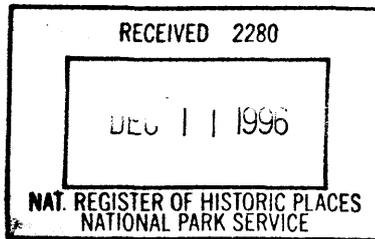


1560

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

1. Name of Property

historic name Bridge No. 90980

other names/site number Salisbury Bridge

2. Location

street & number Co. Rd. 190 over the north fork of Crow River not for publication

city or town Kingston and Forest City Townships Kingston vicinity

state Minnesota code MN county Meeker code 093 zip code 55355

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, 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.)

Ian R. Stewart 11/27/96
Signature of certifying official/Title Ian R. Stewart Date
Deputy State Historic Preservation Officer
State of Federal agency and bureau Minnesota Historical Society

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

Signature of certifying official/Title Date

State or Federal agency and bureau

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. Beall 1-9-97
Signature of the Keeper Date of Action

Salisbury Bridge
Name of Property

Meeker County, MN
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
1		structures
		objects
1	0	Total

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

Iron and Steel Bridges in Minnesota

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

Materials
(Enter categories from instructions)

foundation (Substructure) steel
walls _____
roof _____
other (Superstructure) steel _____

Narrative Description

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

See Continuation Sheets

Salisbury Bridge
Name of Property

Meeker County, MN
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 # _____
- recorded by Historic American Engineering Record # _____

Areas of Significance

(Enter categories from instructions)

Engineering

Period of Significance

1899

Significant Dates

1899

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Hewett Bridge Co. (builder)

Primary location of additional data:

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

Name of repository:

Salisbury Bridge
Name of Property

Meeker County, MN
County and State

10. Geographical Data

Acreeage of Property less than one acre

UTM References Forest City, Minn. 1982
(Place additional UTM references on a continuation sheet.)

1	<u>15</u>	<u>391700</u>	<u>5006120</u>
Zone	Easting	Northing	
2			

3			
Zone	Easting	Northing	
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 David C. Anderson

organization N/A date July 31, 1995

street & number 169 Lundy Bridge Drive telephone (319) 382-3079

city or town Waukon state Iowa zip code 52172

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 Kingston Township Wallace Strand, Chairman, Township Board

street & number 33361 710th Avenue telephone _____

city or town Kimball state MN zip code 55355

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 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 Projects (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

Bridge No. 90980
Meeker County, MN

DESCRIPTION

The Salisbury Bridge is a 121 by 18 foot single-span, pin-connected steel Pratt through truss on the line between Forest City and Kingston Townships, Meeker County, Minnesota. Built in 1899 by the Hewett Bridge Co., the bridge is about three miles west of Kingston and carries County Road No. 190 over the north fork of the Crow River. The bridge superstructure was originally built of steel components except for the deck stringers (joists), which were timber. These were replaced at an unknown date by the current steel channels and I beams. The original bridge supports, two 36-inch tubular steel piers at each end, were replaced with I beams at some point after 1970. Otherwise the bridge has good integrity and none of the changes detract from a clear visual impression of its original character and function.

The seven-panel truss superstructure rests at each end on I beams which are welded to four I beam piers cross-braced with welded angles. There are short approach spans running to concrete abutments and wingwalls from both ends of the truss. I beam and channel stringers support a three by four inch laminated and treated timber deck on both approach spans and on the truss span. Three-foot wheel treads of two by six inch timbers are laid on this deck.

In the truss span fifteen-inch I floor beams support I beam and channel stringers, which in turn support the timber deck. The floor beams are connected to the intermediate posts and hip verticals with U bolts. The bottom chords are paired eye bars and the top chords and end posts are paired channels with cover and stay plates. The hip verticals are double square eye bars, the counters are eye rods with turnbuckles, and the diagonals are double eye bars. The intermediate posts consist of channels with lacing bars and the top lateral struts are double angles with lattice bars. There is double angle sway bracing at each intersection of strut and post. The portal struts and bracing are angles fastened together with riveted ledger plates. The top and bottom lateral bracing is welded steel rod. The angle railing and two by six inch timber guard rails are fastened to angles which are connected to the bridge with U bolts.

The bridge is in good condition and is posted for a nine-ton load limit.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 8 Page 1

Bridge No. 90980
Meeker County, MN

STATEMENT OF SIGNIFICANCE

The Salisbury Bridge is significant under National Register Criterion C (Engineering) as an example of early steel truss bridge design and as a work of the Hewett Bridge Co., an important bridge builder in Minneapolis between 1898 and 1910. Bridge No. 90980 is known locally as the Salisbury Bridge named for Jonathan Burnett Salisbury (1824-1901) whose family farm was located just east of this bridge. Salisbury was sent to survey Meeker County in 1855 and in 1856 he moved his family from Iowa to Kingston Township. Salisbury served in the State House of Representatives (1868-1870) and later in other county offices.¹

The context for demonstrating the significance of the Salisbury Bridge has been provided in the 1988 National Register Multiple Property Documentation Form, "Iron and Steel Bridges in Minnesota," and the associated historic context, "Historic Iron and Steel Bridges in Minnesota, 1873-1945."²

Highway bridges were an important part of Minnesota's transportation system from the earliest days of Euro-American settlement. Wood and combination wood-iron bridges in one or another truss configuration became an important method of building medium and long spans. Masonry-arch construction was often preferred for short spans, and this material had an important advantage in that it was not subject to either fire or rot. Wrought iron was initially used in combination with wood in the Howe truss configuration, but it began to be used exclusively for certain bridge designs in Minnesota during the 1870s. The first all-iron bridges were the bowstring arch type, but by the 1880s, "the wrought iron, pin-connected Pratt through truss had become the standard structural type for long span bridges in Minnesota."³

Steel was first used in truss bridge design in the form of connecting eye bars, but by 1895 it had replaced wrought iron in nearly all the truss bridge structural members. In Minnesota, metal truss bridges built between 1894 and 1900 represent the "Earliest examples of steel truss bridges in Minnesota."⁴

On October 5, 1899 the Meeker County Commissioners took up the matter of awarding the contract for construction of a steel bridge across the North Fork of Crow River between Kingston and Forest City Townships. This was to replace an earlier bridge at this location which is shown on the 1897 Meeker County Plat but not on the 1874 Andreas Atlas Plat for Meeker County.

¹ Album of History and Biography of Meeker County, Minnesota.
pp. 311-312

² Quivik and Martin.

³ *ibid.*, Section E, p. 7.

⁴ *ibid.*, Section F, p. 6.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 8 Page 2

Bridge No. 90980
Meeker County, MN

A total of nine bids had been submitted and these covered a range in dollar amounts from \$3,397 to \$3,643. Among the bidders ' besides the Hewett Bridge Co., was William S. Hewett, a nephew of Seth Hewett. All bids specified either wood or iron joists and offered steel joists for an additional fee of between four and six hundred dollars. The Hewett Bridge Co. edged out its competitors and the contract was awarded without steel joists at \$3,397.⁵

The "joists" are the horizontal stringers supporting the bridge deck. These are in turn supported by steel floor beams. The bridge now has steel stringers which were installed at an unknown date.

Seth M. Hewett, who was the sole proprietor of the Hewett Bridge Co., was one of the important pioneer bridge builders in Minnesota. His career in bridge building began in Iowa in the 1870s and in 1882 he moved to Minneapolis and formed a partnership with Commodore P. Jones. This partnership lasted only a year, but "Virtually all of the major bridge building companies that grew up in Minneapolis were in one way or another descended from [these] two individual bridge builders. . . ." ⁶ Hewett and Jones are also important because both men pursued their entire careers in Minnesota.⁷

After separating from Jones, Seth Hewett created the Mankato Stone Co., building stone arch bridges and substructures for timber and iron bridges. In 1887 he created the S. M. Hewett Co., which became the Hewett Bridge Co. in 1898 and operated until 1910.⁸

The Meeker County Commissioners' Record suggests that another Seth Hewett bridge was built in Meeker County, since a balance due payment of \$897 was made to the Hewett Bridge Co. on January 4, 1900 for a bridge over the Crow River in Union Grove Township, which is in the northwest corner of the county.⁹ This bridge is no longer extant.

The Salisbury Bridge meets all pertinent general registration requirements for listing on the National Register and requirements numbers two and five for listing under Criterion C as established by Quivik and Martin in their "Iron and Steel Bridges in Minnesota."¹⁰ As a steel through truss bridge constructed during the 1890s it is significant as an example of the earliest steel truss bridges in Minnesota. The bridge is also significant as the work of the

⁵ Meeker County Commissioners. Record Book D, pp. 285-286.

⁶ Quivik, p. 38.

⁷ Quivik and Martin, Section E, p. 9.

⁸ Frame, p. 78.

⁹ Meeker County Commissioners. Record Book D, p. 302.

¹⁰ Section F, pp. 8-9.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section number 8 Page 3

Bridge No. 90980
Meeker County, MN

Hewett Bridge Co., which has been identified as one of the most important Minneapolis-based pioneer builders of early steel truss highway bridges in Minnesota. The bridge superstructure possesses a high degree of historic integrity and the replacement substructure does not "overwhelm or otherwise detract from a clear visual Impression of the iron or steel frame of the superstructure and its function."¹¹

¹¹ Quivik and Martin, Section F, p. 8.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 9 Page 1

Bridge No. 90980
Meeker County, MN

BIBLIOGRAPHIC REFERENCES

Album of History and Biography of Meeker County, Minnesota, containing Sketches of the Cities, Villages and Townships, Educational, Civil, Military and Political History. Chicago: Alden Ogle & Co., 1888.

Andreas, A. T. An Illuatrated Atlas of the State of Minnesota. Chicago, 1874.

Frame, Robert M. III. Historic Bridge Project. St. Paul: Minnesota State Historic Preservation Office, 1985.

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Minnesota State Historic Preservation Office. History/Architecture Inventory Files. Meeker County.

Plat Book of Meeker County Minnesota. Philadelphia: Pinckney & Brown, 1897. Philadelphia, 1897.

Quivik, Fredric L. "Montana's Minneapolis Bridge Builders." IA: the Journal of the Society for Industrial Archeology 10 (1984) 35-54.

----- and Dale L. Martin. "Iron and Steel Bridges in Minnesota." Multiple Property Documentation Form, National Park Service, U.S. Department of the Interior, 1988. Available at the State Historic Preservation Office, Minnesota Historical Society, St. Paul.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section number 10 Page 1

Bridge No. 90980
Meeker County, MN

VERBAL BOUNDARY DESCRIPTION

The nominated property consists of a rectangle, 121 feet long and 18 feet wide, whose vertices coincide with the outside corners of the bridge supports at each end of the bridge, and includes only 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 bridge itself.