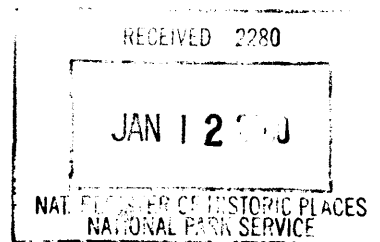


United States Department of the Interior
National Park Service

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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 N/A
other names/site number South Dakota Dept. Of Trans Br. No. 50-196-104

2. Location

street & number Local road over the Big Sioux River not for publication
city or town Sverdrup Twp. vicinity
state South Dakota code SD county Minnehaha code 099 zip code

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register Criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

Jay D. Vogt
Signature of certifying official

01-06-2000
Date

State or Federal agency and bureau

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

Signature of commenting or other official

Date

4. National Park Service Certification

I hereby certify that the property is:
 entered in the National Register.
 See continuation sheet
 determined eligible for the National Register.
 See continuation sheet
 determined not eligible for the National Register
 removed from the National Register.
 other,
(explain:)

Signature of the Keeper: *Edson H. Ball*
Date of Action: *2/10/00*

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	
<u>0</u>	<u>0</u>	Buildings
<u>0</u>	<u>0</u>	Sites
<u>1</u>	<u>0</u>	Structures
<u>0</u>	<u>0</u>	Objects
<u>1</u>	<u>0</u>	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

Current Functions (Enter categories from instructions)

Cat: Transportation Sub: Road-Related

7. Description

Architectural Classification (Enter categories from instructions)

Other: Pratt Through Truss

Materials (Enter categories from instructions)

foundation Steel
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)

Engineering

Period of Significance

1903

Significant Dates 1903

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

Cultural Affiliation N/A

Architect/Builder Towle, John W.

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

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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National Register of Historic Places Continuation Sheet

Section number 7 Page 1

Bridge No. 50-196-104 is located in rural Sverdrup Township, approximately 4.5 miles south of Baltic, where it carries an unpaved local road over the Big Sioux River. Aligned on an approximate north-south axis, the bridge consists of a single 130 ft. metal, pin connected, Pratt truss, which has unusual connections and portal bracing. Overall structure length is 130 ft.; deck width is 16 ft., carrying a 16 ft. roadway with no sidewalks. The substructure consists of tubular steel-plate piers, which have been partly incorporated into concrete U-Type abutments. The superstructure is comprised as follows: the upper chords and endposts are built of back-to-back channels with V-laced bars above and below; the lower chords are punched eyebars; the verticals are built of back-to-back channels with v-laced bars front and back; the hip verticals are forged round rods; the diagonals are punched eyebars; the counters are forged round rods with turnbuckles. All panel intersections are pin-connected. There are no movable end bearings. The floor system is comprised of metal I-beam stringers bolted to built-up fish belly floor beams, which are connected to the verticals by an unusual pin arrangement; the lower chords eyebars are, in turn, either pinned to the floor-beam connection or hung from the beam end with an inverted "U" shaped bar. The deck is concrete poured on the stringers. The decorative railing employs X-lattice between an angle on the bottom and an unusual T-section bar on the top.

Overall, the bridge appears to retain complete design and construction integrity, including its unusual functional and decorative features.

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National Register of Historic Places Continuation Sheet

Section number 8 Page 2

Bridge Number 50-196-104 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 the "Historic Bridges of South Dakota, 1893-1942" and is classified with the associated property type for a metal, pin connected, Pratt Truss. 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 and through 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 under Criterion C as one of the only two surviving bridges in South Dakota built by John Towle, a long term county bridge builder, in Minnehaha County as well as being an important early method of bridge construction in the State of South Dakota. The bridge retains excellent integrity.

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 wherein 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 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 divided 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 1920 when the State Highway Commission strengthened its control over bridge construction practices in the counties.

A long-term bridge builder in Minnehaha county, John Towle was a native of Nebraska. Towle received his education in civil engineering at Cornell University and returned to his home state, where he worked in the late 1890s as the general western agent for the Canton Bridge Company. Just after the turn of the century, he started his own bridge-building company, which by 1907 was known as the Western Bridge and Construction Company. Towle also had interests in several related companies, including the Nebraska Bridge Supply and Lumber Company, Concrete Engineering Company, Omaha Structural Steel Works, and Allied Contractors.

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National Register of Historic Places Continuation Sheet

Section number 8, 9 & Page 3
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Prior to the formation of the Western Bridge and Construction Company, Towle held the annual bridge contract in Minnehaha County from 1902 through 1906. Bridge Number 50-196-104 was reportedly built in 1903, during the period when Towle held the annual bridge contract for Minnehaha County.

Bibliography:

Minnehaha County Highway Department survey reports, 1978 and 1986.

Minnehaha County Commissioners Records, April 25, 1902; March 10, 1903; March 4, 1904; May 2, 1905; and December 8, 1905.

Verbal Boundary Description:

The nominated property consists of a rectangle, 21 feet wide by 135 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.