

United States Department of the Interior  
National Park Service

For NPS use only

National Register of Historic Places  
Inventory—Nomination Form

received SEP 16 1988  
date entered

See instructions in *How to Complete National Register Forms*  
Type all entries—complete applicable sections

1. Name

historic Manchester Street BRIDGE

and or common N/A

2. Location

street & number Ochsner Park N/A not for publication

city, town Baraboo N/A vicinity of

state Wisconsin code WI county Sauk code 111

3. Classification

<b>Category</b>	<b>Ownership</b>	<b>Status</b>	<b>Present Use</b>
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational
<input type="checkbox"/> site	<b>Public Acquisition</b>	<b>Accessible</b>	<input type="checkbox"/> entertainment
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government
	<input type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial
	N/A	<input type="checkbox"/> no	<input checked="" type="checkbox"/> transportation
			<input type="checkbox"/> other:

4. Owner of Property

name City of Baraboo

street & number Baraboo City Hall

city, town Baraboo N/A vicinity of state Wisconsin 53913

5. Location of Legal Description

courthouse, registry of deeds, etc. Register of Deeds

street & number Sauk County Courthouse

city, town Baraboo state Wisconsin

6. Representation in Existing Surveys

title Historic Bridge Advisory Committee has this property been determined eligible?  yes  no

date 1981  federal  state  county  local

depository for survey records State Historical Society of Wisconsin

city, town Madison state Wisconsin

# 7. Description

<b>Condition</b>		<b>Check one</b>	<b>Check one</b>	
<input checked="" type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input checked="" type="checkbox"/> unaltered	<input type="checkbox"/> original site	
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input type="checkbox"/> altered	<input checked="" type="checkbox"/> moved	date <u>1987</u>
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed			

## Describe the present and original (if known) physical appearance

The Manchester Street Bridge was built in 1884. It is a single span, Camelback through truss.

The bridge's overall length is 128', width is 14' 2". At its original location it carried one lane of traffic and rested on stone abutments. Currently it has concrete abutments and is used for pedestrian traffic in a park. The deck is carried by six floor beams. Five of them are built up "I" beams that taper slightly at each end. The sixth, located at the bridge's west end, is a 13" by 5" "I" beam that has been placed in the last ten years. Perpendicular to the floor beams and extending from beam to beam are 11'.25" by 2'.5" deck stringers which vary from ten to thirteen stringers per span. The bottom lateral bracing is comprised of upset, cylindrical rods. The deck itself is of wooden planks.

The two floor beams nearest the abutments are hung from the top chord by cylindrical hip verticals. The four intermediate posts are two channels connected with lacing and stay plates, each measuring 9" by 4". The inclined end posts, as well as the top chords, are 12.25" by 8.25". Each is two channels, connected with lacing, stay plates and cover plates. Top lateral bracing is comprised of upset, cylindrical rods. The counters are cylindrical eye bars, loop welded, with upset ends for turnbuckles. Top lateral struts, fabricated from angles connected with lacing, resemble "I" beams. Portal struts are made of the same pieces as the top lateral struts, except that additional flat iron creates a latticework affect instead of simple lacing. Portal bracing consists of angles shaped to form 90 degree arcs. Sway bracing consists of cylindrical tubing and rods placed 14' 3" above the traffic deck on the four intermediate posts.

The diagonals are cylindrical rods with a diameter of either 7/8" or 5/8". Bottom chords are 2.5" by .75", forged double rectilinear eye bars.

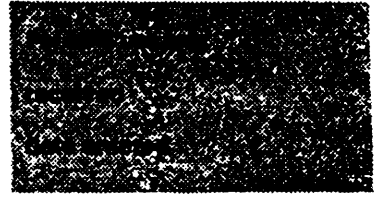
All major joint connections are pinned.

The bridge had been in vehicular/transportation service since its construction, to the Fall of 1987. The periodic replacement of the traffic deck, as well as replacing the west end hip verticals and floor beam about 10 years ago, suggested that the bridge was in good condition. Those items notwithstanding, a 3 ton weight limit had been placed on the bridge as the integrity of its individual structural members became questionable.

The bridge was slated for replacement in the Summer of 1987. Due to its uniqueness as Wisconsin's only pre-1900 Camelback truss, however, the City of Baraboo agreed to save and relocate it. Consequently, it was partially dismantled and moved to Baraboo's Ochsner Park in the Fall of 1987. There it was reassembled and placed on new, poured concrete abutments surrounded by rip-rap. It still spans the Baraboo River and is now used as a foot

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bridge. Because the bridge is being nominated for its engineering significance, as well as the fact that there was no unique historical relationship with its original site (see Section 8), this relocation does not affect the bridge's integrity or engineering significance.

### NUMBER OF RESOURCES WITHIN PROPERTY

The nomination includes one contributing resource (Manchester Street Bridge) and no non-contributing resources.

# 8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400–1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500–1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600–1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700–1799	<input type="checkbox"/> art	<input checked="" type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input type="checkbox"/> 1800–1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input type="checkbox"/> 1900–	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> transportation
Period of Significance: 1884	<input type="checkbox"/> invention			<input type="checkbox"/> other (specify)
<b>Specific dates</b>	1884 <sup>1</sup>	<b>Builder/Architect</b>	Milwaukee Bridge & Iron Works <sup>2</sup>	

## Statement of Significance (in one paragraph)

Statement of Significance:

The Manchester Street Bridge is a Camelback (Pratt) through truss. It was erected in 1884 by the Milwaukee Bridge and Iron Works, a very prolific late nineteenth century firm that built bridges throughout the midwest. This bridge has been cited by Cultural Resource Management in Wisconsin as one of only two Camelback truss bridges remaining in the state. Of the two, it is the only pre-1900 structure. It is significant, therefore, as Wisconsin's only wrought iron, pin connected example of this unique Pratt truss.

Historical Background:

The area around the original location of the Manchester Street Bridge was historically known as the Baraboo River's Lower Ox-bow. Eben Peck claimed the first land at that location in 1839, predating, in fact, interest in the site that later became Baraboo's downtown. Another claim for the same land was filed shortly thereafter by James Van Slyke. As Van Slyke began to make river improvements, Peck filed suit, hoping to drive the intruder out. Van Slyke left the valley in 1840, the same year that Peck moved there permanently, only to return in 1846. With the financial help of a Mr. Maxwell, he filed a new claim and again began working on river improvements. Van Slyke completed a dam and race in 1848, and began work on a sawmill immediately thereafter. Constructed on the west side of the river, a gristmill, sawmill, and a carding and cloth-dressing establishment were in place by 1856.<sup>3</sup>

Admiring the industrial growth on the west side of the Lower Ox-bow, Walter P. Flanders, one of the subsequent owners of the Van Slyke gristmill, decided to try and develop the east bank. He retained Peter Folsom to survey the Village of Manchester in 1850, and locate it directly across from the west side industrial complex. Written in 1880, The History of Sauk County, Wisconsin, prophesied that "... as a village it will probably never prove a success."<sup>4</sup>

With a thriving industrial complex on the west, and a newly platted village on the east, a bridge spanning the river at the Lower Ox-bow might have seemed appropriate by the mid 1850s. Those circumstances notwithstanding, a bridge was not indicated on a map thought to date to the mid 1860s, nor is one reflected on an 1877 county map.<sup>5</sup> The absence of a bridge may well have contributed to the failure of the Village of

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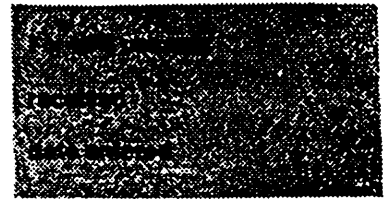
Manchester.

Despite failure on the east bank, business continued on the west. The sawmill burned down in 1857, only to be immediately rebuilt. The Manchester Roller Mills and Manchester Knitting Mills were still operating in the 1880s, a time when there were even plans to build a new paper factory at the Lower Ox-bow.

Due to its location at the west end of the Manchester St. Bridge, there is special interest in the Manchester Roller Mills. Little is known of this operation. There is no evidence to suggest that the Manchester Roller Mills were the successor operation to the 1849 gristmill built by Van Slyke. It was noted in 1880, however, that the sawmill rebuilt in 1857 had been, since 1874, "run as a grist-mill [sic], having been fitted up for that purpose by Spencer Brothers." It was further noted that the mill contained two runs of stone and had a forty barrel per day capacity.<sup>6</sup> In 1885 the Manchester Roller Mills were specifically identified as having two runs of stone and a fifty barrel per day capacity.<sup>7</sup> Notwithstanding the ten barrel discrepancy, it is possible that the Manchester Roller Mills were established in 1874 and housed in the 1857 sawmill building. The mill's proprietors included Christian and Enos Johnson, who operated it between at least 1890 and 1895, and Edward P. Pooch and James H. Hull, who acquired the property sometime after 1895 and before 1903, and operated it for a time thereafter.<sup>8</sup> The mill is not reflected on either 1913 or 1917 fire insurance maps.<sup>9</sup> By 1915, Ed Pooch, one of the mill's two last known operators, was the engineer in charge of the city pump station, located adjacent to the mill site.<sup>10</sup> Predicated on the mill's absence from the fire insurance maps, and Pooch's change in jobs, it is possible to conclude that operations ceased between 1905 and 1915.

Whereas a thriving industrial complex was operating on the west bank of the Lower Ox-bow long before the bridge was constructed, as well as the fact that the Manchester Roller Mills were thought to be operating at least three years before the bridge was built, and that there is no evidence that the mill's output grew after construction (a fact that could have suggested an influx of wheat from farmers on the east side of the river), it must be concluded that there was not a unique historical relationship between the bridge and the mill.

Because no bridge was indicated on the 1877 county map, and the current bridge was built to replace one lost in an 1884 flood, it is probable that the first Manchester Street bridge was erected between those two years. That bridge, however, was lost in the Spring floods, on 25 March 1884.<sup>11</sup> Suggesting that the bridge had become a river crossing of some importance, the city planned immediately to replace it. A \$2,000 bid from Keyser and

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Ridell, Milwaukee, was accepted by the city on 17 May 1884.<sup>12</sup> Including \$650 for abutment construction, the Baraboo Republic declared that the \$3,000 bridge will be "an excellent improvement and will in the end prove the most economical bridge that has ever been built in Baraboo."<sup>13</sup> The bridge was ready for service by September, 1884.<sup>14</sup>

The bid for the bridge was likely submitted by Keepers and Ridell, not Keyser and Ridell. In 1884 Keepers and Ridell were the proprietors of the Milwaukee Bridge and Iron Works, the firm whose name is on the bridge plate. Entering business in 1875, the Milwaukee Bridge and Iron Works was established by Leon Soulerin and Garath James.<sup>15</sup> The firm underwent a rapid change of owners until 1882, when it was acquired by William H. Keepers and Augustus T. Ridell.<sup>16</sup> They controlled the company until 1892, when Julius G. Wagner bought it. Ridell and another associate, E. Morris, then began the Milwaukee Variety Iron Works, bridge builders. City directories indicated that both bridge building concerns operated at the same address. The Milwaukee Variety Iron Works had ceased operations by 1895.<sup>17</sup> Wagner's control over the Milwaukee Bridge and Iron Works continued to 1900, when he sold it to the American Bridge and Iron Company. It was operated as a separate entity by American Bridge until 1906, at which time it was integrated into their operation as a branch.<sup>18</sup> The Milwaukee Bridge and Iron Works was a prolific bridge builder around Wisconsin and the Midwest. Among places the firm built bridges in 1877 were Racine, Darlington and Theresa, Wisconsin; Mississippi and Iowa.<sup>19</sup> They had also just finished building six iron bridges that exceeded 500 feet for the City of Stevens Point. An 1877 advertisement identified the company as making "wrought iron railway and highway bridges."<sup>20</sup> They also built many bridges in Milwaukee, one of which crossed the Menomonee River Valley and was 2,085 feet long and cost \$75,000.<sup>21</sup>

The bridge carried traffic for the City of Baraboo from the time of its construction to the summer of 1987, at which time it was scheduled for replacement. With destruction imminent, the FHWA\* agreed to save and relocate this unique Camelback truss. It was moved to Ochsner Park in the Fall of 1987 where it still spans the Baraboo River. The Bridge carries only pedestrians now, but will have an important roll in the development of the park as, for the first time, its two sides are united.

## Engineering Significance:

Precisely why the city and Milwaukee Bridge and Iron elected to construct a Camelback truss at the Lower Ox-Bow is unknown. It must be noted, however, that this type of design was able to carry a longer span than a simple Pratt truss.<sup>22</sup> Perhaps that was a factor for this 128' structure. Based on the number of Camelback bridges that remain in Wisconsin, it is

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thought not to have been a widely used style. The Manchester Street Bridge was identified in Cultural Resource Management in Wisconsin as one of only two Camelback truss bridges extant in the State.<sup>23</sup> Of these two remaining examples it is the only pre-1900 structure. Due to the extreme rarity of Camelback Truss bridges in Wisconsin, the Manchester Street bridge is significant as a representative example of this method of bridge construction. It is the sole extant example of a wrought iron, pin connected version of Camelback truss construction which was an unusual variation of the more familiar Pratt truss.

Due to the rarity of this type of bridge construction in the state of Wisconsin, the Manchester Street bridge is being evaluated at the state level of significance. Because the bridge is being nominated for its engineering significance alone, the period of significance is merely the construction date of the bridge (1884).

Criteria Consideration B

The Manchester Street bridge is an exception to Criteria Consideration B. The bridge is being nominated for its engineering significance alone and not for any role it played in the history of transportation history or in the historic or economic development of the Manchester/Lower Ox-bow area. The bridge has been relocated to a site compatible with its original siting and setting and will continue to be used for transportation (albiet pedestrian) in its new location in Ochsner Park, therefore the move is deemed to have not adversely affected the historic significance of the bridge.

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FOOTNOTES

- <sup>1</sup>Bridge Plate, Manchester Street Bridge, Baraboo, Wisconsin.
- <sup>2</sup>Bridge Plate, Manchester Street Bridge, Baraboo, Wisconsin.
- <sup>3</sup>History of Sauk County (Chicago: Western Historical Society, 1880), pp. 503, 580-509.
- <sup>4</sup>History, pp. 509, 554.
- <sup>5</sup>William H. Canfield, Baraboo and Its Surroundings (Baraboo: n.d.), [map]; Map of Sauk County (Reedsburg: M.G. Tucker, 1877), n.p.
- <sup>6</sup>History, p. 509.
- <sup>7</sup>Sanborn-Perris Maps (New York: 1885).
- <sup>8</sup>Bensel's Sauk County Directory for the Year 1890 (Fond du Lac: A.A. Bensel, 1890), p. 62; Baraboo, Wisconsin City Directory, 1895-1896 (Madison: George R. Angell, 1895), p. 123; Baraboo City Directory, 1903-1904 (Baraboo: Theo. Freer, 1904), p. 135.
- <sup>9</sup>Sanborn, 1913, 1917.
- <sup>10</sup>Baraboo City Directory, 1915-1916 (Rockford: Farwell-McCoy Directory Company, 1915), p. 80.
- <sup>11</sup>"South Side Locals," Baraboo Republic, 26 March 1884, p. 1.
- <sup>12</sup>"Council Proceedings of May 17, 1884," Republic, 21 May 1884, p. 1.
- <sup>13</sup>Republic, 25 June 1884, p. 1.
- <sup>14</sup>"South Side Locals," Republic, 3 September 1884, p. 1.
- <sup>15</sup>John Thickens, The Milwaukee Directory 1875-1876 (Milwaukee: Murphy & Company, 1875), p. 316.
- <sup>16</sup>Milwaukee Directory (Milwaukee: Alfred Wright, 1882), p. 414.



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### FOOTNOTES CON'T

<sup>17</sup>Ibid. (1892), p. 638; Ibid. (1895), p. 694.

<sup>18</sup>Ibid. (1901), p. 713; Ibid. (1907), p. 112.

<sup>19</sup>Milwaukee Sentinel, 3 December 1877, p. 8.

<sup>20</sup>Sentinel, 9 November 1877, p. 3.

<sup>21</sup>Sentinel, 15 January 1890, p. 3.

<sup>22</sup>T. Allen Comp and Donald Jackson, Bridge Truss Types: A Guide to Dating and Identification (Nashville: American Association for State and Local History, n.d.), n.p.

<sup>23</sup>Barbara Wyatt, ed., Cultural Resource Management in Wisconsin, vol. 2, (Madison: State Historical Society of Wisconsin, 1986), p. 12/16.

# 9. Major Bibliographical References

See Continuation Sheet

# 10. Geographical Data

Acreeage of nominated property .01

Quadrangle name North Freedom

Quadrangle scale 1:24000

UTM References

A 

1	6	2	7	7	0	8	5	4	8	1	6	5	3	5
Zone			Easting					Northing						

B 

Zone			Easting					Northing						

C 

Zone			Easting					Northing						

D 

Zone			Easting					Northing						

E 

Zone			Easting					Northing						

F 

Zone			Easting					Northing						

G 

Zone			Easting					Northing						

H 

Zone			Easting					Northing						

Verbal boundary description and justification [Subject spans Baraboo River. 128' by 14.2' structure alone is being nominated.] Location is on the Baraboo River, 1000' north of section baseline, SW1/4 of SW1/4, Sec. 35, Township 12N, Range 6E, County of Sauk, State of Wisconsin. (See Continuation Sheet)

List all states and counties for properties overlapping state or county boundaries

state N/A code county code

state code county code

# 11. Form Prepared By

name/title John N. Vogel

organization Consulting Historian date February 27, 1988

street & number 301 North 73rd Street telephone (414) 258-6598

city or town Milwaukee state Wisconsin 53212

# 12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national  state  local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature [Signature]

title State Historic Preservation Officer-WI date July 19, 1988

For NPS use only

I hereby certify that this property is included in the National Register

Entered in the National Register

[Signature]  
Keeper of the National Register

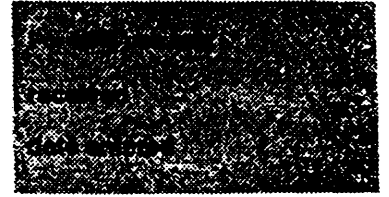
date 10/13/88

Attest:  
Chief of Registration

date

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### BOUNDARY JUSTIFICATION

Because the Manchester Street bridge is a relocated structure, the approaches and other landscape features have not been included within the boundaries of the nominated property. The boundaries of the property are the physical limits of the structure itself.