

BARTON COUNTY

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

Inv. No.	MHTD	Bridge Name	Description
BART01	077000.1	Daugherty Bridge	1- 30' steel stringer 1921 Gonterman, Sheldon MO
BART02	080001.5	Black Bridge	1- 80' riveted Pratt pony truss 1924 J.W. Hagney
*BART03	086000.3	Dry Wood Creek Bridge	1- 50' pinned Pratt pony truss c1890 Missouri Valley Bridge & Iron
*BART04	086000.9	Shiloh Creek Bridge	1- 70' pinned Pratt pony truss c1910
*BART05	104000.9	Minor Bridge	1- 75' pinned Pratt half-hip pony truss 1894 Wrought Iron Bridge Company
*BART06	186001.1	Light Plant Bridge	1-100' riveted Pratt through truss 1926 Concrete & Steel Constr. Co.
BART07	234500.1	Culvert	3- 6' stone arch culvert c1930
*BART08	276001.8	Winton Bridge	1-100' riveted Pratt through truss 1921 Concrete & Steel Constr. Co.
*BART09	417000.6	North Fork Bridge	1- 70' pinned Pratt pony truss c1910
*BART10	432002.8	Moody Ford Bridge	1- 75' pinned Pratt through truss 1884 Missouri Valley Bridge & Iron

EXCLUDED:

Pratt pony truss
507000.9

Warren pony truss
J 108 436000.8

Steel stringer

G 577R	J 109	K 913	T 926	006000.4	016001.1	022R02.8
026000.3	052001.2	069002.6	070003.0	070005.2	075001.9	078001.3078002.3
079001.9	084000.5	114R00.2	117001.0	118000.4	126001.8	147001.0151001.0
154002.5	167000.3	193000.2	196000.4	201000.6	207001.6	208000.6243000.8
246002.4	285R01.0	285001.4	318000.3	340000.4	361000.9	363000.9369000.2
	397002.7	404004.0	417000.3	466001.2	493000.7	

Concrete girder

G 663R	G 664R	G 666R	H 412	H 901	K 556	P 83
S 251	999000.1					

BARTON COUNTY

EXCLUDED (cont.):

Concrete slab

G 578R	H 191R	Y 188	045001.8	079000.4	131000.1	163000.9
213001.2	217000.7	217001.0	219001.7	234500.2	240000.5	244000.1
306000.2	327001.8	350001.1	392000.2	420000.8	484000.3	484001.4

Concrete box culvert

H 900	J 107	P 45	S 899	S 900	X 13	X 762
X 763	Y 225	Y 332	014001.6	192000.6	378000.4	

Timber stringer

139R01.0	139001.1
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SUMMARY:

	Primary	Secondary	Urban	Other	Total
Included	0	10	0	0	10
Excluded	26	69	0	0	95
	<hr/>				
	26	79	0	0	105 structures

Daugherty Bridge

BART01

GENERAL DATA

structure no.:	077000.1	city/town:	10.8 miles northwest of Lamar
county:	Barton	feature inters.:	branch of Little Dry Wood Creek
		cadastral grid:	S6/7, T33N, R31W
		highway route:	County Road 77
		highway distr.:	7
		current owner:	Barton County

STRUCTURAL DATA

superstructure:	steel stringer	condition:	good
substructure:	concrete abutments and wingwalls	alterations:	unknown
span number:	1	floor/decking :	concrete deck
span length:	30.0'	other features:	steel pipe guardrails
total length:	30.0'		
roadway width:	12.0'		

HISTORICAL DATA

erection date:	1921
erection cost:	\$705.60 (engineer's estimate)
designer:	Barton County Engineer
fabricator :	unknown
contractor:	Gonterman, Sheldon MO

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 077000.1; Barton County Bridge Record, Book 1: (n.p.), see entry for Daugherty Bridge, on file at Barton County Clerk's office, Lamar MO.

sign. rating:	26
evaluation:	NRHP non-eligible (typical, undistinguished example of exceedingly common structural type)

inventoried by: Clayton B. Fraser 7 May 1992

Black Bridge

BART02

GENERAL DATA

structure no.:	080001.5	city/town:	4.2 miles northeast of Milford
county:	Barton	feature inters.:	Horse Creek
		cadastral grid:	S3/10, T33N, R29W
		highway route:	County Road 80
		highway distr.:	7
		current owner:	Barton County

STRUCTURAL DATA

superstructure:	steel, 5-panel, rigid-connected Pratt pony truss		
substructure:	concrete abutments, wingwalls and piers		
span number:	1	condition:	fair
span length:	80.0'	alterations:	abutments extended to raise truss, 1930
total length:	140.0'	floor/decking :	concrete deck
roadway width:	11.8'	other features:	guardrails: steel angle

HISTORICAL DATA

erection date:	1924
erection cost:	unknown
designer:	unknown
fabricator :	unknown
contractor:	J.W. Hagney

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 080001.5; Barton County Bridge Record, Book 1: (n.p.), see entry for Black Bridge, on file at Barton County Clerk's office, Lamar MO.

sign. rating:	34
evaluation:	NRHP non-eligible (typically configured, modestly scaled example of common structural type, with only partial documentation)

inventoried by: Clayton B. Fraser 7 May 1992

Dry Wood Creek Bridge

BART03

GENERAL DATA

structure no.:	086000.3	city/town:	5.1 miles northwest of Liberal
county:	Barton	feature inters.:	branch of Dry Wood Creek
		cadastral grid:	S9/16, T33N, R33W
		highway route:	County Road 86
		highway distr.:	7
		current owner:	Barton County

STRUCTURAL DATA

superstructure: steel, 4-panel, pin-connected Pratt pony truss with steel stringer approach spans

substructure: concrete abutments, wingwalls and spill through piers

span number:	1	condition:	good
span length:	50.0'	alterations:	truss evidently moved to this location
total length:	118.0'	floor/decking :	timber deck over steel stringers; concrete deck on approaches
roadway width:	12.0'	other features:	upper chord: 2 channels with cover plate and lacing; lower chord: 2 punched rectangular eyebars; vertical: small I-beams with star-bar outriders; diagonal: 2 punched rectangular eyebars; counter: 1 looped eyerod with turn-buckle; lateral bracing: round rod with threaded ends; floor beam: I-beam, U-bolted to vertical; guardrail: 1 channel

HISTORICAL DATA

erection date: c1890

erection cost: unknown

designer: Missouri Valley Bridge and Iron Company, Leavenworth KS

fabricator : Missouri Valley Bridge and Iron Company, Leavenworth KS

contractor : Missouri Valley Bridge and Iron Company, Leavenworth KS

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 086000.3; field inspection by Clayton Fraser, 21 April 1991.

sign. rating: 27

evaluation: NRHP non-eligible (an early steel, typical for its builder, but only partially documented, and moved to this location)

inventoried by: Clayton B. Fraser 7 May 1992

Shiloh Bridge

BART04

GENERAL DATA

structure no.:	086000.9	city/town:	4.9 miles northwest of Liberal
county:	Barton	feature inters.:	Dry Wood Creek
		cadastral grid:	S9/10, T33N, R33W
		highway route:	County Road 86
		highway distr.:	7
		current owner:	Barton County

STRUCTURAL DATA

superstructure:	steel, 4-panel, pin-connected Pratt pony truss		
substructure:	concrete abutments, wingwalls and spill through piers		
span number:	1	condition:	fair
span length:	70.0'	alterations:	moved to, or re-erected, at this location, 1926
total length:	70.0'	floor/decking :	timber deck over steel stringers
roadway width:	11.0'	other features:	upper chord: 2 channels with cover and batten plates; lower chord: 2 looped rectangular eyebars; vertical: 4 angles with lacing; diagonal: 2 looped rectangular eyebars; counter: round eyerod with turnbuckle; lateral bracing: round rod with threaded ends; floor beam: I-beam, field-bolted to vertical

HISTORICAL DATA

erection date:	c1910
erection cost:	unknown
designer:	unknown
fabricator :	Carnegie Steel Company, Pittsburgh PA
contractor :	unknown
references:	Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 086000.9; Barton County Bridge Record, Book 1: (n.p.), see entry for Shiloh Bridge, on file at Barton County Clerk's office, Lamar MO; field inspection by Clayton Fraser, 21 April 1991. (See HAER Inventory Form for additional information.)
sign. rating:	20
evaluation:	NRHP non-eligible (undocumented example of common truss type)

inventoried by: Clayton B. Fraser 7 May 1992

Minor Bridge

BART05

GENERAL DATA

structure no.:	104000.9	city/town:	3.6 miles northwest of Liberal
county:	Barton	feature inters.:	Dry Wood Creek
		cadastral grid:	S15/22, T33N, R33W
		highway route:	County Road 104
		highway distr.:	7
		current owner:	Barton County

STRUCTURAL DATA

superstructure: steel, 4-panel, pin-connected Pratt half-hip pony truss
substructure: stone abutments; concrete pier at mid span

span number:	1	condition:	good
span length:	75.0'	alterations:	truss moved; mid-span pier added; much of steel on north web replaced
total length:	75.0'	floor/decking :	concrete deck over steel stringers
roadway width:	11.5'	other features:	upper chord: 2 steel channels with cover plate, lacing and cast-iron hip blocks; lower chord: two looped rectangular eyebars; vertical: 4 angles with double lacing; diagonal: 2 looped rectangular eyebars; counter: 1 looped square eyebar with turnbuckle; lateral bracing: round rod with threaded ends; floor beam: I-beams;

HISTORICAL DATA

erection date: 1894; moved 1932
erection cost: \$1525.00

designer: Wrought Iron Bridge Company, Canton OH
fabricator : Wrought Iron Bridge Company, Canton OH
contractor : Wrought Iron Bridge Company, Canton OH

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 104000.9; Barton County Bridge Record, Book 1: (n.p.), see entry for "Old Oakton Bridge," on file at Barton County Clerk's office, Lamar MO; Barton County Court Record, Book J: page 605 (8 November 1893), page 627 (1 December 1893); Barton County Court Record, Book K: page 88 (4 April 1894), page 160 (9 May 1894); Barton County Court Record, Book 27: page 436 (13 January 1932), page 543 (8 March 1932), page 612 (9 June 1932); field inspection by Clayton Fraser, 21 April 1991. (See HAER Inventory Form for additional information.)

sign. rating: 32
evaluation: NRHP non-eligible (Although relatively early in construction, the truss has suffered extensive alterations, compromising its physical integrity.)

Inventoried by: Clayton B. Fraser 7 May 1992

Light Plant Bridge

BART06

GENERAL DATA

structure no.:	186001.1	city/town:	2.3 miles north of Lamar
county:	Barton	feature inters.:	Muddy Fork of Spring River
		cadastral grid:	S18, T32N, R30W
		highway route:	County Road 186
		highway distr.:	7
		current owner:	Barton County

STRUCTURAL DATA

superstructure:	steel, 6-panel, rigid-connected Pratt through truss		
substructure:	concrete abutments and wingwalls		
span number:	1	condition:	good
span length:	100.0'	alterations:	none
total length:	104.0'	floor/decking :	concrete deck
roadway width:	11.0'	other features:	A-frame portal strut; steel angle guardrails

HISTORICAL DATA

erection date:	1926
erection cost:	\$5760.00
designer:	unknown
fabricator :	Scullen Steel Company, Chicago IL
contractor:	Concrete and Steel Construction Company, Joplin MO
references:	Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 186001.1; Barton County Bridge Record, Book 1: (n.p.), see entry for "Light Plant Bridge," on file at Barton County Clerk's office, Lamar MO; Barton County Court Record, Book X: page 545 (8 June 1926), page 618 (6 November 1926); field inspection by Clayton Fraser, 21 April 1991.
sign. rating:	33
evaluation:	NRHP non-eligible (typical, late example of common structural type)

inventoried by: Clayton B. Fraser 7 May 1992

Culvert

BART07

GENERAL DATA

structure no.:	234500.1	city/town:	Lamar
county:	Barton	feature inters.:	tributary of North Fork of Spring River
		cadastral grid:	S25,T32N, R31W
		highway route:	town street
		highway distr.:	7
		current owner:	Town of Lamar

STRUCTURAL DATA

superstructure:	stone arch culvert		
substructure:	stone abutments, wingwalls and piers		
span number:	3	condition:	fair
span length:	6.0'	alterations:	roadway widened with concrete slab
total length:	25.0'	floor/decking :	asphalt over earth fill
roadway width:	47.4'	other features:	unknown

HISTORICAL DATA

erection date:	c1930
erection cost:	unknown
designer:	unknown
fabricator :	unknown
contractor :	unknown

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 234500.1.

sign. rating:	22
evaluation:	NRHP non-eligible (undocumented, technologically undistinguished structure, with poor physical integrity)

inventoried by: Clayton Fraser 7 May 1992

Winton Bridge

BART08

GENERAL DATA

structure no.:	276001.8	city/town:	6.9 miles east of Lamar
county:	Barton	feature inters.:	North Fork of Spring River
		cadastral grid:	S30/31, T32N, R29W
		highway route:	County Road 276
		highway distr.:	7
		current owner:	Barton County

STRUCTURAL DATA

superstructure:	steel, 6-panel, rigid-connected Pratt through truss, with 3-panel, rigid-connected Pratt pony truss approach span		
substructure:	stone abutments and pier		
span number:	1	condition:	good
span length:	100.0'	alterations:	none
total length:	163.0'	floor/decking :	concrete deck over steel stringers
roadway width:	10.3'	other features:	A-frame portal strut; steel angle guardrails

HISTORICAL DATA

erection date:	1921
erection cost:	\$3980.00 (superstructure)
designer:	unknown
fabricator :	Illinois and Inland Steel Companies, Chicago IL
contractor :	Concrete and Steel Construction Company, Joplin MO
references:	Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 276001.8; Barton County Court Record, Book P: page 629 (24 July 1905); original drawings and contract for Winton Bridge, dated 4 October 1921, with Concrete and Steel Construction Company of Joplin, located in unlabeled file drawer at Barton County Clerk's Office, Lamar MO; field inspection by Clayton Fraser, 21 April 1991.
sign. rating:	33
evaluation:	NRHP non-eligible (typically configured and modestly scaled example of common structural type)

inventoried by: Clayton B. Fraser 7 May 1992

North Fork Bridge

BART09

GENERAL DATA

structure no.:	417000.6	city/town:	2.5 miles north of Golden City
county:	Barton	feature inters.:	North Fork of Spring River
		cadastral grid:	S14, T31N, R29W
		highway route:	County Road 417
		highway distr.:	7
		current owner:	Barton County

STRUCTURAL DATA

superstructure:	steel, 5-panel, pin-connected Pratt pony truss		
substructure:	stone and concrete abutments and wingwalls, with concrete mid-span pier		
span number:	1	condition:	fair
span length:	70.0'	alterations:	concrete pier added at mid-span
total length:	70.0'	floor/decking :	concrete deck over steel stringers
roadway width:	11.5'	other features:	upper chord: 2 channels with cover and batten plates; lower chord: 2 looped rectangular eyebars; vertical: 4 angles with lacing; diagonal: 2 looped rectangular eyebars; counter: round eyerod with turnbuckle; lateral bracing: round rod with threaded ends; floor beam: I-beam, field-bolted to vertical; guard-rail: 1 channel

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 Number 417000.6; field inspection by Clayton Fraser, 21 April 1991.

sign. rating:	23
evaluation:	NRHP non-eligible (undistinguished, undocumented, altered example of common structural type)

inventoried by: Clayton B. Fraser 7 May 1992

Moody Ford Bridge

BART10

GENERAL DATA

structure no.: 432002.8	city/town: 5.8 miles southwest of Lamar
county: Barton	feature inters.: North Fork of Spring River
	cadastral grid: S23, T31N, R31W
	highway route: County Road 432
	highway distr.: 7
	current owner: Barton County

STRUCTURAL DATA

superstructure: wrought iron, 5-panel, pin-connected Pratt through truss with steel stringer approach span

substructure: stone abutments and pier

span number: 1	condition: fair
span length: 75.0'	alterations: none
total length: 100.0'	floor/decking : timber deck over timber stringers
roadway width: 11.5'	other features: upper chord: 2 steel channels with cover plate and lacing; lower chord: 2 punched rectangular eyebars; vertical: small I-beam; diagonal: 2 punched rectangular eyebars; counter: round eyerod with unslotted turnbuckles; lateral bracing: round rod with threaded ends; strut: I-beam; floor beam: I-beam, U-bolted to vertical; guardrail: timber (2 steel channels on approach spans); latticed portal strut; builder's plate: MO VALLEY BRIDGE ... IRON ... (unreadable)...

HISTORICAL DATA

erection date: 1884

erection cost: \$2400.00 (engineer's estimate for superstructure)

designer: Missouri Valley Bridge and Iron Company, Leavenworth KS

fabricator : Missouri Valley Bridge and Iron Company, Leavenworth KS; Carnegie Iron Company, Pittsburgh PA

contractor : Missouri Valley Bridge and Iron Company, Leavenworth KS

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 432002.8; Barton County Court Record, Book F: page 296 (17 December 1883); Barton County Court Record, Book G: pages 4-5 (4 March 1884), page 33 (8 May 1884), page 47 (8 July 1884), page 51 (5 August 1884), page 69 (16 September 1884); original drawings for Moody Ford Bridge built by Missouri Valley Bridge and Iron Company, A.J. Tullock, Engineer and Superintendent, G.P. Sadler, Assistant Engineer, on file in unlabeled file drawer at

Moody Ford Bridge

Barton County Clerk's Office, Lamar MO; **Historical Atlas of Barton County, Missouri** (Chicago: Davy Map and Atlas Company, 1886), page 169; field inspection by Clayton Fraser, 21 April 1991. (See HAER Inventory Form for additional information.)

sign. rating: 53

evaluation: NRHP possibly eligible (well-preserved example of main-stay structural type)

inventoried by: Clayton B. Fraser 7 May 1992

HAER INVENTORY

Missouri Historic Bridge Inventory

NAME(S) OF STRUCTURE

Shiloh Bridge
MHTD: 086000.9

BART04

DATE(S) OF CONSTRUCTION

c1910

LOCATION

County Road 86 over Dry Wood Creek; S9/10, T33N, R33W
4.9 miles northwest of Liberal; Barton County, Missouri

USE (ORIGINAL / CURRENT)

roadway bridge / roadway bridge

RATING NRHP non-eligible (score: 20)

CONDITION

fair

OWNER

Barton County

span number: 1
span length: 70.0'
total length: 70.0'
roadway wdt.: 11.0'

superstructure: steel, 4-panel, pin-connected Pratt pony truss
substructure: concrete abutments, wingwalls and spill through piers
floor/decking: timber deck over steel stringers
other features: upper chord: 2 channels with cover and batten plates; lower chord: 2 looped rectangular eyebars; vertical: 4 angles with lacing; diagonal: 2 looped rectangular eyebars; counter: round eyerod with turnbuckle; lateral bracing: round rod with threaded ends; floor beam: I-beam, field-bolted to vertical

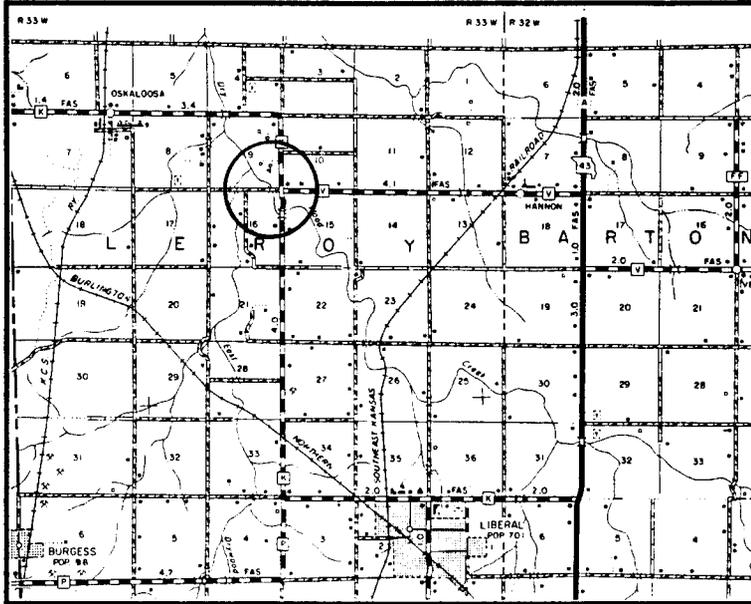
The Shiloh Bridge carries a gravel-surfaced county road over Dry Wood Creek about five miles northwest of Liberal, in northwestern Barton County. A four-panel, pin-connected Pratt pony truss, the bridge features a timber deck and rests on a concrete substructure. On November 15, 1926, Barton County paid contractor C.M. Walls \$836.00 for new concrete abutments, steel erection, and laying a wood floor for the Shiloh Bridge - a 70-foot span between sections 9 and 16 of Township 33 North, Range 33 West. Walls' contract included concrete, priced at \$8.00 per cubic yard, and \$200.00 for erecting steel. It seems most likely that the truss was moved here from another location at that time, but it is also possible that Walls was simply rebuilding the bridge at its original site. Although little is known about the truss's history prior to 1926, based on its appearance and detailing, it was probably fabricated circa 1910. The Shiloh Bridge today is still used by local residents, as it carries traffic on a lightly traveled county road. Subsequent to its 1926 re-erection, the bridge has not suffered any measurable loss of superstructural integrity.

The Shiloh Bridge is one of thousands of medium-span, pinned Pratt ponies erected throughout Missouri in the early 1900s. With its standard detailing and modest dimensions, it lacks any degree of technological significance. Moreover, its 1926 move has diminished the structure's historical significance and integrity.

NAME(S) OF STRUCTURE

Shiloh Bridge

PHOTOS AND SKETCH MAP OF LOCATION



LOCATION MAP

TAKEN FROM MISSOURI HIGHWAY AND TRANSPORTATION DEPARTMENT
GENERAL HIGHWAY MAP

SOURCES

Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 086000.9; Barton County Bridge Record 1 (n.p.), see entry for Shiloh Bridge, on file at Barton County Clerk's office, Lamar, Missouri; field inspection by Clayton Fraser and Carl McWilliams, 21 April 1991.

INVENTORIED BY

Clayton B. Fraser and Carl McWilliams

AFFILIATION

Fraserdesign, Loveland CO

DATE

7 May 1991

HAER INVENTORY

Missouri Historic Bridge Inventory

NAME(S) OF STRUCTURE

Minor Bridge
MHTD: 104000.9

BART05

DATE(S) OF CONSTRUCTION

1894; moved 1932

LOCATION

county road over Dry Wood Creek; S15/22, T33N, R33W
3.6 miles northwest of Liberal; Barton County, Missouri

USE (ORIGINAL / CURRENT)

roadway bridge / closed

RATING NRHP non-eligible (score: 32)

CONDITION

good

OWNER

Barton County

span number: 1
span length: 75.0'
total length: 75.0'
roadway wdt.: 11.5'

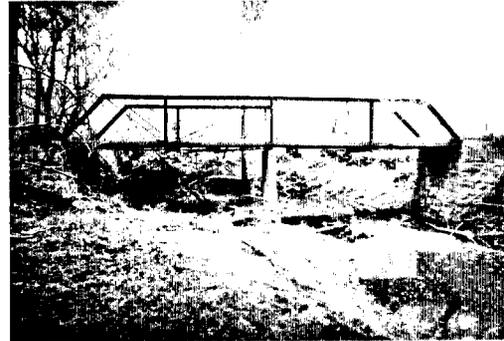
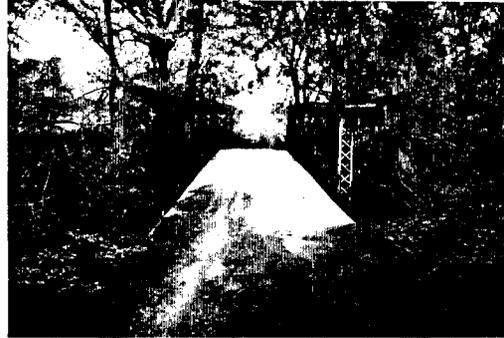
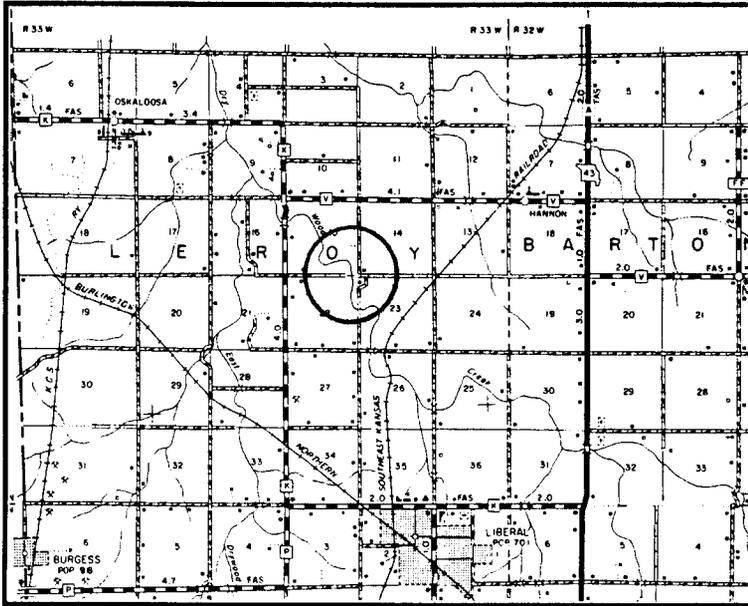
superstructure: steel or wrought iron, 4-panel, pin-connected Pratt half-hip pony truss
substructure: stone abutments; concrete pier at mid span
floor/decking: concrete deck over steel stringers
other features: upper chord: 2 steel channels with cover plate, lacing and cast-iron hip blocks; lower chord: two looped rectangular eyebars; vertical: 4 angles with double lacing; diagonal: 2 looped rectangular eyebars; counter: 1 looped square eyebar with turnbuckle; lateral bracing: round rod with threaded ends; floor beam: I-beams;

Named for adjacent landowner George Minor, the Minor Bridge carries an unpaved county road over Dry Wood Creek 3½ miles northwest of Liberal, in northwestern Barton County. The pinned pony truss was moved here in 1932 from North Fork Township, where it had been known both as the Oakton Bridge and the Tate Ford Bridge. On November 8, 1893, Barton County Bridge Commissioner H.C. Lemon reported that a 75-foot bridge with a 12-foot roadway was needed between sections 8 and 9 of Township 31 North, Range 31 West (North Fork Township). A \$1525.00 contract to erect the structure was then awarded to the Wrought Iron Bridge Company on December 1st. Construction took place during the winter and early spring of 1894. On May 9th, Lemon reported that the crossing had been completed according to plans and specifications. The truss subsequently served in its original location for 38 years until it was moved in the summer of 1932. Re-building the bridge at its current site was carried out by local contractor H.W. Patrick. The total amount of Patrick's contract was not recorded, but he was paid \$2.00 per short perch for stone, \$3.50 per cubic yard for concrete, and \$75.00 for re-erecting the truss. In recent years, the Minor Bridge has been closed to traffic. A center concrete pier has been added, and much of the steel on the truss's north side has been replaced. As a result, the bridge has suffered a substantial loss of physical integrity.

The Wrought Iron Bridge Company was one of the two largest vehicular bridge erectors in the country during the late 1900s, rivaling the giant King Iron Bridge and Manufacturing Company in its nationwide trade. Only a few early WIBCo trusses are known to have survived in Missouri, however. The Minor Bridge features typical WIBCo truss detailing from the early 1890s, with its double-laced verticals and cast-iron hip blocks. Its subsequent move - and, more seriously, the replacement of several superstructural components and bracing with a mid-span concrete pier - diminishes the structure's interpretive value and its technological and historical importance.

NAME(S) OF STRUCTURE

Minor Bridge

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

SOURCES

Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 104000.9; Barton County Bridge Record 1 (n.p.), see entry for "Old Oakton Bridge," on file at Barton County Clerk's office, Lamar, Missouri; Barton County Court Record J: page 605 (8 November 1893), page 627 (1 December 1893); Barton County Court Record K: page 88 (4 April 1894), page 160 (9 May 1894); Barton County Court Record 27: page 436 (13 January 1932), page 543 (8 March 1932), page 612 (9 June 1932); field inspection by Clayton Fraser and Carl McWilliams, 21 April 1991.

INVENTORIED BY

Clayton B. Fraser and Carl McWilliams

AFFILIATION

Fraserdesign, Loveland CO

DATE7 May 1991

HAER INVENTORY

Missouri Historic Bridge Inventory

NAME(S) OF STRUCTURE

Moody Ford Bridge
MHTD: 432002.8

BART10

DATE(S) OF CONSTRUCTION

1884

LOCATION

County Road 432 over North Fork of Spring River; S23, T31N, R31W
5.8 miles southwest of Lamar; Barton County, Missouri

USE (ORIGINAL / CURRENT)

roadway bridge / roadway bridge

RATING NRHP possibly eligible (score: 53)

CONDITION

fair

OWNER

Barton County

span number: 1
span length: 75.0'
total length: 100.0'
roadway wdt.: 11.5'

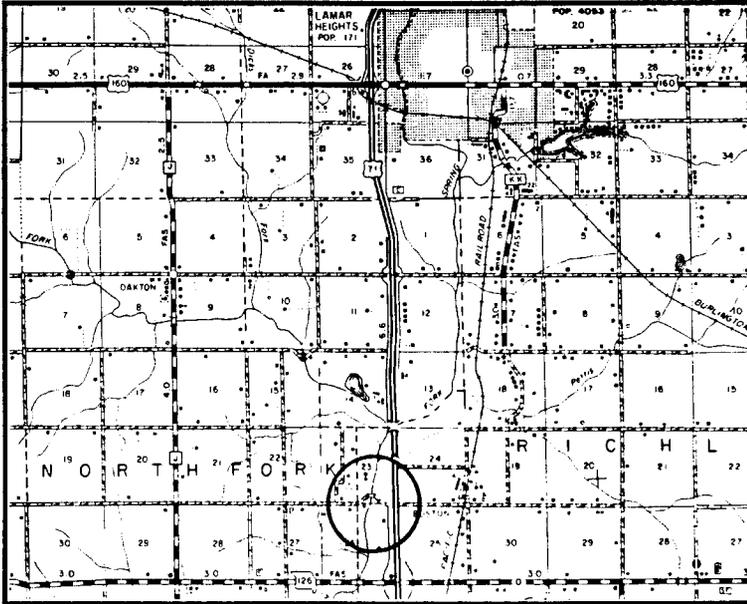
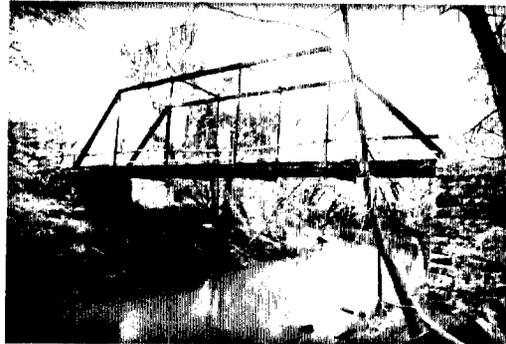
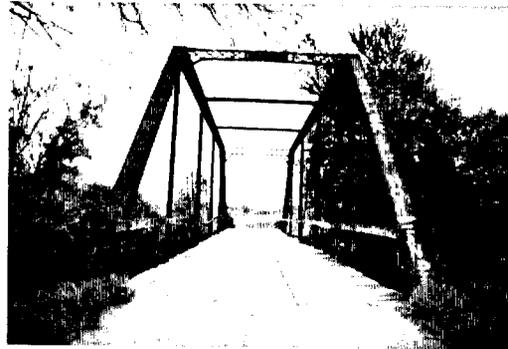
superstructure: wrought iron, 5-panel, pin-connected Pratt through truss with steel stringer approach span
substructure: stone abutments and pier
floor/decking: timber deck over timber stringers
other features: upper chord: 2 steel channels with cover plate and lacing; lower chord: 2 punched rectangular eyebars; vertical: small I-beam; diagonal: 2 punched rectangular eyebars; counter: round eyerod with unslotted turnbuckles; lateral bracing: round rod with threaded ends; strut: I-beam; floor beam: I-beam, U-bolted to vertical; guardrail: timber (2 steel channels on approach spans); latticed portal strut; builder's plate: **MO VALLEY BRIDGE ... IRON ... (unreadable)...**

Efforts to build a bridge at this crossing began in late 1883. That December Owen Blacker, the county bridge commissioner, filed plans, specifications and estimates with the county court for an iron bridge across the North Fork of the Spring River between sections 23 and 26 of Township 31 North, Range 31 West, "at a place commonly called Moody Ford." Appropriating \$2400.00 from the county bridge fund, the Barton County Court authorized the bridge's construction, and ordered Blacker to solicit bids to build its abutments. In early 1884 a contract was let to local contractor H.R. Meekley to build stone abutments and piers, to be completed by the first of June. The county subsequently contracted with the Missouri Valley Bridge and Iron Company of Leavenworth, Kansas, to fabricate and erect the truss itself. Work on the project was carried out during the spring and summer of 1884. On August 18th, Blacker reported to the court that the bridge had been completed and was ready for use. Located along a seldom-traveled county road, the Moody Ford Bridge still carries local traffic. Virtually all of the structure's original physical integrity has remained intact.

"Barton County to-day has ten iron bridges and six wooden bridges," reported a gazetteer in 1886, "all substantial structures, and all erected within the last five years." Of the ten iron bridges listed, only the Moody Ford Bridge remains. It is one of thousands of pin-connected trusses erected throughout the state in the late 19th century. Built by a regionally important bridge company, the Moody Ford Bridge displays typical configuration and detailing. What distinguishes this truss technologically is its relatively early fabrication date and its extremely high degree of physical integrity. The oldest bridge in Barton County and one of the oldest in the region, it is an important example in Missouri of wrought iron bridge construction.

NAME(S) OF STRUCTURE

Moody Ford Bridge

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

SOURCES

Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure Number 432002.8; Barton County Court Record F: page 296 (17 December 1883); Barton County Court Record G: pp. 4-5 (4 March 1884), page 33 (8 May 1884), page 47 (8 July 1884), page 51 (5 August 1884), page 69 (16 September 1884); original drawings for Moody Ford Bridge built by Missouri Valley Bridge and Iron Company, A.J. Tullock, Engineer and Superintendent, G.P. Sadler, Assistant Engineer, on file in unlabeled file drawer at Barton County Clerk's Office, Lamar, MO; *Historical Atlas of Barton County, Missouri* (Chicago: Davy Map and Atlas Company, 1886), page 169; field inspection by Clayton Fraser and Carl McWilliams, 21 April 1991.

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DATE7 May 1991
