

# BOLLINGER COUNTY

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INCLUDED: [Significant feature(s) of bridge given in boldface]  
 [Field inventoried bridge indicated by asterisk]

Inv. No.	MHTD	Bridge Name	Description
BOLL01	G 688R	Patton Bridge	2- 80' riveted Warren pony truss 1923 C.P. O'Reilly and Co.
BOLL02	J 103	Zalma Bridge	1-100' riveted Pratt through truss 1930 Millers Garage & Constr. Co.
*BOLL03	K 663	Whitewater River Bridge	3-100' steel plate through girder 1936 Kelly and Underwood
*BOLL04	032000.5	Whitewater River Bridge	1-170' pinned Parker through truss 1913 Miller & Borcharding, St. Louis
BOLL05	032002.6	Bridge	1- 24' steel stringer 1919
*BOLL06	045002.5	Whitewater River Bridge	7- 14' concrete slab 1915 county work force [prob.]
*BOLL07	099002.5	Perkin's Ford Bridge	1-130' pinned Pratt through truss 1917
*BOLL08	118000.8	Dry Creek Bridge	1- 60' pinned Pratt pony truss c1900
*BOLL09	124002.4	Laflin Bridge	1-120' pinned Pratt through truss 1908 Stupp Brothers B&I Company
*BOLL10	146001.5	Bridge	1- 45' rivet Pratt/Warren pony truss c1920 R.L. Miller and Co. [prob.]
*BOLL11	160002.0	Clubb Creek Bridge	1- 38' pinned Pratt bedstead 1908 Stupp Brothers B&I Company
BOLL12	165500.1	Crooked Creek Bridge	2- 60' riveted Pratt half-hip pony truss 1908
BOLL13	183001.5	Bridge	1- 50' riveted Pratt/Warren pony truss c1920 R.L. Miller and Co. [prob.]
BOLL14	188002.5	Slagle Creek Bridge	1- 40' riveted Pratt/Warren pony truss c1920 R.L. Miller and Co. [prob.]
*BOLL15	203002.8	Fish Trap Ford Bridge	1-112' pinned Pratt through truss 1912 Stupp Brothers B&I Company
*BOLL16	203003.1	Gipsy Bridge	1-117' pinned Pratt through truss 1900 Stupp Brothers B&I Company

EXCLUDED:

Pratt pony truss  
 G 315R    G 318    G 468R

Warren pony truss  
 F 747R2    116001.0    124001.7    202005.1

# BOLLINGER COUNTY

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## EXCLUDED (cont.):

### Steel stringer

F 751R	S 230	S 231	S 815	T 394	X 54	044001.0
084001.9	087000.6	088003.1	089001.0	096001.4	130000.4	144001.3
149000.9	152000.4	159003.5	164003.2	177000.7	178001.2	189000.3
244000.4						

### Concrete girder

G 314	G 449R	G 450R	G 631	H 673	H 860R	H 861R
J 104R						

### Concrete slab

H 372R	H 894R	H 895R	027000.6	044001.9	075000.8	135001.4
220003.0	242001.3	256001.7				

### Concrete box culvert

F 750R	G 689R	J 907	J 909	J 972	S 261	S 262
S 425	S 833	T 284	T 665	X 518	X 551	174000.0

### Timber stringer

003001.6	013000.8	076000.6	147000.0	162000.9	244000.4
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## SUMMARY:

	Primary	Secondary	Urban	Other	Total
Included	3	14	0	0	17
Excluded	34	33	0	0	67
	37	47	0	0	84 structures

# Patton Bridge

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BOLL01

## GENERAL DATA

structure no.:	G 688R	city/town:	Patton
county:	Bollinger	feature inters.:	Little Whitewater Creek
		cadastral grid:	S36, T33N, R9E
		highway route:	State Highway 51
		highway distr.:	10
		current owner:	Missouri Highway and Transportation Department

## STRUCTURAL DATA

superstructure:	steel, 4-panel, rigid-connected Warren pony truss with alternating verticals		
substructure:	concrete abutments, wingwalls and piers		
span number:	1; 1	condition:	good
span length:	80.0'; 60.0'	alterations:	none
total length:	146.0'	floor/decking :	concrete deck over steel stringers
roadway width:	20.0'	other features:	steel pipe guardrails

## HISTORICAL DATA

erection date:	1923
erection cost:	\$16,000.00
designer:	Missouri State Highway Department
fabricator :	unknown
contractor:	C.P. O'Reilly and Company, St. Louis MO
references:	Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number G 688R; Primary System Bridge Record, located at the Missouri Highway and Transportation Department, Jefferson City MO; <b>Fourth Biennial Report of the State Highway Commission of Missouri</b> : 1923-24, page 137.
sign. rating:	52
evaluation:	NRHP possibly eligible (early example of early MSHD truss design)

inventoried by: Clayton B. Fraser 15 April 1992

# Zalma Bridge

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BOLL02

## GENERAL DATA

structure no.:	J 103	city/town:	Zalma
county:	Bollinger	feature inters.:	Castor River
		cadastral grid:	S29, T29N, R9E
		highway route:	State Highway 51
		highway distr.:	10
		current owner:	Missouri Highway and Transportation Department

## STRUCTURAL DATA

superstructure: steel, 6-panel, rigid-connected Pratt through truss, with 7 concrete deck girder approach spans

substructure: concrete abutments and wingwalls; concrete hammerhead spill-through piers

span number:	1	condition:	good
span length:	100.0'	alterations:	none
total length:	399.0'	floor/decking :	concrete deck over steel stringers
roadway width:	20.0'	other features:	steel pipe guardrails

## HISTORICAL DATA

erection date: 1929-30

erection cost: \$36,578.18

designer: Missouri State Highway Department

fabricator : Inland Steel Company, East Chicago IN

contractor: Millers Garage and Construction Company

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number J 103; Primary System Bridge Record, located at the Missouri Highway and Transportation Department, Jefferson City MO.

sign. rating: 38

evaluation: NRHP non-eligible (typical example of 1920s MSHD truss design)

inventoried by: Clayton B. Fraser 15 April 1992

# Whitewater River Bridge

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BOLL03

## GENERAL DATA

structure no.:	K 663	city/town:	1.4 miles north of Sedgewickville
county:	Bollinger	feature inters.:	Whitewater River
		cadastral grid:	S22/23, T33N, R10E
		highway route:	State Supplementary Route K
		highway distr.:	10
		current owner:	Missouri Highway and Transportation Department

## STRUCTURAL DATA

**superstructure:** steel plate through girder, with steel stringer approach span  
**substructure:** concrete abutments, wingwalls and piers

span number:	3	condition:	good
span length:	100.0'	alterations:	none
total length:	356.0'	floor/decking :	concrete deck over steel stringers
roadway width:	22.0'	other features:	steel angle guardrails

## HISTORICAL DATA

**erection date:** 1936  
**erection cost:** \$34,543.60  
**designer:** Missouri State Highway Department  
**fabricator :** unknown  
**contractor:** Kelly and Underwood

**references:** Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number K 663; Primary System Bridge Record, located at the Missouri Highway and Transportation Department, Jefferson City, Missouri; **Tenth Biennial Report of the State Highway Commission of Missouri:** 1935-36, page 263; field inspection by Richard Collier, 26 March 1992.

**sign. rating:** 57  
**evaluation:** NRHP possibly eligible (long-span example of MSHD standard beam bridge type)

**inventoried by:** Clayton B. Fraser    15 April 1992

# Whitewater River Bridge

BOLL04

## GENERAL DATA

<b>structure no.:</b> 032000.5	<b>city/town:</b> 3.4 miles northwest of Sedgewickville
<b>county:</b> Bollinger	<b>feature inters.:</b> Whitewater River
	<b>cadastral grid:</b> S17, T33N, R10E
	<b>highway route:</b> County Road 32
	<b>highway distr.:</b> 10
	<b>current owner:</b> Bollinger County

## STRUCTURAL DATA

**superstructure:** steel, 9-panel, pin-connected Parker through truss  
**substructure:** concrete abutments and wingwalls

<b>span number:</b> 1	<b>condition:</b> fair
<b>span length:</b> 170.0'	<b>alterations:</b> truss moved, 1936
<b>total length:</b> 173.0'	<b>floor/decking :</b> timber deck over steel stringers
<b>roadway width:</b> 12.0'	<b>other features:</b> upper chord and inclined end post: 2 channels with cover plate and lacing; lower chord: 2 looped rectangular eyebars; vertical: 2 channels with lacing; diagonal: 2 looped rectangular eyebars; counter: round eyerod with turnbuckle; lateral bracing: round rod with threaded ends; strut: 2 angles with bracing; portal strut: A-frame; floor beam: I-beam, field bolted to vertical; guardrail: timber; portal builder's plate: 1913 / Miller & Borcharding / Contractors / St. Louis Mo. / Stupp Bro's / Bridge & Iron Co. Manufacturers / Jacob A. Taylor Presiding Judge / John Owens Associate Judge / Jon. Sitzes [Associate Judge] / Wm. Abernathy County Clerk / J.W. Reilly Engineer

## HISTORICAL DATA

**erection date:** 1913; moved 1936  
**erection cost:** \$3500.00 (engineer's estimate)  
**designer:** unknown  
**fabricator :** Stupp Brothers Bridge and Iron Company, St. Louis MO  
**contractor:** Miller and Borcharding, St. Louis MO

**references:** Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 032000.5; Bollinger County Court Record, Book 13: page 363 (14 August 1912), page 408 (3 December 1912), page 411 (27 December 1912), page 527 (23 September 1913) - located at Bollinger County Courthouse, Marble Hill MO; field inspection by Richard Collier, 26 March 1992.

## Whitewater River Bridge

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**sign. rating:** 48  
**evaluation:** NRHP possibly eligible (well-preserved example of uncommon structural type, moved to this location)

**inventoried by:** Clayton B. Fraser    15 April 1992

# Bridge

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BOLL05

## GENERAL DATA

<b>structure no.:</b> 032002.6	<b>city/town:</b> 2.2 miles north of Sedgewickville
<b>county:</b> Bollinger	<b>feature inters.:</b> tributary of Whitewater River
	<b>cadastral grid:</b> S15, T33N, R10E
	<b>highway route:</b> County Road 32
	<b>highway distr.:</b> 10
	<b>current owner:</b> Bollinger County

## STRUCTURAL DATA

<b>superstructure:</b> steel stringer	
<b>substructure:</b> concrete abutments and wingwalls	
<b>span number:</b> 1	<b>condition:</b> fair
<b>span length:</b> 24.0'	<b>alterations:</b> unknown
<b>total length:</b> 25.0'	<b>floor/decking :</b> timber deck
<b>roadway width:</b> 12.0'	<b>other features:</b> no guardrails

## HISTORICAL DATA

<b>erection date:</b> 1919	
<b>erection cost:</b> unknown	
<b>designer:</b> unknown	
<b>fabricator :</b> unknown	
<b>contractor:</b> unknown	
<b>references:</b>	Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 032002.6.
<b>sign. rating:</b> 24	
<b>evaluation:</b>	NRHP non-eligible (undocumented example of an exceedingly common structural type, used for short-span crossings)

**inventoried by:** Clayton B. Fraser    15 April 1992

# Whitewater River Bridge

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BOLL06

## GENERAL DATA

structure no.:	045002.5	city/town:	1.2 miles north of Sedgewickville
county:	Bollinger	feature inters.:	Whitewater River
		cadastral grid:	S23, T33N, R10E
		highway route:	County Road 45
		highway distr.:	10
		current owner:	Bollinger County

## STRUCTURAL DATA

superstructure:	concrete slab		
substructure:	concrete abutments, wingwalls and piers		
span number:	7	condition:	fair
span length:	14.0'	alterations:	none
total length:	107.0'	floor/decking :	concrete deck
roadway width:	12.0'	other features:	no guardrails

## HISTORICAL DATA

erection date:	1915
erection cost:	unknown
designer:	county work force (probable)
fabricator :	none
contractor:	county work force (probable)
references:	Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 045002.5; field inspection by Richard Collier, 26 March 1992.
sign. rating:	41
evaluation:	NRHP non-eligible (inadequately documented, typical example of an unsophisticated concrete structure)

inventoried by: Clayton B. Fraser    15 April 1992

# Perkin's Ford Bridge

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BOLL07

## GENERAL DATA

<b>structure no.:</b> 099002.5	<b>city/town:</b> 3.3 miles southeast of Lutesville
<b>county:</b> Bollinger	<b>feature inters.:</b> Crooked Creek
	<b>cadastral grid:</b> S15, T30N, R10E
	<b>highway route:</b> County Road 99
	<b>highway distr.:</b> 10
	<b>current owner:</b> Bollinger County

## STRUCTURAL DATA

**superstructure:** steel, 6-panel, pin-connected Pratt through truss, with steel stringer approach spans

**substructure:** concrete abutments, wingwalls and piers

<b>span number:</b> 1	<b>condition:</b> fair
<b>span length:</b> 130.0'	<b>alterations:</b> substructure replaced
<b>total length:</b> 170.0'	<b>floor/decking :</b> timber deck over steel stringers
<b>roadway width:</b> 11.8'	<b>other features:</b> upper chord and inclined end post: 2 channels with cover plate and lacing; lower chord: 2 punched rectangular eyebars; vertical: 2 channels with lacing; diagonal: 2 punched rectangular eyebars; counter: round eyerod with turnbuckle; strut: 2 angles, braced; portal strut: A-frame; floor beam: I-beam, field bolted to vertical; guardrail: 2 angles

## HISTORICAL DATA

**erection date:** 1917  
**erection cost:** unknown  
**designer:** unknown  
**fabricator :** unknown  
**contractor:** unknown

**references:** Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 099002.5; Bollinger County Court Record, Book 15: page 60 (18 August 1917) - located at Bollinger County Courthouse, Marble Hill MO; field inspection by Richard Collier, 26 March 1992.

**sign. rating:** 34  
**evaluation:** NRHP determined non-eligible (typically configured, inadequately documented example of common structural type)

**inventoried by:** Clayton B. Fraser 15 April 1992

# Dry Creek Bridge

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BOLL08

## GENERAL DATA

structure no.:	118000.8	city/town:	5.1 miles south of Lutesville
county:	Bollinger	feature inters.:	Dry Creek
		cadastral grid:	S32, T30N, R10E
		highway route:	County Road 118
		highway distr.:	10
		current owner:	Bollinger County

## STRUCTURAL DATA

superstructure:	steel, 4-panel, pin-connected Pratt pony truss		
substructure:	concrete abutments and wingwalls; timber pile bent piers		
span number:	1	condition:	fair
span length:	60.0'	alterations:	truss perhaps moved; timber pile bent pier placed under truss
total length:	61.0'	floor/decking :	timber deck over steel stringers
roadway width:	12.0'	other features:	upper chord and inclined end post: 2 channels with cover and batten plates; lower chord: 2 looped rectangular eyebars; vertical: 4 angles with lacing; diagonal: 2 looped square eye-bars; counter: round eyerod with unslotted turnbuckle; lateral bracing: round rod with threaded ends; floor beam: I-beam, U-bolted to lower chord pin; no guardrails

## HISTORICAL DATA

erection date:	c1900
erection cost:	unknown
designer:	unknown
fabricator :	unknown
contractor:	unknown
references:	Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 118000.8; field inspection by Richard Collier, 26 March 1992.
sign. rating:	23
evaluation:	NRHP non-eligible (poorly documented, poorly preserved example of common structural type)

Inventoried by: Clayton B. Fraser 15 April 1992

# Laflin Bridge

BOLL09

## GENERAL DATA

structure no.:	124002.4	city/town:	0.4 mile south of Laflin
county:	Bollinger	feature inters.:	Crooked Creek
		cadastral grid:	S13, T30N, R10E
		highway route:	County Road 124
		highway distr.:	10
		current owner:	Bollinger County

## STRUCTURAL DATA

superstructure:	steel, 7-panel, pin-connected Pratt through truss, with 3 steel stringer approach spans at the north end and 2 steel stringer approach spans at the south end		
substructure:	steel pile bent abutments below grade; concrete-filled steel cylinder piers under main span, concrete piers under approach spans		
span number:	1	condition:	fair
span length:	120.0'	alterations:	deck, guardrails, stringers replaced, 1928
total length:	285.0'	floor/decking :	timber deck over steel stringers
roadway width:	12.0'	other features:	upper chord and inclined end post: 2 channels with cover plate and lacing; lower chord: 2 looped rectangular eyebars; vertical: 2 channels with lacing (2 looped square eyebars at the hip); diagonal: 2 looped rectangular eyebars; counter: round eyerod with turnbuckle; lateral bracing: round rod with threaded ends; strut: 2 angles; portal strut: A-frame; floor beam: I-beam, field-bolted to vertical; guard-rail: timber on main span, steel angle on approach spans; portal builder's plate: 1908 / Stupp Bro's Bridge & Iron Co / F.M. Wells Pres Judge / M.S. Gladish Associate Judge / H. Muncle Associate Judge / W.M. Abernathy County Clerk / D.R. Sample Co. Surveyor

## HISTORICAL DATA

erection date:	1908
erection cost:	\$3700.00
designer:	Stupp Brothers Bridge and Iron Company, St. Louis MO
fabricator :	Stupp Brothers Bridge and Iron Company, St. Louis MO
contractor:	Stupp Brothers Bridge and Iron Company, St. Louis MO
references:	Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 124002.4; Bollinger County Court Record, Book 11: page 423 (20 August 1907), page 506 (19 February

## Lafin Bridge

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1908), page 527 (17 April 1908), pages 561-62 (16 May 1908); Book 12: pages 42-43 (22 October 1908), page 60 (11 November 1908); Book 17: page 471 (8 May 1928) - located at Bollinger County Courthouse, Marble Hill MO; field inspection by Richard Collier, 26 March 1992.

**sign. rating:** 46  
**evaluation:** NRHP non-eligible (typically configured example of common structural type)

**inventoried by:** Clayton B. Fraser 15 April 1992

# Bridge

BOLL10

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## GENERAL DATA

<b>structure no.:</b> 146001.5	<b>city/town:</b> 4.4 miles southeast of Dongola
<b>county:</b> Bollinger	<b>feature inters.:</b> Ditch No. 8
	<b>cadastral grid:</b> S25/30/31/36, T29N, R10/11E
	<b>highway route:</b> County Road 146
	<b>highway distr.:</b> 10
	<b>current owner:</b> Bollinger County

## STRUCTURAL DATA

**superstructure:** steel, 3-panel, rigid-connected Pratt / Warren pony truss  
**substructure:** concrete abutments and wingwalls

<b>span number:</b> 1	<b>condition:</b> fair
<b>span length:</b> 45.0'	<b>alterations:</b> none
<b>total length:</b> 46.0'	<b>floor/decking :</b> timber deck over steel stringers
<b>roadway width:</b> 14.0'	<b>other features:</b> upper chord and inclined end post: I-beam; lower chord: 2 angles with batten plates; vertical: 1 channel; diagonal: 1 channel; lateral bracing: round rod with threaded ends; floor beam: I-beam

## HISTORICAL DATA

**erection date:** c1920  
**erection cost:** unknown  
**designer:** R.L. Miller and Company, St. Louis MO [probable]  
**fabricator :** Inland Steel Company, East Chicago IN  
**contractor:** R.L. Miller and Company, St. Louis MO [probable]

**references:** Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 146001.5; field inspection by Richard Collier, 26 March 1992.

**sign. rating:** 38  
**evaluation:** NRHP non-eligible (well-preserved example of an uncommon structural type, but lacking in documentation)

**inventoried by:** Clayton B. Fraser    15 April 1992

# Clubb Creek Bridge

BOLL11

## GENERAL DATA

<b>structure no.:</b> 160002.0	<b>city/town:</b> 3.1 miles northeast of Zalma
<b>county:</b> Bollinger	<b>feature inters.:</b> Clubb Creek
	<b>cadastral grid:</b> S14/23, T29N, R9E
	<b>highway route:</b> County Road 160
	<b>highway distr.:</b> 10
	<b>current owner:</b> Bollinger County

## STRUCTURAL DATA

**superstructure:** steel, 3-panel, pin-connected Pratt truss-leg bedstead  
**substructure:** cut-off bedstead legs set in concrete abutments

<b>span number:</b> 1	<b>condition:</b> good
<b>span length:</b> 38.0'	<b>alterations:</b> truss moved, 1927
<b>total length:</b> 38.0'	<b>floor/decking :</b> timber deck over steel stringers
<b>roadway width:</b> 12.0'	<b>other features:</b> upper chord and upright end post: 2 channels with batten plates; lower chord: 2 angles with batten plates, 2 looped rectangular eye-bars; vertical: 4 angles with lacing; diagonal: 2 looped rectangular eyebars, 1 round eyerod with turnbuckle; lateral bracing: round rod with threaded ends; floor beam: I-beam, field-bolted to vertical; guardrail: 2 angles

## HISTORICAL DATA

**erection date:** 1908; moved 1927  
**erection cost:** \$950.00  
**designer:** Stupp Brothers Bridge and Iron Company, St. Louis MO  
**fabricator :** Stupp Brothers Bridge and Iron Company, St. Louis MO;  
Cambria Steel Company, Pittsburgh PA  
**contractor:** Stupp Brothers Bridge and Iron Company, St. Louis MO  
**references:** Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 160002.0; Bollinger County Court Record, Book 11: page 423 (3 September 1907), page 470 (10 February 1908), pages 536-37 (12 May 1908), page 604 (29 May 1908), page 613 (23 July 1908); Book 12: pages 28-29 (9 September 1908), page 36 (15 October 1908), page 78 (14 November 1908), pages 92-93 (31 December 1908), page 110 (9 February 1909); Book 17: page 42 (7 December 1925), page 138 (9 August 1926), page 309 (3 August 1927), pages 315-16 (22 August 1927), page 331 (10 September 1927) - located at Bollinger County Courthouse, Marble Hill MO; field inspection by Richard Collier, 26 March 1992.

## Clubb Creek Bridge

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**sign. rating:** 30  
**evaluation:** NRHP non-eligible (typically configured, poorly preserved example of common structural type)

**inventoried by:** Clayton B. Fraser    15 April 1992

# Crooked Creek Bridge

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BOLL12

## GENERAL DATA

structure no.:	165500.1	city/town:	Glenallen
county:	Bollinger	feature inters.:	Crooked Creek
		cadastral grid:	S35, T31N, R9E
		highway route:	town street
		highway distr.:	10
		current owner:	Town of Glenallen

## STRUCTURAL DATA

superstructure:	steel, 4-panel, rigid-connected Pratt half-hip pony truss; steel, 3-panel, rigid-connected Warren pony truss approach span		
substructure:	concrete abutments, wingwalls and pier		
span number:	1; 1	condition:	fair
span length:	60.0'; 40.0'	alterations:	unknown
total length:	102.0'	floor/decking :	timber deck
roadway width:	12.0'	other features:	steel angle guardrails

## HISTORICAL DATA

erection date:	1908
erection cost:	unknown
designer:	unknown
fabricator :	unknown
contractor:	unknown

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 165500.1.

sign. rating: 28

evaluation: NRHP non-eligible (poorly documented, poorly preserved truss bridge)

inventoried by: Clayton B. Fraser 15 April 1992

# Bridge

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BOLL13

## GENERAL DATA

<b>structure no.:</b> 183001.5	<b>city/town:</b> 4.4 miles south of Greenbrier
<b>county:</b> Bollinger	<b>feature inters.:</b> drainage ditch
	<b>cadastral grid:</b> S34/35, T28N, R9E
	<b>highway route:</b> County Road 183
	<b>highway distr.:</b> 10
	<b>current owner:</b> Bollinger County

## STRUCTURAL DATA

**superstructure:** steel, 3-panel, rigid-connected Pratt / Warren pony truss  
**substructure:** concrete abutments and wingwalls

<b>span number:</b> 1	<b>condition:</b> fair
<b>span length:</b> 50.0'	<b>alterations:</b> unknown
<b>total length:</b> 51.0'	<b>floor/decking :</b> timber deck
<b>roadway width:</b> 12.0'	<b>other features:</b> steel angle guardrails

## HISTORICAL DATA

**erection date:** c1920  
**erection cost:** unknown  
**designer:** R.L. Miller and Company, St. Louis MO [probable]  
**fabricator :** unknown  
**contractor:** R.L. Miller and Company, St. Louis MO [probable]

**references:** Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 183001.5.

**sign. rating:** 43  
**evaluation:** NRHP non-eligible (undocumented example of an uncommon structural type)

**inventoried by:** Clayton B. Fraser 15 April 1992

# Slagle Creek Bridge

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BOLL14

## GENERAL DATA

structure no.:	188002.5	city/town:	4.1 miles south of Zalma
county:	Bollinger	feature inters.:	Slagle Creek
		cadastral grid:	S18, T28N, R8E
		highway route:	County Road 188
		highway distr.:	10
		current owner:	Bollinger County

## STRUCTURAL DATA

superstructure: steel, 3-panel, rigid-connected Pratt / Warren pony truss  
substructure: concrete abutments and wingwalls

span number:	1	condition:	good
span length:	40.0'	alterations:	unknown
total length:	40.0'	floor/decking :	timber deck
roadway width:	12.0'	other features:	steel angle guardrails

## HISTORICAL DATA

erection date: c1920  
erection cost: unknown  
designer: R.L. Miller and Company, St. Louis MO [probable]  
fabricator : unknown  
contractor: R.L. Miller and Company, St. Louis MO [probable]

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 188002.5.

sign. rating: 38  
evaluation: NRHP non-eligible (undocumented example of an uncommon structural type)

inventoried by: Clayton B. Fraser 15 April 1992

# Fish Trap Ford Bridge

BOLL15

## GENERAL DATA

structure no.:	203002.8	city/town:	0.7 mile north of Gipsy
county:	Bollinger	feature inters.:	Castor River
		cadastral grid:	S28, T29N, R8E
		highway route:	County Road 203
		highway distr.:	10
		current owner:	Bollinger County

## STRUCTURAL DATA

**superstructure:** steel, 7-panel, pin-connected Pratt through truss, with pin-connected Pratt pony truss and steel stringer approach spans

**substructure:** concrete abutments and wingwalls; concrete-filled steel cylinder piers under main span and pony approach; timber pile bent piers under steel stringer approach spans

span number:	1	condition:	fair
span length:	112.0'	alterations:	truss moved
total length:	222.0'	floor/decking :	timber deck over steel stringers
roadway width:	11.5'	other features:	upper chord and inclined end post: 2 channels with cover and batten plates; lower chord: 2 looped rectangular eyebars; vertical: 2 channels with lacing; diagonal: 2 looped rectangular eyebars (2 punched rectangular eyebars on pony approach span); counter: square eyebar with turnbuckle; lateral bracing: round rod with threaded ends; strut: 2 angles; portal strut: A-frame; floor beam: I-beam, field-bolted to vertical; guardrail: 1 channel (2 angles on pony approach span)

## HISTORICAL DATA

**erection date:** 1911-12; moved 1927-28

**erection cost:** \$2000.00 (original construction); \$1890.00 (re-erection)

**designer:** Stupp Brothers Bridge and Iron Company, St. Louis MO

**fabricator :** Stupp Brothers Bridge and Iron Company, St. Louis MO;  
Illinois Steel Company, Chicago IL

**contractor:** Stupp Brothers Bridge and Iron Company, St. Louis MO;  
Missouri Bridge and Iron Company, St. Louis MO (re-erection)

**references:** Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 203002.8; Bollinger County Court Record, Book 13: page 73 (13 May 1911), page 130 (22 May 1911), page 155 (17 August 1911), pages 166-67 (8 September 1911), page 231 (7 February 1912); Book 17: page 20 (10 September 1925), page

## Fish Trap Ford Bridge

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42 (7 December 1925), page 138 (9 August 1926), page 309 (3 August 1927), pages 315-16 (22 August 1927), page 331 (10 September 1927), page 337 (30 September 1927), page 401 (5 March 1928) - located at Bollinger County Courthouse, Marble Hill MO; field inspection by Richard Collier, 26 March 1992.

**sign. rating:** 33

**evaluation:** NRHP non-eligible (typically configured example of common structural type, moved to this location)

**inventoried by:** Clayton B. Fraser 15 April 1992

# Gipsy Bridge

BOLL16

## GENERAL DATA

<b>structure no.:</b> 203003.1	<b>city/town:</b> 0.5 mile north of Gipsy
<b>county:</b> Bollinger	<b>feature inters.:</b> Lick Log Creek
	<b>cadastral grid:</b> S28, T29N, R8E
	<b>highway route:</b> County Road 203
	<b>highway distr.:</b> 10
	<b>current owner:</b> Bollinger County

## STRUCTURAL DATA

**superstructure:** steel, 7-panel, pin-connected Pratt through truss  
**substructure:** concrete abutments and wingwalls

<b>span number:</b> 1	<b>condition:</b> good
<b>span length:</b> 117.0'	<b>alterations:</b> moved
<b>total length:</b> 117.0'	<b>floor/decking :</b> timber deck over steel stringers
<b>roadway width:</b> 11.8'	<b>other features:</b> upper chord and inclined end post: 2 channels with cover and batten plates; lower chord: 2 looped rectangular eyebars; vertical: 2 channels with lacing (2 square eyebars at the hip); diagonal: 2 looped rectangular eyebars; counter: square eyebar with turnbuckle; lateral bracing: round rod with threaded ends; strut: 4 angles with lacing; portal strut: A-frame; floor beam: I-beam, field-bolted to vertical; guardrail: timber

## HISTORICAL DATA

**erection date:** 1900; moved 1936  
**erection cost:** \$2125.00  
**designer:** Stupp Brothers Bridge and Iron Company, St. Louis MO  
**fabricator :** Stupp Brothers Bridge and Iron Company, St. Louis MO  
**contractor:** Stupp Brothers Bridge and Iron Company, St. Louis MO

**references:** Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 203003.1; Bollinger County Court Record 9: page 374 (18 November 1899), page 379 (December 1899), page 388 (12 February 1900), page 416 (14 May 1900), page 430 (18 May 1900), page 483 (13 August 1900), page 488 (14 August 1900); field inspection by Richard Collier, 26 March 1992.

**sign. rating:** 37  
**evaluation:** NRHP non-eligible (typical example of mainstay structural type, moved to this location)

**inventoried by:** Clayton B. Fraser 15 April 1992

# HAER INVENTORY

Missouri Historic Bridge Inventory

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**NAME(S) OF STRUCTURE**

Patton Bridge  
MHTD: G 688R

BOLL01

**DATE(S) OF CONSTRUCTION**

1923

**LOCATION**

State Highway 51 over Little Whitewater Creek; S36, T33N, R9E  
Patton; Bollinger County, Missouri

**USE (ORIGINAL / CURRENT)**

highway bridge / highway bridge

**RATING** NRHP possibly eligible (score: 52)

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**CONDITION**

good

**OWNER**

Missouri Highway and Transportation Department

span number: 1; 1  
span length: 80.0'; 60.0'  
total length: 146.0'  
roadway wdt.: 20.0'

superstructure: steel, 4-panel, rigid-connected Warren pony truss with alternating verticals  
substructure: concrete abutments, wingwalls and piers  
floor/decking: concrete deck over steel stringers  
other features: steel pipe guardrails

Located in the small town of Patton, this two-span pony truss carries State Highway 51 over Little Whitewater Creek. The unequal-length channel spans are rigid-connected Warren pony trusses, carried by a concrete substructure. The Patton Bridge was designed late in 1922 by engineers for the Missouri State Highway Department. On December 27th a contract to build the bridge was awarded to C.P. O'Reilly and Company of St. Louis. The contractors used steel rolled by the Illinois Steel Company for the truss, completing the bridge later that year. Total cost: approximately \$16,000.00. Since its completion, the Patton Bridge has functioned in place, with no serious alterations.

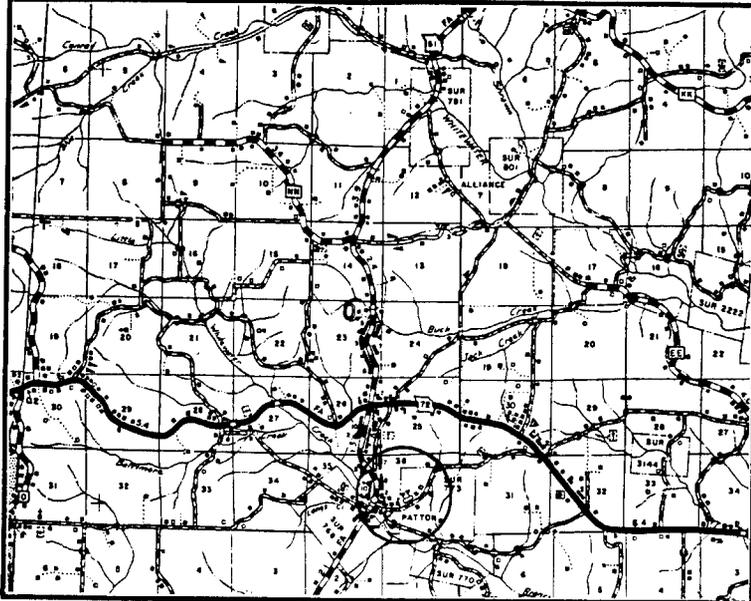
The Missouri State Highway Department used riveted Warren configurations for its pony trusses almost from the time the agency developed its first bridge standards around 1920. Structurally straightforward and versatile, these ubiquitous trusses were erected by the hundreds throughout the state in span lengths ranging from 40 to 100 feet. The Patton Bridge is distinguished among Missouri's Warren trusses as among the oldest extant examples of this mainstay structural type.

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**NAME(S) OF STRUCTURE**

Patton Bridge

**PHOTOS AND SKETCH MAP OF LOCATION**



**LOCATION MAP**

TAKEN FROM MISSOURI HIGHWAY AND TRANSPORTATION DEPARTMENT  
GENERAL HIGHWAY MAP

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**SOURCES**

Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number G 688R; Primary System Bridge Record, located at the Missouri Highway and Transportation Department, Jefferson City MO; **Fourth Biennial Report of the State Highway Commission of Missouri: 1923-24, page 137.**

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**INVENTORIED BY**

Clayton B. Fraser

**AFFILIATION**

Fraserdesign, Loveland CO

**DATE**

15 April 1992

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# HAER INVENTORY

Missouri Historic Bridge Inventory

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**NAME(S) OF STRUCTURE**

Whitewater River Bridge  
MHTD: K 663

BOLL03

**DATE(S) OF CONSTRUCTION**

1936

**LOCATION**

State Supplementary Route K over Whitewater River; S22/23, T33N, R10E  
1.4 miles north of Sedgewickville; Bollinger County, Missouri

**USE (ORIGINAL / CURRENT)**

highway bridge / highway bridge

**RATING** NRHP possibly eligible (score: 57)

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**CONDITION**

good

**OWNER**

Missouri Highway and Transportation Department

span number: 3

span length: 100.0'

total length: 356.0'

roadway wdt.: 22.0'

superstructure: steel plate through girder, with steel stringer approach span

substructure: concrete abutments, wingwalls and piers

floor/decking: concrete deck over steel stringers

other features: steel angle guardrails

This large-scale crossing of the Whitewater River is located on State Supplementary Route K about 1½ miles northwest of Sedgewickville, in northwestern Bollinger County. Comprised of three 100-foot plate through girder spans and one steel stringer approach span, the structure was designed by the State Highway Department in early spring 1936. A \$34,543.60 contract for its erection was let on April 10, 1936, to Kelly and Underwood. The structure was completed as planned, and it has since carried light to moderate traffic on Supplementary Route K, which extends from State Highway 72 south of the bridge, to Interstate 55 in Perry County to the north. The current Whitewater River Bridge was not the first at this location. In 1913 Miller and Borcharding of St. Louis erected a 170-foot Parker through truss here. Known as the Seabaugh's Mill Bridge, this structure was moved to a location upstream when the new bridge was built in 1936. Located 1½ miles west of its original site, the old Seabaugh's Mill Bridge [BOLL04] still carries local traffic on a gravel-surfaced county road.

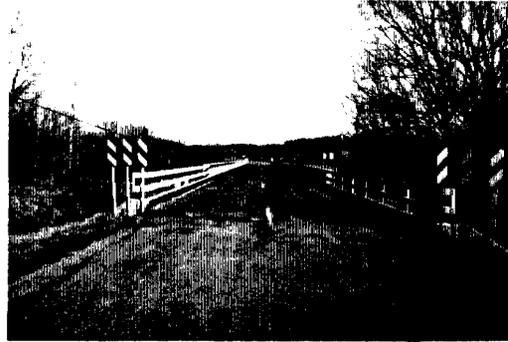
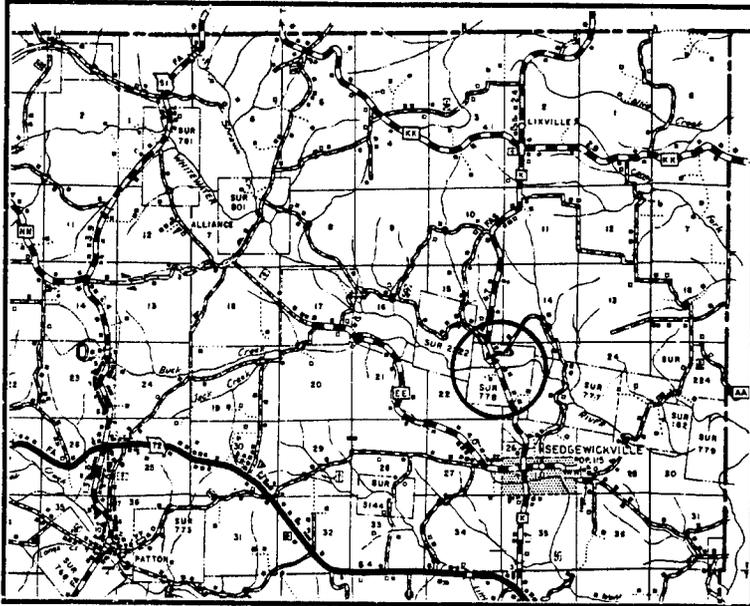
The Whitewater River Bridge is one of numerous steel plate through girders functioning in place on Missouri's highway system. Most of these bridges, including this crossing of the Whitewater River, were built in the 1930s, and many are multiple-span examples. Although it ranks among the longest of these, the Whitewater River Bridge is a typical example of a starkly utilitarian design.

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**NAME(S) OF STRUCTURE**

Whitewater River Bridge

**PHOTOS AND SKETCH MAP OF LOCATION**



**LOCATION MAP**

TAKEN FROM MISSOURI HIGHWAY AND TRANSPORTATION DEPARTMENT  
GENERAL HIGHWAY MAP

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**SOURCES**

Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number K 663; Primary System Bridge Record, located at the Missouri Highway and Transportation Department, Jefferson City, Missouri; Tenth Biennial Report of the State Highway Commission of Missouri: 1935-36, page 263; field inspection by Richard Collier and Carl McWilliams, 26 March 1992.

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**INVENTORIED BY**

Clayton Fraser and Carl McWilliams

**AFFILIATION**

Fraserdesign, Loveland CO

**DATE**

15 April 1992

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# HAER INVENTORY

Missouri Historic Bridge Inventory

**NAME(S) OF STRUCTURE**

Whitewater River Bridge  
MHTD: 032000.5

BOLL04

**DATE(S) OF CONSTRUCTION**

1913; moved 1936

**LOCATION**

County Road 32 over Whitewater River; S17, T33N, R10E  
3.4 miles northwest of Sedgewickville; Bollinger County, Missouri

**USE (ORIGINAL / CURRENT)**

roadway bridge / roadway bridge

**RATING** NRHP possibly eligible (score: 48)

**CONDITION**

fair

**OWNER**

Bollinger County

span number: 1  
span length: 170.0'  
total length: 173.0'  
roadway wdt.: 12.0'

superstructure: steel, 9-panel, pin-connected Parker through truss  
substructure: concrete abutments and wingwalls  
floor/decking: timber deck over steel stringers  
other features: upper chord and inclined end post: 2 channels with cover plate and lacing; lower chord: 2 looped rectangular eyebars; vertical: 2 channels with lacing; diagonal: 2 looped rectangular eyebars; counter: round eyerod with turnbuckle; lateral bracing: round rod with threaded ends; strut: 2 angles with bracing; portal strut: A-frame; floor beam: I-beam, field bolted to vertical; guardrail: timber; portal builder's plate: 1913 / Miller & Borcharding / Contractors / St. Louis Mo. / Stupp Bro's / Bridge & Iron Co. Manufacturers / Jacob A. Taylor Presiding Judge / John Owens Associate Judge / Jon. Sitzes [Associate Judge] / Wm. Abernathy County Clerk / J.W. Reilly Engineer

On August 14, 1912, Bollinger County Highway Engineer J.W. Reilly was directed by the county court to survey and make plans and specifications for a steel wagon bridge across the Whitewater River near A.F. Seabaugh's flouring mill. This site was on the main road leading north from Sedgewickville, about 3½ miles outside of town. Reilly reported back to the court in early December, stating that a 171-foot span was needed, and that it would cost an estimated \$3500.00. The county then advertised for bids. On December 27, 1912, Miller and Borcharding of St. Louis received contracts to build the Whitewater River Bridge and three smaller spans for a total price of \$9300.00. At the Whitewater crossing, Miller and Borcharding erected a 170-foot pinned Parker through truss that had been fabricated by the Stupp Brothers Bridge and Iron Company, also of St. Louis. The bridge subsequently carried traffic at that location until the mid-1930s. By that time the road north from Sedgewickville had become a principal north-south route between Bollinger and Perry Counties. Designated as Supplementary Route K, it was carrying increasingly heavy traffic loads, which soon necessitated the replacement of the Whitewater River Bridge with a wider, more modern structure. In the spring of 1936 the old bridge was taken out and replaced with a three-span steel plate through girder structure. With a 22-foot roadway width, the new bridge was ten feet wider than its predecessor and could also withstand far greater loads. This bridge [BOLL03] is still in service today. The old Seabaugh's Mill Bridge was re-erected at a less heavily traveled location about 1½ miles upstream. Exhibiting a high degree of physical integrity, this long span truss has long since developed a sense of time and place at its second location. Still open to local traffic, the bridge appears much the same as when originally built.



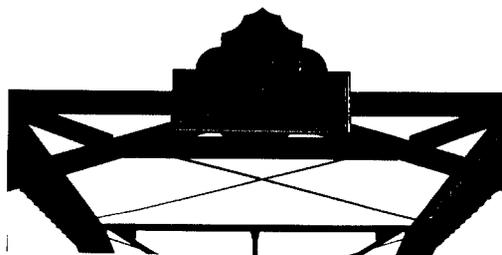
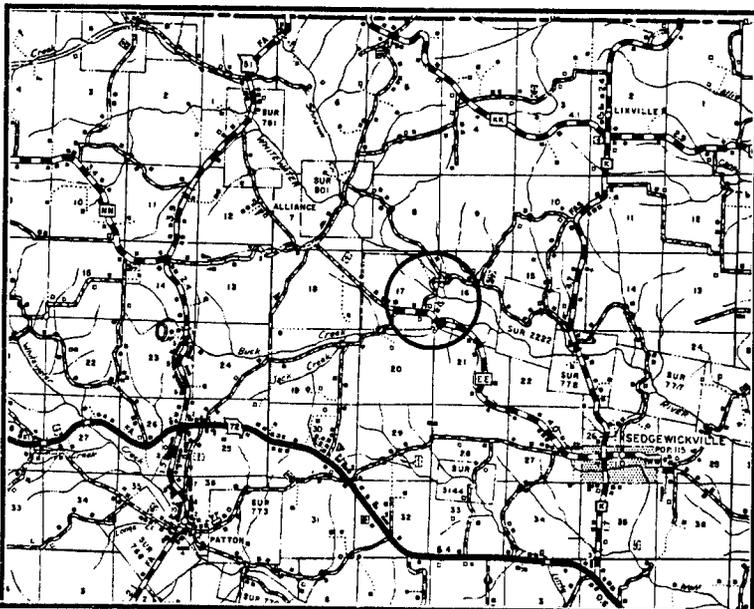
Between the early 1880s, when trusses superseded bowstrings, and the 1920s, when field riveting attained widespread use, the pin-connected truss was the structure of choice for medium- and long-span wagon bridges in Missouri. Virtually all of the major Midwestern bridge companies fabricated pinned trusses and marketed them extensively to counties throughout the state in the late 19th and early 20th centuries. This corresponded with a period of intense bridge construction, as the counties were busily upgrading their road and highway systems. As a result, thousands of pinned trusses were built in Missouri during this formative period, and many remain in place today. Most of these featured straight-chorded Pratt configurations. After the turn of the century, however, bridge manufacturers found a greater economy in polygonal-chorded Pratt variants (particularly the Parker truss) for long-span applications. Their relatively long spans, light structural members and archaic detailing have rendered pin-connected Parker trusses particularly vulnerable to subsequent replacement. As a result, of the hundreds that once carried vehicular traffic throughout the state, fewer than three dozen remain in place today. These range in span length from 110 feet to 200 feet and in erection date from 1900 to 1932. The Whitewater River Bridge, with its 170-foot span and 1913 construction date, falls within the mainstream of this trend. Although moved about 1½ miles from its original location, it has retained a high degree of physical integrity, and has now served at its new setting for more than fifty years. The bridge is a well-documented and well-preserved example of a pin-connected Parker through truss - a mainstay design for long span crossings in the years after the turn of the century.

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**NAME(S) OF STRUCTURE**

Whitewater River Bridge

**PHOTOS AND SKETCH MAP OF LOCATION**



**LOCATION MAP**

TAKEN FROM MISSOURI HIGHWAY AND TRANSPORTATION DEPARTMENT  
GENERAL HIGHWAY MAP

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**SOURCES**

Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 032000.5; Bollinger County Court Record, Book 13: page 363 (14 August 1912), page 408 (3 December 1912), page 411 (27 December 1912), page 527 (23 September 1913) - located at Bollinger County Courthouse, Marble Hill MO; field inspection by Richard Collier and Carl McWilliams, 26 March 1992.

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**INVENTORIED BY**

Clayton Fraser and Carl McWilliams

**AFFILIATION**

Fraserdesign, Loveland CO

**DATE**

15 April 1992

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# HAER INVENTORY

Missouri Historic Bridge Inventory

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**NAME(S) OF STRUCTURE**

Perkin's Ford Bridge  
MHTD: 099002.5

BOLL07

**DATE(S) OF CONSTRUCTION**

1917

**LOCATION**

County Road 99 over Crooked Creek; S15, T30N, R10E  
3.3 miles southeast of Lutesville; Bollinger County, Missouri

**USE (ORIGINAL / CURRENT)**

roadway bridge / abandoned

**RATING** NRHP determined non-eligible (score: 34)

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**CONDITION**

fair

**OWNER**

Bollinger County

span number: 1

span length: 130.0'

total length: 170.0'

roadway wdt.: 11.8'

superstructure: steel, 6-panel, pin-connected Pratt through truss, with steel stringer approach spans

substructure: concrete abutments, wingwalls and piers

floor/decking: timber deck over steel stringers

other features: upper chord and inclined end post: 2 channels with cover plate and lacing; lower chord: 2 punched rectangular eyebars; vertical: 2 channels with lacing; diagonal: 2 punched rectangular eyebars; counter: round eyerod with turnbuckle; strut: 2 angles, braced; portal strut: A-frame; floor beam: I-beam, field bolted to vertical; guardrail: 2 angles

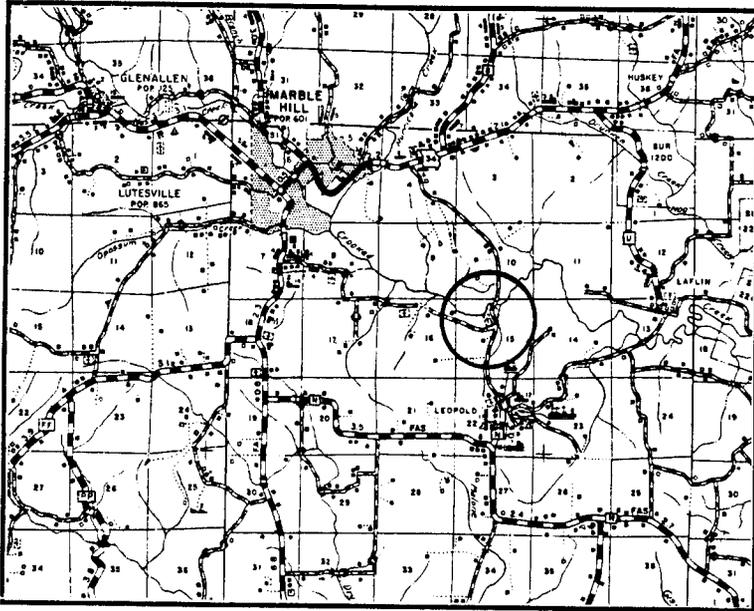
The Perkin's Ford Bridge spans Crooked Creek a little over three miles southeast of Lutesville, in southeast Bollinger County. On August 18, 1917, George Elfrank and other citizens petitioned for a bridge at this location on what was then known as the Marble Hill to Leopold Road. Presenting a subscription of \$803.00 along with their request, the petitioners received a positive response from the county court. The county highway engineer was then directed to view the proposed location, prepare bridge plans, and report back to the court. No subsequent references were recorded in county minutes, but the structure was evidently erected in the fall of 1917. The crossing has recently been closed to traffic, but the truss still appears much the same as when it was originally built.

The Perkin's Ford Bridge is a medium-span example of Pratt through truss construction. Although it has retained its essential elements of historical integrity, the structure's construction history is inadequately documented.

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**NAME(S) OF STRUCTURE**

Perkin's Ford Bridge (Crooked Creek Bridge)

**PHOTOS AND SKETCH MAP OF LOCATION****LOCATION MAP**

TAKEN FROM MISSOURI HIGHWAY AND TRANSPORTATION DEPARTMENT  
GENERAL HIGHWAY MAP

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**SOURCES**

Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 099002.5; Bollinger County Court Record, Book 15: page 60 (18 August 1917) - located at Bollinger County Courthouse, Marble Hill MO; field inspection by Richard Collier and Carl McWilliams, 26 March 1992.

**INVENTORIED BY**

Clayton Fraser and Carl McWilliams

**AFFILIATION**

Fraserdesign, Loveland CO

**DATE**

15 April 1992

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# HAER INVENTORY

Missouri Historic Bridge Inventory

**NAME(S) OF STRUCTURE**

Laflin Bridge  
MHTD: 124002.4

BOLL09

**DATE(S) OF CONSTRUCTION**

1908

**LOCATION**

County Road 124 over Crooked Creek; S13, T30N, R10E  
0.4 mile south of Laflin; Bollinger County, Missouri

**USE (ORIGINAL / CURRENT)**

roadway bridge / roadway bridge

**RATING** NRHP non-eligible (score: 46)

**CONDITION**

fair

**OWNER**

Bollinger County

span number: 1  
span length: 120.0'  
total length: 285.0'  
roadway wdt.: 12.0'

superstructure: steel, 7-panel, pin-connected Pratt through truss, with 3 steel stringer approach spans at the north end and 2 steel stringer approach spans at the south end  
substructure: steel pile bent abutments below grade; concrete-filled steel cylinder piers under main span, concrete piers under approach spans  
floor/decking: timber deck over steel stringers  
other features: upper chord and inclined end post: 2 channels with cover plate and lacing; lower chord: 2 looped rectangular eyebars; vertical: 2 channels with lacing (2 looped square eyebars at the hip); diagonal: 2 looped rectangular eyebars; counter: round eyerod with turnbuckle; lateral bracing: round rod with threaded ends; strut: 2 angles; portal strut: A-frame; floor beam: I-beam, field-bolted to vertical; guardrail: timber on main span, steel angle on approach spans; portal builder's plate: 1908 / Stupp Bro's Bridge & Iron Co / F.M. Wells Pres Judge / M.S. Gladish Associate Judge / H. Muncle Associate Judge / W.M. Abernathy County Clerk / D.R. Sample Co. Surveyor

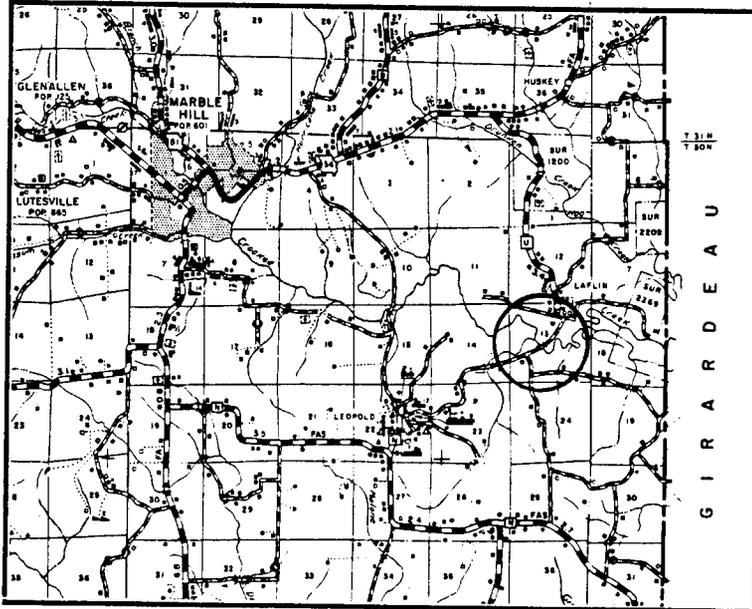
At a meeting held on August 20, 1907, the Bollinger County Court ordered two wagon bridges built: one between Marble Hill and Lutesville and another across Crooked Creek just south of Laflin. County Surveyor Dennis Sample surveyed the two bridge sites and estimated the structures' cost, but it was not until the following February that he reported back to the county court. Sample estimated the cost of the Laflin Bridge at \$3000.00, and the court directed him to advertise for bids in the **Marble Hill Press**. A contract for the structure's erection was let by public outcry on April 17, 1908, with the winning bid having been submitted by the Stupp Brothers Bridge and Iron Company of St. Louis. The contract was signed on May 16th, with funds to pay for the bridge designated to come from "the War Debt Fund, the Improvement of Roads Fund, and a new fund titled "Bridge Across Crooked Creek Near Laflin, Missouri, Fund." In May 1928, twenty years after it was erected, the bridge needed to be repaired. New guardrails and floor planks were installed, and some of the bridge's stringers were replaced with in-kind materials. Timber pile bents under the approach spans were also replaced with concrete piers. Exhibiting an above-average degree of historical integrity, the Laflin Bridge is a well-documented example of a mainstay structural type: the pin-connected Pratt through truss.

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**NAME(S) OF STRUCTURE**

Laflin Bridge (Crooked Creek Bridge)

**PHOTOS AND SKETCH MAP OF LOCATION**



**LOCATION MAP**

TAKEN FROM MISSOURI HIGHWAY AND TRANSPORTATION DEPARTMENT  
GENERAL HIGHWAY MAP

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**SOURCES**

Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 124002.4; Bollinger County Court Record, Book 11: page 423 (20 August 1907), page 506 (19 February 1908), page 527 (17 April 1908), pages 561-62 (16 May 1908); Book 12: pages 42-43 (22 October 1908), page 60 (11 November 1908); Book 17: page 471 (8 May 1928) - located at Bollinger County Courthouse, Marble Hill MO; field inspection by Richard Collier and Carl McWilliams, 26 March 1992.

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**INVENTORIED BY**

Clayton Fraser and Carl McWilliams

**AFFILIATION**

Fraserdesign, Loveland CO

**DATE**

15 April 1992

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# HAER INVENTORY

Missouri Historic Bridge Inventory

**NAME(S) OF STRUCTURE**

Clubb Creek Bridge  
MHTD: 160002.0

BOLL11

**DATE(S) OF CONSTRUCTION**

1908; moved 1927

**LOCATION**

County Road 160 over Clubb Creek; S14/23, T29N, R9E  
3.1 miles northeast of Zalma; Bollinger County, Missouri

**USE (ORIGINAL / CURRENT)**

roadway bridge / roadway bridge

**RATING** NRHP non-eligible (score: 30)

**CONDITION**

good

**OWNER**

Bollinger County

span number: 1  
span length: 38.0'  
total length: 38.0'  
roadway wdt.: 12.0'

superstructure: steel, 3-panel, pin-connected Pratt truss-leg bedstead  
substructure: cut-off bedstead legs set in concrete abutments  
floor/decking: timber deck over steel stringers  
other features: upper chord and upright end post: 2 channels with batten plates; lower chord: 2 angles with batten plates, 2 looped rectangular eyebars; vertical: 4 angles with lacing; diagonal: 2 looped rectangular eyebars, 1 round eyerod with turnbuckle; lateral bracing: round rod with threaded ends; floor beam: I-beam, field-bolted to vertical; guardrail: 2 angles

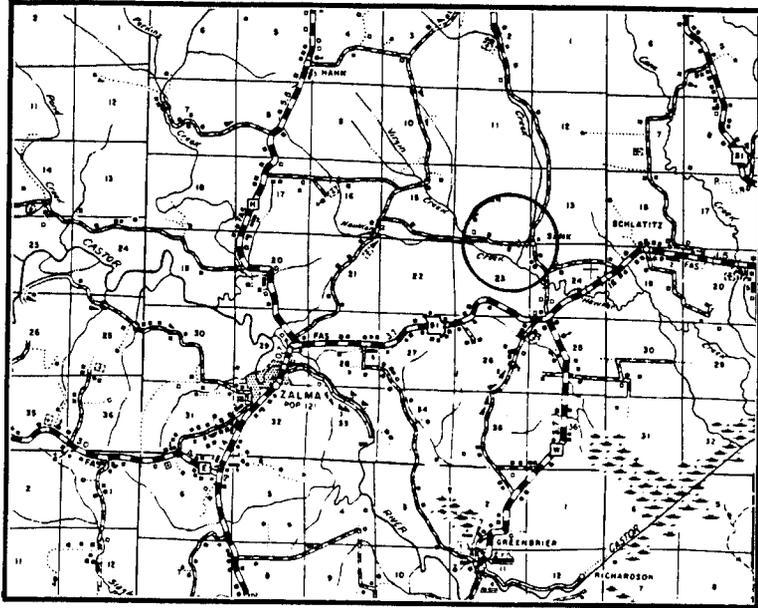
The Clubb Creek Bridge is a modest Pratt truss-leg bedstead, located some three miles northeast of Zalma, in south-central Bollinger County. The structure's history dates to the late fall of 1908. On December 8th of that year county road overseer J.M. Zimmerman presented plans and specifications for a bridge across a slough near the residence of L.B. James at Zalma. The county court initially disapproved of Zimmerman's report, but whatever the problems were, they were evidently soon ameliorated. On December 31st a \$950.00 contract to build this small-scale steel bridge was awarded to the Stupp Brothers Bridge and Iron Company of St. Louis. On February 9, 1909, the structure was declared completed. The bridge served at its original location for approximately twenty years. In the fall of 1927 the structure was re-erected over Clubb Creek, three miles north of Zalma. Appearing much the same as when originally built, the bridge continues to carry traffic at this location.

Exhibiting below-average physical integrity, the Clubb Creek Bridge is an undistinguished example of a Pratt truss-leg bedstead. Built in large numbers in the years surrounding the turn of the century, there are hundreds such bridges remaining in use on Missouri's roadways.

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**NAME(S) OF STRUCTURE**

Clubb Creek Bridge

**PHOTOS AND SKETCH MAP OF LOCATION****LOCATION MAP**TAKEN FROM MISSOURI HIGHWAY AND TRANSPORTATION DEPARTMENT  
GENERAL HIGHWAY MAP

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**SOURCES**

Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 160002.0; Bollinger County Court Record, Book 11: page 423 (3 September 1907), page 470 (10 February 1908), pages 536-37 (12 May 1908), page 604 (29 May 1908), page 613 (23 July 1908); Book 12: pages 28-29 (9 September 1908), page 36 (15 October 1908), page 78 (14 November 1908), pages 92-93 (31 December 1908), page 110 (9 February 1909); Book 17: page 42 (7 December 1925), page 138 (9 August 1926), page 309 (3 August 1927), pages 315-16 (22 August 1927), page 331 (10 September 1927) - located at Bollinger County Courthouse, Marble Hill MO; field inspection by Richard Collier, 26 March 1992.

**INVENTORIED BY**

Clayton Fraser and Carl McWilliams

**AFFILIATION**

Fraserdesign, Loveland CO

**DATE**15 April 1992

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# HAER INVENTORY

Missouri Historic Bridge Inventory

**NAME(S) OF STRUCTURE**

Fish Trap Ford Bridge  
MHTD: 203002.8

BOLL15

**DATE(S) OF CONSTRUCTION**

1911-12; moved 1927-28

**LOCATION**

County Road 203 over Castor River; S28, T29N, R8E  
0.7 mile north of Gipsy; Bollinger County, Missouri

**USE (ORIGINAL / CURRENT)**

roadway bridge / roadway bridge

**RATING** NRHP non-eligible (score: 33)

**CONDITION**

fair

**OWNER**

Bollinger County

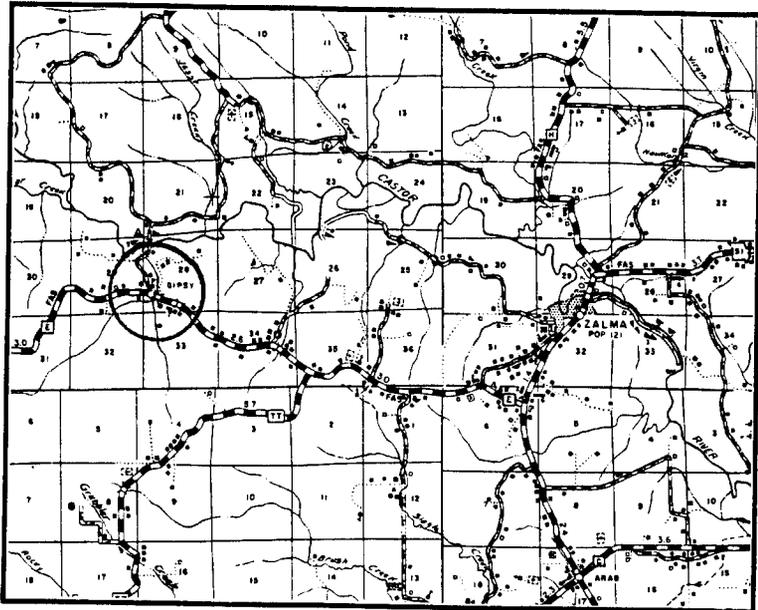
span number: 1  
span length: 112.0'  
total length: 222.0'  
roadway wdt.: 11.5'

superstructure: steel, 7-panel, pin-connected Pratt through truss, with pin-connected Pratt pony truss and steel stringer approach spans  
substructure: concrete abutments and wingwalls; concrete-filled steel cylinder piers under main span and pony approach; timber pile bent piers under steel stringer approach spans  
floor/decking: timber deck over steel stringers  
other features: upper chord and inclined end post: 2 channels with cover and batten plates; lower chord: 2 looped rectangular eyebars; vertical: 2 channels with lacing; diagonal: 2 looped rectangular eyebars (2 punched rectangular eyebars on pony approach span); counter: square eyebar with turnbuckle; lateral bracing: round rod with threaded ends; strut: 2 angles; portal strut: A-frame; floor beam: I-beam, field-bolted to vertical; guardrail: 1 channel (2 angles on pony approach span)

The Fish Trap Ford Bridge carries a secondary county road over the Castor River slightly less than a mile north of the small town of Gipsy, in southwestern Bollinger County. A steel, pin-connected Pratt through truss, the structure is flanked on its north end by a pinned Pratt pony truss and four steel stringer approach spans. Efforts to build the bridge began in the spring of 1911. In May of that year the Bollinger County Court directed county engineer J.W. Reilly to view the Castor River at Greenbrier for a bridge site. On the basis of Reilly's report in August, the court decided to advertise for bids. The only proposal that the county received was from the Stupp Brothers Bridge and Iron Company of St. Louis. This firm was awarded the contract on September 8th for \$2000.00. On February 12, 1912, the bridge was declared completed, and Stupp Brothers was issued a warrant for their work. Known as the Greenbrier Bridge, the structure carried traffic at its original location until the autumn of 1927. On September 30, 1927, the Missouri Bridge and Iron Company was awarded a contract to re-erect the Greenbrier Bridge at Fish Trap Ford, north of Gipsy, with a pony truss approach span. Here it remains, still in use by local residents. Having long since acquired a sense of time and place at its current location north of Gipsy, the Fish Trap Ford Bridge is a well-preserved and well-documented example of a mainstay structural type: the Pratt through truss.

**NAME(S) OF STRUCTURE**  
Fish Trap Ford Bridge

**PHOTOS AND SKETCH MAP OF LOCATION**



**LOCATION MAP**

TAKEN FROM MISSOURI HIGHWAY AND TRANSPORTATION DEPARTMENT  
GENERAL HIGHWAY MAP

**SOURCES**

Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 203002.8; Bollinger County Court Record, Book 13: page 73 (13 May 1911), page 130 (22 May 1911), page 155 (17 August 1911), pages 166-67 (8 September 1911), page 231 (7 February 1912); Book 17: page 20 (10 September 1925), page 42 (7 December 1925), page 138 (9 August 1926), page 309 (3 August 1927), pages 315-16 (22 August 1927), page 331 (10 September 1927), page 337 (30 September 1927), page 401 (5 March 1928) - located at Bollinger County Courthouse, Marble Hill MO; field inspection by Richard Collier, 26 March 1992.

**INVENTORIED BY**

Clayton Fraser and Carl McWilliams

**AFFILIATION**

Fraserdesign, Loveland CO

**DATE**

15 April 1992

# HAER INVENTORY

Missouri Historic Bridge Inventory

**NAME(S) OF STRUCTURE**

Gipsy Bridge  
MHTD: 203003.1

BOLL16

**DATE(S) OF CONSTRUCTION**

1900; moved 1936

**LOCATION**

County Road 203 over Lick Log Creek; S28, T29N, R8E  
0.5 mile north of Gipsy; Bollinger County, Missouri

**USE (ORIGINAL / CURRENT)**

roadway bridge / roadway bridge

**RATING** NRHP non-eligible (score: 37)

**CONDITION**

good

**OWNER**

Bollinger County

span number: 1  
span length: 117.0'  
total length: 117.0'  
roadway wdt.: 11.8'

superstructure: steel, 7-panel, pin-connected Pratt through truss  
substructure: concrete abutments and wingwalls  
floor/decking: timber deck over steel stringers  
other features: upper chord and inclined end post: 2 channels with cover and batten plates; lower chord: 2 looped rectangular eyebars; vertical: 2 channels with lacing (2 square eyebars at the hip); diagonal: 2 looped rectangular eyebars; counter: square eyebar with turnbuckle; lateral bracing: round rod with threaded ends; strut: 4 angles with lacing; portal strut: A-frame; floor beam: I-beam, field-bolted to vertical; guardrail: timber

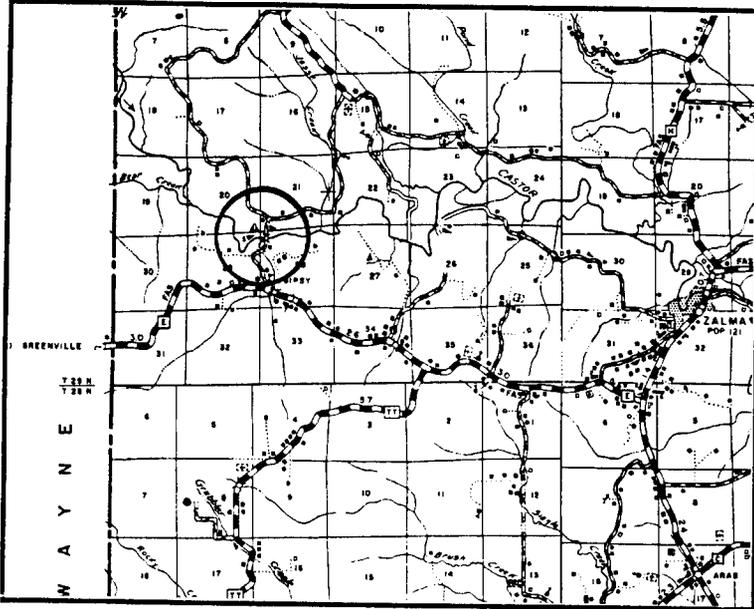
The Gipsy Bridge is a seven-panel, pin-connected Pratt through truss that carries a gravel-surfaced county road over Lick Log Creek ½ mile north of the small town of Gipsy. Built in early 1900, the structure is Bollinger County's oldest remaining vehicular truss. On November 18, 1899, the Bollinger County Court directed county road and bridge commissioner J.W. Reilly to prepare plans and specifications for a bridge across the Castor River at Zalma. Bids were solicited, and in December a \$1700.00 contract for the structure was let to Stupp Brothers Bridge and Iron Company of St. Louis. The contract with Stupp Brothers initially called for a 100-foot truss with a 12-foot roadway, supported by 36-inch caissons filled with Louisville cement. In early February 1900 it was decided the bridge needed to be 17 feet longer, and its price was increased by a corresponding \$275.00. (This brought Stupp Brothers' contract to \$1975.00, in addition to which local contractor J.V. Slinkard was paid \$150.00 to grade the approaches.) By mid-May the Zalma Bridge was completed. In a report to the Bollinger County Court on May 14th, Reilly stated that he had inspected the new structure, and that he found it built "according to contract in every particular." By August, Slinkard had completed the approaches, and the bridge was opened for travel. The structure functioned in place until its replacement with another span [BOLL02] in 1930. That year the truss was dismantled and re-erected on a new concrete substructure at a crossing of Lick Log Creek just north of Gipsy. Subsequently known as the Gipsy Bridge, it has carried local traffic in its southwestern Bollinger County location since that time. The Gipsy Bridge is a structurally intact, well-documented example of a pin-connected Pratt through truss.

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**NAME(S) OF STRUCTURE**

Gipsy Bridge (Lick Log Creek Bridge)

**PHOTOS AND SKETCH MAP OF LOCATION**



**LOCATION MAP**

TAKEN FROM MISSOURI HIGHWAY AND TRANSPORTATION DEPARTMENT  
GENERAL HIGHWAY MAP

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**SOURCES**

Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 203003.1; Bollinger County Court Record 9: page 374 (18 November 1899), page 379 (December 1899), page 388 (12 February 1900), page 416 (14 May 1900), page 430 (18 May 1900), page 483 (13 August 1900), page 488 (14 August 1900); field inspection by Richard Collier and Carl McWilliams, 26 March 1992.

**INVENTORIED BY**

Clayton Fraser and Carl McWilliams

**AFFILIATION**

Fraserdesign, Loveland CO

**DATE**

15 April 1992

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