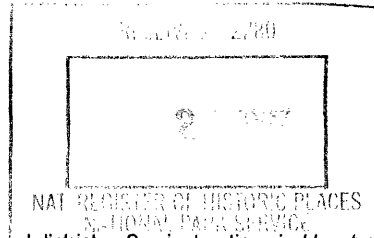


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United States Department of the Interior
National Park Service

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: Caledonia Bridge

Other names/site number: Goose River Bridge; 32TR695

2. Location

Street & number: unnamed city street not for publication

City or town: Caledonia vicinity

State: North Dakota Code: ND County: Traill Code: 097 Zip code: 58219

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 the 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 W. Beall 2/27/97
Signature of the Keeper Date of Action

Caledonia Bridge
Name of Property

Traill, 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: Pratt through truss bridge

Materials
(Enter categories from instructions.)

foundation concrete
walls _____
roof _____
other steel

Narrative Description

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

Caledonia Bridge
Name of Property

Traill, 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.

Areas of Significance

(Enter categories from instructions)

TRANSPORTATION

ENGINEERING

Period of Significance

1895-1946

Significant Dates

1895

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Builder: Wrought Iron Bridge Co.

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 # _____

Primary location of additional data:

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

Caledonia Bridge
Name of Property

Traill, North Dakota
County and State

10. Geographical Data

Acreeage of Property Less than one acre.

UTM References

(Place additional UTM references on a continuation sheet.)

1	1 4	6 5 9 4 9 0	5 2 5 7 9 4 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: Traill County
Street & Number: Courthouse; P.O. Box 399 Telephone: (701) 436-4457
City or Town: Hillsboro State: North Dakota Zip code: 58045

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

CALEDONIA BRIDGE
TRAILL COUNTY, NORTH DAKOTA

Narrative Description:

The Caledonia Bridge is located on an paved county road in the small village of Caledonia, in rural Traill County, North Dakota. The site is located near the eastern edge of the county, approximately one mile from the Minnesota state line. The bridge, constructed on an east-west axis, serves as a connector between small groups of houses on the east and west sides of the Goose River; non-local traffic now bypasses the bridge, using a modern structure approximately one-half mile to the north. The surrounding land is largely cultivated, and scattered groups of farmstead buildings exist in the vicinity. The Goose River is a relatively major watercourse in eastern Traill County. Here, the River meanders through a wide, shallow draw dotted with trees and wetlands.

The bridge itself is a pin-connected Pratt through truss, with an iron or steel superstructure. The Pratt design, which saw widespread use nationally and in North Dakota during the late nineteenth and early twentieth centuries, is characterized by the presence of relatively-heavy vertical members designed to handle the compressive stress of a bridge load. The use of pinned rather than riveted connections dates the Caledonia Bridge as a relatively early Pratt design. The bridge contains a single truss span, eight panels in length; there are also two approach spans of timber stringers at each end. Overall, the bridge is approximately 266 feet long, with a vehicle deck 18 feet wide.

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

Substructure: concrete abutments with wing walls; iron tubular piers under the main span, concrete piers (each of two columns linked at the top by a thinner concrete horizontal section) under the approach spans

Superstructure:

upper chords: two channel sections with continuous cover plate along the upper flanges and lacing bars along the lower flanges

lower chords: paired punched eyebars

verticals: two channel sections with lacing bars along both sets of flanges

diagonals: paired punched eyebars

bracing (portal): paired angle sections

bracing (sway): knee braces

top lateral struts: two pairs of angle sections with lacing bars in between

laterals (bottom): round rods

moveable end: plate

floor system: wood stringers, resting on I-beam floor beams, connected to the superstructure with U-bolts

decking: single layer of wood

railing: wood

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National Register of Historic Places Continuation Sheet

Section number 7 Page 2

CALEDONIA BRIDGE
TRAILL COUNTY, NORTH DAKOTA

steelmaker's marks: none visible

Ornate polygonal builders plaques above both portals carry the lettering "1895 / WROUGHT IRON BRIDGE CO. / BUILDERS / CANTON OHIO."

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 decking, wood-stringer approach spans, and wooden railing are probably non-historic in-kind replacements.

The Caledonia Bridge is owned and maintained by Traill County. It carried the state numerical designation 49-128-15.0.

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National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 3

CALEDONIA BRIDGE
TRAILL 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 Caledonia Bridge 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 the Wrought Iron Bridge Company, a nineteenth century bridge fabricator important for introducing iron and steel bridge technologies to North Dakota.

It is also eligible under Criterion A for its association with attempts by North Dakota counties to expand and improve transportation networks prior to 1926 by construction of through truss bridges, relatively costly structures. Through truss bridges with documented construction dates and builders, such as this one, best illustrate this important trend in North Dakota bridge construction.

The Caledonia Bridge is National Register eligible under Criterion C because it is one of only a few late nineteenth century bridges surviving in North Dakota. It was built during a transitional period when steel supplanted wrought iron as the material of choice for truss construction.

Finally, it is significant because it is the longest pin-connected Pratt through truss bridge in North Dakota. Based on available research, it is also the oldest vehicular bridge in North Dakota still carrying traffic at its original location.

Historical information: The Caledonia Bridge was built in 1895 by the Wrought Iron Bridge Co. of Canton, Ohio. In May of that year, the county commissioners voted to advertise for bids on eight bridges. Among them was this, described as "one Iron span, 150 feet long, across Goose River, at Caledonia, set on 4 iron tubes 36 inches in diameter, 26 feet long, One approach on the east end, 45 feet long, one row of piles 25 feet long. The other piles used for same approach may be old piles. One approach on the west end 55 feet long, two row of piles 30 feet long, new planks to cover 110 feet, and to fix up the approaches." Specifications for all bridges in this group included, "All tubes to be filled with stone and concrete, and all piles to be solid Oak, and not less than 12 inches in diameter at top," roadways with 18 feet in the clear, and "to have 11 joists 4 by 12 inches, and the floor planks to be 3 by 12 inches hard pine." In early July, Wrought Iron Bridge was awarded the contract, for a total of \$10,197.

Seven years later, this bridge was one of six receiving minor repairs, with a contract awarded to Fargo Bridge & Iron in June 1902. The deck of the Caledonia Bridge was to covered with new planks 18 feet long. Further repairs are noted in the commissioner' minutes for October 1911--the Caledonia Bridge was

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Section number 8 Page 4

CALEDONIA BRIDGE
TRAILL COUNTY, NORTH DAKOTA

"to be shortened 37 feet on west end [approach]; needs new wood work and concrete abutments on both ends." The firm of Jardine & Anderson did this work, for \$1,500.

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National Register of Historic Places Continuation Sheet

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CALEDONIA BRIDGE
TRAILL COUNTY, NORTH DAKOTA

Bibliography:

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

Trall County Commission: Proceedings Book C, pp. 350, 354; Book D, p. 172; Book E, pp. 91, 105.

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National Register of Historic Places Continuation Sheet

Section number 10 Page 6

CALEDONIA BRIDGE
TRAILL COUNTY, NORTH DAKOTA

Verbal Boundary Description:

The bridge is located in the Southeast quarter of Section 15, Township 146 North, Range 49 West. The boundary consists of a rectangle, measuring 316 feet east-west and 68 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.

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National Register of Historic Places Continuation Sheet

Section number Photographs Page 7

CALEDONIA BRIDGE
TRAILL 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	west portal and south elevation	NE
2	west portal, showing substructure detail	ENE
3	west portal	E