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NPS Form 10-900  
(Rev. 8-86)

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United States Department of the Interior  
National Park Service

OCT 25 1993

NATIONAL REGISTER OF HISTORIC PLACES  
REGISTRATION FORM

NATIONAL  
REGISTER

=====

1. Name of Property

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historic name: Chilson Bridge

other name/site number: South Dakota Dept. of Trans. Br. No. 24-162-102

=====

2. Location

=====

street & number: Local road over Burlington Northern Railroad

not for publication:     

city/town: Edgemont

vicinity: X

state: SD county: Fall River

code: 047

zip code: 57735

=====

3. Classification

=====

Ownership of Property: public-local

Category of Property: structure

Number of Resources within Property:

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

Number of contributing resources previously listed in the National Register:   0  

Name of related multiple property listing: Historic Bridges in South Dakota

4. 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. See continuation sheet.

Signature of certifying official

Date

10/12/97

SD SHPO State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Signature of commenting or other official

Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby certify that this 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 Keeper: LM Clelland 12/9/93

Signature of Keeper

Date of Action

=====  
6. Function or Use  
=====

Historic: Transportation Sub: road-related (vehicular)

Current : Transportation Sub: road-related (vehicular)

=====  
7. Description  
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Architectural Classification:

Other

Other Description: Pratt deck truss

Materials: foundation concrete roof \_\_\_\_\_  
walls \_\_\_\_\_ other metal: steel

Describe present and historic physical appearance. \_X\_ See continuation sheet.

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8. Statement of Significance  
=====

Certifying official has considered the significance of this property in relation to other properties: \_\_\_\_\_.

Applicable National Register Criteria: C

Criteria Considerations (Exceptions) : \_\_\_\_\_

Areas of Significance: Engineering  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Period(s) of Significance: 1929

Significant Dates : 1929 \_\_\_\_\_

Significant Person(s): N/A

Cultural Affiliation: N/A

Architect/Builder: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.  
X See continuation sheet.

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9. Major Bibliographical References  
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X See continuation sheet.

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 # \_\_\_\_\_



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Chilson Bridge

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Chilson Bridge is located 4.0 miles east and 1.8 miles north of Edgemont and carries a local road over a Burlington Railroad rail line. This 103 foot pin-connected, Pratt, deck truss sits on square concrete piers. The bridge has two steel stringer approach spans at each end. Each approach span sits on the main span piers, two square concrete piers and a concrete abutment with wing walls. The main span is comprised as follows: the upper chords consist of two steel channel sections riveted with a continuous steel cover plate along their upper flanges and with lacing bars riveted along their lower flanges; the lower chords consist of four punched steel eye-bars on the three center panels and paired, punched eye-bars on the first and second panels of each end; the verticals consist of steel channel sections riveted with lacing bars, except the hip verticals which are paired, punched steel eye-bars; the diagonals are paired punched steel eye-bars, except on the center pane, at which they are paired, forged, round eye-bars with turn-buckles, as are the counters. The end verticals, at the intersection of the lower chords and the inclined end posts, consist of steel I-beams and extend up to support a floor beam; between the I-beam verticals are angle section cross-bracing and an angle section horizontal brace. There are I-beam floor beams bolted, below the pin-connection of the lower chords, with a U-shaped bolt around the pin and I-beam suggesting that this was once a through truss. The end struts, at the lower chords, between the end verticals consist of two channel sections, flat backs out, riveted with lacing bars. The portal struts consist of two steel channel sections riveted with lacing bars, with angle section knee bracing between the portal strut and the inclined end post. The top struts of the sway bracing consist of paired steel angle sections riveted with lacing bars, with angle section knee bracing between the verticals and the top struts. Top and bottom lateral bracing consists of steel, round rods with turnbuckles. The deck, which is concrete with an asphalt wearing surface, is supported by steel I-beam stringers (the outside ones encased in concrete) which are bolted atop I-beam floor beams. The floor beams of the approach spans are riveted atop vertical steel I-beams which are bolted to the concrete piers. The approach-span verticals have angle-section bracing between; the southwest span has a horizontal brace just above the concrete piles; the northwest span has angle section cross-bracing between the verticals. The railings are solid concrete, running the full length of the deck.

The bridge retains excellent integrity.

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8. Significance

Bridge no. 24-162-102 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 C as the only surviving example of a pin-connected Pratt deck truss in South Dakota.

Deck trusses, which have the roadway connected to the superstructure along the upper chords, were rarely used in South Dakota because they are better suited to crossings where the roadway is high above the river bottom. No 19th century deck trusses survive in South Dakota, but there are two early 20th century deck trusses. One of these 20th Century deck trusses is the Chilson Bridge, built in 1929 as a federal aid project for what was formerly US Highway 18.

9. Bibliography

South Dakota State Highway Department, Plan and Profile of Proposed US Highway No. 18, Federal Aid Project No. 209B, February, 1929.

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SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: see below Date Listed: 12/09/93

Property Name: see below

County: see below State: South Dakota

Historic Bridges in South Dakota MPS  
Multiple Name

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The following properties are listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

  
Signature of the Keeper

December 9, 1993  
Date of Action

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Amended Items in Nomination:

Section 3/8. State Certification/Statement of Significance. Certifying official has considered the significance of the following properties to be of state significance.

Reference No.	Property	County
93001295	Capa Bridge	Jones County
93001287	Chilson Bridge	Fall River County
93001308	Eighth Street Bridge	Minnehaha County
93001298	Esmond Bridge	Kingsbury County
93001317	Hall Bridge	Spink County
93001274	Hay Creek Bridge	Butte County
93001264	Kemp Avenue Bridge	Codington County
93001266	Larson Bridge	Codington County
93001277	Minnesela Bridge	Butte County
93001268	Old Cochrane Bridge	Deuel County
93001281	Red Shirt Bridge	Custer County
93001300	Redwater Bridge, Old	Lawrence County



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93001269	South Dakota Dept. of Transportation Bridge No. 03-338-100	Beadle County
93001260	South Dakota Dept. of Transportation Bridge No. 03-020-008	Beadle County
93001261	South Dakota Dept. of Transportation Bridge No. 03-327-230	Beadle County
93001270	South Dakota Dept. of Transportation Bridge No. 05-028-200	Bon Homme county
93001271	South Dakota Dept. of Transportation Bridge No. 05-032-170	Bon Homme County
93001272	South Dakota Dept. of Transportation Bridge No. 05-138-080	Bon Homme County
93001273	South Dakota Dept. of Transportation Bridge No. 05-255-130	Bon Homme County
93001276	South Dakota Dept. of Transportation Bridge No. 10-112-355	Butte County
93001275	South Dakota Dept. of Transportation Bridge No. 10-109-360	Butte County
93001278	South Dakota Dept. of Transportation Bridge No. 12-503-230	Charles Mix County
93001265	South Dakota Dept. of Transportation Bridge No. 15-210-136	Codington County
93001279	South Dakota Dept. of Transportation Bridge No. 16-570-054	Carson County
93001280	South Dakota Dept. of Transportation Bridge No. 17-289-107	Custer County
93001282	South Dakota Dept. of Transportation Bridge No. 18-040-137	Davison County
93001283	South Dakota Dept. of Transportation Bridge No. 18-060-202	Davison County
93001284	South Dakota Dept. of Transportation Bridge No. 18-100-052	Davison County
93001285	South Dakota Dept. of Transportation Bridge No. 18-142-150	Davison County
93001286	South Dakota Dept. of Transportation Bridge No. 20-153-210	Deuel County
93001288	South Dakota Dept. of Transportation Bridge No. 25-218-141	Faulk County
93001262	South Dakota Dept. of Transportation Bridge No. 25-380-142	Faulk County
93001289	South Dakota Dept. of Transportation Bridge No. 27-000-201	Gregory County
93001290	South Dakota Dept. of Transportation Bridge No. 27-060-298	Gregory County

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93001291	South Dakota Dept. of Transportation Bridge No. 29-221-060	Hamlin County
93001292	South Dakota Dept. of Transportation Bridge No. 29-279-010	Hamlin County
93001293	South Dakota Dept. of Transportation Bridge No. 30-257-400	Hand County
93001294	South Dakota Dept. of Transportation Bridge No. 31-115-110	Hanson County
93001297	South Dakota Dept. of Transportation Bridge No. 39-006-070	Kingsbury County
93001299	South Dakota Dept. of Transportation Bridge No. 39-176-100	Kingsbury County
93001301	South Dakota Dept. of Transportation Bridge No. 44-028-220	McCook County
93001302	South Dakota Dept. of Transportation Bridge No. 44-212-090	McCook County
93001303	South Dakota Dept. of Transportation Bridge No. 47-215-363	Meade County
93001263	South Dakota Dept. of Transportation Bridge No. 47-151-389	Meade County
93001305	South Dakota Dept. of Transportation Bridge No. 48-244-204	Melette County
93001306	South Dakota Dept. of Transportation Bridge No. 49-095-190	Miner County
93001267	South Dakota Dept. of Transportation Bridge No. 50-200-035	Minnehaha County
93001310	South Dakota Dept. of Transportation Bridge No. 56-090-096	Sanborn County
93001312	South Dakota Dept. of Transportation Bridge No. 56-174-090	Sanborn County
93001311	South Dakota Dept. of Transportation Bridge No. 56-117-123	Sanborn County
93001313	South Dakota Dept. of Transportation Bridge No. 58-010-376	Spink County
93001314	South Dakota Dept. of Transportation Bridge No. 58-021-400	Spink County
93001315	South Dakota Dept. of Transportation Bridge No. 58-025-370	Spink County
93001316	South Dakota Dept. of Transportation Bridge No. 58-062-270	Spink County
93001318	South Dakota Dept. of Transportation Bridge No. 58-120-231	Spink County
63001319	South Dakota Dept. of Transportation Bridge No. 58-140-224	Spink County

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63001320	South Dakota Dept. of Transportation Bridge No. 58-218-360	Spink County
63001321	South Dakota Dept. of Transportation Bridge No. 62-220-512	Tripp County
63001322	South Dakota Dept. of Transportation Bridge No. 64-061-199	Union County
93001309	Split Rock Park Bridge	Minnehaha County
93001304	Stamford Bridge	Miner County
93001307	Summit Avenue Viaduct	Minnehaha County
93001296	Van Metre Bridge	Jones County

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Section 8: Applicable Criteria

93001266 Larson Bridge Codington County

Criterion C should be checked and not A to be consistent with bridge's significance in engineering for its method of construction.

Section 8: Period of Significance

93001266 Larson Bridge Codington County

Period of significance is amended to read "1917" to indicate date of construction and to be consistent with significance in engineering.

93001281 Red Shirt Bridge Custer County

Period of significance is amended to read "1943-1944" to cover the period of construction.

93001278 South Dakota Dept. of Transportation Bridge No. 12-503-230  
Faulk County

Due to typographical error, period of significance is corrected to read " 1920-1943."

93001265 South Dakota Dept. of Transportation Bridge No. 15-210-136  
Codington County

Period of significance is amended to read "1917" since significance is under criterion C in engineering and the date of construction should be entered.

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93001262 South Dakota Dept. of Transportation Bridge No. 25-380-  
142 Faulk County

Period of significance is amended to read "1902" because the area of significance is engineering and the period of significance should be based on the date of construction. The bridge was moved from its original site in 1955.

Section 8: Date of Significance

93001308 Eighth Street Bridge Minnehaha County

"1977" is deleted because the date lies outside the period of significance.

93001317 Hall Bridge Spink County

"1904" is deleted because bridge is significant under criterion C for engineering and the move in 1904 falls outside the period of significance which is based on the date of construction and does not appear to have particular importance.

93001286 South Dakota Dept. of Transportation Bridge No. 20-153-  
210 Deuel County

"1960" is deleted because the date lies outside the period of significance.

93001262 South Dakota Dept. of Transportation Bridge No. 25-380-  
142 Faulk County

"1955" is deleted because the date lies outside the period of significance.

93001302 South Dakota Dept. of Transportation Bridge No. 44-212-  
090 McCook County

"1960" is deleted because the date lies outside the period of significance.

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93001267 South Dakota Dept. of Transportation Bridge No. 50-200-  
035 Minnehaha County

"1935" is deleted because the date lies outside the period of significance which is based on the date of construction.

93001311 South Dakota Dept. of Transportation Bridge No. 56-117-  
123 Sanborn County

"1905" is deleted because the date lies outside the period of significance and does not appear to have particular importance.

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Melissa Dirr, architectural historian, of the South Dakota State Historic Preservation Office was notified of the above-mentioned amendments by telephone on December 09, 1993.

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**DISTRIBUTION:**

**National Register property file  
Nominating Authority (without nomination attachment)**