrete piers

Superstructure:

floor system: 4 stringers with bridging

decking: concrete

railing: angle post and channel rail

The bridge retains a very high level of integrity; it remains in its original location, and all major structural components appear to retain their as-built appearance.

The Midland Continental Overpass was originally constructed under the aegis of the North Dakota state highway system, but it became part of the Stutsman County road network following the completion of parallel Interstate 94 to the south. The overpass carries the state numerical designation 47-144-27.0.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 2

MIDLAND CONTINENTAL OVERPASS
STUTSMAN COUNTY, NORTH DAKOTA

Narrative Statement of Significance:

In accordance with the guidelines established in the Multiple Property Documentation form for "Historic Roadway Bridges in North Dakota," the Midland Continental Overpass is eligible for listing in the National Register of Historic Places with local significance under Criteria "A" and "C." The bridge is significant under Criterion A for its association with efforts to modernize and improve North Dakota's roadway system during the New Deal era, including the state's first large-scale program of railroad-highway grade separation construction. The overpass is also eligible under Criterion C because it exhibits an unusual engineering design. The use of cantilevered spans during the historic period, such as exhibited at this structure, is rare in North Dakota.

Historical information: No references to the design or construction of this bridge could be found in county records. The State Transportation Department Structure Inventory and Appraisal (SI&A) sheet gives a year-built date of 1936. The bridge is likely a part of the trend in North Dakota to eliminate railroad highway crossings. Due to the increasing number of automobiles and accidents at grade crossings in the 1920s, the elimination of grade crossings on main roads became a requirement to receive federal aid from the Bureau of Public Roads. Railroad grade separation was an important issue mentioned in Highway Commission reports from the early 1920s into the 1930s. The 1936-1937 Annual Report of the Highway Commissioner showed that four railroad grade crossings were eliminated in that year.

The design of this bridge adds to its significance. The bridge has a cantilevered span, which was first used in the 1930s. The bridge has very good design integrity.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 9 Page 3

MIDLAND CONTINENTAL OVERPASS
STUTSMAN COUNTY, NORTH DAKOTA

Bibliography:

Johnson, Lon, et.al. "Historic Bridges in North Dakota." Bismarck: North Dakota Department of Transportation, 1992.

Mitchell, Stuart. "About A Railroad You May Not Have Heard Of — and That Is No More." *Trains* 33:8 (June 1972), 20-25.

North Dakota State Highway Commission, "Annual Report of the Highway Commissioner of North Dakota to the Governor," 1936-37, p. 57.

North Dakota State Transportation Dept., "Structure Inventory & Appraisal Sheet," Bridge No. 47-144-27.0, January 1989.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 10 Page 4

MIDLAND CONTINENTAL OVERPASS
STUTSMAN COUNTY, NORTH DAKOTA

Verbal Boundary Description:

The bridge is located on the boundary between Sections 18 and 19, Township 140 North, Range 62 West. The boundary consists of a rectangle, measuring 163 feet east-west and 82 feet north-south, and centered on the bridge superstructure.

Boundary Justification:

The boundary is constructed to include the area occupied by the bridge superstructure and substructure, as well as a 25-foot buffer of land immediately surrounding the structure.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number Photographs Page 5

MIDLAND CONTINENTAL OVERPASS
STUTSMAN COUNTY, NORTH DAKOTA

Index to Photographs

Photographer: Mark Hufstetler

Date: April 1996

Location of original negatives: State Historical Society of North Dakota,
Bismarck.

Photograph Number	Description	Direction of View
1	south elevation, showing bridge substructure	NW
2	south elevation	N