



United States Department of 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 Glen Park Suspension Footbridge
other names/site number

2. Location

street & number	End of West Cascade Avenue, Across the South Fork Kinnickinnic River	N/A	not for publication
city or town	River Falls	N/A	vicinity
state Wisconsin	code WI	county Pierce	code 093
			zip code 54022

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.)


Signature of certifying official/Title

5/17/2018
Date

State Historic Preservation Office - Wisconsin
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 official/Title Date

State or Federal agency and bureau

Name of Property

County and State

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.
 - See continuation sheet.
 - removed from the National Register.
 - other, (explain:)

Janet Sulist

7.13.2018

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property (check as many boxes as apply)	Category of Property (Check only one box)	Number of Resources within Property (Do not include previously listed resources in the count)	
		contributing	noncontributing
<input type="checkbox"/> private	<input type="checkbox"/> building(s)		
<input checked="" type="checkbox"/> public-local	<input type="checkbox"/> district		<input type="checkbox"/> buildings
<input type="checkbox"/> public-State	<input checked="" type="checkbox"/> structure		<input type="checkbox"/> sites
<input type="checkbox"/> public-Federal	<input type="checkbox"/> site	1	1 structures
	<input type="checkbox"/> object		<input type="checkbox"/> objects
		1	1 total

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

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

TRANSPORTATION: Pedestrian-related

Current Functions

(Enter categories from instructions)

TRANSPORTATION: Pedestrian-related

7. Description

Architectural Classification

(Enter categories from instructions)

NO STYLE

Materials

(Enter categories from instructions)

foundation Concrete

walls

roof

other

Narrative Description

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

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for the 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)

ENGINEERING

Period of Significance

1925

Significant Dates

1925

Significant Person

(Complete if Criterion B is marked)

N/A

Cultural Affiliation

N/A

Architect/Builder

Minneapolis Bridge Company

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

Glen Park Suspension Footbridge
Name of Property

Pierce County
County and State

Wisconsin

9. Major Bibliographic References

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous Documentation on File (National Park Service):

- 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:

- X State Historic Preservation Office
 - Other State Agency
 - Federal Agency
 - X Local government
 - X University: UW-River Falls Area Research Center
 - Other
- Name of repository:

10. Geographical Data

Acreage of Property Less than one acre

UTM References (Place additional UTM references on a continuation sheet.)

1 15 528995 4966563
Zone Easting Northing

2 _____
Zone Easting Northing

3 _____
Zone Easting Northing

4 _____
Zone Easting Northing

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	Brian J. Faltinson, M.A./Project Manager & Historian & Traci E. Schnell, M.A./Senior Architectural Historian	date	February 2017
organization	Heritage Research, Ltd.	telephone	262.251.7792
street & number	N91 W17194 Appleton Avenue, Suite #203	zip code	53156
city or town	Menomonee Falls	state	WI

Name of Property

County and State

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/title	Contact: Ms. Amy Peterson, Development Services Director	date	February 2017
organization	City of River Falls	telephone	715.426.3425
street & number	222 Lewis Street	zip code	54022
city or town	River Falls	state	WI

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.

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Section 7 Page 1

Glen Park Suspension Footbridge
River Falls, Pierce County, WI

The Glen Park Suspension Footbridge spans the South Fork Kinnickinnic River and is located in the City of River Falls, Pierce County, Wisconsin. The river at this location is between two high rocky banks covered with mature trees and bushes. The bridge is oriented on a southwest-northeast axis and provides a pedestrian connection from W. Cascade Street on the northeast to Glen Park on the southwest. The area to the northeast of the bridge is residential and consists of single-family residences and apartment buildings that date from the early-1900s to the present. Southeast of the bridge is Glen Park, which is a forty-one-acre park that is comprised of mature trees and park facilities that date from the 1930s to the 1960s. The major park facility closest to the bridge is the National Register-listed Glen Park Municipal Swimming Pool (NRIS # 07000542). The property consists of the footbridge and a chain-link fence with only the footbridge considered to be contributing.

Bridge (Contributing, 1925):

The Glen Park Suspension Footbridge consists of two poured-concrete anchorages and towers at each bank that are connected by two spun-steel suspender cables that carry a wooden deck structure via regularly placed steel suspension rods (See Figure 4 for bridge plan that includes terminology). The bridge is 190 feet long with a 130-foot center span and 34-foot outer spans. The bottom of the deck is approximately 44 feet above the South Fork Kinnickinnic River. The bridge is approximately 25 feet wide between the anchorages and 14 feet-5 inches wide at the towers. The deck between the railings is 8 feet wide.¹

A pair of concrete anchorages on each end of the bridge flanks each entrance to the bridge deck (See Figure 4 for bridge component configuration). Each anchorage has wide, canted edges with two lines of inscription. When facing the bridge entrance from either end the left anchorage is inscribed with "GLEN PARK, CONSTRUCTED 1925" and the right continues with "SWINGING BRIDGE, REHABILITATED 1985". Heavy steel eyes extend from each anchorage and each eye is connected by a metal pin to a pair of adjustable bridge suspender cable bolts. A chain-link fence extends over the two southwest anchorages to continue along the top of the steep bank that defines the northeast edge of Glen Park.

Built with reinforced concrete, each tower rises from a pair of piers embedded in the rocky banks on each side of the river; the southwest tower is set lower in the bank than its northeast counterpart. When viewed from the side, each pier is tapered and rises to a point where a concrete beam connects the two piers just underneath the bridge deck. The base of each leg of the tower is a rectangular block whose portal sides are adorned with four vertical grooves while the outer side features a recessed

¹ Measurements derived from "Glen Park Suspension Foot Bridge over Kinnickinnic River in River Falls, Wisconsin, Project No. 84-11-BR," Rehabilitation plans prepared HNTB (13 March 1985), On file at River Falls City Hall, River Falls, WI.

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Glen Park Suspension Footbridge
River Falls, Pierce County, WI

panel. A tapered column with recessed panels rises from the base and a round-arched top chord with a flat top connects the two tower legs at the apex. A small opening with a metal cleat near the top of each tower leg supports the suspender cables.

Zinc-coated spun steel that measures 1-5/8 inch in diameter comprises the suspender cables while the suspension elements consist of 5/8-inch threaded steel rods. These rods meet the cables via a pin-connected, threaded clevis attached to a pair of bolted connection hanger plates that sandwich the cable (See Figure 6 for illustration). The bottom end of each rod is connected to every other floor beam both top and bottom with retaining nuts and washers. When viewed from the top, the suspender cables are at their widest point at the anchorages and narrow as they meet the towers. When viewed from the side, the cables at the center dip below the railing's top chord. Two suspension rods per cable are located in each outer span while twelve rods connect each cable to the deck within the center span.

Constructed from dimensional wooden beams, the deck structure when viewed from the side is comprised of a top and bottom chord that sandwich the perpendicular floor beams. Bolted metal sleeves fasten together the individual beams that comprise each chord. The floor beams extend past the chords and alternate between accepting a connection with a suspension rod or a wooden diagonal wind brace for the railing. Meanwhile, the two floor beams underneath each outer span that connect to suspension rods are hollow structural steel beams encased with a wood veneer;² the remaining floor beams are entirely of wood. The bottom lateral bracing consists of metal rods that pass through the floor beams via drilled holes. The deck consists of a composite material (not original) laid diagonally.

The railing is fabricated from dimensional lumber and consists of vertical posts that rise from each floor beam along with an intermediate chord and a top rail. Metal mesh panels fill the portals below the intermediate chord. To the outside of the railing, the aforementioned wind bracing runs from the top of the railing to an extension of every other floor beam.

Fence (Non-contributing, modern):

A chain-link fence that runs the length of the northern side of Glen Park guards visitors from the steep bank of the South Fork Kinnickinnic River. The fence from both sides of the bridge extends over the top of the bridge's two southwest anchorages before terminating at the walkway. Its modern nature renders the fence a non-contributing resource.

² Ibid.

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River Falls, Pierce County, WI

Integrity Statement

The Glen Park Suspension Footbridge was rehabilitated in 1985-86 with careful consideration of the structure's original appearance to the point that the rehabilitation plan stated that the "Existing bridge superstructure is similar to proposed."³ A comparison of the 1925 and 1985 bridge plans, a review of historic photographs and a field examination of the bridge confirm that the rehabilitation largely followed the original plan with regard to design and materials. The original concrete anchorages (albeit with recent inscriptions) and towers remained intact. The bridge deck, suspender cables and suspension rods were replaced but with like materials executed in the same design as the original structure. The bridge deck was replaced a second time in 2001 with a long-lasting composite decking material. With knowledge of these rehabilitation efforts, the bridge was still identified as potentially eligible for the National Register in the 1990-1991 architecture/history survey of River Falls, as well as the "River Falls Architecture & History Resources Survey" (2014-2015). Moreover, the Wisconsin Historical Society awarded a National Park Service grant to the City of River Falls for National Register listing. As a result of the rehabilitation, the Glen Park Suspension Footbridge continues to possess the high degree of integrity that allows it to convey its architectural significance as an excellent and rare example of suspension bridge engineering in Wisconsin.⁴

³ Ibid.

⁴ Ibid.; Minneapolis Bridge Company, "Design of Suspension Foot Bridge over Kinnickinic (sic) River, River Falls, Wis.," Original plans, 9 June 1925; 1935 Photo of the Glen Park Suspension Footbridge. All material located in "Swinging Bridge Files," City of River Falls Planning Department, River Falls, WI.

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Glen Park Suspension Footbridge
River Falls, Pierce County, WI

SIGNIFICANCE

Identified in 1990-1991 and again in 2014-2015 as potentially eligible for the National Register, the Glen Park Suspension Footbridge is nominated with statewide significance for the National Register of Historic Places under Criterion C, in the area of Engineering as a well-designed, graceful and rare example of a cable suspension bridge in the state of Wisconsin. Constructed in 1925 by the Minneapolis Bridge Company, the subject bridge utilizes a pair of reinforced concrete towers, spun steel suspender cables and steel suspension rods to carry a wooden deck over the high rocky banks of the South Fork Kinnickinnic River. The bridge underwent a major rehabilitation in 1985-86 where the cables, rods and deck were replaced in a manner that maintained the same design and use of materials called for in the original plan. Acknowledging the 1985-86 rehabilitation work, the bridge is one of only six, pre-1960 examples of suspension bridge construction in the state.

Period of Significance

The period of significance is 1925, which is the construction date of the subject bridge.

GENERAL HISTORICAL BACKGROUND

The evolution of River Falls and its recreational history is thoroughly discussed in the National Register nomination form for the “Glen Park Municipal Swimming Pool” (Listed 5 June 2007). Located about ten miles east of the Mississippi River with parts in both Pierce and St. Croix counties in west central Wisconsin, the origins of the City of River Falls began in 1852 when brothers Nathaniel N. and Oliver S. Powell built a sawmill on the Kinnickinnic River. The pair platted the village of Kinnickinnic two years later, which also coincided with the construction of a water-powered flour mill. By 1870, the settlement totaled 1,191 people and contained five mills that produced 150,000 barrels of flour annually. One of the chief mills of the group was the Cascade Mill, built in 1868, on the South Fork Kinnickinnic River, a short distance where that waterway joins the river’s main branch.⁵

River Falls diversified its status as a milling center in 1874 when the state of Wisconsin built the River Falls Normal School (present-day University of Wisconsin—River Falls). A fire destroyed the original school on Cascade Street, but it was rebuilt and the state added a Department of Agriculture to the institution in 1912. Also significant to the city’s evolution was the arrival in 1878 of the Hudson & River Falls Railroad which enhanced the ability to ship flour and wood products from the city’s mills. By 1890, the population of River Falls had grown to 2,474; however, a severe decline in area

⁵ National Register of Historic Places, Glen Park Municipal Swimming Pool, River Falls, Pierce County, Wisconsin, National Register # 07000542, Section 8, Pages 1-2.

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Glen Park Suspension Footbridge
River Falls, Pierce County, WI

wheat production and the Panic of 1893 forced the city's largest flour mill to close and, as a result, the population fell to just under 2,000 by 1910. Construction of a creamery, combined with the stabilizing influence of the Normal School, renewed the city's economy in the 1920s. Stable growth within River Falls continued even during the Great Depression and the city recorded a population of 2,806 in 1940.⁶

Located in the west central portion of River Falls and south of the two rivers that divide the city, Glen Park emerged as a result of the glen and waterfall on the South Fork Kinnickinnic River created by the dam constructed for the Cascade Mill. The picturesque spot soon was made accessible to picnickers and hikers by primitive steps extending from the top of the bank and a low, primitive footbridge over the river. This footbridge repeatedly was washed out by floods and then rebuilt. Local residents mulled over ideas for a park on the river's south side as early as the 1880s; however, no formal action occurred until the River Falls City Council approved in 1899 the purchase of twenty-one acres that included the falls and glen along the South Fork Kinnickinnic River and a wooded parcel along the southwest bank known as "Powell's Woods." This tract became River Falls' first park.⁷

First known as City Park, volunteers and local organizations initially developed and maintained the park until city work crews took over maintenance in 1902. Early park improvements consisted of constructing a driveway, bike path and clearing dead trees. By no later than 1901, concerns regarding improved access to the park were raised by a group of women, known as the River Falls Improvement League.⁸

RIVER FALLS IMPROVEMENT LEAGUE AND THE PARK

Although not the earliest woman's organization to form in River Falls (that distinction goes to the Women's Christian Temperance Union, which organized in 1881), the River Falls Improvement League⁹ organized in July 1900 when a group of women in the city attended an open meeting to hear a paper read by Mrs. W. J. Brier (the wife of River Falls Normal School president, W. J. Brier) regarding the impact of improvement leagues in other cities. According to the minutes of that meeting, a vote was cast "to organize a permanent society whose object should be to assist in

⁶ Ibid., 2-3.

⁷ Ibid., 5-6.

⁸ Ibid., 5-7; *A Souvenir... River Falls, Wis.* (Red Wing, MN: Wall & Haines, 1900), unpaginated.

⁹ The River Falls Improvement League is identified in the 1909 History of the St. Croix Valley as the "Ladies Improvement League" and other sources (including the 1991 Architectural and Historical Survey of River Falls) cite the group as the "Women's Improvement League." While established as, and consisting of, all women, a gender qualifier was never officially included in the organization's name, Augustus B. Easton, ed., *History of the St. Croix Valley*, 2 vols. (Chicago: H.C. Cooper Jr. & Co., 1909), 1:590; "River Falls, Wisconsin, Architectural and Historical Intensive Survey Report," Prepared by Michael H. Koop (September 1991), Digital copy on file at Heritage Research, Ltd., Menomonee Falls, WI, 107, 109.

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beautifying the homes, streets and surroundings in River Falls and to promote in every legitimate way the best development of the whole city.”¹⁰

The organization emerged at a time nationally when women were creating a wide range of groups to tackle social and political issues, as well as promote health, education and civic improvement. Under the broad scope of what notable social worker and reformist Jane Addams called “municipal housekeeping,” such groups in the era before women’s suffrage organized in the realm of expanding women’s traditional roles of nurturing and running the household in order to bring the perspective and influence of women into the civic arena.¹¹

In July 1901, Improvement League minutes record their desire for a permanent bridge to be built to the park. In 1902, a rummage sale was held to raise funds for the bridge, from which they raised just over \$300. Local builder Symes provided the League an estimate of \$500 for the bridge’s construction. The League then approached the city council to discuss their proposition. Following subsequent discussions regarding wood versus steel—with steel being preferred due to maintenance issues—the League procured by June 1903 an \$850 estimate for a steel bridge (without abutments). The League had also received consent from the Council to build a bridge at the foot of Vine Street to the park. In April 1904, a Mr. Kaler presented a steel bridge plan—on behalf of the League; however, consideration of its construction was postponed by the Council. The women decided to build the bridge on their own, with the funds that they had available (\$250), which meant that they could only build the “Rustic” bridge. Construction of that bridge was completed (except for its painting) by 1 August 1904 at a total cost of \$262.63.¹²

Work performed by the League was reported in 1906 by Mrs. Alice P. Weld (charter member of the Tuesday Club¹³) as follows:

The Improvement League, in which many of our club members work, has done a great deal in the beautifying of our city. The first work it did was to get as many people as possible interested in keeping

¹⁰ “River Falls, Wisconsin, Architectural and Historical Intensive Survey Report,” 107, 109-10; Meeting Minutes and Constitution of the River Falls Improvement League (8 July 1900), Material in River Falls Improvement League Collection, 1900-1916 (Not a full run), University of Wisconsin—River Falls Area Research Center, River Falls, WI.

¹¹ Barbara Wyatt, ed., *Cultural Resource Management in Wisconsin*, 3 vols. (Madison, WI: State Historical Society of Wisconsin, Historic Preservation Division, 1986), Vol. 3: Women’s Organizations, 4/1.

¹² River Falls Improvement League, Meeting minutes, July 1901, 24 October 1902, 16 May 1904, 6 June 1903, 6 July 1903, 13 June 1904, 1 August 1904; Dr. Kurt Leichtle, Retired History Professor, UW-River Falls, “Glen Park: The Parks Movement and a Small Midwestern City,” Presentation given at the Missouri Valley History Conference, March 2017, Talk and PowerPoint presentation also given to the Tuesday Club of River Falls, 17 April 2017, Copies of the paper and the PPT in possession of Heritage Research, Ltd., Menomonee Falls, WI.

¹³ The Tuesday Club was established in River Falls in 1890. Initially organized for “the study of history, literature and art,” the group joined the Wisconsin Federation of Women’s Clubs in 1897. The group remains in the community today.

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Glen Park Suspension Footbridge
River Falls, Pierce County, WI

our streets free from waste paper. War was waged on weeds, and two small but very pretty parks have been made from rubbish heaps, thus making waste places of beauty. In one of these parks is a fountain bought by the league. Two drinking fountains for man and beast have also been erected. The effort of the league this year has been directed toward the improving of the depot grounds. The motto of the league is: "Eternal vigilance is the price paid for beauty and cleanliness."¹⁴

According to the League's records (dating from 1900 to 1916; however, not a complete run), the league in its first fifteen years raised over \$2,000 which went to fund various civic improvements within River Falls. It sponsored programs to clean up litter and weeds and fix sidewalks. Dumps were cleaned up and transformed into recreational areas and a public rest room¹⁵ was created and maintained at the city hall. The group also raised \$1,000 for the construction of a public kitchen/dining hall (built 1912; no longer extant) in Glen Park.¹⁶

The League's interest in the construction of a more permanent--and street-level--footbridge to the park was recorded as late as August 1910, when a committee was formed to investigate the cost of such a bridge. After being told to "bide their time and see what happens," by both the mayor and others, the matter was seemingly dropped for the next fifteen years.¹⁷

¹⁴ Mrs. H. N. Kusick, "Club Women and Club Life: The Tuesday Club of River Falls," *Star Tribune* (Minneapolis, Minnesota), 7 January 1906, 9.

¹⁵ "Rest room" in this case is referring to a space where farmers' wives (and their children) can go while their husband is going to the mill, buying supplies, etc., "Rest Rooms for Farmers' Wives," *Wausau (WI) Daily Herald*, 30 January 1913. The League established the Woman's Rest Room in 1913 in a room in the (then new) City Hall (no longer extant). A traveling library from the Wisconsin Library Commission was placed in the room; the books of which were secured by the River Falls Improvement League, in *Wisconsin Library Bulletin* (April 1913), 73.

¹⁶ "River Falls, Wisconsin, Architectural and Historical Intensive Survey Report" (1991), 109-10; River Falls Improvement League Collection, 1900-1916, Collection Description and Index, as well as general review of meeting minutes from 1900-1911 (including 17 August and 2 October 1911). An image of the circa-1912, concrete block park building is included in the PowerPoint presentation prepared by Kurt Leichtle, Ph.D., for his talk entitled, "Glen Park: The Parks Movement and a Small Midwestern City." Despite the absence of League records after 1916, they functioned until at least 1927, as evidenced by a League history that was included in the local paper, "A Brief History of the Improvement League," *The River Falls Journal*, 31 March 1927, 1/1. While largely speculation, it is possible that the Improvement League may have "disbanded" as a separate, incorporated organization in 1916 and formally joined--or fell under the purview of--the Tuesday Club. In 1916, the Tuesday Club's purpose was amended to include "promotion of intellectual and social culture and to advance whatever relates to public welfare," thus making a formal transition from a purely study/history-oriented group to that of a service organization. Contact was also made by Schnell with two members of the Tuesday Club, Judy Baker and Club historian Mary Baumgartner, regarding the possibility of a merger between the two groups. While both seemed to think it was possible, neither was able to definitively answer the question and, in turn, Baumgartner referred Schnell to Dr. Leichtle. While a 1962 history of the Tuesday Club does not specifically mention a merger of the two groups, a portion of that 1962 history does talk about the activities of the League, Kurt Leichtle (who reviewed the 1962 history, included in the Tuesday Club records on file at the UWRF-ARC), Conversation with Traci E. Schnell, 26 January 2018, Notes on file at Heritage Research, Ltd., Menomonee Falls, WI.

¹⁷ The footbridge is identified as having been washed out several times but no records were found as to how long the Rustic

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Glen Park Suspension Footbridge
River Falls, Pierce County, WI

RESOURCE-SPECIFIC HISTORY

Details as to how the construction of the Glen Park Suspension Footbridge ultimately came to fruition remain largely unknown. What is known is that in November 1924, River Falls residents were presented with a bridge referendum that would authorize a bond issue for the construction of a new Junction Street (aka Falls Street) bridge. Passing with a vote of 482 to 247, the City of River Falls moved forward with plans provided by the Minneapolis Bridge Company (Minneapolis, Minnesota) for the construction of an overhead truss vehicular bridge at Junction Street (no longer extant; replaced in 1991-92). As of April 1925, work began on the dismantling of the old structure, which was ultimately completed and open to vehicular traffic by the end of July.¹⁸

On June 15th, the River Falls City Council approved “the proposition of the Minneapolis Bridge Company to construct a footbridge across the South Fork from the west end of Cascade Ave. to the Park, in accordance with plans now on file in the City Clerk’s office, for the sum of \$4,800.00.” Despite a review of earlier council minutes published in the local paper, as well as the existence of the footbridge plans (dated 9 June 1925), there is no actual record of events leading up to the construction of the 190-foot footbridge, which began in early July.¹⁹

The River Falls Journal remarked that:

There has been demand for this form of short cut ever since the park was established, and increased patronage that automobiling has brought makes it an absolute necessity, giving the city a greater opportunity of realizing upon the benefits which the park has to offer.²⁰

The pedestrian span was completed by 15 October 1925 and was lauded by the local newspaper as “one of the best improvements the city has made for a long time.” The bridge project coincided with other park improvements. These efforts included enlarging the zoo (no longer extant), widening the

bridge through “the Glen” served as access to the Park from Vine Street. However, an excerpt from a 1927 history of the League (regarding the 1904 footbridge) reads: “This lasted a number of years, but was finally washed away in a spring flood,” Sarah Tozer, “A Brief History of the Improvement League,” *The River Falls Journal*, 31 March 1927, 1/1; River Falls Improvement League, Meeting minutes, 1 August 1910.

¹⁸ “Coolidge and Dawes in Sweeping Victory,” *The River Falls Journal*, 6 November 1924, 1/1; “New Junction Bridge is Now Under Construction,” *The River Falls Journal*, 23 April 1925, 1/5; “Junction Bridge is Open to Traffic,” *The River Falls Journal*, 30 July 1925, 1/3.

¹⁹ “Council Proceedings” (Re: footbridge expenditure approval), *The River Falls Journal*, 18 June 1925, 8/4. Please note that the actual council minutes for 15 June 1925 were also reviewed for any additional information they could provide and they had nothing in them beyond what was recorded in the local paper, River Falls (Wis.). Common Council Minutes, 15 June 1925, Volume 5, Pierce Series 48, University of Wisconsin-River Falls Archives & Area Research Center, River Falls, Wisconsin; “Work Started on Glen Park Bridge,” *The River Falls Journal*, 9 July 1925, 1.

²⁰ “Work Started on Glen Park Bridge,” *The River Falls Journal*, 9 July 1925, 1.

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Glen Park Suspension Footbridge
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roadway and establishing pathways from the bridge into the park.²¹

Numerous secondary sources indicate that the bridge was built with either funding or plans donated by the River Falls Improvement League; the assumption of which was likely predicated on the fact that they built the rustic bridge to Glen Park in 1904, as well as had a history of support for the construction of a higher and more permanent bridge. In any case, it is perhaps a history of the Improvement League, which was published in *The River Falls Journal* in 1927, that provides what would seem to be the most solid evidence that the Improvement League did not finance the construction of the \$4,800 footbridge. In that article, it notes “Our costliest undertaking was the building of the Lodge at a cost of \$1,000.”²²

Presently known to the residents of River Falls as “The Swinging Bridge,” the City of River Falls completed in 1986 an approximately \$111,681 rehabilitation that followed the original plan and utilized the same materials for the suspender cables, suspension rods and bridge deck. In 2001, a composite material deck was put in place to improve pedestrian safety. Designated as a local landmark in 2007, the bridge is well known in the area and is recognized in *Buildings of Wisconsin* (2016), which is part of the Society of Architectural Historians series *Buildings of the United States*. The bridge is also the namesake for the Swinging Bridge Brewing Company (est. 2016), which opened a brewpub in River Falls in March 2017. The company also utilizes an outline image of the bridge as its logo.²³

²¹ Ibid.; “New Bridge Completed; Is Great Convenience,” *The River Falls Journal*, 15 October 1925, 1; “River Falls, Wisconsin, Architectural and Historical Intensive Survey Report,” 109-10. The date for the removal of the zoo from the park could not be confirmed; however, it is thought to have been in the late-1930s, “Namesake Park Enhances Pool’s Personality,” *Pierce County Herald*, 10 August 2012, Available online at www.piercecountyherald.com/news/1028167-namesake-park-enhances-pools-personality, Accessed January 2018.

²² The 1991 Intensive Survey of River Falls cites that the Improvement League financed the construction of the suspension footbridge; that incorrect assertion was perpetuated in the 2015 survey update of the city, “River Falls, Wisconsin, Architectural and Historical Intensive Survey Report,” 93 and “Historical and Architectural Resources Survey of River Falls, Pierce and St. Croix Counties Wisconsin,” Prepared by Heritage Research, Ltd., Menomonee Falls, WI (August 2015), 19-20; The National Register nomination for the Glen Park Swimming Pool also includes the following sentence: “Members of the Women’s Improvement League encouraged development of a high bridge by raising funds and securing plans from the Minneapolis Bridge Company.” Despite that solid statement, neither the sentence, nor the paragraph include a citation for that information, National Register of Historic Places, Glen Park Municipal Swimming Pool, Section 8, Page 5; Sarah Tozer, “A Brief History of the Improvement League,” *The River Falls Journal*, 31 March 1927, 1/1, 6/4. It remains possible that the League either obtained the plans from the bridge company themselves or, at the very least, they rallied local support for the city’s approval for funding the construction of the footbridge. However, there is no solid evidence of that fact at this time and, therefore, no case can be substantiated for significance under Criterion A: Social History and the River Falls Improvement League.

²³ Debbie Griffin, “Bridge Swinging Towards Official Status,” *River Falls Journal*, 24 March 2007, A1, A3; Marsha Weisinger, et. al., *Buildings of Wisconsin* (Charlottesville, VA: University of Virginia Press, 2016), 379. The Griffin article (page A3) suggests that perhaps the bridge was not funded by the Improvement League and cites the bridge’s construction by the city. The actual payment of the construction of the bridge by the city to the bridge builder is not in question, as the

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Glen Park Suspension Footbridge
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CRITERION C: ENGINEERING

The Glen Park Suspension Footbridge was built by the Minneapolis Bridge Company, a firm well-known for their construction of vehicular bridges. Despite an earlier firm with the same name (established in the 1880s by Commodore Jones which evolved into the Minneapolis Bridge and Iron Company, but which ceased to exist by circa 1910), the subject company was started in 1913 by Alexander Y. Bayne, Oliver Mattison and William R. Lee. Lee left the firm shortly after its incorporation to form Lee & Montgomery, agents for the Iowa Bridge Company. Ohio-born Alexander Bayne attended public schools in Missouri and Iowa. As of 1876, he entered into teaching, after which he became associated with a Minnesota bridge company, where he worked for six years as a salesman (1880-1886). During this period, and specifically between 1883-1884, Bayne served as the agent for Jones and Hewett (a partnership between the aforementioned Commodore Jones and Seth Hewett), another early and well-known bridge builder in Minnesota. Bayne established his own bridge contracting firm in 1887; however, three years later, he joined the Gillette-Herzog Manufacturing Company where he served as the bridge department manager until 1900. After three years as the contracting department manager for the American Bridge Company, he again established his own firm, A.Y. Bayne and Company, after which the Minneapolis Bridge Company was formed along with Mattison and Lee in 1913-1914. Bayne (who was not an engineer, but a contractor/construction superintendent) died in 1917 at the age of sixty-two. Mattison--for whom little biographical information could be found--then took over as company president. As of 1920, and aside from Mattison, officers of the company included Isak Helseth (vice president) and George McDowell (secretary/treasurer); this leadership structure was maintained through at least 1931, during which time the Glen Park Suspension Bridge was erected.²⁴

women's group would not have been the entity with which the Minneapolis Bridge Company would have had the contract (it would have been the city). Contact was made with Jeanne Zirbel, River Falls Historic Preservation Commission member at the time of local listing (and the Griffin article), and who, along with her third-grade class, as well as local historian Ursula Peterson, completed the nomination papers. She continues to be of the understanding that it was the Improvement League that raised the funds for the construction of the footbridge or, at the very least, presented and/or pushed the issue with the River Falls City Council, Zirbel, Telephone Conversation with Traci E. Schnell, 25 January 2018. Ursula Peterson was also contacted (on 30 January 2018) for any information that she might recall regarding the footbridge and the Improvement League but she was unable to do so.

²⁴ No comprehensive history of the subject bridge firm was found. All information provided for the company was a combination of the following information: A.N. Marquis, ed., *The Book of Minnesotans: A Biographical Dictionary of Leading Living Men of the State of Minnesota* (Chicago: A.N. Marquis & Co., 1907), 34-35; Denis P. Gardner, *Wood, Concrete, Stone and Steel: Minnesota's Historic Bridges* (Minnesota, MN: University of Minnesota Press, 2008), 77; By no later than 1914, Lee was in his new position with Lee & Montgomery, *Davison's Minneapolis City Directory* (Minneapolis, MN: Minneapolis Directory Company, 1912, 1913, 1914, 1920, 1931); "Alexander Y. Bayne," Obituary, In *Engineering News-Record* (New York), Vol. 79/No. 23 (6 December 1917), 1083; Additional biographical information regarding Bayne and the bridge company is included in the following three sources: (1) Historic context for "Iron and Steel Bridges in Minnesota," National Register of Historic Places, Multiple Property Documentation Form, Prepared by Frederic L. Quivik and Dale L. Martin (1988), Available in the Minnesota State Historic Preservation Office, St. Paul, Minnesota and available

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Glen Park Suspension Footbridge
River Falls, Pierce County, WI

The 1925 bridge plans do not include any other name on them, other than the Minnesota Bridge Company. It remains unknown if the construction firm included an in-house designer at the time of the design of the Glen Park Suspension Bridge.

The evolution of cable suspension bridges – of which the Glen Park Suspension Footbridge is an example – is discussed in Charles S. Whitney’s *Bridges: Their Art, Science & Evolution* (1983). Suspension bridges utilize towers, suspender and suspension cables, as well as cable anchorages to carry a lightweight bridge deck. Long suspender cables are attached to massive concrete anchorages at each end and those cables rise to the top of a tower and dip towards the center before rising to meet the next tower. The deck is then attached at regular points to the suspender cables via suspension cables or rods, which operate in tension. The towers, which accept the load from the suspender cables, operate in compression. Construction of suspension bridges in America occurred as early as the late 1700s. In fact, even during this early period, the United States was a pioneer in suspension bridge development since they required far less iron – a scarce material at the time – than iron-arch bridges. This is due to the fact that wood could be used for the deck truss since the load was transferred to the cable at short, regular intervals. Originally, wrought iron chains were used to carry the bridge deck; however, in 1808, Americans were the first to use wire cable. Suspension bridges had a disadvantage in that they lacked stability and were prone to undulation while carrying a load or subjected to high winds. This made many early suspension bridges an unpopular choice for railroad construction. The development of a stiffened deck truss in the 1880s mitigated this attribute of suspension bridges and allowed for extremely long spans.²⁵

Wisconsin claims a nominal number of suspension bridges for several reasons. First, suspension bridges are best suited to cross gorges or areas with steep, rocky embankments. Few places in Wisconsin possess such terrain. Also, suspension bridges are expensive to build and essentially cost-effective only for spans in excess of 200 feet; however, Wisconsin rivers generally are slow moving and are able to have piers constructed within them in order to break the bridge into a number of smaller

online at www.dot.state.mn.us/historicbridges/bridge/misc/iron-steel-context.pdf, Accessed February 2018; (2) National Register of Historic Places, Swan River Bridge, Bigfork, Flathead County, Montana, National Register # 05000484; and (3) Granite Falls Pedestrian Bridge (1935), Minnesota Architectural History Inventory Form, Available online at www.dot.state.mn.us/historicbridges/bridge/r0657/inventory-form.pdf, Accessed February 2018. Oliver Mattison died in August 1943, after which George F. McDowell became president of the firm. McDowell died in 1951 and the firm is identified as having been dissolved as of 1956, “George F. McDowell,” Obituary, *The Minneapolis (MN) Star*, 30 May 1951, 19/5. Isak Helseth died in 1966 and it was in his obituary that the dissolution date was noted; however, his obituary erroneously identifies Helseth as the founder of the Minneapolis Bridge Company, “Isak Helseth,” Obituary, *The Minneapolis Star*, 19 August 1966, 34/2. No obituary could be found for Mattison; an announcement regarding the handling of his funeral arrangements was found, as was the listing of his death in the local paper, *The Minneapolis Star*, 6 August 1943 and 10 August 1943, respectively.

²⁵ Charles S. Whitney, *Bridges: Their Art, Science & Evolution* (New York: Greenwich House, 1983), 195, 198.

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Glen Park Suspension Footbridge
River Falls, Pierce County, WI

spans. Currently, there are no pre-1970 vehicular examples of suspension bridges within the state, although there used to be a sizeable span where State Highway 82 crosses the Mississippi River in Crawford County.²⁶

The few existing pre-1967 (employing the 50-year rule) suspension bridges in the state are pedestrian crossings of which there are five²⁷ other known extant examples. They include the following: (1) Washington Park Golf Course Pedestrian Bridge (1913), Racine, Racine County; (2) High Cliff Park Swinging Bridge (Ca. 1913; Rebuilt 1976²⁸), Galesville, Trempeleau County; (3) the WPA-constructed, Pamperin Park Bridge (1938), Hobart, Brown County (part of the greater Pamperin Park, which determined potentially eligible for the National Register in 2006); (4) Hoyt Park Suspension Bridge (1939), Wauwatosa, Milwaukee County (a contributing element of the Upper Menomonee River Parkway Historic District, also determined eligible for the National Register); and (5) Mapleside Footbridge (1954) across the Pine River, Richland Center. Of these footbridges, only the Hoyt Park bridge in Wauwatosa shows evidence of design and construction by an established vehicular bridge-building firm (the Minneapolis Bridge Company) versus the less refined appearance created by local contractors.²⁹

In any case, the number of remaining historic-era suspension bridges in the state is finite number. Constructed in 1925 and sensitively rehabilitated in 1985-1986, the Glen Park Suspension Footbridge is nominated with statewide significance for the National Register of Historic Places under Criterion C: Engineering as a well-designed, graceful and rare example of a cable suspension bridge in the State of Wisconsin.

²⁶ Information regarding the number and location of vehicular suspension bridges in Wisconsin was gleaned from "Eau Claire River Suspension Footbridge/Boyd Park Pedestrian Bridge," Determination of Eligibility Form prepared by Heritage Research, Ltd. (2002) with pertinent information in that DOE gathered from a conversation with Robert Newbery, who at the time was the Wisconsin Department of Transportation Compliance Historian.

²⁷ A sixth suspension footbridge bridge was cited (in the aforementioned DOE) as in existence in Copper Falls State Park; however, based on the bridge inventory included in the National Register nomination for Copper Falls State Park, none of the inventoried bridges are identified as being of the cable suspension-type, National Register of Historic Places, Copper Falls State Park, Town of Morse, Ashland County, National Register #05001425.

²⁸ WHPD information cites an 1877 date of construction and a 1982 addition for the High Cliff Park Swinging Bridge in Galesville; however, *The Construction News* (17 May 1913), page 34 records that a new bridge was built in 1913 and Bridgemeister.com cites a rebuild date of 1976. Furthermore, the city's website notes that the bridge is currently under repair, Galesville Chamber of Commerce website, Available online at www.galesvillewi.com, Accessed January 2018.

²⁹ Wisconsin Historic Preservation Database, Material online at www.wisconsinhistory.org/ahi, Accessed April 2017; Additional information on Wisconsin suspension bridges in Wisconsin found on www.Bridgemeister.com, Accessed January 2018.

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Conclusion

The Glen Park Suspension Footbridge has very good integrity and is eligible for the National Register under Criterion C as an excellent and rare example of a cable suspension footbridge in Wisconsin.

Archaeological Potential

Glen Park both historically and today is a wooded area free of typical urban development. As a result, ground disturbance mostly has been limited to developing park facilities. The Upper Sioux Tribe in Minnesota has ancestral tribal lands in this area and expressed interest in March 2017 in the Glen Park area as part consultation for a FEMA-sponsored storm shelter project. They conducted a site visit and testing in April 2017. Additionally, with regard to industrial archaeology, the Cascade Mill and Dam across the South Fork Kinnickinnic River existed from 1868 to circa 1920 in the immediate vicinity of the subject bridge. The area may still contain evidence of that industrial activity. Comprehensive archaeological analysis was outside of the scope of this nomination; archaeological potential remains unassessed.

Acknowledgements

This program receives Federal financial assistance for identification and protection of historic properties. Under Title VI of the Civil Rights Act of 1964, section 504 of the Rehabilitation Act of 1973, and the Age Discrimination Act of 1975, as amended, the U.S. Department of the Interior prohibits discrimination on the basis of race, color, national origin, or disability or age in its federally assisted programs. If you believe you have been discriminated against in any program, activity or facility as described above, or if you desire further information, please write to: Office of Equal Opportunity, National Park Service, 1849 C Street NW, Washington, DC 20240.

The activity that is the subject of this Nomination has been financed entirely with Federal Funds from the National Park Service, U.S. Department of the Interior, and administered by the Wisconsin Historical Society. However, the contents and opinions do not necessarily reflect the views or policies of the Department of the Interior or the Wisconsin Historical Society. Nor does the mention of trade names or commercial products constitute endorsement or recommendation by the Department of the Interior or the Wisconsin Historical Society.

Preservation Activities

The subject bridge structure was identified as potentially eligible for the National Register of Historic Places in the 1990-1991 survey completed by Michael H. Koop. In 2014, the City of River Falls received a grant from the National Park Service to complete an update to that survey and determine what buildings, structures and districts were considered to be potentially eligible for the National Register. The result of which was the subject bridge remained potentially eligible for the National Register. As a result, the city in 2016 received a second National Park Service grant for preparing a

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nomination for listing the Glen Park Suspension Footbridge in the National Register. The City of River Falls Historic Preservation commission locally designated the bridge in 2007 due to its unique suspension design and its role in enhancing recreation in River Falls by connecting city's oldest and largest park to the city's northern side. The commission also sponsored the creation of a historic postcard image in 2016 and handed out the card at the annual River Falls Days celebration to raise awareness of the bridge.____End of Statement of Significance

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River Falls, Pierce County, WI

Insert References

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River Falls, Pierce County, WI

Verbal Boundary Description:

The historic boundary is a rectangle that measures 25 feet by 225 feet that contains the entirety of the bridge.

Boundary Justification:

The four corners of the historic boundary coincide with the outermost corners of bridge's four concrete anchorages and ten feet of the approach on each end. The historic boundary lines drawn from those points incorporate the bridge in its entirety and include enough setting to place the bridge in an appropriate context.

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River Falls, Pierce County, WI

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PHOTOGRAPHS

Name of Property:	Glen Park Suspension Footbridge
City or Vicinity:	River Falls
County:	Pierce
State:	Wisconsin
Name of Photographer:	Brian J. Faltinson
Date of Photographs:	February 2017
Location of Original Digital Files:	State Historic Preservation Office, Wisconsin Historical Society, Madison, WI
Number of Photographs:	14

Photo #1 of 14
Perspective, view to north

Photo #2 of 14
Bridge, view to north

Photo #3 of 14
Bridge: southwest end, view to north northeast

Photo #4 of 14
Bridge: northeast end, view to west southwest

Photo #5 of 14
Tower portals, view to northeast

Photo #6 of 14
Southwest tower: outside view, view to north northeast

Photo #7 of 14
Southwest tower: side view, view to west

Photo #8 of 14
Southwest tower: inside view, view to southwest

Photo #9 of 14
Southwest tower, bottom view, view to southwest

Photo #10 of 14
Northeast tower: outside view, view to southwest

Photo #11 of 14
Northeast tower, inside view, view to northeast

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Photo #12 of 14
Cable anchor point & deck structure, view to west southwest

Photo #13 of 14
Deck bottom, view to southwest

Photo #14 of 14
Suspender cable, connector & suspension rod, view to west

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- Figure 1: Circa-1925 Photograph, in River Falls—Parks—Glen Park Vertical File, University of Wisconsin-River Falls, Archives and Area Research Center (hereafter cited as UWRF-AARC).
- Figure 2: 1935 Photograph, in “Swinging Bridge Files,” City of River Falls Planning Department, River Falls, WI.
- Figure 3: 1976 Photograph (pre-renovation), in River Falls—Parks—Glen Park Vertical File, UWRF-AARC.
- Figure 4: 1925 Plan by the Minneapolis Bridge Company, in “Swinging Bridge Files.”
- Figure 5: 1985 Plan—Superstructure, in “Swinging Bridge Files.”
- Figure 6: 1985 Plan—Details, in “Swinging Bridge Files.”
- Figure 7: Wooden Footbridge (1904) over South Fork Kinnickinnic River (not extant), in River Falls—Parks—Glen Park Vertical File. UWRF-AARC.
- Figure 8: Sketch map



Figure 1: Historic photograph of bridge, Circa-1925.

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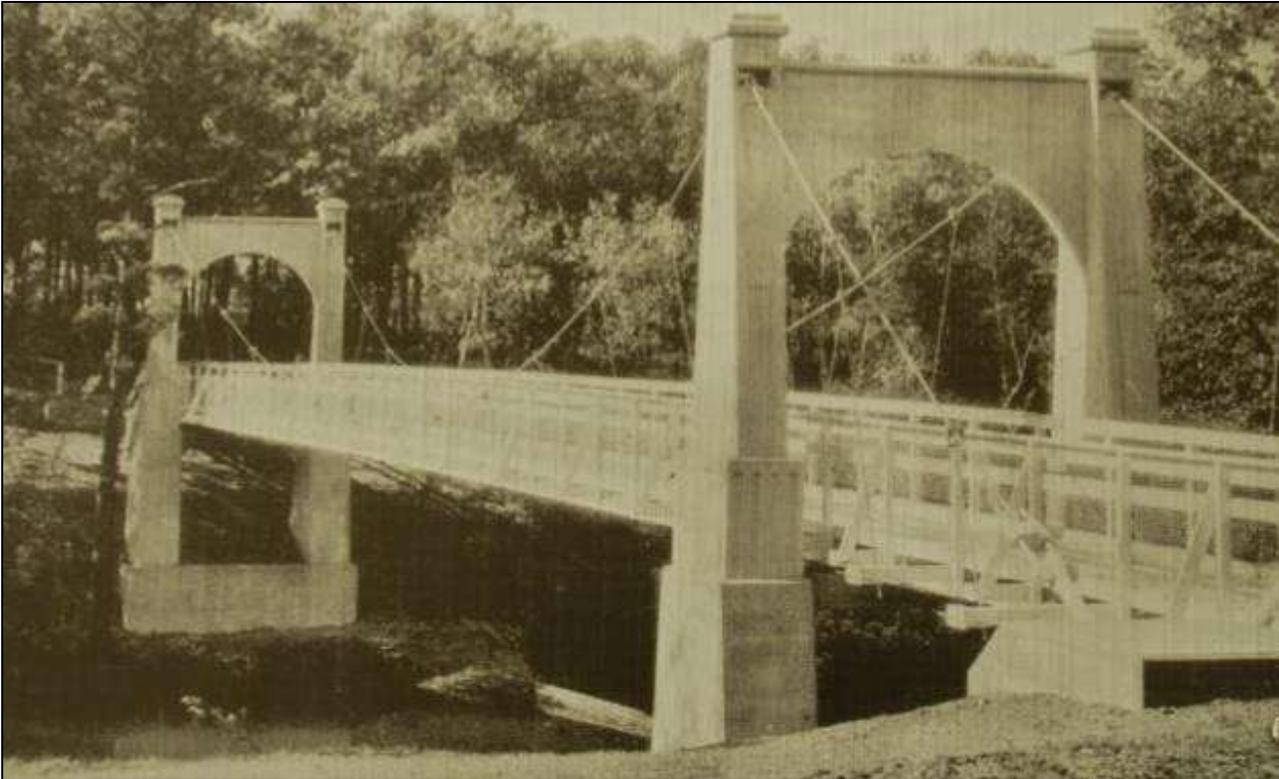


Figure 2: Historic photograph of bridge, 1935.

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River Falls, Pierce County, WI



Figure 3: Pre-rehabilitation Photograph of bridge, 1976.

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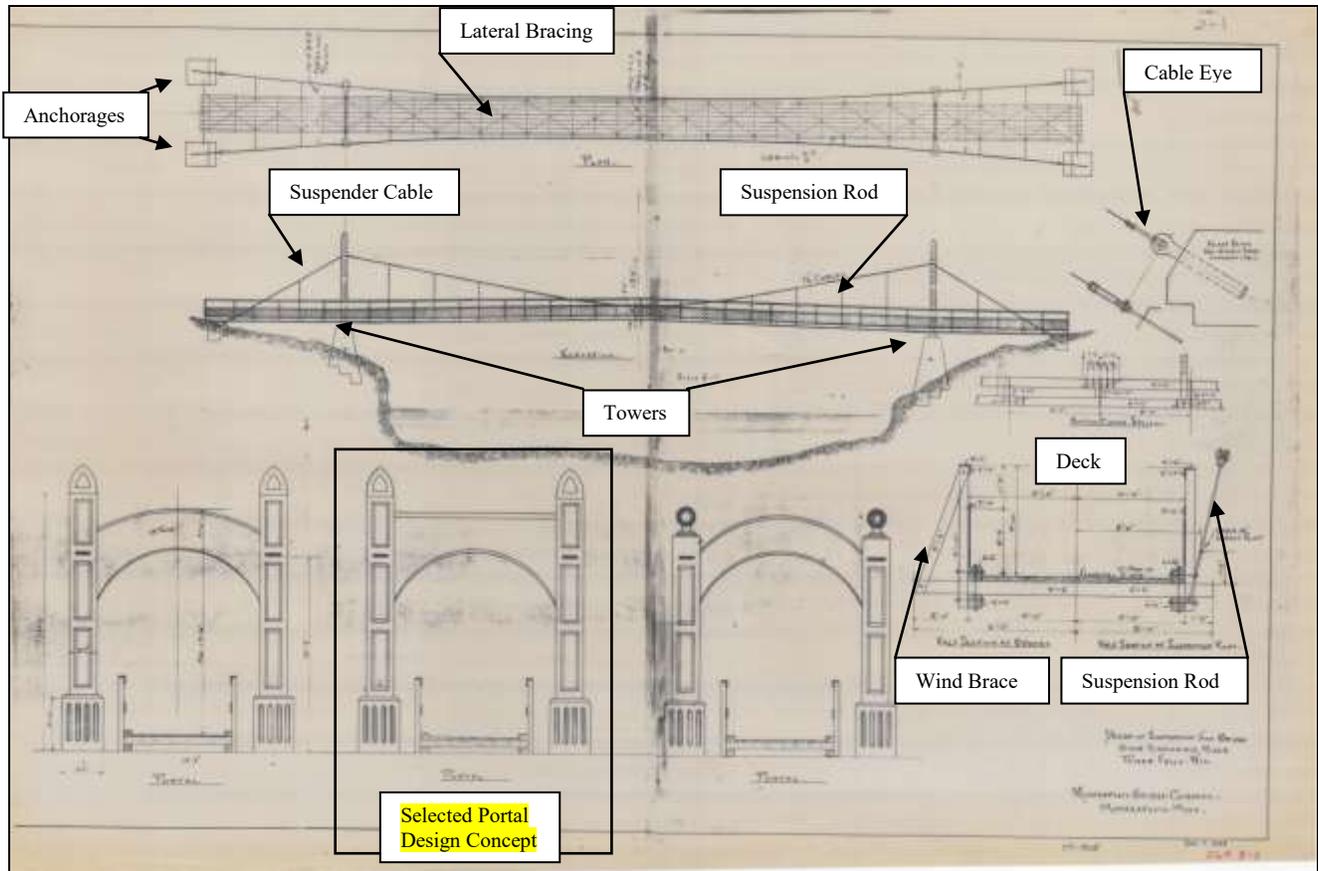


Figure 4: 1925 bridge plans, Image adapted with labeling.

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River Falls, Pierce County, WI

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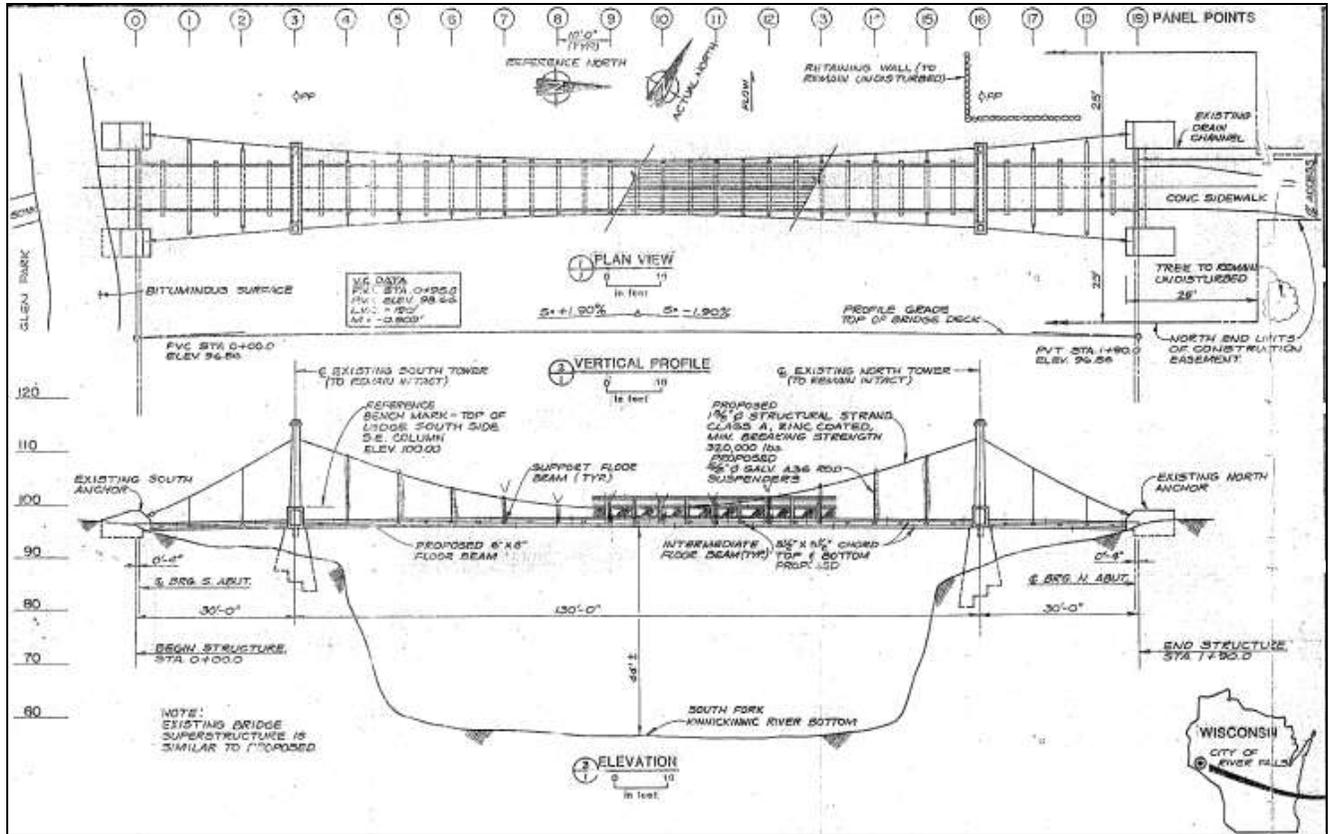


Figure 5: 1985 Bridge Plan—Superstructure.

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River Falls, Pierce County, WI

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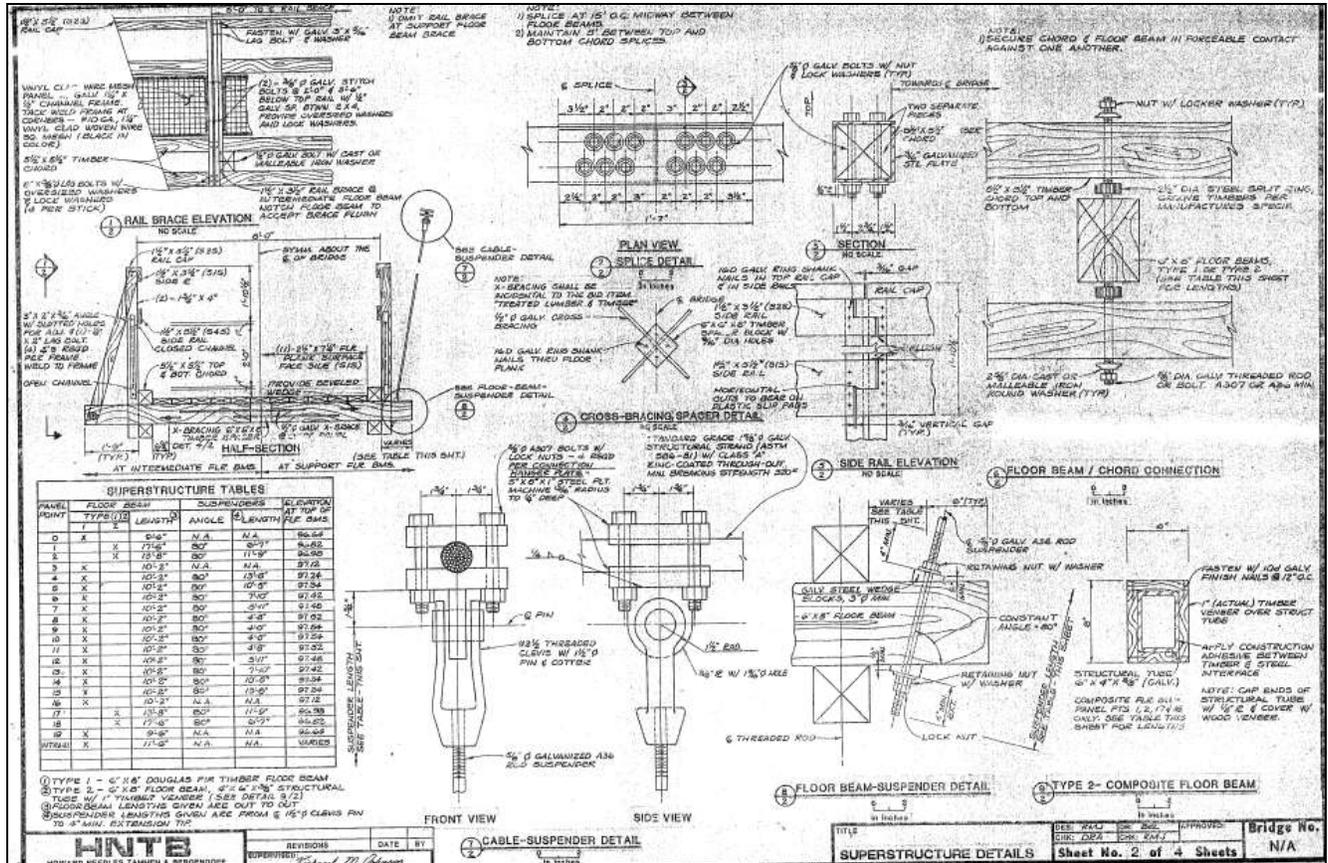


Figure 6: 1985 Bridge Plan-Details.

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River Falls, Pierce County, WI



Figure 7: 1904 Rustic footbridge (no longer extant) built with funds from the River Falls Improvement League.

___End Figures

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River Falls, Pierce County, WI

Glen Park Suspension Footbridge
W. End Cascade Avenue across Kimmickinnic River



Pierce County, Wisconsin, GIS

Figure 8: Sketch map





STOP



GLEN PARK
CONSTRUCTED 1978

NO
MOTORIZED
VEHICLES

SWINGING BRIDGE
REHABILITATED 1987



PARK
HOURS
8 AM - 12 PM

NO
MOTORIZED
VEHICLES

GLEN PARK
CONSTRUCTED 1925

SWINGING BRIDGE
REHABILITATED 1977





















UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Requested Action:

Property Name:

Multiple Name:

State & County:

Date Received: 5/30/2018 Date of Pending List: 6/28/2018 Date of 16th Day: 7/13/2018 Date of 45th Day: 7/16/2018 Date of Weekly List:

Reference number:

Nominator:

Reason For Review:

- | | | |
|---|--|---|
| <input type="checkbox"/> Appeal | <input type="checkbox"/> PDIL | <input type="checkbox"/> Text/Data Issue |
| <input type="checkbox"/> SHPO Request | <input type="checkbox"/> Landscape | <input type="checkbox"/> Photo |
| <input type="checkbox"/> Waiver | <input type="checkbox"/> National | <input type="checkbox"/> Map/Boundary |
| <input type="checkbox"/> Resubmission | <input type="checkbox"/> Mobile Resource | <input type="checkbox"/> Period |
| <input checked="" type="checkbox"/> Other | <input type="checkbox"/> TCP | <input type="checkbox"/> Less than 50 years |
| | <input type="checkbox"/> CLG | |

Accept Return Reject 7/13/2018 Date

Abstract/Summary
Comments:

Recommendation/
Criteria

Reviewer Barbara Wyatt Discipline Historian

Telephone (202)354-2252 Date _____

DOCUMENTATION: see attached comments : No see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.

FEB 20 2018

Historic Preservation Commission

222 Lewis Street
River Falls, WI 54022
715.425.0900
www.rfcity.org



February 14, 2018

Peggy Veregin
National Register Coordinator
Wisconsin Historical Society
816 State Street
Madison, WI 53706



RE: National Register Nomination for the Glen Park Suspension Footbridge

Dear Ms. Veregin,

The River Falls Historic Preservation Commission writes this letter in support of the Glen Park Suspension Footbridge ("Swinging Bridge") for the State and National Registers of Historic Places. The City of River Falls, on behalf of the Historic Preservation Commission, received a grant from the Wisconsin Historical Society in 2015 to prepare a nomination for the Swinging Bridge. The Commission is therefore pleased that both the State of Wisconsin and the National Parks Service will consider this nomination. We look forward to hearing the outcome of the February 16, 2018 public hearing.

Sincerely,

A handwritten signature in black ink, appearing to read 'Heidi Heinze', with a long horizontal line extending to the right.

Heidi Heinze, Chair
Historic Preservation Commission



WISCONSIN
HISTORICAL
SOCIETY

TO: Keeper
National Register of Historic Places

FROM: Peggy Veregin
National Register Coordinator

SUBJECT: National Register Nomination



The following materials are submitted on this Twenty-fourth day of May 2018, for the nomination of the Glen Park Suspension Footbridge to the National Register of Historic Places:

<u>1</u>	Original National Register of Historic Places Nomination Form
<u>1</u>	CD with NRHP Nomination form PDF
<u> </u>	Multiple Property Nomination form
<u>14</u>	Photograph(s)
<u>1</u>	CD with image files
<u>2</u>	Map(s)
<u>8</u>	Sketch map(s)/figures(s)/exhibit(s)
<u>1</u>	Piece(s) of correspondence
<u> </u>	Other:

COMMENTS:

<u> </u>	Please ensure that this nomination is reviewed
<u> </u>	This property has been certified under 36 CFR 67
<u> </u>	The enclosed owner objection(s) do or do not constitute a majority of property owners
<u> </u>	Other: