

# BUTLER 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
*BUTL01	K 263R	Poplar Bluff Viaduct	1-130' riveted Warren deck truss 1934 Regenhardt Construction Co.
*BUTL02	008000.4	Cane Creek Bridge	1- 40' rivet Pratt/Warren pony truss c1915 Miller & Borcharding, St.Louis
*BUTL03	014001.2	Smith Bridge	1- 76' rivet Pratt/Warren pony truss 1916 Miller & Borcharding, St.Louis
*BUTL04	049002.2	Bridge	2- 12' stone arch culvert c1920
*BUTL05	049002.3	Bridge	2- 12' stone arch culvert c1920
*BUTL06	159000.3	Hargrove Bridge	2- 50' Pratt/Warren pony swing span 1917 Miller & Borcharding, St.Louis
*BUTL07	169000.7	Bridge	1- 54' rivet Pratt/Warren pony truss 1930 county work force
*BUTL08	372000.0	Roxie Road Bridge	1- 90' pinned Pratt through truss 1906 Stupp Bros. Bridge & Iron Co.
*BUTL09	399002.7	Miller Bridge	1-120' pinned Pratt through truss 1901 Interstate Bridge Company
*BUTL10	412A00.2	Ten Mile Creek Bridge	1- 40' rivet Pratt/Warren pony truss c1915 Miller & Borcharding [prob.]
*BUTL11	416000.4	Pike Creek Bridge	1- 40' rivet Pratt/Warren pony truss 1915 Miller & Borcharding, St.Louis
*BUTL12	428000.3	Hendrickson Bridge	2-200' riveted Parker through truss 1933 Service Construction Co.

## EXCLUDED:

Pratt pony truss  
404001.6

Warren pony truss  
G 852

## Steel stringer

F 663R	F 664R	F 665R	G 276R	G 277R	G 278R	G 280R
J 92R2	J 386R	P 31	P 32	S 235	S 236	S 523
S 524	S 525	S 526	S 565	T 168	T 170	X 537
X 789	X 790	X 791	003001.3	008002.3	018001.3	021003.3
022001.7	067002.0	084001.0	087000.3	091000.0	101000.0	105002.5
106001.7	137001.0	146001.6	158001.3	159001.3	168000.3	168000.9
173003.2	197A04.3	198000.3	243001.0	260000.5	294002.5	302001.2
307000.9	307001.0	307001.6	350000.3	369000.4	427000.5	428000.4

# BUTLER COUNTY

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## EXCLUDED (cont.):

Steel girder  
T 169

Concrete girder  
G 359      H 179      022001.7    339000.5    428000.2

Concrete slab  
G 279R      G 293R      G 294R      H 175      H 176      H 180      K 982  
K 983      L 356      L 372      049000.0

Concrete box culvert  
A4684      K 20      K 459R      S 630R1      W 191

Timber stringer  
104A00.8    107001.7    137001.3    167000.7    171000.5    173A00.0    179001.0  
181A00.2  
197A02.5    218R01.4    246A00.0    257000.7    436000.4    85A000.2

## SUMMARY:

	Primary	Secondary	Urban	Other	Total
Included	1	11	0	0	12
Excluded	43	50	0	0	93
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	44	61	0	0	105 structures

# Poplar Bluff Viaduct

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BUTL01

## GENERAL DATA

structure no.:	K 263R	city/town:	Poplar Bluff
county:	Butler	feature inters.:	Black River and Missouri and Pacific Railroad
		cadastral grid:	S2, T24N, R6E
		highway route:	Missouri State Highway 60 (Business Route)
		highway distr.:	10
		current owner:	Missouri Highway and Transportation Department

## STRUCTURAL DATA

superstructure:	steel, 6-panel, rigid-connected Warren deck truss with steel stringer approach spans		
substructure:	concrete abutments, wingwalls and piers		
span number:	1	condition:	excellent
span length:	130.0'	alterations:	repairs in 1986
total length:	399.0'	floor/decking :	asphalt over concrete deck with steel stringers
roadway width:	32.0'	other features:	upper chord / end post: 2 channels with cover plate and lacing; lower chord: 2 channels with batten plates; vertical: wide flange; diagonal: 2 channels with double lacing; lateral bracing: angle; stringer: transverse I-beams; concrete guardrail with open balustrade; 4 lampposts on north guardrail; bridge plate: Missouri Highway Dept Bridge N <sup>o</sup> K263 1934

## HISTORICAL DATA

erection date:	1934
erection cost:	\$58,650.41
designer:	Missouri State Highway Department
fabricator :	unknown
contractor:	Regenhardt Construction Company
references:	Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number K 263R; files on Primary System Bridges, located at the Missouri Highway and Transportation Department, Jefferson City, Missouri; Ninth Biennial Report of the State Highway Commission of Missouri (1933-34), pages 106, 183-191; field inspection by Richard Collier, 30 March 1992.
sign. rating:	63
evaluation:	NRHP possibly eligible (well-preserved example of an uncommon structural type, used for an urban viaduct)

inventoried by: Clayton B. Fraser 17 April 1992

# Cane Creek Bridge

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BUTL02

## GENERAL DATA

**structure no.:** 008000.4      **city/town:** 7.1 miles west of Hendrickson  
**county:** Butler              **feature inters.:** Cane Creek  
   **cadastral grid:** S23, T26N, R4E  
   **highway route:** county road  
   **highway distr.:** 10  
   **current owner:** Butler County

## STRUCTURAL DATA

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

<b>span number:</b> 1	<b>condition:</b> fair
<b>span length:</b> 40.0'	<b>alterations:</b> truss moved or substructure replaced
<b>total length:</b> 100.0'	<b>floor/decking :</b> timber deck over steel stringers
<b>roadway width:</b> 11.0'	<b>other features:</b> upper chord and inclined end post: I-beam; lower chord: 2 angles with batten plates; vertical: channel; diagonal: channel; lateral bracing: round rod with threaded ends; floor beam: I-beam field bolted to lower chord; guardrail: none on main truss, 2 angles on approach spans

## HISTORICAL DATA

**erection date:** c1920  
**erection cost:** unknown  
**designer:** Miller and Borcharding, St. Louis MO  
**fabricator :** Lackawanna Steel Company, Pittsburgh PA  
**contractor:** Miller and Borcharding, St. Louis MO

**references:** Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 008000.4; field inspection by Richard Collier, 29 March 1992.

**sign. rating:** 37  
**evaluation:** NRHP non-eligible (an example of an uncommon structural type, but lacking in documentation and probably moved to this location)

**inventoried by:** Clayton B. Fraser    17 April 1992

# Smith Bridge

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BUTL03

## GENERAL DATA

<b>structure no.:</b> 014001.2	<b>city/town:</b> 5.7 miles southwest of Hendrickson
<b>county:</b> Butler	<b>feature inters.:</b> Cane Creek
	<b>cadastral grid:</b> S31, T26N, R5E
	<b>highway route:</b> county road
	<b>highway distr.:</b> 10
	<b>current owner:</b> Butler County

## STRUCTURAL DATA

<b>superstructure:</b> steel, 4-panel, rigid-connected Pratt/Warren pony truss with steel stringer approach spans	
<b>substructure:</b> concrete abutments and wingwalls with concrete-filled steel cylinder piers	
<b>span number:</b> 1	<b>condition:</b> fair
<b>span length:</b> 76.0'	<b>alterations:</b> truss moved in 1924
<b>total length:</b> 122.0'	<b>floor/decking :</b> timber deck over steel stringers
<b>roadway width:</b> 10.9'	<b>other features:</b> upper chord and inclined end post: I-beam; lower chord: 2 angles with batten plates; vertical: 2 angles with batten plates; diagonal: 2 angles with batten plates; lateral bracing: round rod with threaded ends; floor beam: I-beam; guardrail: none on main truss, 2 angles on approach spans

## HISTORICAL DATA

<b>erection date:</b> 1916; moved 1924	
<b>erection cost:</b> \$14,815 (multiple-bridge contract)	
<b>designer:</b> Miller and Borcharding, St. Louis MO	
<b>fabricator :</b> Illinois Steel Company, Chicago IL	
<b>contractor:</b> Miller and Borcharding, St. Louis MO	
<b>references:</b> Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 014001.2; Butler County Court Record T: page 436 (11 January 1916), page 527 (30 June 1916), page 551 (1 September 1916), page 567 (16 October 1916), located at Butler County Courthouse, Poplar Bluff, Missouri; field inspection by Richard Collier, 29 March 1992.	
<b>sign. rating:</b> 50	
<b>evaluation:</b> NRHP possibly eligible (well-preserved, well-documented example of proprietary truss type, exceeded in span length by only one other of its type)	

**Inventoried by:** Clayton B. Fraser 17 April 1992

# Culvert

BUTL04

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## GENERAL DATA

structure no.:	049002.2	city/town:	1.4 miles southwest of Rombauer
county:	Butler	feature inters.:	unnamed stream
		cadastral grid:	S10, T25N, R7E
		highway route:	county road
		highway distr.:	10
		current owner:	Butler County

## STRUCTURAL DATA

superstructure:	stone arch culvert	condition:	good
substructure:	stone abutments and pier	alterations:	none
span number:	2	floor/decking :	concrete deck over earth fill
span length:	12.0'	other features:	stone rubble sidewalls; concrete parping on inside of barrels; low stone parapets at roadway
total length:	28.0'		
roadway width:	18.7'		

## HISTORICAL DATA

erection date:	c1920
erection cost:	unknown
designer:	unknown
fabricator :	none
contractor:	unknown
references:	Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 049002.2; field inspection by Richard Collier, 28 March 1992.
sign. rating:	30
evaluation:	NRHP non-eligible (largely undocumented, technologically undistinguished culvert)

inventoried by: Clayton B. Fraser 17 April 1992

# Culvert

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BUTL05

## GENERAL DATA

<b>structure no.:</b> 049002.3	<b>city/town:</b> 1.5 miles southwest of Rombauer
<b>county:</b> Butler	<b>feature inters.:</b> unnamed stream
	<b>cadastral grid:</b> S10, T25N, R7E
	<b>highway route:</b> county road
	<b>highway distr.:</b> 10
	<b>current owner:</b> Butler County

## STRUCTURAL DATA

<b>superstructure:</b> stone arch culvert	
<b>substructure:</b> stone abutments and pier	
<b>span number:</b> 2	<b>condition:</b> good
<b>span length:</b> 12.0'	<b>alterations:</b> none
<b>total length:</b> 26.0'	<b>floor/decking :</b> concrete deck over earth fill
<b>roadway width:</b> 18.3'	<b>other features:</b> stone rubble sidewalls; concrete parging on inside of barrels; low stone parapets at roadway

## HISTORICAL DATA

<b>erection date:</b> c1920	
<b>erection cost:</b> unknown	
<b>designer:</b> unknown	
<b>fabricator :</b> none	
<b>contractor:</b> unknown	
<b>references:</b>	Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 049002.3; field inspection by Richard Collier, 28 March 1992.
<b>sign. rating:</b> 30	
<b>evaluation:</b>	NRHP non-eligible (largely undocumented, technologically undistinguished culvert)

inventoried by: Clayton B. Fraser 17 April 1992

# Hargrove Bridge

BUTL06

## GENERAL DATA

structure no.:	159000.3	city/town:	4.5 miles northwest of Qulin
county:	Butler	feature inters.:	Black River
		cadastral grid:	S9, T23N, R7E
		highway route:	county road
		highway distr.:	10
		current owner:	Butler County

## STRUCTURAL DATA

**superstructure:** steel, 3-panel, rigid-connected, Pratt/Warren pony truss swing span, with steel stringer approach spans at each end

**substructure:** timber abutments and wingwalls; timber pile bent piers under approach spans; concrete-filled steel cylinder piers under main span, with concrete-filled steel cylinder oval pier under center pivot

span number:	2	condition:	good
span length:	50.0'	alterations:	none
total length:	220.0'	floor/decking :	timber deck over steel stringers
roadway width:	16.2'	other features:	upper chord and inclined end post: I-beam; lower chord: 2 channels with lacing; vertical: channel; diagonal: 2 angles with batten plates; lateral bracing: round rod with threaded ends; floor beam: I-beam; guard-rail: steel angle; pivot apparatus: 2 channel verticals with lacing, 2 angle diagonals with batten plates, 4 angle strut with lacing, heavy timbers supporting verticals at center, shaft for crank handle extends through deck at mid-span

## HISTORICAL DATA

**erection date:** 1916-17

**erection cost:** \$14,815.00 (multiple-bridge contract)

**designer:** Miller and Borcharding, St. Louis MO

**fabricator :** Illinois Steel Company, Chicago IL

**contractor:** Miller and Borcharding, St. Louis MO

**references:** Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 159000.3; Butler County Court Record T: page 501 (1 May 1916), page 551 (1 September 1916), page 567 (16 October 1916), located at Butler County Courthouse, Poplar Bluff, Missouri; field inspection by Richard Collier, 28 March 1992.

**sign. rating:** 78

**evaluation:** NRHP individually listed, 1985 (well-documented, well-preserved, unique example of small-scale movable truss)

inventoried by: Clayton B. Fraser 17 April 1992

# Bridge

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BUTL07

## GENERAL DATA

<b>structure no.:</b> 169000.7	<b>city/town:</b> 1.9 miles northwest of Qulin
<b>county:</b> Butler	<b>feature inters.:</b> Drainage Ditch No. 16
	<b>cadastral grid:</b> S23/24, T23N, R7E
	<b>highway route:</b> county road
	<b>highway distr.:</b> 10
	<b>current owner:</b> Butler County

## STRUCTURAL DATA

<b>superstructure:</b> steel, 3-panel, rigid-connected Pratt/Warren pony truss with steel stringer approach spans	
<b>substructure:</b> timber pile bent abutments and piers	
<b>span number:</b> 1	<b>condition:</b> fair
<b>span length:</b> 54.0'	<b>alterations:</b> none
<b>total length:</b> 102.0'	<b>floor/decking :</b> timber deck over steel stringers
<b>roadway width:</b> 11.1'	<b>other features:</b> upper chord and inclined end post: I-beam; lower chord: 2 angles with batten plates; vertical: channel; diagonal: channel; lateral bracing: round rod with threaded ends; floor beam: I-beam field bolted to lower chord; guardrail: 2 angles

## HISTORICAL DATA

<b>erection date:</b> 1930	
<b>erection cost:</b> unknown	
<b>designer:</b> R.L. Miller, St. Louis MO (probable)	
<b>fabricator :</b> Scullen Steel Company	
<b>contractor:</b> county work force	
<b>references:</b> Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 169000.7; Butler County Court Record Z: page 268 (4 August 1930), located at Butler County Courthouse, Poplar Bluff, Missouri; field inspection by Richard Collier, 28 March 1992.	
<b>sign. rating:</b> 40	
<b>evaluation:</b> NRHP non-eligible (an undistinguished example of an uncommon structural type)	

Inventoried by: Clayton B. Fraser 17 April 1992

# Roxie Road Bridge

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BUTL08

## GENERAL DATA

<b>structure no.:</b> 372000.0	<b>city/town:</b> 3.7 miles southeast of Stringtown
<b>county:</b> Butler	<b>feature inters.:</b> Cane Creek
	<b>cadastral grid:</b> S10, T24N, R5E
	<b>highway route:</b> county road
	<b>highway distr.:</b> 10
	<b>current owner:</b> Butler County

## STRUCTURAL DATA

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

**substructure:** concrete abutments and wingwalls; concrete-filled steel cylinder pier between main span and northwest approach; concrete pier between southeast approach spans

<b>span number:</b> 1	<b>condition:</b> good
<b>span length:</b> 90.0'	<b>alterations:</b> concrete pier added under approach spans
<b>total length:</b> 138.0'	<b>floor/decking :</b> timber deck over steel stringers
<b>roadway width:</b> 10.8'	<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 (2 looped square eye bars at the hip); diagonal: 2 looped rectangular eyebars; counter: round rod with turnbuckle; lateral bracing: round rod with threaded ends; strut: 2 angles with knee braces; portal strut: angle A-frame; floor beam: I-beam, field-bolted to vertical; guardrail: 2 angles

## HISTORICAL DATA

**erection date:** 1906  
**erection cost:** \$1700.00  
**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 372000.0; Butler County Court Record N: page 625 (5 September 1905), page 631 (October 1905); Butler County Court Record P: page 6 (7 November 1905); Butler County Court Record V: page 119 (4 August 1920), page 499 (28 June 1921), located at Butler County Courthouse, Poplar Bluff, Missouri; field inspection by Richard Collier, 28 March 1992.

## Roxie Road Bridge

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**sign. rating:** 39

**evaluation:** NRHP non-eligible (typical example of a common truss configuration, with standard detailing, unremarkable dimensions and an average degree of physical integrity)

**inventoried by:** Clayton B. Fraser 17 April 1992

# Miller Bridge

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BUTL09

## GENERAL DATA

structure no.:	399002.7	city/town:	2.8 miles east of Stringtown
county:	Butler	feature inters.:	Cane Creek
		cadastral grid:	S4, T24N, R5E
		highway route:	county road
		highway distr.:	10
		current owner:	Butler County

## STRUCTURAL DATA

**superstructure:** steel, 7-panel, pin-connected Pratt through truss with steel stringer approach spans  
**substructure:** timber abutments; concrete-filled steel cylinder piers under main span; timber pile bent piers under approach spans

span number:	1	condition:	fair
span length:	100.0'	alterations:	none
total length:	156.0'	floor/decking :	timber deck over steel stringers
roadway width:	13.0'	other features:	upper chord and inclined end post: 2 channels with cover and batten plates; lower chord: 2 looped rectangular eyebars (inner panels), channel (outer panels); 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 with knee braces; floor beam: I-beam, field-bolted to vertical

## HISTORICAL DATA

**erection date:** 1901  
**erection cost:** \$2300.00  
**designer:** unknown  
**fabricator :** unknown  
**contractor:** Interstate Bridge Company

**references:** Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 399002.7; Butler County Court Record N: page 53 (6 August 1902), page 57 (1 September 1902), page 60 (1 September 1902), page 118 (29 December 1902), page 124 (31 December 1902), page 130 (31 December 1902), page 176 (1 April 1903), located at Butler County Courthouse, Poplar Bluff, Missouri; field inspection by Richard Collier, 28 March 1992.

**sign. rating:** 39  
**evaluation:** NRHP determined non-eligible (typical example of a common truss configuration, with standard detailing, unremarkable dimensions and an average degree of physical integrity)

**inventoried by:** Clayton B. Fraser 17 April 1992

# Ten Mile Creek Bridge

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BUTL10

## GENERAL DATA

<b>structure no.:</b> 412A00.2	<b>city/town:</b> 5.0 miles north of Stringtown
<b>county:</b> Butler	<b>feature inters.:</b> Ten Mile Creek
	<b>cadastral grid:</b> S15, T25N, R4E
	<b>highway route:</b> county road
	<b>highway distr.:</b> 10
	<b>current owner:</b> Butler County

## STRUCTURAL DATA

<b>superstructure:</b> steel, 3-panel, rigid-connected Pratt/Warren pony truss with timber and steel stringer approach spans	
<b>substructure:</b> timber pile bent abutments and piers	
<b>span number:</b> 1	<b>condition:</b> fair
<b>span length:</b> 40.0'	<b>alterations:</b> none
<b>total length:</b> 90.0'	<b>floor/decking :</b> timber deck over steel stringers
<b>roadway width:</b> 10.9'	<b>other features:</b> upper chord and inclined end post: I-beam; lower chord: 2 angles with batten plates; vertical: channel; diagonal: channel; floor beam: I-beam; guardrail: none on main truss, 2 angles on approach spans

## HISTORICAL DATA

<b>erection date:</b> c1920	
<b>erection cost:</b> unknown	
<b>designer:</b> Miller and Borcharding, St. Louis (probable)	
<b>fabricator :</b> Cambria Steel Company, Pittsburgh PA	
<b>contractor :</b> Miller and Borcharding, St. Louis (probable)	
<b>references:</b> Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 412A00.2; field inspection by Richard Collier, 29 March 1992.	
<b>sign. rating:</b> 37	
<b>evaluation:</b> NRHP non-eligible (an example of an uncommon structural type, but lacking in documentation)	

**inventoried by:** Clayton B. Fraser    17 April 1992

# Pike Creek Bridge

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BUTL11

## GENERAL DATA

<b>structure no.:</b> 416000.4	<b>city/town:</b> 1.0 mile south of Poplar Bluff
<b>county:</b> Butler	<b>feature inters.:</b> Pike Creek
	<b>cadastral grid:</b> S15, T24N, R6E
	<b>highway route:</b> county road
	<b>highway distr.:</b> 10
	<b>current owner:</b> Butler 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> 40.0'	<b>alterations:</b> none
<b>total length:</b> 40.0'	<b>floor/decking :</b> timber deck over steel stringers
<b>roadway width:</b> 11.0'	<b>other features:</b> upper chord and inclined end post: I-beam; lower chord: 2 angles with batten plates; vertical: channel; diagonal: channel; lateral bracing: round rod with threaded ends; floor beam: I-beam field bolted to lower chord; guardrail: 2 angles

## HISTORICAL DATA

**erection date:** 1915  
**erection cost:** unknown  
**designer:** Miller and Borcharding, St. Louis MO (probable)  
**fabricator :** Cambria Steel Company, Pittsburgh PA  
**contractor:** Miller and Borcharding, St. Louis MO (probable)

**references:** Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 416000.4; Butler County Court Record O: page 261 (2 November 1914), located at Butler County Courthouse, Poplar Bluff, Missouri; field inspection by Richard Collier, 28 March 1992.

**sign. rating:** 49  
**evaluation:** NRHP possibly eligible (well-preserved example of uncommon truss configuration)

**inventoried by:** Clayton B. Fraser 17 April 1992

# Hendrickson Bridge

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BUTL12

## GENERAL DATA

<b>structure no.:</b> 428000.3	<b>city/town:</b> 0.3 mile west of Hendrickson
<b>county:</b> Butler	<b>feature inters.:</b> Black River
	<b>cadastral grid:</b> S13, T26N, R5E
	<b>highway route:</b> old U.S. Highway 67
	<b>highway distr.:</b> 10
	<b>current owner:</b> Butler County

## STRUCTURAL DATA

<b>superstructure:</b> steel, 10-panel, rigid-connected Parker through truss with steel stringer approach spans	
<b>substructure:</b> concrete abutments, wingwalls and piers	
<b>span number:</b> 1; 1	<b>condition:</b> good
<b>span length:</b> 200.0'; 160.0'	<b>alterations:</b> one truss replaced with steel stringer spans
<b>total length:</b> 526.0'	<b>floor/decking :</b> concrete deck over steel stringers
<b>roadway width:</b> 22.0'	<b>other features:</b> steel angle guardrail

## HISTORICAL DATA

<b>erection date:</b> 1933	
<b>erection cost:</b> \$52,977.28	
<b>designer:</b> Missouri State Highway Department	
<b>fabricator :</b> unknown	
<b>contractor:</b> Service Construction Company	
<b>references:</b>	Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 428000.3; Butler County Court Record P: page 336 (4 February 1908), page 402 (2 September 1908), page 411 (5 October 1908); Butler County Court Record T: page 394 (1 September 1915), located at Butler County Courthouse, Poplar Bluff, Missouri; files on Primary System Bridges, located at the Missouri Highway and Transportation Department, Jefferson City MO; field inspection by Richard Collier, 28 March 1992.
<b>sign. rating:</b> 45	
<b>evaluation:</b>	NRHP non-eligible (long-span example of MSHD standard truss design, significantly altered)

inventoried by: Clayton B. Fraser 17 April 1992

# HAER INVENTORY

Missouri Historic Bridge Inventory

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**NAME(S) OF STRUCTURE**

Poplar Bluff Viaduct  
MHTD: K 263R

BUTL01

**DATE(S) OF CONSTRUCTION**

1934

**LOCATION**

State Highway 60 over Black River and MoPac Railroad; S2, T24N, R6E  
Poplar Bluff; Butler County, Missouri

**USE (ORIGINAL / CURRENT)**

urban viaduct / urban viaduct

**RATING** NRHP possibly eligible (score: 63)

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**CONDITION**

excellent

**OWNER**

Missouri Highway and Transportation Department

span number: 1  
span length: 130.0'  
total length: 399.0'  
roadway wdt.: 32.0'

superstructure: steel, 6-panel, rigid-connected Warren deck truss with steel stringer approach spans  
substructure: concrete abutments, wingwalls and piers  
floor/decking: asphalt over concrete deck with steel stringers  
other features: upper chord / end post: 2 channels with cover plate and lacing; lower chord: 2 channels with batten plates; vertical: wide flange; diagonal: 2 channels with double lacing; lateral bracing: angle; stringer: transverse I-beams; concrete guardrail with open balustrade; 4 lampposts on north guardrail; bridge plate: **Missouri Highway Dept Bridge N<sup>o</sup> K263 1934**

As part of the effort to create jobs during the Depression, Congress in 1934 passed an act allowing federal monies to be used for road and bridge construction within municipalities. Taking advantage of the new legislation, the Missouri State Highway Commission undertook a number of urban road and bridge projects that year. Located on the eastern edge of Poplar Bluff on U.S. Business Route 60, the Black River Bridge was one such construction project. To span the river as well as two sets of tracks of the Missouri Pacific Railroad, the highway department engineered a 130-foot Warren deck truss, flanked on both sides by seven steel stringer approach spans. On June 16, 1934, a \$58,650.41 contract for the structure's construction was awarded to the Regenhardt Construction Company. Completed later that year, the Poplar Bluff Viaduct has since carried increasingly heavy traffic loads on the principal highway leading into the city from the east. In recent years, the structure has carried only westbound U.S. 60 traffic, while a newer bridge (**Structure No. A 3266**) carries the highway's eastbound lanes.

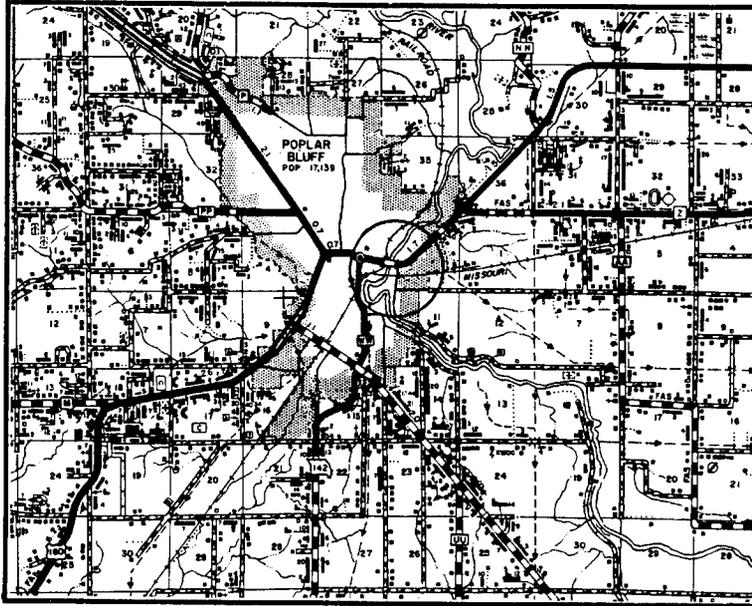
As an important crossing of the Black River and MoPac Railroad, the Poplar Bluff Viaduct has formed an integral part of the city's street system. The viaduct is also important as one of the railroad separation projects funded through the New Deal's Hayden-Cartwright Act. Federal relief programs of the 1930s broke with past practice by allowing federal funds to be used for urban, as well as rural highways. Grade separation was a major focus of the highway department during this period, requiring commitment of much staff time. The Poplar Bluff Viaduct is technologically distinguished as a rare example of its type. Steel deck trusses have never been common in Missouri (less than ten have been identified by the inventory), nor have multiple-span urban viaducts. The Poplar Bluff combines the two structural types. A well-preserved, regionally important example of these two bridge types, the structure is both technologically and historically significant.

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**NAME(S) OF STRUCTURE**

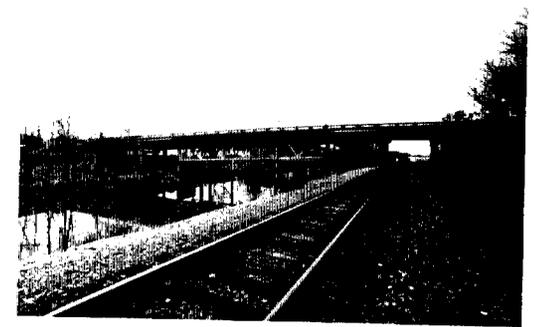
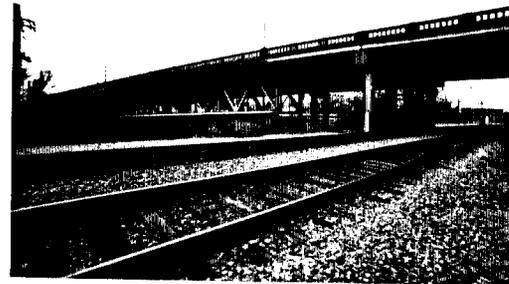
Poplar Bluff Viaduct

**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 263R; files on Primary System Bridges, located at the Missouri Highway and Transportation Department, Jefferson City, Missouri; Ninth Biennial Report of the State Highway Commission of Missouri (1933-34), pages 106, 183-191; field inspection by Richard Collier, 30 March 1992.

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**INVENTORIED BY**

Clayton B. Fraser

**AFFILIATION**

Fraserdesign, Loveland CO

**DATE**

17 April 1992

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# HAER INVENTORY

Missouri Historic Bridge Inventory

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**NAME(S) OF STRUCTURE**

Smith Bridge  
MHTD: 014001.2

BUTL03

**DATE(S) OF CONSTRUCTION**

1916; moved 1924

**LOCATION**

county road over Cane Creek; S31, T26N, R5E  
5.7 miles southwest of Hendrickson; Butler County, Missouri

**USE (ORIGINAL / CURRENT)**

roadway bridge / roadway bridge

**RATING** NRHP potentially eligible (score: 50)

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**CONDITION**

fair

**OWNER**

Butler County

span number: 1  
span length: 76.0'  
total length: 122.0'  
roadway wdt.: 10.9'

superstructure: steel, 4-panel, rigid-connected Pratt/Warren pony truss with steel stringer approach spans  
substructure: concrete abutments and wingwalls with concrete-filled steel cylinder piers  
floor/decking: timber deck over steel stringers  
other features: upper chord and inclined end post: I-beam; lower chord: 2 angles with batten plates; vertical: 2 angles with batten plates; diagonal: 2 angles with batten plates; lateral bracing: round rod with threaded ends; floor beam: I-beam; guardrail: none on main truss, 2 angles on approach spans

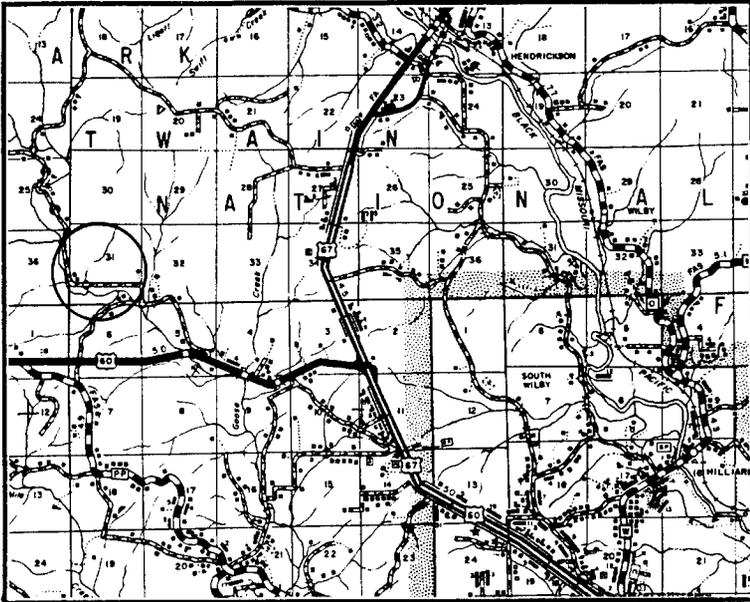
On June 30, 1916, the Butler County Court ordered the county highway engineer to prepare plans and estimate the cost of building several steel bridges throughout the county. Among these was a bridge to be built across Cane Creek on the lower Van Buren Road, some six miles northwest of Poplar Bluff. Two months later contracts for six of the bridges, including the Cane Creek crossing, were let to Miller and Borcharding of St. Louis. Known locally as the Kearbey Bridge - apparently named for an adjacent landowner - the structure was completed late that fall. It stood in its original location for just eight years. In August 1924 O.L. Smith and others petitioned the county court for another bridge across Cane Creek, four miles upstream from the Kearbey crossing. Instead of building an all-new structure, the court ordered the county highway engineer to dismantle the existing Kearbey Bridge and re-erect the truss on steel cylinder piers at the newly proposed bridge site. Located some 5½ miles southwest of Hendrickson, this medium-span truss has carried local traffic since, without alteration.

The rigid-connected truss configuration that Miller and Borcharding used for the Kearbey Bridge features an unusual combination of Warren and Pratt elements. The diagonals and verticals function like a Warren web, using simple triangulation for structural strength, but the end posts are sloped shallowly like a Pratt. A number of these bridges were built in Butler County between circa 1915 and 1930, and six remain in use today. Additionally, ten other such Pratt/Warren pony trusses have been identified in other counties - all located in southeast or central Missouri and virtually all attributable to Miller and/or Borcharding. (The firm's two principals, R.L. Miller and Louis Borcharding, split from each other in 1917.) The Kearbey/Smith Bridge is distinguished as a well-preserved, well-documented example of this proprietary truss type; it is exceeded in span length by only one other such truss. Its subsequent move has diminished its integrity somewhat.

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**NAME(S) OF STRUCTURE**

Smith 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 014001.2; Butler County Court Record T: page 436 (11 January 1916), page 527 (30 June 1916), page 551 (1 September 1916), page 567 (16 October 1916), located at Butler County Courthouse, Poplar Bluff, Missouri; field inspection by Richard Collier, 29 March 1992.

**INVENTORIED BY**

Clayton B. Fraser

**AFFILIATION**

Fraserdesign, Loveland CO

**DATE**17 April 1992

---

# HAER INVENTORY

Missouri Historic Bridge Inventory

**NAME(S) OF STRUCTURE**

Hargrove Bridge  
MHTD: 159000.3

BUTL06

**DATE(S) OF CONSTRUCTION**

1916-17

**LOCATION**

county road over Black River; S9, T23N, R7E  
4.5 miles northwest of Qulin; Butler County, Missouri

**USE (ORIGINAL / CURRENT)**

roadway bridge / roadway bridge

**RATING** NRHP individually listed, 1985 (score: 78)

**CONDITION**

good

**OWNER**

Butler County

span number: 2  
span length: 50.0'  
total length: 220.0'  
roadway wdt.: 16.2'

superstructure: steel, 3-panel, rigid-connected, Pratt/Warren pony truss swing span, with steel stringer approach spans at each end  
substructure: timber abutments and wingwalls; timber pile bent piers under approach spans; concrete-filled steel cylinder piers under main span, with concrete-filled steel cylinder oval pier under center pivot  
floor/decking: timber deck over steel stringers  
other features: upper chord and inclined end post: I-beam; lower chord: 2 channels with lacing; vertical: channel; diagonal: 2 angles with batten plates; lateral bracing: round rod with threaded ends; floor beam: I-beam; guardrail: steel angle; pivot apparatus: 2 channel verticals with lacing, 2 angle diagonals with batten plates, 4 angle strut with lacing, heavy timbers supporting verticals at center, shaft for crank handle extends through deck at mid-span

Among the most interesting bridges included in Missouri's historic bridge inventory is this pony truss swing bridge, spanning the Black River some 4½ miles northwest of Qulin. In May 1916 the Butler County Court directed County Highway Engineer E.C. Nickey to prepare plans for a bridge across the Black River at the Hargrove and Ruth farm in Ash Hill Township. Because the Black River was considered a navigable watercourse, Nickey submitted the plans to the U.S. War Department for approval. The river was primarily used for transport by logging operations located upstream in the Missouri Ozarks. Thus, to facilitate river traffic and the movement of logs downstream, it was decided that a swing or pivot span was needed at the Black River crossing. On September 1, 1916, Miller and Borcharding of St. Louis were awarded a \$14,815.00 contract to design, fabricate and erect the Hargrove Bridge, along with five smaller fixed-span structures. The Hargrove Bridge was completed the next year. It featured two rigid-connected pony trusses, suspended from their upper chords by means of cables strung to the steel tower at the bridge's pivot point. The tower rested on cross-girders with pivot wheels, which in turn rolled around a cast steel, circular drum mounted on top of the pivot pier. With its hand-powered pivot crank, the Hargrove Bridge was never easily rotated; as fewer log rafts were floated down the Black River, the pivot span was less often opened. It has been some sixty years since the Hargrove Bridge was last pivoted for river traffic, but it still carries traffic in unaltered condition.

The Hargrove Bridge is technologically and historically significant as an exceedingly rare, small-scale swing truss. No other such movable spans exist in Missouri other than the immense Missouri and Mississippi River bridges. The rigid-connected truss configuration that Miller



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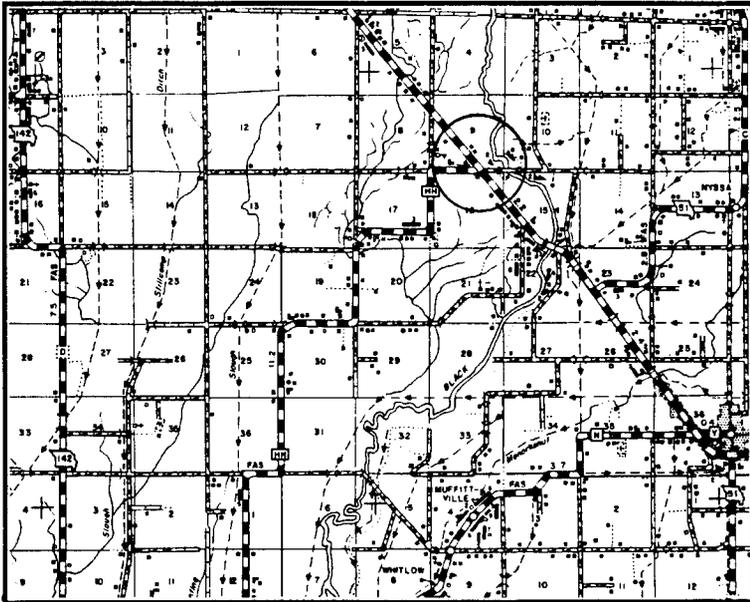
and Borcharding used for the Hargrove Bridge also features an unusual combination of Warren and Pratt elements. The diagonals and verticals function like a Warren web, using simple triangulation for structural strength, but the end posts are sloped shallowly like a Pratt. A number of these bridges were built in Butler County between circa 1915 and 1930, and six remain in use today. Additionally, ten other such Pratt/Warren pony trusses have been identified in other counties - all located in southeast or central Missouri and virtually all attributable to Miller and/or Borcharding. (The firm's two principals, R.L. Miller and Louis Borcharding, split from each other in 1917.) The Hargrove Bridge marks a unique two-span, movable application of this proprietary truss type. A well-documented and well-preserved structure, it is one of Missouri's most unusual and most significant early vehicular bridges.

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**NAME(S) OF STRUCTURE**

Hargrove 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 159000.3; Butler County Court Record T: page 501 (1 May 1916), page 551 (1 September 1916), page 567 (16 October 1916), located at Butler County Courthouse, Poplar Bluff, Missouri; field inspection by Richard Collier, 28 March 1992.

**INVENTORIED BY**

Clayton B. Fraser

**AFFILIATION**

Fraserdesign, Loveland CO

**DATE**

17 April 1992

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# HAER INVENTORY

Missouri Historic Bridge Inventory

**NAME(S) OF STRUCTURE**

Bridge  
MHTD: 169000.7

BUTL07

**DATE(S) OF CONSTRUCTION**

1930

**LOCATION**

county road over Drainage Ditch No. 16; S23/24, T23N, R7E  
1.9 miles northwest of Qulin; Butler County, Missouri

**USE (ORIGINAL / CURRENT)**

roadway bridge / roadway bridge

**RATING** NRHP non-eligible (score: 40)

**CONDITION**

fair

**OWNER**

Butler County

span number: 1  
span length: 54.0'  
total length: 102.0'  
roadway wdt.: 11.1'

superstructure: steel, 3-panel, rigid-connected Pratt/Warren pony truss with steel stringer approach spans  
substructure: timber pile bent abutments and piers  
floor/decking: timber deck over steel stringers  
other features: upper chord and inclined end post: I-beam; lower chord: 2 angles with batten plates;  
vertical: channel; diagonal: channel; lateral bracing: round rod with threaded ends;  
floor beam: I-beam field bolted to lower chord; guardrail: 2 angles

On August 4, 1930, the Butler County Court ordered County Highway Engineer H.F. Scarborough to erect a bridge across Ditch Number 16, at a crossing two miles northwest of Qulin. Obtaining a rigid-connected pony truss - probably from R.L. Miller of St. Louis - Scarborough erected the structure in late summer 1930 using a county work crew. The modestly scaled truss put up by Scarborough featured an uncommon pony truss design with a combination of Pratt and Warren truss elements. The diagonals and verticals function like a Warren web, using simple triangulation for structural strength, but the end posts are sloped shallowly like a Pratt. Having endured only minor maintenance-related repairs, this bridge has changed little over the years.

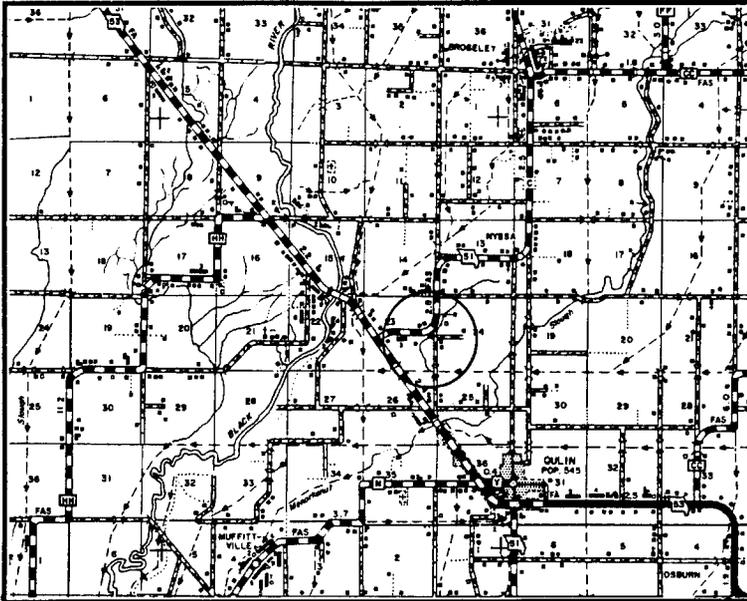
A number of these uncommon pony trusses were built in Butler County between circa 1915 and 1930, and six remain in use today. Additionally, ten other such Pratt/Warren pony trusses have been identified in other counties - all located in southeast or central Missouri and virtually all attributable to Miller and/or Borcharding. (The firm's two principals, R.L. Miller and Louis Borcharding, split from each other in 1917.) This small-scale bridge over Ditch No. 16 is the most recent documentable example of this proprietary truss type.

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**NAME(S) OF STRUCTURE**

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 169000.7; Butler County Court Record Z: page 268 (4 August 1930), located at Butler County Courthouse, Poplar Bluff, Missouri; field inspection by Richard Collier, 28 March 1992.

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**INVENTORIED BY**

Clayton B. Fraser

**AFFILIATION**

Fraserdesign, Loveland CO

**DATE**

17 April 1992

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# HAER INVENTORY

Missouri Historic Bridge Inventory

**NAME(S) OF STRUCTURE**

Roxie Road Bridge  
MHTD: 372000.0

BUTL08

**DATE(S) OF CONSTRUCTION**

1906

**LOCATION**

county road over Cane Creek; S10, T24N, R5E  
3.7 miles southeast of Stringtown; Butler County, Missouri

**USE (ORIGINAL / CURRENT)**

roadway bridge / roadway bridge

**RATING** NRHP non-eligible (score: 39)

**CONDITION**

good

**OWNER**

Butler County

span number: 1  
span length: 90.0'  
total length: 138.0'  
roadway wdt.: 10.8'

superstructure: steel, 6-panel, pin-connected Pratt through truss with steel stringer approach spans  
substructure: concrete abutments and wingwalls; concrete-filled steel cylinder pier between main span and northwest approach; concrete pier between southeast 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 eye bars at the hip); diagonal: 2 looped rectangular eyebars; counter: round rod with turnbuckle; lateral bracing: round rod with threaded ends; strut: 2 angles with knee braces; portal strut: angle A-frame; floor beam: I-beam, field-bolted to vertical; guardrail: 2 angles

The Roxie Road Bridge crosses over Cane Creek some 3½ miles southeast of Stringtown in west-central Butler County. A pin-connected Pratt through truss, the structure was erected in 1906 by the Stupp Brothers Bridge and Iron Company of St. Louis. A \$1750.00 contract to build the bridge was originally let to local contractors Edy and Kochtilzky on October 5, 1905. But the agreement was rescinded a month later, because "Edy and Kochtilzky have failed to execute said contract and to comply with said order." The project was then relet to Stupp Brothers for \$1700.00. The crossing was completed in early 1906, and has since served to carry local traffic on Roxie Road between Stringtown and Poplar Bluff. The integrity of the bridge's substructure has been compromised by the recent addition of a concrete pier between two approach spans on the southeast end.

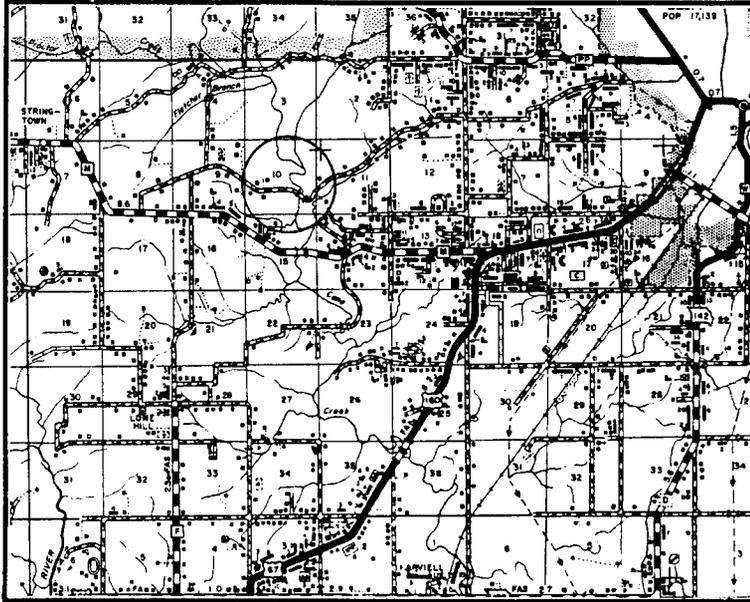
The Roxie Road Bridge is a typical example of a common truss configuration, with standard detailing, unremarkable dimensions and an average degree of physical integrity.

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**NAME(S) OF STRUCTURE**

Roxie Road 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 372000.0; Butler County Court Record N: page 625 (5 September 1905), page 631 (October 1905); Butler County Court Record P: page 6 (7 November 1905); Butler County Court Record V: page 119 (4 August 1920), page 499 (28 June 1921), located at Butler County Courthouse, Poplar Bluff, Missouri; field inspection by Richard Collier, 28 March 1992.

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**INVENTORIED BY**

Clayton B. Fraser

**AFFILIATION**

Fraserdesign, Loveland CO

**DATE**

17 April 1992

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# HAER INVENTORY

Missouri Historic Bridge Inventory

**NAME(S) OF STRUCTURE**

Miller Bridge  
MHTD: 399002.7

BUTL09

**DATE(S) OF CONSTRUCTION**

1901

**LOCATION**

county road over Cane Creek; S4, T24N, R5E  
2.8 miles east of Stringtown; Butler County, Missouri

**USE (ORIGINAL / CURRENT)**

roadway bridge / abandoned

**RATING** NRHP determined non-eligible (score: 39)

**CONDITION**

fair

**OWNER**

Butler County

span number: 1  
span length: 100.0'  
total length: 156.0'  
roadway wdt.: 13.0'

superstructure: steel, 7-panel, pin-connected Pratt through truss with steel stringer approach spans  
substructure: timber abutments; concrete-filled steel cylinder piers under main span; timber pile bent piers under 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 (inner panels), channel (outer panels); 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 with knee braces; floor beam: I-beam, field-bolted to vertical

On August 6, 1902, the Butler County Court ordered an iron bridge built across Cane Creek on the "Langley new public road," and that it should cost an estimated \$2500.00. B.J. Puckett, the county surveyor and ex-officio commissioner of roads and bridges, advertised for bids, which were scheduled to be opened on September 1, 1902. On that day the county court awarded a contract for the bridge's construction to the Interstate Bridge Company. By year's end the bridge had been completed, and on December 31, 1902, the Interstate Bridge Company was issued payment of \$2300.00. Known locally as the Miller Bridge, after adjacent landowner E. Miller, the crossing was traditionally used primarily by local residents, until its recent closure.

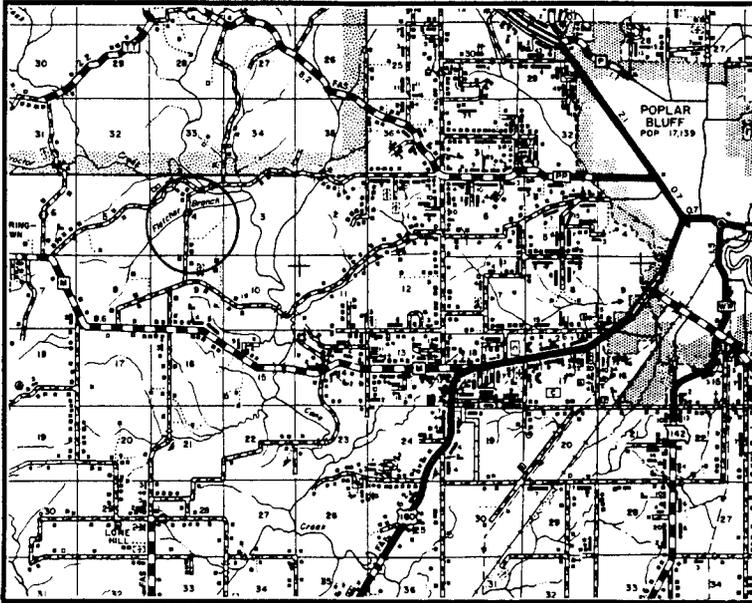
Though relatively well-preserved, the Miller Bridge is a typical example of a common truss configuration, with standard detailing and unremarkable dimensions.

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**NAME(S) OF STRUCTURE**

Miller 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 399002.7; Butler County Court Record N: page 53 (6 August 1902), page 57 (1 September 1902), page 60 (1 September 1902), page 118 (29 December 1902), page 124 (31 December 1902), page 130 (31 December 1902), page 176 (1 April 1903), located at Butler County Courthouse, Poplar Bluff, Missouri; field inspection by Richard Collier, 28 March 1992.

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**INVENTORIED BY**

Clayton B. Fraser

**AFFILIATION**

Fraserdesign, Loveland CO

**DATE**

17 April 1992

---

# HAER INVENTORY

Missouri Historic Bridge Inventory

**NAME(S) OF STRUCTURE**

Pike Creek Bridge  
MHTD: 416000.4

BUTL11

**DATE(S) OF CONSTRUCTION**

1915

**LOCATION**

county road over Pike Creek; S15, T24N, R6E  
1.0 mile south of Poplar Bluff; Butler County, Missouri

**USE (ORIGINAL / CURRENT)**

roadway bridge / roadway bridge

**RATING** NRHP possibly eligible (score: 49)

**CONDITION**

fair

**OWNER**

Butler County

span number: 1  
span length: 40.0'  
total length: 40.0'  
roadway wdt.: 11.0'

superstructure: steel, 3-panel, rigid-connected Pratt/Warren pony truss  
substructure: concrete abutments and wingwalls  
floor/decking: timber deck over steel stringers  
other features: upper chord and inclined end post: I-beam; lower chord: 2 angles with batten plates;  
vertical: channel; diagonal: channel; lateral bracing: round rod with threaded ends;  
floor beam: I-beam field bolted to lower chord; guardrail: 2 angles

On November 2, 1914, the Butler County Court ordered County Highway Engineer E.C. Nickey to erect a bridge across the Pike Creek Ditch, at a crossing one mile south of Poplar Bluff. Obtaining a rigid-connected pony truss - probably from Miller and Borcharding of St. Louis - Nickey erected the structure the following year. The modestly scaled truss featured an uncommon pony truss design with a combination of Pratt and Warren truss elements. The diagonals and verticals function like a Warren web, using simple triangulation for structural strength, but the end posts are sloped shallowly like a Pratt. Having endured only minor maintenance-related repairs, this bridge has changed little over the years.

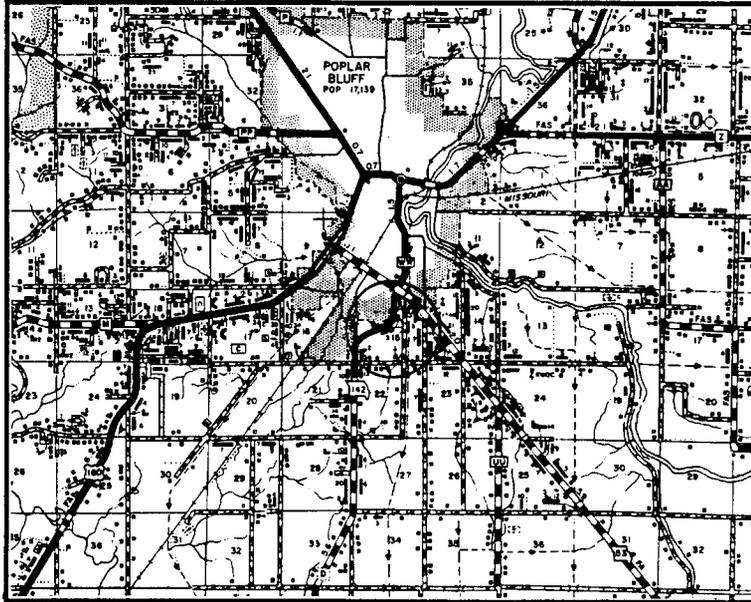
A number of these uncommon pony trusses were built in Butler County between circa 1915 and 1930, and six remain in use today. Additionally, ten other such Pratt/Warren pony trusses have been identified in other counties—all located in southeast or central Missouri and virtually all attributable to Miller and/or Borcharding. (The firm's two principals, R.L. Miller and Louis Borcharding, split from each other in 1917.) This small-scale bridge over Pike Creek is the oldest documentable example in the county of this proprietary truss type.

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**NAME(S) OF STRUCTURE**

Pike 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 416000.4; Butler County Court Record O: page 261 (2 November 1914), located at Butler County Courthouse, Poplar Bluff, Missouri; field inspection by Richard Collier, 28 March 1992.

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**INVENTORIED BY**

Clayton B. Fraser

**AFFILIATION**

Fraserdesign, Loveland CO

**DATE**

17 April 1992

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