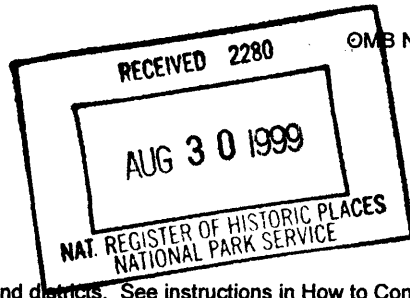


United States Department of the Interior
National Park Service

1210



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 Department of Transportation Bridge No. 63-197-130

2. Location

street & number Local Road over East Fork of Vermillion River not for publication
city or town Davis vicinity
state South Dakota Code SD county Turner code 125 zip code 57053

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

08-25-99
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,

Signature of the Keeper: Edson H. Beall Date of Action: 9/29/99

(explain:)

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 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 _____

Significant Dates 1906

Significant Person (Complete if Criterion B is marked above)

N/A

Cultural Affiliation N/A

Architect/Builder Iowa 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

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.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 & 8 Page 1

Architectural Description

Bridge No. 63-197-130 carries an unpaved road across the East Fork of the Vermillion River about 3 miles north of Davis. The structure consists of 6 spans: 5 timber-stringer approach spans (4 on the east, 1 on the west), and one 5-panel, pin-connected, Pratt through truss span measuring 79 feet in length. The truss web is comprised as follows: the upper chord consists of back-to-back channel sections riveted to a continuous cover plate and V-lacing; the verticals consist of face-to-face angle sections riveted to V-lacing; the diagonals are paired, rectangular-section eyebars; the counters are square-section eyerods with turnbuckles; and the lower chord consists of paired, rectangular-section eyebars. Carrying timber stringers and a wood deck, the I-beam floor beams are riveted, by means of angle sections, to the bottoms of the verticals. Portal bracing is a framework of back-to-back angle sections and gusset plates. Sway bracing consists of back-to-back angle section knee braces connecting verticals to an overhead strut comprised of angle sections and batten plates. Top-lateral and bottom-lateral bracing consists of cross-braced cylindrical eyerods. The west abutment is timber piling with plank wing walls and back wall. Buttressed by fieldstone wing walls, the east abutment is of concrete construction, which rises above the roadway to form winged, concrete railings at either side of the approach. The west timber approach spans rest on timber-pile piers; the truss span on steel cylinder piers. On the timber approach spans the roadway is bordered by wood railings; on the truss span, the roadway has angle-section railings.

Statement of Significance

Bridge no. 63-197-130 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, 1893-1943" 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 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 for the National Register under Criterion C as the oldest surviving bridge in Turner County built by the Iowa Bridge Company, a long term county bridge builder. 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

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 & 9 Page 2

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 Iowa Bridge Company of Des Moines are typical of the bridge-building business in South Dakota during this era. President of the company was James S. Carpenter, who had been a travelling agent for the N.M. Stark Company of Des Moines in the 1890s. Carpenter started the Iowa Bridge Company in Des Moines in about 1902 and was immediately successful in obtaining annual bridge contracts in South Dakota counties such as Bon Homme, Brookings, and Sanborn where his former employer had been active.

During the first two decades of the 20th century, the company became the most active bridge-builder to operate in South Dakota and dominated bridge contracts in at least 11 counties. It held the annual contract in Turner County from 1905 through 1911.

According to the Turner County Commissioners Records, the county board, in May 1906, authorized the Iowa Bridge Company to build at this site "one steel bridge, 78 ft. long [with a] 16 ft. roadway." The documentary record is corroborated by metal plates on the truss portals, listing Iowa Bridge Company as the builder, and 1906 as the construction date. Among the four surviving bridges built by the Iowa Bridge Company, and inventoried in the county, Bridge No. 63-197-130 is the oldest.

Bibliography

Turner County Commissioners Record, Volume D, May 16, 1906, p.227, in Turner County Auditor's Office.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 10 Page 3

Verbal Boundary Description

The nominated property consists of a rectangle, 21 feet wide by 178 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.