United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in Guidelines for Completing National Register Forms (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property
historic name  Split Rock Bridge
other names/site number  Bridge No. 5744

2. Location
street & number  County Road 54 over Split Rock Creek
city, town  Eden Twp
state  Minnesota  code  MN
county  Pipestone  code  117
zip code  56140

3. Classification
Ownership of Property  
- private
- public-local
- public-State
- public-Federal
Category of Property  
- building(s)
- district
- site
- structure
- object
Number of Resources within Property
Contributing  
- buildings
- sites
- structures
- objects
Noncontributing  
- Total

Name of related multiple property listing:
Minnesota Masonry-Arch Highway Bridges, 1870-1945

4. State/Federal Agency Certification
As the designated authority under the National Historic Preservation Act of 1966, 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  Nina M. Archabal
State Historic Preservation Officer
State or Federal agency and bureau  Minnesota Historical Society

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

Signature of commenting or other official
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 the Keeper  Date of Action
5. Function or Use

<table>
<thead>
<tr>
<th>Historic Functions (enter categories from instructions)</th>
<th>Current Functions (enter categories from instructions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transportation, road-related (vehicular)</td>
<td>Transportation, road-related (vehicular)</td>
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</tbody>
</table>

7. Description

<table>
<thead>
<tr>
<th>Architectural Classification (enter categories from instructions)</th>
<th>Materials (enter categories from instructions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other: Stone-arch bridge</td>
<td>foundation Stone</td>
</tr>
</tbody>
</table>

Describe present and historic physical appearance.

- foundation Stone
- walls
- roof
- other Stone
Split Rock Bridge: Description

Located in a rural area of Pipestone County about one mile south of the City of Ihlen, the Split Rock Bridge is a single-span stone-arch highway bridge that carries an unpaved north-south road over Split Rock Creek. Surviving in unaltered condition, the bridge forms part of the western boundary of the Split Rock Creek State Recreational Reserve.

Split Rock Bridge is constructed of locally quarried, bluish-pink Sioux quartzite with rock-faced and split-faced surfaces. Symmetrically framed by stepped, flared, random-ashlar wing walls, the bridge displays a single segmental arch with random-ashlar spandrel walls. Rising 12 feet over a span of 50 feet, the arch springs about 12 feet above grade from coursed-ashlar abutments. The bridge's overall width is about 28 feet. Except for oversized keystones, the rectangular ring stones are of uniform size and shape. Masonry joints are about one-half inch thick. Surmounted by a well-defined coping, the parapets rise above roadway level to serve as railings. At the south end of the east railing, a commemorative stone plaque bears the inscription: "Split Rock Bridge/ Works Progress/ Administration/ Project/ 1938."
8. Statement of Significance

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

☐ nationally  ☑ state wide  ☐ locality

Applicable National Register Criteria  ☐ A  ☐ B  ☑ C  ☐ D

Criteria Considerations (Exceptions)  ☐ A  ☐ B  ☐ C  ☐ D  ☐ E  ☐ F  ☐ G

Areas of Significance (enter categories from instructions)

<table>
<thead>
<tr>
<th>Engineering</th>
<th>Period of Significance</th>
<th>Significant Dates</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>1938</td>
<td>1938</td>
</tr>
</tbody>
</table>

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

Architect: Plagens, Albert G.

Engineer: Keeler, Elmer

Builder: Works Progress Administration

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

☒ See continuation sheet
Significance: Split Rock Bridge

The Split Rock Bridge embodies engineering significance in the context of Minnesota masonry-arch highway bridges constructed during the period 1870 to 1945. In addition to displaying the largest stone-arch span of any active highway bridge in the state, the structure is an outstanding example of an ornamental park bridge, achieving its aesthetic effect through the purity of its form and the beauty of its random-ashlar masonry. The bridge survives in unaltered condition.

In 1935, state and federal officials authorized the construction of a masonry dam across Split Rock Creek in the southwest corner of Pipestone County. The project had both short- and long-term goals. It aimed at providing immediate employment for the local citizenry, as well as future recreational opportunities for the entire region. By impounding the waters of Split Rock Creek, the dam created the county's only lake, intended as the nucleus of a small state park known as Split Rock Creek State Recreational Reserve. The general plan also included the construction of a stone-arch highway bridge on the park's access road, just downstream from the dam. Although funded as separate projects, the bridge and dam seem to have been conceived as an integrated landscape design. Rising above the surrounding prairies, the two massive masonry structures form a visually arresting point-and-counterpoint of delicately colored pink Sioux quartzite.

In December 1936, as the dam was nearing completion, the WPA submitted final specifications for the stone-arch bridge to the Minnesota State Highway Department. The specifications, and, presumably, the plans as well, were prepared by Elmer Keeler, the Pipestone County Highway Engineer for many years, and Albert G. Plagens, a consulting architect from New Ulm, Minnesota who is best known for his work on another New Deal project -- the PWA-sponsored, Moderne-style Public Library and Historical Museum (1936) in New Ulm. Construction on the bridge commenced in 1937, using Sioux quartzite quarried a few miles away near the City of Jasper, long-known for its building stone and accomplished masons. The bridge was completed in 1938 for an approximate cost of $46,000.

Split Rock Bridge was clearly intended to showcase the area's masonry tradition. On most New Deal bridge projects in Minnesota, stonework was used only as a decorative facing. In contrast, the Split Rock Bridge is an authentic, load-bearing stone arch with an impressive 50-foot span. Instead of the Moderne or historic revival styles customarily employed during the period, the bridge has an almost modernist simplicity, which focuses attention on the natural colors and textures of the native Sioux quartzite, skilfully laid in a captivating random-ashlar pattern.

2. Elmer Keeler and Albert G. Plagens, "Specifications for Labor and Materials for Split Rock Bridge ... Works Progress Administration Project," in Bridge No. 5744 File, Minnesota Department of Transportation Minnesota; in the same file, see also the cover letter for the specifications: Victor Christgau, WPA State Administrator to M. J. Hoffman, Bridge Engineer, Minnesota Department of Highways, December 16, 1936.

3. According to an exhibit on display in the Pipestone County Historical Society Museum in 1987, Keeler was the county's first highway engineer. He occupied the position during 1917-1923 and 1928-1940. Plagen served as supervising architect on the New Ulm Library; see "New Ulm Public Library," Brown County Journal, January 1, 1937; David Gebhard and Tom Martinson, A Guide to the Architecture of Minnesota (Minneapolis: University of Minnesota Press, for the University Gallery of the University of Minnesota and the Minnesota Society of Architects, 1977), p. 245.

4. "Split Rock Creek State Park." On Jasper quartzite -- considered to be "one of the most beautiful and durable stones in the State" -- see Oliver Bowles, The Structural and Ornamental Stone of Minnesota (Washington: Government Printing Office, 1918), pp. 203-204; Gebhard and Martinson, p. 341. Local stone stonecutters who worked on Split Rock Bridge were Ed Sandberg, Jack Dewitte, Aaron Straw, Maurice Swanson, and John Bergeman. Their foremen were Ludwig Swenson, Bill Hoskins, and Toby Iverson; see David Rambow, Assistant Director, Pipestone County Historical Society Museum, Letter to Jeffrey A. Hess, February 10, 1988, in Split Rock Bridge File, Minnesota Historical Society.
9. Major Bibliographical References

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 # __________________________
Record # __________________________

☒ See continuation sheet

Primary location of additional data:
☐ State historic preservation office
☐ Other State agency
☐ Federal agency
☐ Local government
☐ University
☐ Other
Specify repository:

10. Geographical Data

Acreage of property Less than one acre

UTM References

A

Zone

Easting

Northing

[1,4] [7] [1,1] [5,1,0] [4,8] [6,3] [1,0,0]

B

Zone

Easting

Northing

[ ] [ ] [ ] [ ] [ ] [ ] [ ]

C

[ ] [ ] [ ] [ ] [ ] [ ]

D

[ ] [ ] [ ] [ ] [ ] [ ]

See continuation sheet

Verbal Boundary Description

The nominated property is defined by a rectangle measuring 68 feet north-south by 48 feet east-west, whose vertices coincide with the outside corners of the bridge's wing walls.

See continuation sheet

Boundary Justification

Based on field measurements, as well as measurements provided by the Minnesota Department of Transportation, the boundaries enclose the bridge's superstructure and substructure, including wing walls.

See continuation sheet

11. Form Prepared By

name/title Jeffrey A. Hess, Historical Consultant
organization __________________________
date August 1988
street & number 305 Grain Exchange Building
telephone 612-338-1987
state Minnesota

See continuation sheet
Bibliography: Split Rock Bridge


Christgau, Victor to M. J. Hoffman, Bridge Engineer, Minnesota Department of Highways, December 16, 1936, unpublished, in Bridge No. 5744 File, Minnesota Department of Transportation.


Kesler, Elmer and Plagens, Albert G. "Specifications for Labor and Materials for Split Rock Bridge... Works Progress Administration Project," unpublished, in Bridge No. 5744 File, Minnesota Department of Transportation Minnesota.

"New Ulm Public Library." Brown County Journal, June 1, 1937.


Mapped, edited, and published by the Geological Survey
Control by USGS and USC&GS
Topography by photogrammetric methods from aerial photographs taken 1965. Field checked 1967
Polyconic projection. 1927 North American datum
STATEWIDE BRIDGE SURVEY INVENTORY FORM

MNDOT No.: 5744
Historic Name: Split Rock Bridge (commemorative stone on railing)
Common Name: Split Rock Bridge
Owner: Pipestone County
Year Built: 1938 (commemorative stone on railing)
Engineer: Elmer Keeler, Pipestone County Highway Department (A)
Architect: Albert G. Plagens, New Ulm, MN (A)
Contractor/Mason:
Contact Sheet Nos.: 09134, 09159

Location

County: Pipestone
Township: Eden
Legal Description: Township 105N, Range 46W, Section 22
Crossing: County Road 54 over Split Rock Creek, about 1 mile south of County Highway 2

Technical Data

Stone Type: Sioux quartzite
Masonry Type: Rockfaced and split-faced, broken ashlar (wing walls, spandrel walls, railings); rockfaced and split-faced, coursed ashlar (coping, abutments, ring stones)
No/Type of Arches: 1 segmental
Length of Arch Barrel:
Span Length: 50'
Rise: 12'

Significance

Local x State x National
Historic Context: Minnesota Masonry-Arch Highway Bridges, 1870-1945
Integrity: Excellent x Good ___ Fair ___ Poor ___
No. of Resources within Property: 1 contributing structure(s)

Summary Description

Located about 4 miles northeast of the City of Jasper in Split Rock Creek Recreational Reserve, the bridge carries an unpaved north-south road over Split Rock Creek. According to a commemorative stone on the railing, the bridge was completed in 1938 as a WPA project. Specifications in the possession of MNDOT identify the designers as Elmer Keeler, an engineer with the Pipestone County Highway Department, and Albert G. Plagens, a consulting architect from New Ulm, Minnesota. The bridge is constructed of locally quarried, red-pink, Sioux quartzite with rockfaced and split-faced surfaces. Symmetrically framed by stepped, flared, random-ashlar, wing walls, the bridge displays a single, segmental arch with random-ashlar spandrel walls. Springing about 12 feet above grade from coursed-ashlar abutments, the arch extends a full 50 feet, making it the longest, stone-arch highway span in the state. Except for an oversized keystone, the well-blocked ring
Summary Description Con't.

stones are of uniform size and shape. Masonry joints are about one-half in thick. Surmounted by a well-defined coping, the parapets rise above roadway level to serve as railings.

Sources of Information


Date of Survey: November 1987
Surveyor: Jeffrey A. Hess
MINNESOTA DEPARTMENT OF TRANSPORTATION
SUPPLEMENTAL STRUCTURE INVENTORY

IDENTIFICATION
Bridge No. 5-144 County City
Name of feature crossed by main span(s)
Name of feature crossed by other span(s)
Other features in vicinity (roads, railroads, buildings, natural features)

STRUCTURAL DATA
Type of main span(s) (specific name, such as Warren truss, rigid frame concrete, concrete T beam, etc.)
Number of main spans Number of other spans
Type of other span(s)
If metal bridge, type of connections: Pinned Riveted Welded
Structure style, if girder or truss: Through Pony Deck
Unusual features of this structure, such as iron or stone decorations, unusual bearings

DATA FROM BRIDGE NAMEPLATE
Year constructed Owner
Builder, builder's address
All other information

ABUTMENT DATA
Materials Stone
Type of construction Stone
(such as stone masonry, cast in place concrete, etc.)

PIER DATA
Materials Stone
Type of construction Stone
(such as pile bent, solid pier, column pier, etc.)

OTHER
Location where bridge plans or drawings are filed
Names of designers on plan
Firm names on plan
Manufacturer or fabricator
Dates on plans
Dates of construction
Remarks

---------------------
**MINNESOTA DEPARTMENT OF TRANSPORTATION - STRUCTURE INVENTORY**

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**BY COUNTY**

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<th>CONDITION CODES</th>
<th>APPRAISAL RATINGS</th>
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**CONDITION CODES**

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| 58 DECK | | 68 DECK GEOMETRY | 7 |
| 59 SUPERSTRUCTURE | | 69 UNDERCLEARANCES | N |
| 60 SUBSTRUCTURE | | 70 SAFE LOAD CAPACITY | 8 |
| 61 CHANNEL & PROTECTION | | 71 WATERWAY ADEQUACY | 8 |
| 62 CULVERT & WALL | | 72 APPROACH ALIGNMENT | 8 |
| 63 EST. LIFE | 35 | 73 PLAN AVAIL. | COUNTY |
| 65 APPROX. ROADWAY | 9-15-83 | 74 RAILINGS TYPE | 39 |
| INSPECTION DATE | 11/28/83 | CONDITION | 9 |
| APPROX. TYPE | | | | |
| PANEL CONDITION | | | | |
| CURB HEIGHT | | | | |
| APPROACH GUARDRAILS | | | | |

**CAPACITY RATINGS**

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**PROPOSED IMPROVEMENT DATA**

| TOTAL DEPTH OF WC.-FILL ETC. | 01.00 | |
| COATED REBARS | YEAR | 4 |
| REMARKS | | | |
United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

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1. Name of Property
   historic name  Split Rock Bridge
   other names/site number  Bridge No. 5744

2. Location
   street & number  County Road 54 over Split Rock Creek
   city, town  Eden Twp
   state  Minnesota  code MN  county  Pipestone  code 117  zip code 56140

3. Classification
   Ownership of Property  Category of Property  Number of Resources within Property
   [ ] private  [ ] building(s)  Contributing  Noncontributing
   [x] public-local  [ ] district
   [ ] public-State  [ ] site
   [ ] public-Federal  [x] structure
   [ ] object

Name of related multiple property listing:
Minnesota Masonry-Arch Highway Bridges, 1870–1945

Number of contributing resources previously listed in the National Register  0

4. State/Federal Agency Certification
   As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this [x] 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 [x] meets [ ] does not meet the National Register criteria. [ ] See continuation sheet.

   Signature of certifying official  Nina M. Archabal
   State Historic Preservation Officer  Date
   State or Federal agency and bureau  Minnesota Historical Society

   In my opinion, the property [x] 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 the Keeper  Date of Action
### 6. Function or Use

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<tr>
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<td>foundation Stone</td>
</tr>
<tr>
<td></td>
<td>walls</td>
</tr>
<tr>
<td></td>
<td>roof</td>
</tr>
<tr>
<td></td>
<td>other Stone</td>
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Describe present and historic physical appearance.
Located in a rural area of Pipestone County about one mile south of the City of Ihlen, the Split Rock Bridge is a single-span stone-arch highway bridge that carries an unpaved north-south road over Split Rock Creek. Surviving in unaltered condition, the bridge forms part of the western boundary of the Split Rock Creek State Recreational Reserve.

Split Rock Bridge is constructed of locally quarried, bluish-pink Sioux quartzite with rock-faced and split-faced surfaces. Symmetrically framed by stepped, flared, random-ashlar wing walls, the bridge displays a single segmental arch with random-ashlar spandrel walls. Rising 12 feet over a span of 50 feet, the arch springs about 12 feet above grade from coursed-ashlar abutments. The bridge's overall width is about 28 feet. Except for oversized keystones, the rectangular ring stones are of uniform size and shape. Masonry joints are about one-half inch thick. Surmounted by a well-defined coping, the parapets rise above roadway level to serve as railings. At the south end of the east railing, a commemorative stone plaque bears the inscription: "Split Rock Bridge/ Works Progress/ Administration/ Project/ 1938."
8. Statement of Significance

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

☐ nationally  ☑ statewide  ☐ locally

Applicable National Register Criteria  ☐ A  ☐ B  ☑ C  ☐ D

Criteria Considerations (Exceptions)  ☐ A  ☐ B  ☐ C  ☐ D  ☐ E  ☐ F  ☐ G

Areas of Significance (enter categories from instructions)  

Engineering


Period of Significance  

1938


Significant Dates  

1938


Cultural Affiliation  

N/A


Significant Person  

N/A


Architect/Builder  

Architect: Plagens, Albert G.

Engineer: Keeler, Elmer

Builder: Works Progress Administration

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

☑ See continuation sheet
Significance:  Split Rock Bridge

The Split Rock Bridge embodies engineering significance in the context of Minnesota masonry-arch highway bridges constructed during the period 1870 to 1945. In addition to displaying the largest stone-arch span of any active highway bridge in the state, the structure is an outstanding example of an ornamental park bridge, achieving its aesthetic effect through the purity of its form and the beauty of its random-ashlar masonry. The bridge survives in unaltered condition.

In 1935, state and federal officials authorized the construction of a masonry dam across Split Rock Creek in the southwest corner of Pipestone County. The project had both short- and long-term goals. It aimed at providing immediate employment for the local citizenry, as well as future recreational opportunities for the entire region. By impounding the waters of Split Rock Creek, the dam created the county's only lake, intended as the nucleus of a small state park known as Split Rock Creek State Recreational Reserve. The general plan also included the construction of a stone-arch highway bridge on the park's access road, just downstream from the dam. Although funded as separate projects, the bridge and dam seem to have been conceived as an integrated landscape design. Rising above the surrounding prairies, the two massive masonry structures form a visually arresting point-and-counterpoint of delicately colored pink Sioux quartzite.

In December 1936, as the dam was nearing completion, the WPA submitted final specifications for the stone-arch bridge to the Minnesota State Highway Department. The specifications, and, presumably, the plans as well, were prepared by Elmer Keeler, the Pipestone County Highway Engineer for many years, and Albert G. Plagens, a consulting architect from New Ulm, Minnesota who is best known for his work on another New Deal project -- the PWA-sponsored, Moderne-style Public Library and Historical Museum (1936) in New Ulm. Construction on the bridge commenced in 1937, using Sioux quartzite quarried a few miles away near the City of Jasper, long-known for its building stone and accomplished masons. The bridge was completed in 1938 for an approximate cost of $46,000.

Split Rock Bridge was clearly intended to showcase the area's masonry tradition. On most New Deal bridge projects in Minnesota, stonework was used only as a decorative facing. In contrast, the Split Rock Bridge is an authentic, load-bearing stone arch with an impressive 50-foot span. Instead of the Moderne or historic revival styles customarily employed during the period, the bridge has an almost modernist simplicity, which focuses attention on the natural colors and textures of the native Sioux quartzite, skilfully laid in a captivating random-ashlar pattern.
Notes


2. Elmer Keeler and Albert G. Plagens, "Specifications for Labor and Materials for Split Rock Bridge . . . Works Progress Administration Project," in Bridge No. 5744 File, Minnesota Department of Transportation Minnesota; in the same file, see also the cover letter for the specifications: Victor Christgau, WPA State Administrator to M. J. Hoffman, Bridge Engineer, Minnesota Department of Highways, December 16, 1936.

3. According to an exhibit on display in the Pipestone County Historical Society Museum in 1987, Keeler was the county's first highway engineer. He occupied the position during 1917-1923 and 1928-1940. Plagen served as supervising architect on the New Ulm Library; see "New Ulm Public Library," Brown County Journal, January 1, 1937; David Gebhard and Tom Martinson, A Guide to the Architecture of Minnesota (Minneapolis: University of Minnesota Press, for the University Gallery of the University of Minnesota and the Minnesota Society of Architects, 1977), p. 245.

4. "Split Rock Creek State Park." On Jasper quartzite -- considered to be "one of the most beautiful and durable stones in the State" -- see Oliver Bowles, The Structural and Ornamental Stone of Minnesota (Washington: Government Printing Office, 1918), pp. 203-204; Gebhard and Martinson, p. 341. Local stone stonecutters who worked on Split Rock Bridge were Ed Sandberg, Jack Dewitte, Aaron Straw, Maurice Swanson, and John Bergeman. Their foremen were Ludwig Swenson, Bill Hoskins, and Toby Iverson; see David Rambow, Assistant Director, Pipestone County Historical Society Museum, Letter to Jeffrey A. Hess, February 10, 1988, in Split Rock Bridge File, Minnesota Historical Society.
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 # _____________________________
  Record # _____________________________

☐ See continuation sheet

Primary location of additional data:
☐ State historic preservation office
☐ Other State agency
☐ Federal agency
☐ Local government
☐ University
☐ Other
  Specify repository:

10. Geographical Data

Acreage of property Less than one acre

UTM References

A [1.4] 7|1.1|5.1.0 | 4.8|6.3|1.0.0
  Zone  Easting  Northing

B [1.1] [1.1] 1.1 | 1.1 | 1.1 | 1.1
  Zone  Easting  Northing

D [1.1] [1.1] 1.1 | 1.1 | 1.1 | 1.1
  Zone  Easting  Northing

☐ See continuation sheet

Verbal Boundary Description

The nominated property is defined by a rectangle measuring 68 feet north-south by 48 feet east-west, whose vertices coincide with the outside corners of the bridge's wing walls.

☐ See continuation sheet

Boundary Justification

Based on field measurements, as well as measurements provided by the Minnesota Department of Transportation, the boundaries enclose the bridge's superstructure and substructure, including wing walls.

☐ See continuation sheet

11. Form Prepared By

name/title  Jeffrey A. Hess, Historical Consultant
date  August 1988
organization
street & number 305 Grain Exchange Building
city or town Minneapolis
technology 612-338-1987
state Minnesota  zip code 55415
Bibliography: Split Rock Bridge


Christgau, Victor to M. J. Hoffman, Bridge Engineer, Minnesota Department of Highways, December 16, 1936, unpublished, in Bridge No. 5744 File, Minnesota Department of Transportation.


Keeler, Elmer and Plagens, Albert G. "Specifications for Labor and Materials for Split Rock Bridge... Works Progress Administration Project," unpublished, in Bridge No. 5744 File, Minnesota Department of Transportation Minnesota.

"New Ulm Public Library." *Brown County Journal*, June 1, 1937.


**MINNESOTA**

Goodhue County
- Goodhue Fire Bridge
- Iron and Steel Bridges in Minnesota NPS
- Thrust St. over Cannon River
- Cannon Falls 11/06/89 E9001156

Hennepin County
- Cedar Avenue Bridge
- Reinforced-Concrete Highway Bridges in Minnesota NPS
- Tenney Ave. over Mississippi River
- Minneapolis 11/06/89 E99001105
- Interlachen Bridge
- Reinforced-Concrete Highway Bridges in Minnesota NPS
- William Henry Dr. over Minnesota Transportation Museum
  - Railway track in William Henry Park
- Minneapolis 11/06/89 E99001140
- Queen Avenue Bridge
- Reinforced-Concrete Highway Bridges in Minnesota NPS
- 2 Lake Harriet Dr. over Minnesota Transportation Museum
  - Train railway track
- Minneapolis 11/06/89 E99001147
- Lac Qui Parle County
- Yellow Bank Church graveyard Bridge
- Iron and Steel Bridges in Minnesota NPS
  - Rd. 76 over Yellow Bank River
  - Goodby vicinity 11/06/89 E9000131

Pipestone County
- Split Rock Bridge
- Minnesota Masonry-Arch Highway Bridges NPS
  - Co. Rd. 54 over Split Rock Creek
  - Dismantle vicinity 11/06/89 E90001273

Ramsey County
- Bridges No. 1652 and 9224
- Reinforced-Concrete Highway Bridges in Minnesota NPS
- Lexington Ave. in Cen Park
  - St. Paul 11/06/89 E9001182
- Minneopa Bridge
- Reinforced-Concrete Highway Bridges in Minnesota NPS
- Ford Pkwy. over Mississippi River
  - St. Paul 11/06/89 E9001183
- Fenona Road Bridge
- Minnesota Masonry-Arch Highway Bridges NPS
- Water St. over Pipestone Lake Outlet
  - St. Paul 11/06/89 E9001185
- Robert Street Bridge
- Reinforced-Concrete Highway Bridges in Minnesota NPS
  - Robert St. over Mississippi River
  - St. Paul 11/06/89 E9001186

**RHODE ISLAND**

Kent County
- Salley Avenue Bridge
- Iron and Steel Bridges in Minnesota NPS
  - Salley Ave. over Sea Line railroad tracks
    - St. Paul 11/06/89 E9001183
- Seventh Street Improvement Archway
- Minnesota Masonry-Arch Highway Bridges NPS
  - E. 7th St. over Burlington Northern right-of-way
    - St. Paul vicinity 11/06/89 E9001128
- Upham Street Bridge
- Iron and Steel Bridges in Minnesota NPS
  - Upham St. over Mississippi River
  - St. Paul 11/06/89 E9001130

Rice County
- Dumas Road Bridge
- Iron and Steel Bridges in Minnesota NPS
  - Rd. 45 over Straight River
  - Faribault vicinity 11/06/89 E90001125
- Farmington Viaduct
- Reinforced-Concrete Highway Bridges in Minnesota NPS
  - Division St. over Straight River
  - Faribault 11/06/89 E90001148

Rock County
- Bridge No. L-2142
- Reinforced-Concrete Highway Bridges in Minnesota NPS
  - Co. Rd. 51 over Split Rock Creek
  - Jasper vicinity 11/06/89 E9001129
- Bridge No. L-2135
- Reinforced-Concrete Highway Bridges in Minnesota NPS
  - Rd. 28 over Rock River
  - Laverne vicinity 11/06/89 E9001141
- Bridge No. L-2136
- Reinforced-Concrete Highway Bridges in Minnesota NPS
  - Rd. 28 over Rock River
  - Louverne vicinity 11/06/89 E9001143
- Bridge No. L-4646
- Reinforced-Concrete Highway Bridges in Minnesota NPS
  - Sixth St. over Spring Brook
  - Beaver Creek 11/06/89 E9001144

Scott County
- Bridge No. L3040
- Minnesota Masonry-Arch Highway Bridges NPS
  - Co. Rd. 51, N of RR 19
  - Belle Plain vicinity 11/06/89 E9000128

St. Louis County
- Bridge No. L4007
- Minnesota Masonry-Arch Highway Bridges NPS
  - Skyline Hwy., over Stuart Creek
  - Duluth 11/06/89 E9001128

**NORTH CAROLINA**

Lancaster County
- Atlantic and North Carolina Railroad Freight Depot
  - Lincolnton NPS
  - E. Elbert St. between N. Queen and N. Polkman St.
  - Lincolnton 11/04/89 E9000176
- Baptist Parsonage
  - Lincolnton NPS
  - 211 S. Polkman St.
  - Lincolnton 11/04/89 E9000167
- Blaken, Robert L., House
  - Lincolnton NPS
  - 300 S. Polkman St.
  - Lincolnton 11/04/89 E9000172

Cawney, Dr. R. House
  - Lincolnton NPS
  - 600 N. Queen St.
  - Lincolnton 11/04/89 E9000171

Hall-Grainger Historic District
  - Lincolnton NPS
  - Roughly bounded by Summit Ave., N. East St., E. & W. Vernon Ave.,
    - and N. Heritage St.
  - Lincolnton 11/04/89 E9000176

Horst Lincolnton
  - Lincolnton NPS
  - 503 N. Queen St.
  - Lincolnton 11/04/89 E9000170

Lincoln Baptist-Walks Rock Presbyterian Church
  - Lincolnton NPS
  - 518 Thompson St.
  - Lincolnton 11/04/89 E9000177

Lincoln Fire Station-City Hall
  - Lincolnton NPS
  - 112 N. Queen St.
  - Lincolnton 11/04/89 E9000176

Mitchell-Chau Haus Historic District
  - Lincolnton NPS
  - Roughly bounded by N. Vernon Ave., N. Heritage St., N. Blaine
    - St., Collett Dr., Atlantic Avenue, and Khan St.
  - Lincolnton 11/04/89 E9000176

Peniston Bank Building
  - Lincolnton NPS
  - 242 S. Queen St.
  - Lincolnton 11/04/89 E9000174
Pipestone County Board of Commissioners
Pipestone County Courthouse
408 S. Hiawatha
Pipestone, Minnesota 56164

Dear Commissioners:

RE: Split Rock Bridge (Bridge No. 5744), County Road 54 over Split Rock Creek, Eden Township, (vicinity of Ihlen), Pipestone County

I am pleased and honored to congratulate you upon the entry of your property on the National Register of Historic Places. The National Register, as you know, is a listing of districts, sites, buildings, structures, and objects considered to be worthy of preservation. An information sheet describing the program is enclosed.

By recognizing the significance of your property and planning for its preservation you are participating in a national movement which aims to preserve, for the benefit of future generations, our cultural heritage.

If you have any questions, feel free to contact Dennis Gimmestad, Deputy State Historic Preservation Officer, Minnesota Historical Society, Fort Snelling History Center, St. Paul, Minnesota 55111, phone: 612-726-1171.

Again, congratulations on your receiving this important designation.

Sincerely,

Nina M. Archabal
State Historic Preservation Officer

Enclosures: Copy of Nomination National Register Program

cc: Mr. Mike Morgan, President
Pipestone County Historical Society
113 South Hiawatha
Pipestone, MN 56164

Mr. Jeffrey Hess
Historical Consultant
710 Grain Exchange Building
Minneapolis, MN 55415
J.A. Hess, Interview with Darla Schnurrer, Research Librarian, Brown County Historical Society, July 7, 1988:

Re: Albert G. Plagens, architect

The BCHS has no file on Plagens. He is listed in New Ulm phone directory during 1921-1942. In 1942, a line appears through his name, suggesting death or relocation. The Brown County Courthouse has no death certificate for him. His son, Robert, graduate from the local high school, but is now deceased. His wife (i.e., Albert's daughter-in-law) apparently resides in Hamburg, N.Y. (P. O. Box 153).

(Note: Hamburg phone information had no listing for Mrs. Robert Plagens or any other Plagens.)
J.A. Hess, Interview with Alan Lathrop, Northwest Architectural Archives, University of Minnesota, July 6, 1988:

Re: Albert G. Plagens, architect

The archives has no file on Albert G. Plagens, which indicates that he was not a member of the Minnesota Chapter of the AIA.
WPA PROJECTS IN PICTURES SHOWN

Good Sized Crowd at Entertainment Wednesday.—Talk by District Engineer

Moving pictures showing views of many of the projects being carried on by the WPA, were presented at the court house in this city Wednesday evening. There was a good attendance.

The pictures were explained by Mr. Burns of the Information service, and C. W. Johnson, of New Ulm, WPA district engineer, gave a talk during the evening.

One film on Minnesota projects showed several in this district, including the Pipestone swimming pool and the Split Rock dam. There was one national film and two devoted to Minnesota projects.

Engineer Johnson discussed the aims of the WPA, and the purpose in sending out the picture exhibition. He pointed out that the success of a project depends on co-operation of the workers on the job, the sponsors of the project and the administration supervisory staff.

Yesterday the pictures were taken to Laverne for a showing in that city.

In conversation while here, Mr. Johnson stated that masonry work at the Split Rock dam is continuing, and that repairs on the dikes which recently were washed out, will be made after the frost is out of the ground. Revised plans for construction of the dikes are now being prepared.
George Lange Drops Dead, On Thursday

To die from a heart attack while serving as pall bearer at a funeral was the fate of George F. Lange, well known local man and long time resident of this county.

It was at 3 o'clock Thursday afternoon, just following the funeral services held at the Wals & Wals funeral home in this city that Mr. Lange's death occurred.

The casket had just been carried from the home, and the pall bearers, including Mr. Lange, had entered the automobiles which were to take them to Jasper. When Mr. Lange suddenly stricken.

The doctor was called at once and his condition was serious, and medical help was summoned as quickly as possible. The afflicted man was carried into the Wals boat, where he expired within a few minutes.

A resident of Pipestone county since 1879, Mr. Lange was once a farmer in Eden Township, and during the last seven years has resided in Pipestone, being secretary of the Sweet Township Mutual Fire Insurance company.

He was connected with that company for many years, becoming later the served as president and then secretary. He was widely known through his activities in the insurance business.

Mr. Lange was a man of sixty-eight years of age at the time of his death. He was survived by his wife; two daughters Mrs. Ettal August, of Pipestone, and Mrs. N. Kirkpatrick of Winsto-

Award Contracts For
Two T. H. 39 Bridges

To cry Auction Sales

V. G. Shackleford, an auctioneer of ten years experience in the sale ring, announces in this issue of the Journal he will take bookings for sales in this territory. He has had extensive experience in Pipestone and Moody counties, a life-time of experience in farming, spent five years in the livestock commission business, and is now operating the local implement shop caired by his brother.

Ludisk Supper

The ladies of the First Lutheran church of Sherman will have their annual Ludisk supper in the basement of the church on Tuesday, November 17. Serving will start at 5:30 o'clock. The price will be 35 cents for adults and 20 cents for children. Everyone is cordially invited to attend.

Wins High Honors

Gordon Buroman, son of Mr. and Mrs. John Buroman of Jasper, won high honors at the Junior Livestock show held this week at Smithfield, according to word received here. Gordon, exhibiting against a large number of others, won third place in the Junior Longhorn show and also first place in the Junior Steer show. He has been active in 4-H club work the past few years and has enjoyed a splendid degree of success.

Notice To Patients Of Late Dr. E. G. McKeown

No one except the undersigned has any authority to collect any Dr. McKeown accounts. If you hear from anyone trying to collect such accounts, please notify the office.

R. P. McKEOWN, Special Administrator of the Estate of E. G. McKeown, Deceased.

Married Here: Last Night

A wedding was solemnized last night at the parsonage of Trinity Lutheran church, with Rev. W. F. Pfeiffer, which united in the bond of wedlock, Miss Theresa Benett Southwick and Mr. Ernest William Schwenk both of Cherokee, Iowa. The ceremony was performed by Mr. Pfeiffer, with Miss Florence Pieper and Mrs. George Ruppert, both of Jasper, as witnesses. Mr. and Mrs. Schwenk will make their home in Cherokee, where he is engaged in business.

Skunks Invade School

School had to be dismissed last week in the Hormanson school, three miles west and one and one-half miles north of Jasper, when a family of skunks invaded the building. The undeserved tenants took up their residence in the walls of the building, and much difficulty was experienced in displacing them. The family of the week four of the noted animals, one a young one, had been shot, but others still remain.

Ludisk Supper

The Dilen ladies aid will serve their annual Ludisk supper, Friday, November 20, in the church parlors.

Ludisk

Leda

Chicke

Potatoes

Gravy

Cream Cake

Coffee

Time 5:30 p. m.
New Ulm. — The Library and Historical Museum.

Description of the Building.

NEW ULM PUBLIC LIBRARY

The Journal is pleased to present herewith, for the first time in any paper, a fine photo engraving of New Ulm's new Public Library and Historical Museum building, erected during the past year, and soon to be opened to the public, on the lot at the corner of Broadway and First North street, which was so generously donated to the city some five years ago by the heirs of the late Mr. and Mrs. N. Henningston.

That it is a remarkable building, in fact an unusual one for a city of the size of New Ulm, cannot be gainsaid by anyone who has had the privilege of seeing and inspecting it. Somewhat modernistic in design, it lacks, however, the extreme lines so objectionable to lovers of the older types of architecture, and in its simplicity, it can be truthfully said, there lies a beauty which appeals to everybody.

The entire exterior is built of locally manufactured artstone, cast in imitation of the famous Bedford quarry product, and, despite earlier criticism, it is now quite generally agreed that no finer selection of material could have been made. One particularly attractive feature, and one that has called forth no end of favorable comment, is the ox-team and prairie schooner frieze over the Broadway entrance, a frieze moulded and cast, right here at home, from a pen and ink drawing made by a local artist, Anton Gag, more than forty-five years ago.

The handsome entrance doors, truly "observed of all observers," contribute vastly to the general appearance of the building. They are made of plate glass and chromium alloy, or aluminum steel, and at night, when the building is brilliantly lighted within, they loom up, in the language of the street, "like a million dollars." Along with the interior stairway railings, made also of aluminum alloy, they were specially designed and constructed for the library building by the Ornamental Iron Works of the Flour City.

The building itself is a two-story structure with stairways of Kasota marble leading from a vestibule at the First North street entrance to both the upper and lower floors. Inasmuch as the entrance-way is at an elevation somewhat above the ground level, the climb to the second floor is but a short one, likely to prove convenient for young and old alike.

The second story, which consists of a single room over ninety feet in length, is to be devoted exclusively to library purposes. Instead of the unseemly stacks, so often encountered in small-town libraries, golden-oak shelving lines the walls on every side, giving to the whole room a cozy and homelike atmosphere seldom met with elsewhere. The floor is a beautiful pattern of soft-tread tile, the ceiling of ornamental sound-deadening "Nu-wood," the walls of light-tinted plaster, and the furniture of the famous Library Bureau type throughout. On either side of the large charging desk, which stands in the center, there is ample room for reading and study sections for both adults and juveniles. Space is also reserved for exhibition cases in which will be displayed from week to week appropriate specimens from the rare collection of autographed photographs and letters which Fred W. Johnson of the Library Board has...