LINN COUNTY

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

Inv. No.	MHTD	Bridge Name	Description	
LINN01	U0550002	Burlington RR Overpass	1- 34'	riveted Pratt pony truss
			1913	Burlington Northern Railroad
*LINN02	X 480	Locust Creek Bridge	1-125'	**pinned Pratt through truss**
			1939	D.A. Peery
*LINN03	063000.6	Locust Creek Bridge	1- 80'	pinned Pratt pony truss
			1900	A.M. Blodgett
*LINN04	075001.0	Lowes Branch Bridge		(replaced)
LINN05	121002.2	East Yellow Creek Bridge		(replaced)
*LINN06	164000.1	West Yellow Creek Bridge	1- 60'	pinned Pratt bedstead
			1901	John Gilligan Bridge Company
*LINN07	180001.1	Bear Creek Bridge	1- 45'	pinned Pratt pony truss
			c1910	
*LINN08	201000.3	Long Branch Bridge	1- 45'	pinned Pratt pony truss
			c1910	
*LINN09	246000.7	Locust Creek Bridge	1-120'	**pinned Pratt through truss**
			c1910	
*LINN10	247000.5	Locust Creek Bridge	1- 60'	pinned Pratt pony truss
			1906	John Gilligan Bridge Company
*LINN11	247000.8	Locust Creek Bridge	1-160'	**pinned Parker through truss**
			c1925	
*LINN12	297001.0	Parsons Creek Bridge	1- 60'	pinned Pratt pony truss
			1913	Monarch Engineering Co.
*LINN13	405001.7	West Yellow Creek Bridge	1- 60'	pinned Pratt pony truss
			c1915	
*LINN14	406000.1	Long Branch Bridge	1- 60'	pinned Pratt pony truss
			1902	John Gilligan Bridge Company
LINN15	421000.7	East Yellow Creek Bridge	1- 90'	pinned Pratt pony truss
			1904	John Gilligan Bridge Company
LINN16	423001.3	East Yellow Creek Bridge	1- 58'	pinned Pratt bedstead
			1902	John Gilligan Bridge Company
LINN17	434001.5	East Yellow Creek Bridge	1- 55'	pinned Pratt bedstead
			1901	John Gilligan Br. Co. (prob.)
*LINN18	443000.5	East Yellow Creek Bridge	1- 80'	**riveted Camelback pony truss**
			c1920	
LINN19	473000.2	Burlington RR Overpass	1- 60'	pinned Pratt pony truss
			c1915	
*LINN20	none	Locust Ck. Covered Bridge	1-150'	timber Howe truss (covered)
			1868	Bishop and Eaton

EXCLUDED:

Pratt pony truss
G 748R U055000.2 077000.8 079000.5 167000.8 395001.0 399000.4
418000.3

LINN COUNTY

EXCLUDED (cont.):

Warren pony truss

X 719	265000.1	387000.9	520000.5

Steel stringer

G 657R	G 659R	G 815R	K 403	K 665	S 31	S 489
S 747	T 377	T 806	T 807	003000.8	006001.2	010000.8
017R01.9	017000.3	019R00.3	022000.3	023001.1	027R02.2	029002.1
040000.4	041000.2	055000.2	055000.3	055500.1	069000.6	080001.2
083000.5	101000.8	104R00.6	104R01.0	104001.9	116000.5	119001.0
120001.3	145000.4	145001.1	149000.3	151000.1	154005.5	159R00.9
167R02.1	174000.8	184R00.8	187000.3	187001.6	196R03.0	196001.0
200000.9	202000.7	204000.5	205001.2	210000.3	211000.5	212000.1
213000.2	216000.1	217R01.0	217002.3	219000.4	220000.3	220000.4
221001.2	230001.3	233R00.2	239000.9	240001.8	240001.9	244000.8
244002.5	249000.1	249000.7	250000.5	255000.9	257R00.1	268000.3
269000.2	273000.5	277000.7	282001.1	286000.8	288001.8	290000.4
292R00.2	294001.0	297001.3	298001.7	305000.3	310001.9	310003.4
310004.2	311000.2	312000.1	321R00.5	332000.5	345001.5	347001.4
350000.9	353000.3	360R01.5	364000.9	364001.3	370000.9	372000.2
373000.2	376000.2	383003.4	384000.4	395R01.4	399000.5	409R00.7
412000.1	414000.5	417001.7	419R01.1	420000.3	420000.8	423002.1
424000.3	435R00.1	440002.0	442R00.1	445000.7	447000.4	448000.5
460R01.2	471R00.1	475000.4	475001.0	483000.5	493000.1	496001.4
497000.2	503R01.5	504002.3	510000.1	510002.7	519R03.5	531000.4
532R01.7	534000.2	535000.1				

Concrete slab / girder

G 654R	H 312R	J 96R	J 97R	J 100R	J 185R	J 189R
K 311						

Concrete box culvert

G 656R	G 661R	G 917	K 404	P 24	P 29	P 30
S 153	S 154	T 569	T 702	X 720	X 799	X 800
357R01.0						

Timber stringer

248001.5

SUMMARY:

	Primary	Secondary	Urban	Other	Total
Included	1	15	1	1	18
Excluded	35	143	1	0	179
	36	158	2	1	197 structures

Burlington Northern Railroad Overpass

LINN01

GENERAL DATA

structure no.:	U0550002	city/town:	Brookfield
county:	Linn	feature inters.:	Burlington Northern Railroad Tracks
		cadastral grid:	S7, T57N, R19W
		highway route:	Pershing Street
		highway distr.:	2
		current owner:	City of Brookfield

STRUCTURAL DATA

superstructure: steel, rigid-connected Pratt pony truss, with timber stringer approach spans

substructure: timber abutments and wingwalls; timber and steel pile bent piers

span number:	1	condition:	good
span length:	34.0'	alterations:	none
total length:	129.0'	floor/decking :	timber deck over steel stringers
roadway width:	16.0'	other features:	timber guardrail

HISTORICAL DATA

erection date: 1913

erection cost: unknown

designer: Burlington Northern Railroad

fabricator : unknown

contractor: unknown

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure No. U0550002.

sign. rating: 33

evaluation: NRHP determined non-eligible (typically configured rigid-connected Pratt pony truss; average span length)

inventoried by: Michelle Crow-Dolby 24 July 1993

Locust Creek Bridge

LINN02

GENERAL DATA

structure no.: X 480
county: Linn

city/town: 2.3 miles west of Linneus
feature inters.: Locust Creek
cadastral grid: S3, T58N, R21W
highway route: State Secondary Route B
highway distr.: 2
current owner: Linn County

STRUCTURAL DATA

superstructure: steel, 5-panel, pin-connected Pratt through truss; one steel stringer approach span on the east end; two steel stringer approach spans on the west end
substructure: steel pile bent piers with timber backwalls; concrete piers

span number: 1
span length: 125.0'
total length: 237.0'
roadway width: 20.0'

condition: good
alterations: none
floor/decking : timber deck over steel stringers
other features: upper chord and inclined end post: 2 face-to-face channels with cover plate and double lacing; lower chord: 4 heavy punched rectangular eyebars; vertical: 2 channels with lacing (2 punched rectangular eyebars at the hip); diagonal: 4 heavy punched rectangular eyebars; lateral bracing: 1 angle; strut: 4 angles with lacing and knee braces; floor beam: plate girders; guardrail: steel pipe, with vertical pipe supports with ornamental ball caps (concrete guardrails with weep holes on the approaches); bridge plate: **Erected August 30, 1939 Members of the Linn County Court Virgil Lee, Presiding Judge M.C. Post, Judge E. Dist. W.E. McKenzie Judge W. Dist. C.E. Swinney, County Clerk Wallace L. Turner, Highway Engineer D.A. Peery, Contractor**

HISTORICAL DATA

erection date: 1925; moved 1938-39
erection cost: $19,677.57
designer: Missouri State Highway Department
fabricator : Trenton Steel Company, Trenton NJ
contractor: D.A. Peery

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure No. X 480; Linn County Court Record Y: page 206 (8 December 1938), page 237 (16 May 1939), page 241 (6 July 1939), page 245 (16 August 1939), page 249 (September 1939), page 257 (7 November 1939) - located at Linn County Courthouse, Linneus MO; field inspection by Carl McWilliams and Richard Collier, 4 June 1991.

sign. rating: 41

evaluation: NRHP non-eligible (relatively late example of common structural type)

inventoried by: Michelle Crow-Dolby 24 July 1993

Locust Creek Bridge

LINN03

GENERAL DATA

structure no.: 063000.6
county: Linn

city/town: 2.7 miles northwest of Purdin
feature inters.: Locust Creek
cadastral grid: S36, T60N, R21W
highway route: county road
highway distr.: 2
current owner: Linn County

STRUCTURAL DATA

superstructure: steel, 5-panel, pin-connected Pratt pony truss; steel, 4-panel pin-connected Pratt pony truss approach span on the east end
substructure: steel pile bent piers

span number: 1
span length: 80.0'
total length: 178.0'
roadway width: 11.0'

condition: poor
alterations: approach span is not original to site; welded connections between 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 channels with batten plates; vertical: 4 angles with batten plates; diagonal: 2 punched rectangular eyebars; lateral bracing: round rod with threaded ends; floor beam: I-beam; guardrail: steel angle

HISTORICAL DATA

erection date: 1900
erection cost: $3000.00 (3 bridge contract)
designer: unknown
fabricator : Bethlehem Steel Company, Bethlehem PA
contractor: A.M. Blodgett, Kansas City

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure No. 063000.6; Linn County Court Record M: page 348 (9 November 1900), page 373 (4 December 1900) - located at Linn County Courthouse, Linneus MO; field inspection by Carl McWilliams and Richard Collier, 4 June 1991.

sign. rating: 41
evaluation: NRHP non-eligible (poorly preserved example of a common structural configuration; longer-than-average span length)

inventoried by: Michelle Crow-Dolby 24 July 1993

West Yellow Creek Bridge

LINN06

GENERAL DATA

structure no.: 164000.1
county: Linn

city/town: 8.5 miles northeast of Brookfield
feature inters.: West Yellow Creek
cadastral grid: S26, T59N, R19W
highway route: County Road 164
highway distr.: 2
current owner: Linn County

STRUCTURAL DATA

superstructure: steel, 4-panel, pin-connected Pratt truss leg bedstead, with one steel stringer approach span at each end
substructure: truss legs; steel pile bent abutment at west end; concrete abutment with wingwalls at east end

span number: 1
span length: 60.0'
total length: 94.0'
roadway width: 12.0'

condition: fair
alterations: I-beams welded to truss legs on the west end
floor/decking : timber deck over steel stringers
other features: upper chord: 2 channels with cover and batten plates; end post: 2 channels with lacing; lower chord: 2 punched rectangular eyebars; vertical: 4 angles with lacing; diagonal: 2 punched rectangular eyebars; counter: round rod with turnbuckle; lateral bracing: round rod with threaded ends; floor beam: I-beam; guardrail: none

HISTORICAL DATA

erection date: 1901
erection cost: $568.00
designer: John Gilligan, Falls City NE
fabricator : John Gilligan, Falls City NE
contractor: John Gilligan, Falls City, NE

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure No. 164000.1; Linn County Court Record M: page 572 (7 October 1901) - located at Linn County Courthouse, Linneus MO; field inspection by Carl McWilliams and Richard Collier, 4 June 1991.

sign. rating: 42
evaluation: NRHP non-eligible (typically configured example of relatively common structural type)

inventoried by: Michelle Crow-Dolby 24 July 1993

Bear Creek Bridge

LINN07

GENERAL DATA

structure no.: 180001.1
county: Linn

city/town: 7.8 miles north of Brookfield
feature inters.: Bear Creek
cadastral grid: S28/33, T59N, R19W
highway route: County Road 180
highway distr.: 2
current owner: Linn County

STRUCTURAL DATA

superstructure: steel, 3-panel, pin-connected Pratt pony truss, with one steel stringer approach span on the west end
substructure: steel pile bent abutments with timber backwalls; steel pile bent pier

span number: 1
span length: 45.0'
total length: 66.0'
roadway width: 12.0'

condition: fair
alterations: none
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: 4 angles with lacing; counters: round rod with turnbuckle; lateral bracing: round rod with threaded ends; floor beam: I-beam, field bolted to vertical; guardrail: steel angle

HISTORICAL DATA

erection date: c1910
erection cost: unknown
designer: unknown
fabricator : Cambria Steel Company, Pittsburgh PA
contractor: unknown

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure No. 180001.1; field inspection by Carl McWilliams and Richard Collier, 4 June 1991.

sign. rating: 27
evaluation: NRHP non-eligible (undocumented example of an extremely common structural type)

inventoried by: Michelle Crow-Dolby 24 July 1993

Long Branch Bridge

LINN08

GENERAL DATA

structure no.: 201000.3
county: Linn

city/town: 7.4 miles northeast of Linneus
feature inters.: Long Branch
cadastral grid: S13/24, T59N, R20W
highway route: County Road 201
highway distr.: 2
current owner: Linn County

STRUCTURAL DATA

superstructure: steel, 3-panel, pin-connected Pratt pony truss
substructure: steel pile bent abutments with timber backwalls

span number: 1
span length: 45.0'
total length: 67.0'
roadway width: 12.0'

condition: fair
alterations: none
floor/decking : timber deck over steel stringers
other features: steel angle guardrail

HISTORICAL DATA

erection date: c1910
erection cost: unknown
designer: unknown
fabricator : unknown
contractor: unknown

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure No. 201000.3; Linn County Court Record O: page 23 (6 February 1906) - located at Linn County Courthouse, Linneus MO; field inspection by Carl McWilliams and Richard Collier, 4 June 1991.

sign. rating: 25
evaluation: NRHP non-eligible (standard Pratt pony truss design; construction history largely undocumented)

inventoried by: Michelle Crow-Dolby 24 July 1993

Locust Creek Bridge

LINN09

GENERAL DATA

structure no.: 246000.7
county: Linn

city/town: 2.7 miles northwest of Linneus
feature inters.: Locust Creek
cadastral grid: S27/34, T59N, R21W
highway route: County Road 246
highway distr.: 2
current owner: Linn County

STRUCTURAL DATA

superstructure: steel, 6-panel, pin-connected Pratt through truss, with two steel stringer approach spans on each end
substructure: steel pile bent abutments with timber backwalls; steel pile bent piers

span number: 1
span length: 120.0'
total length: 222.0'
roadway width: 14.0'

condition: fair
alterations: truss possibly moved
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 rod with turnbuckle; lateral bracing: round rod with threaded ends; strut: 2 angles; portal strut: steel angles with bracing and curved knee braces; floor beam: I-beam, field bolted to vertical; guardrail: steel angle

HISTORICAL DATA

erection date: c1910
erection cost: unknown
designer: unknown
fabricator : Illinois Steel Company, Chicago
contractor: unknown

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure No. 246000.7; field inspection by Carl McWilliams and Richard Collier, 4 June 1991.

sign. rating: 23
evaluation: NRHP non-eligible (typically configured Pratt through truss with slightly longer-than-average span length; construction history undocumented)

inventoried by: Michelle Crow-Dolby 24 July 1993

Bridge

LINN10

GENERAL DATA

structure no.: 247000.5
county: Linn

city/town: 2.8 miles southwest of Linneus
feature inters.: branch of Locust Creek
cadastral grid: S10, T58N, R21W
highway route: County Road 247
highway distr.: 2
current owner: Linn County

STRUCTURAL DATA

superstructure: steel, 4-panel, pin-connected Pratt pony truss
substructure: steel pile bent abutments with timber backwalls

span number: 1
span length: 60.0'
total length: 61.0'
roadway width: 12.0'

condition: fair
alterations: none
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: 4 angles with lacing; diagonal: 2 punched rectangular eyebars; counter: round rod with turnbuckle; lateral bracing: round rod with threaded ends; floor beam: I-beam, field bolted to vertical; guardrail: 2 channels

HISTORICAL DATA

erection date: 1906
erection cost: unknown
designer: John Gilligan Bridge Company, Falls City NE
fabricator : John Gilligan Bridge Company, Falls City NE; Cambria Steel Company, Pittsburgh, PA
contractor: John Gilligan Bridge Company, Falls City NE

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure No. 247000.5; Linn County Court Record O: page 96 (6 August 1906) - located at Linn County Courthouse, Linneus MO; field inspection by Carl McWilliams and Richard Collier, 4 June 1991.

sign. rating: 44
evaluation: NRHP non-eligible (one of several hundred similarly configured pin-connected Pratt pony trusses)

inventoried by: Michelle Crow-Dolby 24 July 1993

Locust Creek Bridge

LINN11

GENERAL DATA

structure no.: 247000.8
county: Linn

city/town: 2.6 miles southwest of Linneus
feature inters.: Locust Creek
cadastral grid: S10, T58N, R21W
highway route: County Road 247
highway distr.: 2
current owner: Linn County

STRUCTURAL DATA

superstructure: steel, 8-panel, pin-connected Parker through truss, with one steel stringer approach span at each end
substructure: steel pile bent piers and abutments

span number: 1
span length: 160.0'
total length: 221.0'
roadway width: 14.0'

condition: fair
alterations: substructure replaced
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 (2 angles with batten plates at the hip); diagonal: 2 punched rectangular eyebars; counter: round rod with turnbuckle; lateral bracing: round rod with threaded ends; strut: steel angles, braced; floor beam: I-beam, field bolted to vertical; guardrail: steel angle

HISTORICAL DATA

erection date: c1925
erection cost: unknown
designer: unknown
fabricator : Scullen Steel Company
contractor: unknown

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure No. 247000.8; field inspection by Carl McWilliams and Richard Collier, 4 June 1991.

sign. rating: 30
evaluation: NRHP non-eligible (typical pinned Parker through truss, poorly documented)

inventoried by: Michelle Crow-Dolby 24 July 1993

Parsons Creek Bridge

LINN12

GENERAL DATA

structure no.: 297001.0
county: Linn

city/town: 1.2 miles west of Meadville
feature inters.: Parsons Creek
cadastral grid: S1/36, T57/58N, R22W
highway route: County Road 297
highway distr.: 2
current owner: Linn County

STRUCTURAL DATA

superstructure: steel, 4-panel, pin-connected Pratt pony truss
substructure: steel pile bent abutments with timber backwalls

span number: 1
span length: 60.0'
total length: 61.0'
roadway width: 12.0'

condition: fair
alterations: none
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: 4 angles with lacing; diagonal: 2 punched rectangular eyebars; counter: round rod with turnbuckle; lateral bracing: round rod with threaded ends; floor beam: I-beam, field bolted to vertical; guardrail: steel angle

HISTORICAL DATA

erection date: 1913
erection cost: $2668.00 (multiple bridge contract)
designer: Monarch Engineering Company, Fall City NE
fabricator : Monarch Engineering Company, Falls City NE
contractor: Monarch Engineering Company, Falls City NE

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure No. 297001.0; Linn County Court Record O: page 103 (4 September 1906), page 289 (7 October 1907); Linn County Court Record P: page 511 (6 May 1913), page 521 (12 June 1913), page 526 (7 July 1913), page 553 (9 October 1913) - located at Linn County Courthouse, Linneus MO; field inspection by Carl McWilliams and Richard Collier, 4 June 1991.

sign. rating: 38
evaluation: NRHP non-eligible (typical pinned Pratt pony truss with average span length; construction history well-documented)

inventoried by: Michelle Crow-Dolby 24 July 1991

West Yellow Creek Bridge

LINN13

GENERAL DATA

structure no.: 405001.7
county: Linn

city/town: 2.1 miles northeast of Brookfield
feature inters.: West Yellow Creek
cadastral grid: S32, T58N, R19W
highway route: County Road 405
highway distr.: 2
current owner: Linn County

STRUCTURAL DATA

superstructure: steel, 5-panel, pin-connected Pratt pony truss
substructure: steel pile bent abutments with timber backwalls

span number: 1
span length: 60.0'
total length: 89.0'
roadway width: 12.0'

condition: poor
alterations: deck removed / bridge closed
floor/decking : timber deck (removed) over steel stringers
other features: no guardrail

HISTORICAL DATA

erection date: c1915
erection cost: unknown
designer: unknown
fabricator : unknown
contractor: unknown

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure No. 405001.7; field inspection by Carl McWilliams and Richard Collier, 4 June 1991.

sign. rating: 28
evaluation: NRHP non-eligible (standard pin-connected Pratt pony truss exhibiting below-average integrity; no documentation)

inventoried by: Michelle Crow-Dolby 24 July 1993

Long Branch Bridge

LINN14

GENERAL DATA

structure no.: 406000.1
county: Linn
city/town: 1.2 miles northeast of Brookfield
feature inters.: Long Branch
cadastral grid: S32, T58N, R19W
highway route: County Road 406
highway distr.: 2
current owner: Linn County

STRUCTURAL DATA

superstructure: steel, 4-panel, pin-connected Pratt pony truss
substructure: steel pile bent abutments with timber backwalls

span number: 1
span length: 60.0'
total length: 62.0'
roadway width: 18.0'
condition: poor
alterations: none
floor/decking : timber deck over steel stringers
other features: steel angle guardrail

HISTORICAL DATA

erection date: 1902
erection cost: $425.00
designer: John Gilligan, Falls City NE
fabricator : John Gilligan, Falls City NE
contractor: John Gilligan, Falls City NE

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure No. 406000.1; Linn County Court Record N: page 72 (5 March 1902), page 82 (6 May 1902) - located at Linn County Courthouse, Linneus MO; field inspection by Carl McWilliams and Richard Collier, 4 June 1991.

sign. rating: 44
evaluation: NRHP non-eligible (typical pin-connected Pratt pony truss; construction history documented, but in poor physical condition)

inventoried by: Michelle Crow-Dolby 24 July 1993

East Yellow Creek Bridge

LINN15

GENERAL DATA

structure no.: 421000.7
county: Linn

city/town: 6.9 miles northeast of Brookfield
feature inters.: East Yellow Creek
cadastral grid: S18, T58N, R18W
highway route: County Road 421
highway distr.: 2
current owner: Linn County

STRUCTURAL DATA

superstructure: steel, 5-panel, pin-connected Pratt pony truss
substructure: steel pile bent piers

span number: 1
span length: 90.0'
total length: 121.0'
roadway width: 14.0'

condition: fair
alterations: none
floor/decking : timber deck over steel stringers
other features: steel angle guardrail

HISTORICAL DATA

erection date: 1904
erection cost: unknown
designer: John Gilligan Bridge Company, Falls City NE (probable)
fabricator : John Gilligan Bridge Company, Falls City NE (probable)
contractor: John Gilligan Bridge Company, Falls City NE (probable)

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure No. 421000.7; Linn County Court Record N: page 473 (7 September 1904), page 489 (3 October 1904) - located at Linn County Courthouse, Linneus MO; field inspection by Carl McWilliams and Richard Collier, 4 June 1991.

sign. rating: 45
evaluation: NRHP non-eligible (longer-than-average pinned Pratt pony truss with standard detailing; ordinary integrity)

inventoried by: Michelle Crow-Dolby 24 July 1993

East Yellow Creek Bridge

LINN16

GENERAL DATA

structure no.: 423001.3
county: Linn

city/town: 6.4 miles northeast of Brookfield
feature inters.: East Yellow Creek
cadastral grid: S19, T58N, R18W
highway route: County Road 423
highway distr.: 2
current owner: Linn County

STRUCTURAL DATA

superstructure: steel, 4-panel, pin-connected Pratt truss leg bedstead
substructure: steel pile bent abutments with timber backwalls

span number: 1
span length: 58.0'
total length: 94.0'
roadway width: 12.0'

condition: fair
alterations: substructure replaced
floor/decking : timber deck over steel stringers
other features: no guardrail

HISTORICAL DATA

erection date: 1902
erection cost: $597.00
designer: John Gilligan Bridge Company, Falls City NE
fabricator : John Gilligan Bridge Company, Falls City NE
contractor: John Gilligan Bridge Company, Falls City NE

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure No. 423001.3; Linn County Court Record N: page 82 (6 May 1902) - located at Linn County Courthouse, Linneus, Missouri; field inspection by Carl McWilliams and Richard Collier, 4 June 1991.

sign. rating: 42
evaluation: NRHP non-eligible (typically configured truss leg bedstead, exhibiting below-average physical integrity)

inventoried by: Michelle Crow-Dolby 24 July 1993

East Yellow Creek Bridge

LINN17

GENERAL DATA

structure no.: 434001.5
county: Linn
city/town: 6.0 miles east of Brookfield
feature inters.: East Yellow Creek
cadastral grid: S6, T57N, R18W
highway route: County Road 434
highway distr.: 2
current owner: Linn County

STRUCTURAL DATA

superstructure: steel, 4-panel, pin-connected Pratt truss leg bedstead
substructure: steel pile bent abutments with timber backwalls

span number: 1
span length: 55.0'
total length: 86.0'
roadway width: 12.0'
condition: fair
alterations: none
floor/decking : timber deck over steel stringers
other features: steel lattice guardrail

HISTORICAL DATA

erection date: 1901
erection cost: unknown
designer: John Gilligan Bridge Company, Falls City NE (probable)
fabricator : John Gilligan Bridge Company, Falls City NE (probable)
contractor: John Gilligan Bridge Company, Falls City NE

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure No. 434001.5; Linn County Court Record M: page 535 (5 August 1901) - located at Linn County Courthouse, Linneus MO; field inspection by Carl McWilliams and Richard Collier, 4 June 1991.

sign. rating: 42
evaluation: NRHP non-eligible (largely undocumented, typical Pratt truss leg bedstead)

inventoried by: Michelle Crow-Dolby 24 July 1993

East Yellow Creek Bridge

LINN18

GENERAL DATA

structure no.: 443000.5
county: Linn

city/town: 3.0 miles northwest of Marceline
feature inters.: East Yellow Creek
cadastral grid: S26, T57N, R19W
highway route: County Road 443
highway distr.: 2
current owner: Linn County

STRUCTURAL DATA

superstructure: steel, 5-panel, rigid-connected Camelback pony truss; two steel stringer approach spans on the west end; one steel stringer approach span on the east end

substructure: steel pile bent abutments with timber backwalls; steel pile bent piers

span number: 1
span length: 80.0'
total length: 150.0'
roadway width: 13.8'

condition: fair
alterations: none
floor/decking: timber deck over steel stringers
other features: upper chord and end post: 2 channels with cover plate and lacing; lower chord: 4 angles with batten plates; vertical: 4 angles with lacing; diagonal: 2 angles with batten plates; lateral bracing: round rod with threaded ends; floor beam: I-beam; guardrail: steel angle

HISTORICAL DATA

erection date: c1920
erection cost: unknown
designer: unknown
fabricator: Inland Steel Company, East Chicago IN
contractor: unknown

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure No. 443000.5; field inspection by Carl McWilliams and Richard Collier, 4 June 1991.

sign. rating: 40
evaluation: NRHP non-eligible (uncommon structural configuration; construction history undocumented)

inventoried by: Michelle Crow-Dolby 24 July 1993

Burlington Northern Railroad Overpass

LINN19

GENERAL DATA

structure no.: 473000.2
county: Linn

city/town: 1.2 miles southeast of Bucklin
feature inters.: Burlington Northern Railroad tracks
cadastral grid: S12, T57N, R18W
highway route: County Road 473
highway distr.: 2
current owner: Linn County

STRUCTURAL DATA

superstructure: steel, 4-panel, pin-connected Pratt pony truss, with multiple steel stringer approach spans
substructure: steel pile bent abutments with timber backwalls; steel pile bent piers

span number: 1
span length: 60.0'
total length: 124.0'
roadway width: 14.0'

condition: fair
alterations: none
floor/decking : timber deck over steel stringers
other features: steel angle guardrail

HISTORICAL DATA

erection date: c1915
erection cost: unknown
designer: unknown
fabricator : unknown
contractor: unknown

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure No. 473000.2; field inspection by Carl McWilliams and Richard Collier, 4 June 1991.

sign. rating: 30
evaluation: NRHP non-eligible (undocumented example of an exceedingly common structural type)

inventoried by: Michelle Crow-Dolby 24 July 1993

Locust Creek Covered Bridge

LINN20

GENERAL DATA

structure no.: none
county: Linn

city/town: 3.5 miles west of Laclede
feature inters.: abandoned Locust Creek channel
cadastral grid: S3/34, T57/58N, R21W
highway route: none
highway distr.: 2
current owner: Missouri Department of Natural Resources

STRUCTURAL DATA

superstructure: Timber Howe truss (covered)
substructure: timber (under restoration)

span number: 1
span length: 151.0'
total length: 151.0'
roadway width: 11.0'

condition: under restoration
alterations: none
floor/decking : timber deck over heavy timber stringers
other features: wood shingled gable roof; upper chord, end posts, lower chord, diagonal, lateral bracing, floor beams, and guardrails: all heavy timbers; vertical: iron rods

HISTORICAL DATA

erection date: 1868
erection cost: $5500.00
designer: unknown
fabricator : none
contractor: Bishop and Eaton

references: Linn County Court Record E: page 192 (4 May 1868), page 196 (19 May 1868), page 211 (4 August 1868), page 278 (1 March 1869) - located at Linn County Courthouse, Linneus MO; National Register of Historic Places Inventory - Nomination Form: "Locust Creek Covered Bridge," 2 March 1970); "Bridges To Another Time", Sue Holst - **Missouri Resource Review** pages 14-18 (Fall 1987); "Covered Bridges", Missouri Department of Natural Resources [brochure], located at Jefferson City MO; "Engineering and Enterprise Early Metal-Truss Bridges in Ohio" by David A. Simmons - **Timeline** (The Ohio Historical Society, February - March 1985), pages 14-29; field inspection by Richard Collier, 4 and 10 June 1991.

sign. rating: 74
evaluation: NRHP individually listed, 1970 ((outstanding early wagon truss))

inventoried by: Michelle Crow-Dolby 24 July 1993

HAER INVENTORY
Missouri Historic Bridge Inventory

NAME(S) OF STRUCTURE
Locust Creek Bridge
MHTD: X 480

LINN02

DATE(S) OF CONSTRUCTION
1925; moved 1938-39

LOCATION
State Secondary Route B over Locust Creek; S3, T58N, R21W
2.3 miles west of Linneus; Linn County, Missouri

USE (ORIGINAL / CURRENT)
roadway bridge / highway bridge

RATING NRHP non-eligible (score: 41)

CONDITION
good

OWNER
Linn County

span number: 1
span length: 125.0'
total length: 237.0'
roadway wdt.: 20.0'

superstructure: steel, 5-panel, pin-connected Pratt through truss; 1 steel stringer approach span on the east end; 2 steel stringer approach spans on the west end
substructure: steel pile bent piers with timber backwalls; concrete piers
floor/decking: asphalt-covered concrete deck over steel stringers
other features: upper chord and inclined end post: 2 channels with cover plate and double lacing; lower chord: 4 punched rectangular eyebars; vertical: 2 channels with lacing (2 punched rectangular eyebars at the hip); diagonal: 4 punched rectangular eyebars; lateral bracing: 1 angle; strut: 4 angles with lacing and knee braces; floor beam: plate girder; guardrail: steel pipe, with vertical pipe supports with ornamental ball caps (concrete guardrails with weep holes on the approaches); bridge plate: **Erected August 30, 1939 / Members of the Linn County Court / Virgil Lee, Presiding Judge / M.C. Post, Judge E. Dist. / W.E. McKenzie Judge W. Dist. / C.E. Swinney, County Clerk / Wallace L. Turner, Highway Engineer / D.A. Peery, Contractor**

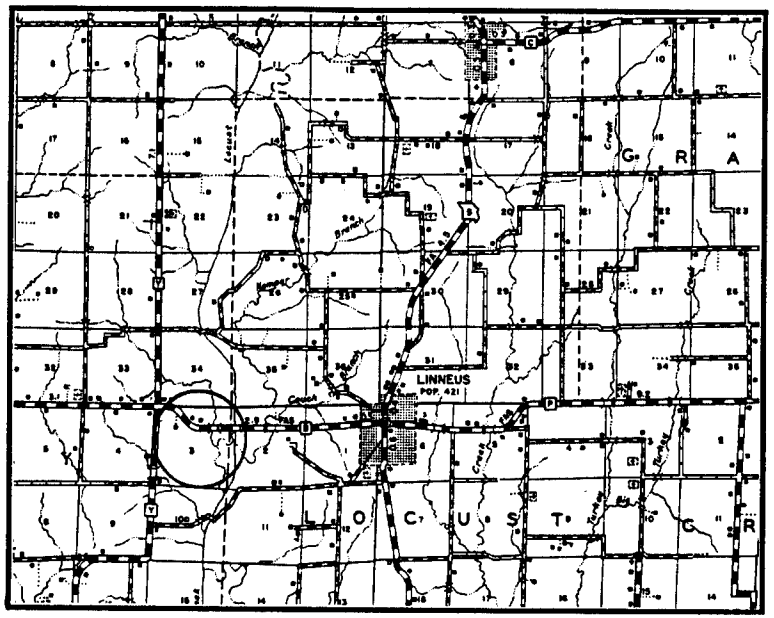
This pin-connected Pratt through truss carries State Secondary Route B over channelized Locust Creek a little over two miles west of Linneus, in west-central Linn County. On December 16, 1938, Linn County contracted with D.A. Peery for the bridge's construction. Using plans prepared by the Missouri State Highway Department, Peery obtained an existing truss from Chariton County (Bridge No. H-18, previously re-erected in 1925 on Route 24; original location unknown) for $420.57. Peery straightened and modified the structure, and re-erected it over Locust Creek. Peery's original contract called for payment of $18,882.00 plus the cost of the truss, but in the spring of 1939 this amount was increased by $375.00 when the highway department decided that "hot rivets" should be used rather than the "Dardalet rivet bolts" called for in the original contract. Rainy weather and delayed deliveries slowed construction during the summer of 1939. By the end of August, though, the project was completed, about a month behind schedule. The Linn County Court, during its November 1939 session, formally accepted the work and declared the bridge completed. Today, the structure continues to carry vehicular traffic and has not been noticeably altered.

The Locust Creek Bridge is an example of a pin-connected Pratt through truss. Built originally for use on a less-traveled secondary route, the bridge was later strengthened for use on a route that carried heavier traffic loads. The bridge is of average length, and is typically configured.

NAME(S) OF STRUCTURE

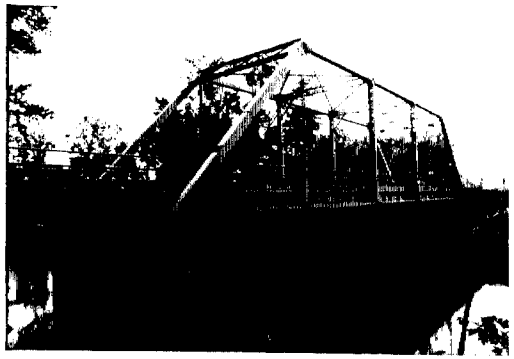
Locust Creek Bridge

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 No. X-480; Linn County Court Record Y: page 206 (8 December 1938), page 237 (16 May 1939), page 241 (6 July 1939), page 245 (16 August 1939), page 249 (September 1939), page 257 (7 November 1939) - located at Linn County Courthouse, Linneus MO; field inspection by Carl McWilliams and Richard Collier, 4 June 1991.

INVENTORIED BY	AFFILIATION	DATE
Michelle Crow-Dolby	Fraserdesign, Loveland CO	24 July 1993

HAER INVENTORY
Missouri Historic Bridge Inventory

NAME(S) OF STRUCTURE
West Yellow Creek Bridge
MHTD: 164000.1

LINN06

DATE(S) OF CONSTRUCTION
1901

LOCATION
County Road 164 over West Yellow Creek; S26, T59N, R19W
8.5 miles northeast of Brookfield; Linn County, Missouri

USE (ORIGINAL / CURRENT)
roadway bridge / roadway bridge

RATING NRHP non-eligible (score: 42)

CONDITION
fair

OWNER
Linn County

span number: 1
span length: 60.0'
total length: 94.0'
roadway wdt.: 12.0'

superstructure: steel, 4-panel, pin-connected Pratt truss leg bedstead, with one steel stringer approach span at each end

substructure: truss legs; steel pile bent abutment at west end; concrete abutment with wingwalls at east end

floor/decking: timber deck over steel stringers

other features: upper chord: 2 channels with cover and batten plates; end post: 2 channels with lacing; lower chord: 2 punched rectangular eyebars; vertical: 4 angles with lacing; diagonal: 2 punched rectangular eyebars; counter: round rod with turnbuckle; lateral bracing: round rod with threaded ends; floor beam: I-beam; guardrail: none

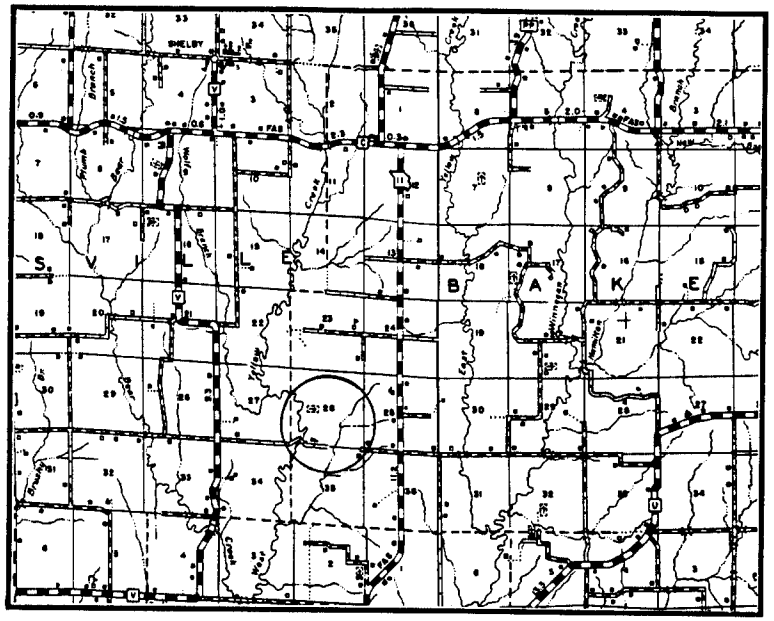
This bridge over West Yellow Creek carries traffic along a gravel-surfaced county road 8½ miles northeast of Brookfield, in east-central Linn County. Designed and built as a pin-connected Pratt truss leg bedstead, the structure's history dates to the turn of the century. From the mid-1890s to circa 1910 prolific bridge builders John Gilligan of Falls City, Nebraska, or A.M. Blodgett of Kansas City built most of Linn County's steel trusses. The West Yellow Creek Bridge was no exception. On October 7, 1901 Gilligan was awarded two contracts - $568.00 for this bridge between sections 26 and 35, in Township 59 North, Range 19 West, and $240.00 for another bridge (perhaps a timber structure) northwest of Purdin. No subsequent references regarding the West Yellow Creek crossing were found in county records, but it was evidently built as planned. Now in its ninth decade of service, the truss appears largely as originally built. The substructure, though, has suffered some loss of integrity by the addition of I-beams welded to the truss legs to provide additional support.

Pin-connected Pratt truss leg bedsteads were used prolifically throughout Missouri for short - to medium-span crossings, between circa 1900 and 1915. More than 200 such bridges remain, and among these, the West Yellow Creek Bridge ranks as an early and well-documented example.

NAME(S) OF STRUCTURE

West Yellow Creek 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 No. 164000.1; Linn County Court Record, Book M: page 572 (7 October 1901) - located at Linn County Courthouse, Linneus MO; field inspection by Richard Collier, 4 June 1991.

INVENTORIED BY	AFFILIATION	DATE
Michelle Crow-Dolby	Fraserdesign, Loveland CO	24 July 1993

HAER INVENTORY
Missouri Historic Bridge Inventory

NAME(S) OF STRUCTURE
Locust Creek Covered Bridge LINN20
MHTD: none

DATE(S) OF CONSTRUCTION
1868

LOCATION
abandoned Locust Creek channel; S3/34, T57/58N, R21W
3.5 miles west of Laclede; Linn County, Missouri

USE (ORIGINAL / CURRENT)
roadway bridge / under restoration

RATING NRHP listed, 1970 (score: 74)

CONDITION
under restoration

OWNER
Missouri Department of Natural Resources

span number:	1	superstructure:	Timber Howe truss (covered)
span length:	151.0'	substructure:	timber (under restoration)
total length:	151.0'	floor/decking:	timber deck over heavy timber stringers
roadway wdt.:	11.0'	other features:	wood shingled gable roof; upper chord, end posts, lower chord, diagonal, lateral bracing, floor beams, and guardrails: all heavy timbers; vertical: iron rods

During the nineteenth century the covered timber bridge was a mainstay means of spanning streams and rivers on roadways throughout rural America. During this era the ready availability and concomitant low cost of timber contributed to the popularity of wooden bridges. Moreover, because wooden structural members could not long withstand the forces of nature, such bridges were often covered to provide protection, and thus increase their longevity. After the industrial revolution, though, timber bridges, covered or otherwise, were eclipsed first by all iron and later by steel trusses. Early covered bridges were usually Kingpost or Queenpost trusses (both used for shorter crossings), a Burr Arch-Truss (patented by Theodore Burr of Pennsylvania in 1804), or a Town Lattice Truss (patented by Ithiel Town in 1820). In 1840 William Howe of Massachusetts patented a new truss design which featured diagonal wooden members acting in compression, combined with iron verticals acting in tension. Erected in 1868, the Locust Creek Bridge is an example of a Howe Truss design.

On May 19, 1868 the Linn County Court ordered the county bridge commissioner to contract for the "building of a bridge across Locust Creek on the state road from Brookfield to Collyer's Mill where it crosses Locust Creek." The court further ordered that the bridge's cost not exceed $5500.00, and that it be built as a "150-foot span, How [Howe] Truss 50-feet of approach, 25 feet on each end, two substantial buts [abutments] under each end, that will last say from ten to fifteen years." On August 4, 1868 the court ordered that the contract of Bishop and Eaton - apparently local contractors - be accepted, and that they were to be paid in ten percent bonds rather than warrants or orders. Bishop and Eaton began construction late that summer and completed the crossing early the following year. They first built massive stone abutments, then the 151-foot main span, and finally 25-foot approaches on each end. A tribute to their craftsmanship, the bridge still stands today, having lasted more than a century beyond the ten to fifteen years originally envisioned by the Linn County Court. Located between Laclede and Meadville, the Locust Creek Bridge carried traffic along a portion of what became the country's first transcontinental highway, later designated U.S. Route 8. In later years, when U.S. Highway 36 was built to the south,

much of the old roadway including the Locust Creek crossing was no longer utilized. After World War II, a new Locust Creek channel was dredged further east, leaving the Locust Creek Covered Bridge spanning a dry creek bed. Over the years silt washing in over the site eventually covered the stone abutments, so that the bridge appeared to be resting on the ground.

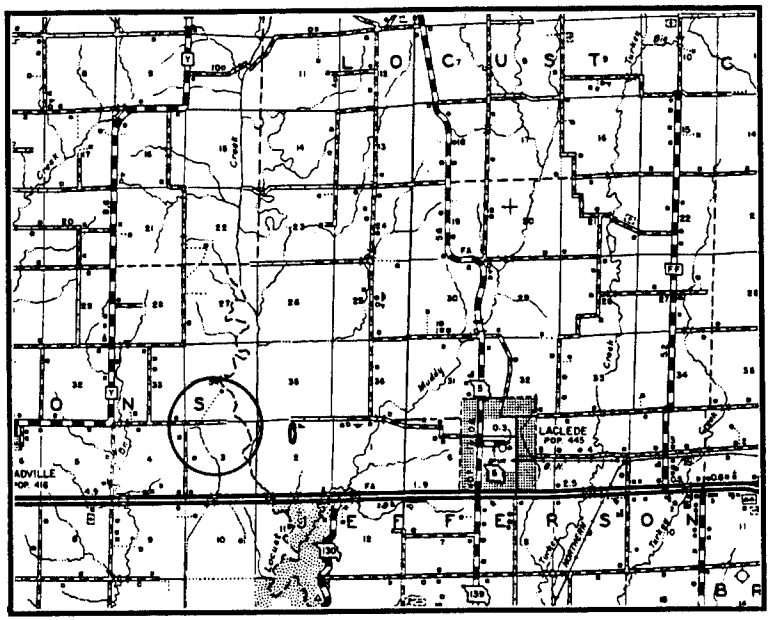
In 1967 the State of Missouri took over stewardship of its remaining covered bridges. Administered as State Historic Sites by the Department of Natural Resources, four such bridges still exist, and have each been listed in the National Register of Historic Places. In addition to the Locust Creek crossing, Missouri's three other covered bridges include the Sandy Creek Covered Bridge near Hillsboro, the Burfordville Covered Bridge at the Bollinger Mill State Historic Site, and the Union Covered Bridge near Paris in Monroe County. Efforts are currently underway (in 1991) to restore the Locust Creek crossing. Portions of the original abutments are being excavated, and the truss itself is being raised off the ground so that the bridge will more closely appear as it did during its period of significance.

The historical significance of the Locust Creek Covered Bridge can hardly be overstated. One of only four covered bridges left in the state, the crossing is a rare, well-preserved, example of covered bridge construction from the mid-19th century, prior to the advent of iron and steel trusses.

NAME(S) OF STRUCTURE

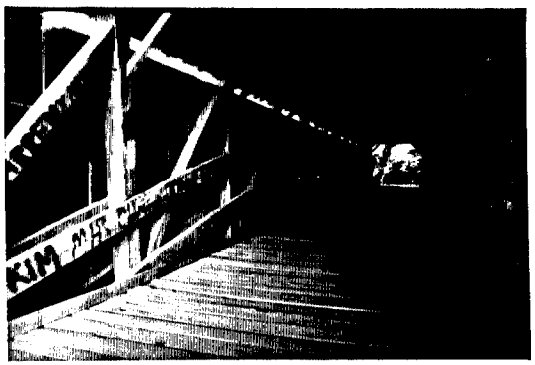
Locust Creek Covered Bridge

PHOTOS AND SKETCH MAP OF LOCATION



LOCATION MAP

TAKEN FROM MISSOURI HIGHWAY AND TRANSPORTATION DEPARTMENT GENERAL HIGHWAY MAP



SOURCES

Linn County Court Record, Book E: page 192 (4 May 1868), page 196 (19 May 1868), page 211 (4 August 1868), page 278 (1 March 1869) - located at Linn County Courthouse, Linneus MO; National Register of Historic Places Inventory - Nomination Form: "Locust Creek Covered Bridge," 2 March 1970); "Bridges To Another Time", Sue Holst - **Missouri Resource Review** pages 14-18 (Fall 1987); "Covered Bridges", Missouri Department of Natural Resources [brochure], located at Jefferson City MO; "Engineering and Enterprise Early Metal-Truss Bridges in Ohio" by David A. Simmons - **Timeline** (The Ohio Historical Society, February - March 1985), pages 14-29; field inspection by Richard Collier, 4 and 10 June 1991.

INVENTORIED BY

Michelle Crow-Dolby

AFFILIATION

Fraserdesign, Loveland CO

DATE

24 July 1993