

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 for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of PropertyHistoric name: Hamilton Road BridgeOther names/site number: Bridge at Morris Ford, South Anna River Bridge; 054-5010

Name of related multiple property listing:

N/A

(Enter "N/A" if property is not part of a multiple property listing)

2. LocationStreet & number: Hamilton Road (Route 695) at South Anna RiverCity or town: Louisa State: VA County: LouisaNot For Publication: ☐ N/AVicinity: ☒ X**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 at the following level(s) of significance:

___ national ___ statewide ___ local

Applicable National Register Criteria:

___ A ___ B ___ C ___ D

Signature of certifying official/Title:_____
Date_____
State or Federal agency/bureau or Tribal Government

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official:_____
Date_____
Title :_____
State or Federal agency/bureau
or Tribal Government

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4. National Park Service Certification

I hereby certify that this property is:

- ☐ entered in the National Register
☐ determined eligible for the National Register
☐ determined not eligible for the National Register
☐ removed from the National Register
☐ other (explain:) _____

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

Private:

☐

Public – Local

☐

Public – State

☒

Public – Federal

☐

Category of Property

(Check only **one** box.)

Building(s)

☐

District

☐

Site

☐

Structure

☒

Object

☐

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(Do not include previously listed resources in the count)

buildings

0

0

sites

0

0

structures

O

0

objects

0

0

Total

- The Hamilton Road Bridge is located within the boundaries of the Green Springs Historic District (DHR ID# 054-0111; NRHP 73002036; NHL 1974), though it is not explicitly mentioned in the 1973 nomination inventory.

Historic Functions

TRANSPORTATION: road-related (vehicular): bridge

(Enter categories from instructions.)

TRANSPORTATION: road-related (vehicular): bridge

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7. Description

Architectural Classification

(Enter categories from instructions.)

OTHER: Steel Truss Bridge

Materials: (enter categories from instructions.)

Principal exterior materials of the property: METAL: Steel; CONCRETE

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

Hamilton Bridge is situated in the Green Springs National Historic Landmark District (GSNHL) which is included on the National Register of Historic Places. Built in approximately 1917, the bridge is a half-through truss (commonly referred to as a "pony truss") using lightweight rolled sections laced and riveted together. Hamilton Bridge is a significant contributing feature to the rural character of the district and an excellent example of historic transportation history.

The Hamilton Road Bridge has maintained its full historic integrity. The span and its supports are fully intact as it was originally constructed and capable of being restored to its original structural capacity, or reinforced to meet the higher loading demands of the community, if required.

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Narrative Description

Hamilton Bridge was one of the first, and now the last, remaining bridge built under the newly formed "Virginia State Highway Commission," later to become the Virginia Department of Transportation (VDOT).

Virginia was leading the way in Roadway Development at the turn of last century and the formation of the Virginia State Highway Commission was evidence of this national leadership. Hamilton Bridge is one of the last remaining vestiges of that era of roadway development. As such, the bridge is a critical feature in celebrating the Commonwealth of Virginia's legacy of transportation innovation.

The Hamilton Bridge is part of the rural landscape and historic network of rural roads that has remained largely unaltered for over 100 years and remains much as it was experienced by original landowners and travelers on Hamilton Road. This rare surviving bridge does more than connect places. It connects users to the past and helps tell the stories of those who came before.

The bridge super structure is characterized by the following features:

- Single-lane Gravel Road (original gravel road)
- 80' Span over South Anna River
- Early Rivetted Steel construction
- Pratt Truss configuration
- Pony Truss assembly
- Wood Decking
- Pipe Side Rails

The bridge foundation consists of early "mass concrete" abutments and wing walls.

The engineering history of the bridge:

- o Early Steel Pratt Truss with 'tension-only' diagonals
- o Whipple Truss variation w/ inclined end posts
- o 'Pony Truss' configuration
 - Origin of name unknown
 - No top bracing
 - Cross beams hold trusses upright

The historic fabric of the bridge includes:

Early 20th Century Steel

- o Cambria, Phoenix and Bethlehem mill stamps
 - Cambria Iron Works, founded in 1854, was an early innovator in steel production using the Bessemer process for converting iron to steel, which propelled the industry forward with other manufacturers such as Carnegie.

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- Built-up sections were used for heavy structural elements using rivetted connections
- Rivetted Steel rarely uses odd number of panels – representing a step on the evolutionary development of roadway truss bridges

Mass Concrete Abutments

- Early concrete abutments have performed well and have survived devastating flood conditions which heavily affected the local roadways and streams as illustrated in Hurricanes Camile and Agnes (1970 and 1972)

DRAFT
Evaluated as PIF

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8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- ☒ A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☒ B. Property is associated with the lives of persons significant in our past.
- ☒ C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

- ☐ A. Owned by a religious institution or used for religious purposes
- ☐ B. Removed from its original location
- ☐ C. A birthplace or grave
- ☐ D. A cemetery
- ☐ E. A reconstructed building, object, or structure
- ☐ F. A commemorative property
- ☐ G. Less than 50 years old or achieving significance within the past 50 years

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Areas of Significance

(Enter categories from instructions.)

ARCHITECTURE

COMMERCE

ENGINEERING

TRANSPORTATION

Period of Significance

1919

Significant Dates

N/A

Significant Person

(Complete only if Criterion B is marked above.)

Glidden, William R.

Cultural Affiliation

N/A

Architect/Builder

Commonwealth of Virginia

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

It is not hard to imagine the Commonwealth and the county of Louisa deciding to spend what must have been a sizable sum to build the pony truss bridge across the South Anna River at Hamilton Road, as modern records reflect there must have been quite a building boom taking place just before the turn of the century requiring improved transportation.

It is also not hard to imagine the great crowd that gathered at the river and grand celebration that must have taken place in the community the day the bridge was christened to serve the Green Springs neighborhood and the people of Louisa County.

The expanded area in the vicinity of the bridge as reflected on the National Register Form (Exhibit 9) designating the area a National Historic Landmark District, reveals the completion of numerous 18th century farms and plantations such as Ionia, Sylvania, Bracketts and Green Springs. It also reveals that many more were under construction or being planned for construction. All of this was going on in an enormous county of over 500 square miles in area with a total population of approximately 15,000. One can only surmise that Green Springs, at the Western end of the county, was top heavy with construction and also with population density, compared to the rest of the county, requiring up to the minute transportation systems.

Although no records survive, it is easy to imagine that the traffic count once the Hamilton bridge was open to the public was greater than the 50 vehicles per day that are recorded currently.

Current surveys reveal that virtually all of the nearly 250, 18th and 19th century buildings which were extant at the time the bridge was built and after it was completed survive to this day unspoiled, undiminished and in their original context.

Similarly, the gravel road complex which winds throughout the national landmark and across the bridge remains identical to what it was more than 100 or 200 years ago when it received countless mule drawn buck boards, wagons, ladies' carriages and men on horseback riding to check on their neighbors or farming enterprises.

For at least the first hundred years or so, all these folks had to ford the South Anna River to get across. Then in 1919 came Oscar L. Grover, Bridge, designer and engineer and the Virginia State Highway Commission.

With Mr. Grover's breakthrough, new bridge design life changed for the people of Green Springs and those far and wide employing this new engineering technology.

Today, the little bridge remains intact, except for the decay that man has visited upon it through neglect which can all be rectified. It is the last survivor of its class, the last example of its design

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from which the student may study firsthand the evolution of bridge development, the last living fabric from which the student may learn the full story of the Green Springs National Historic Landmark District, the legacy of Mr. Grover and the forbears of today's VDOT and the noble and creative contributions of those forbears.

The bridge has literally been the glue which has tied the two sections of the National landmark together. It has always been overshadowed by its large and showy architecturally splendid neighboring homes, never receiving its due for its humble, yet essential function and contributions.

Now is the time for it to receive its recognition for its place in early Virginia history and for its critical role in Virginia Bridge design and engineering and to recognize and cherish it for being the survivor that it is.

Our application is to ensure that it is overlooked no more. That it is recognized as an essential component of the National Landmark as any other structure in the District is and that it be listed individually on the National Register of Historic Places.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

The Hamilton Road Bridge ties two sections of the Green Springs National Historic Landmark District together in Louisa County. As an important element of engineering History, Hamilton Road Bridge represents early leadership in transportation innovations while quietly providing essential function and significant contribution to the historic landscapes.

The Hamilton Road Bridge is the last remaining bridge of a standard design prepared under Oscar L. Grover, the first State Bridge Engineer to be named under the newly formed Virginia State Highway Commission. He held this position through 1913. Soon after, Mr. Grover moved to Washington to become the first Bridge Engineer for the newly formed federal Department of Public Roads, a prominent and notable position in the early history of Bridge construction in the United States.

The Hamilton Bridge has maintained its full historic integrity. The span and its supports are fully intact as it was originally constructed and capable of being restored to its original structural capacity, or reinforced to meet the higher loading demands of the community, if required.

Criterion B – William R. Glidden

State of Virginia's first Bridge Engineer and held that position from 1917 – 1952. This was one of, if not his first Bridge done for the state.

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*Of great importance in regard to how bridges and tunnels are designed in Virginia is the "Bridge Engineer", who is in charge of all bridge and tunnel work. W. R. Glidden, who had been with the Highway Department since 1917, became the first Bridge Engineer in 1938. In 1952 Glidden was promoted to Assistant Chief Engineer, making J. N. Clary (with the Department since 1926) the second Bridge Engineer. *At that time called the Virginia Department of Highways.¹*

Historic Timeline

- July 1, 1906 – The Virginia State Highway Commission was formed. The first Annual report identifies a Commissioner. Only three members of the Commission are noted in the first report
- 1907 – Oscar L. Grover was hired to be the first State Bridge Engineer to be named. He held this position through 1913
- 1909 – Standard Bridge L-13 was designed
- 1911/1912 – Standard Bridge L-13 was revised
- 1914 – Oscar L. Grover moves to Washington to become the first Bridge Engineer for the newly formed federal Department of Public Roads. C.S. Snead was second Bridge Engineer to be named
- 1917 – W.R. Glidden was third Bridge Engineer to be named
- 1917 – Original Design Drawings produced for Hamilton Bridge using L-13 Standard: 1909 with 1911 and 1912 updates. Signed by Bridge Engineer W. R. Glidden.
- April 6, 1917 – US enters World War I under President Woodrow Wilson
- November 11, 1918 – U.S. involvement in World War I ends
- 1918 – Article in Bureau of Public Roads by Oscar L. Grover titled “War Brings Bridge Building Back to Early Practices.” Article promotes use of conventional, local Wood and stone materials due to scarcity of steel as a result of the demand during the war.
- 1919 – Hamilton Road Bridge is constructed based on L-13 Standard and revisions designed during Oscar L. Grovers tenure.
- 1971 – Inspection Drawings Produced by Unknown (inspection date stamped 1977)
- Recent Years – Continued lack of maintenance have resulted in reduced posted ratings from 12T to 8 T to 3 T to current closure
- National Register Listings:
 - VLR Listed: 2/20/1973
 - NRHP Listed: 3/7/1973
 - NHL Listed: 5/30/1974

¹ Zuk, Vasil. “Notable Contemporary Highway Bridges and Tunnels of Virginia.” Virginia Highway & Transportation Research Council, June 1977. <https://vtrc.virginia.gov/media/vtrc/vtrc-pdf/vtrc-pdf/77-r55.pdf>

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9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

Green Springs Historic District National Register Nomination Form, 1973.

"Office of State Highway Commission," Evening Journal, Volume 12, Number 274, 21 April 1917.

"War Brings Bridge Building Back to Early Practice," US Department of Agriculture, Bureau of Public Roads, Public Roads, August 1918, pages 18-27.

Virginia Department of Highways, Virginia Highway Bulletin, July-August 1946 (includes article by William R. Glidden, Bridge Engineer, "Historical Sketch of the Bridge Office.")

Zuk, Vasil. "Notable Contemporary Highway Bridges and Tunnels of Virginia." Virginia Highway & Transportation Research Council, June 1977.
<https://vtrc.virginia.gov/media/vtrc/vtrc-pdf/vtrc-pdf/77-r55.pdf>

Previous documentation on file (NPS):

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey # _____
- ☐ recorded by Historic American Engineering Record # _____
- ☐ recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- ☐ State Historic Preservation Office
- ☐ Other State agency
- ☐ Federal agency
- ☐ Local government
- ☐ University
- ☐ Other
- Name of repository: _____

Historic Resources Survey Number (if assigned): DHR ID# 054-5010

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10. Geographical Data

Acreage of Property _____

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: _____
(enter coordinates to 6 decimal places)

- | | |
|------------------------|-----------------------|
| 1. Latitude: 38.030353 | Longitude: -78.138105 |
| 2. Latitude: | Longitude: |
| 3. Latitude: | Longitude: |
| 4. Latitude: | Longitude: |

Or

UTM References

Datum (indicated on USGS map):

☐ NAD 1927 or ☐ NAD 1983

- | | | |
|----------|-----------|-----------|
| 1. Zone: | Easting: | Northing: |
| 2. Zone: | Easting: | Northing: |
| 3. Zone: | Easting: | Northing: |
| 4. Zone: | Easting : | Northing: |

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Verbal Boundary Description (Describe the boundaries of the property.)

Boundary Justification (Explain why the boundaries were selected.)

11. Form Prepared By

name/title: Rae H. Ely
organization: Historic Green Springs, Inc.
street & number: 365 Hawkwood Lane
city or town: Gordonsville state: VA zip code: 22942
e-mail: Hawkwood01@aol.com
telephone: (540) 832-3838
date: July 1, 2025

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A USGS map or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

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Photo Log

Name of Property: Hamilton Road Bridge

City or Vicinity: Louisa

County: Louisa

State: Virginia

Photographer: Michael JN Bowles

Date Photographed: 2014

Description of Photograph(s) and number, include description of view indicating direction of camera:

1 of 7. VA_LouisaCounty_HamiltonRoadBridge_0001
Looking north

2 of 7. VA_LouisaCounty_HamiltonRoadBridge_0002
Looking north

3 of 7. VA_LouisaCounty_HamiltonRoadBridge_0003
Looking north

4 of 7. VA_LouisaCounty_HamiltonRoadBridge_0004
Looking north

5 of 7. VA_LouisaCounty_HamiltonRoadBridge_0005
Looking north

6 of 7. VA_LouisaCounty_HamiltonRoadBridge_0006
Looking north

7 of 7. VA_LouisaCounty_HamiltonRoadBridge_0007
Looking north

Paperwork Reduction Act Statement: This information is being collected for nominations 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.460 et seq.). We may not conduct or sponsor and you are not required to respond to a collection of information unless it displays a currently valid OMB control number.

Estimated Burden Statement: Public reporting burden for each response using this form is estimated to be between the Tier 1 and Tier 4 levels with the estimate of the time for each tier as follows:

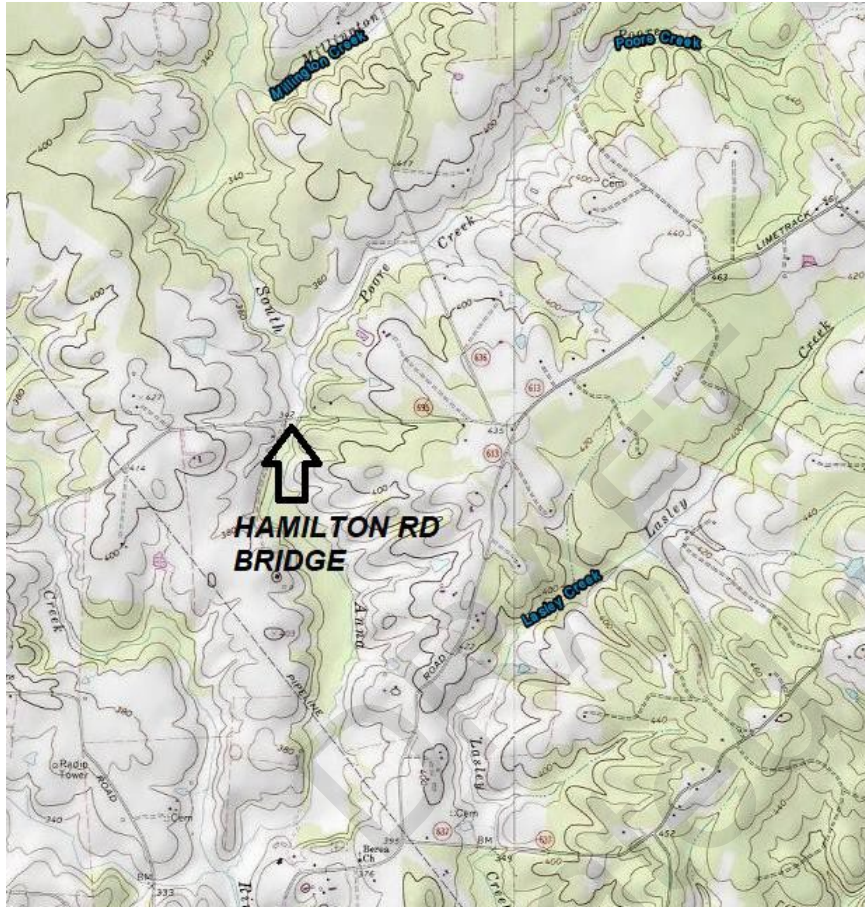
Tier 1 – 60-100 hours
Tier 2 – 120 hours
Tier 3 – 230 hours
Tier 4 – 280 hours

The above estimates include time for reviewing instructions, gathering and maintaining data, and preparing and transmitting nominations. Send comments regarding these estimates or any other aspect of the requirement(s) to the Service Information Collection Clearance Officer, National Park Service, 1201 Oakridge Drive Fort Collins, CO 80525.

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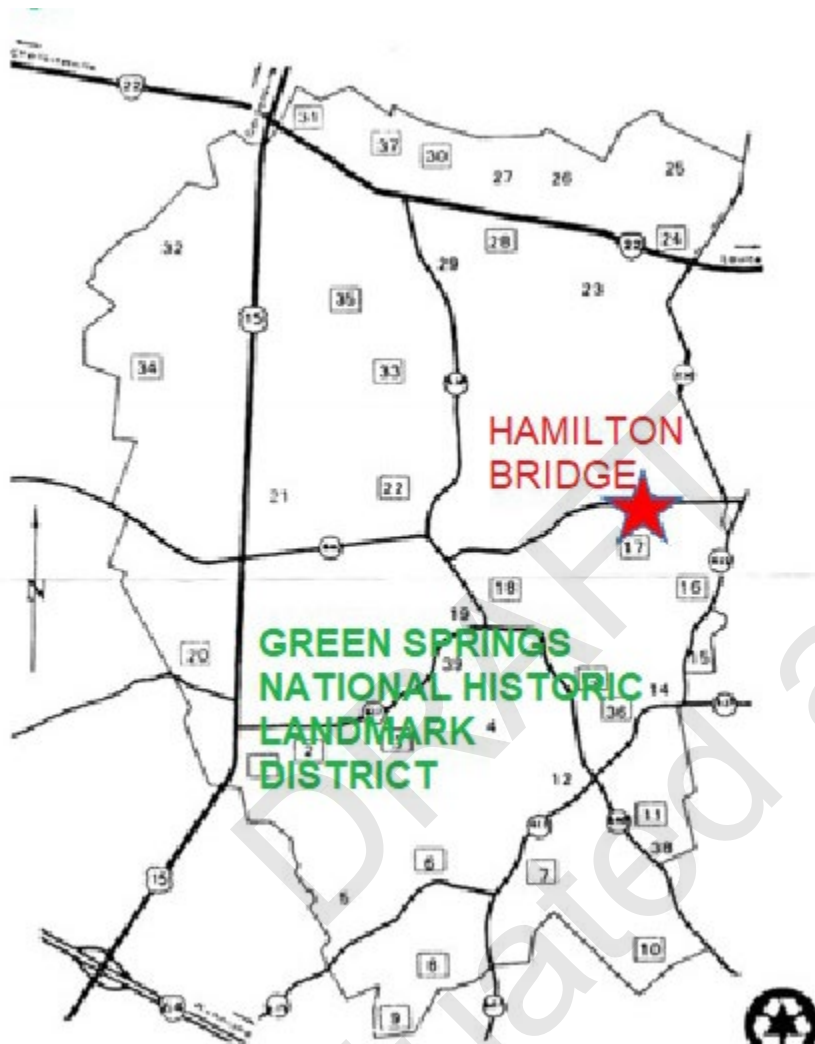
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USGS Location Map and Sketch



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PIF BOUNDARY MAP

Hamilton Road Bridge
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Proposed Boundary

0 50 100 150
Feet















