

VERNON COUNTY

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

Inv. No.	MHTD	Bridge Name	Description
*VERN01	F 815R	Fly Creek Bridge	1- 60' concrete filled spandrel arch 1922 R.R. Littrell
VERN02	X 186	Horse Creek Bridge	1-110' riveted Warren pony truss 1948 M.E. Gillioz, Monett MO
*VERN03	083000.0	Schell City Bridge	1-175' pinned Pratt through truss 1900 Farnsworth & Blodgett, Ks City
VERN04	086001.7	Bridge	2- 14' stone masonry arch culvert c1920
*VERN05	127001.6	Little Creek Bridge	1- 48' pinned Pratt bedstead c1905
VERN06	136001.5	Ladies Branch Bridge	3- 24' steel stringer 1909 county work force
*VERN07	218002.2	Marmaton River Bridge	1-126' pinned Pratt through truss c1905
VERN08	229001.3	Marmaton River Bridge	1-140' riveted Pratt through truss 1925 R.H. Harper Construction Co. (replaced)
VERN09	251000.8	Bridge	
*VERN10	271002.4	Melton Creek Bridge	1- 75' pinned Pratt pony truss c1905 Canton Bridge Co., Canton OH
VERN11	301000.0	Douglas Branch Bridge	3- 20' steel stringer 1907 county work force (replaced)
*VERN12	301001.4	Caton Ford Bridge	
VERN13	305000.3	Bridge	3- 24' steel stringer 1908 county work force
*VERN14	336002.0	Young's Ford Bridge	1-100' pinned Pratt through truss 1884 St. Louis Bridge and Iron Co.
VERN15	360001.6	Green Branch Bridge	4- 20' steel stringer 1907 county work force
VERN16	382002.5	Culvert	2- 11' concrete arch culvert c1920
*VERN17	466001.8	Kelly Ford Bridge	1- 80' pinned Pratt through truss 1891 Chicago Bridge and Iron Company
VERN18	479000.7	Clear Creek Bridge	5- 30' steel stringer 1906 A.M. Blodgett, Kansas City
VERN19	543001.1	Bridge	4- 24' steel stringer 1908 county work force
VERN20	547000.5	McKill Creek Bridge	5- 24' steel stringer 1909 county work force
VERN21	571000.7	Bridge	3- 24' steel stringer 1906 A.M. Blodgett, Kansas City
*VERN22	625003.3	County Line Bridge	1- 60' pinned Pratt pony truss 1916 Canton Bridge Co., Canton OH
*VERN23	632000.5	Moundville Bridge	1- 50' pinned Pratt bedstead 1894 Farnsworth & Blodgett

VERNON COUNTY

INCLUDED (cont.):

*VERN24	657001.4	McCarty Creek Bridge	1- 60'	pinned Pratt pony truss
			c1895	Missouri Valley B&I Works
*VERN25	679000.6	Clear Creek Bridge	1- 60'	riveted Pratt pony truss
			1908	A.M. Blodgett, Kansas City
*VERN26	699000.6	Clear Creek Bridge	1- 80'	pinned Pratt bedstead
			1893	Missouri Valley B&I Works
*VERN27	717002.3	County Line Bridge	1- 70'	pinned Pratt pony truss
			1895	Missouri Valley B&I Works

EXCLUDED:

Pratt pony truss

449000.9 644002.0 663000.2

Warren pony truss

G 711R1 019001.2 091000.8

Steel stringer

F 284R1	F 285R1	G 707R	L 307	T179	Y 186	003000.7
014000.2	017000.5	053002.6	086002.0	092000.5	104002.8	106R00.3
107001.1	112000.5	113001.9	114000.9	117000.9	120001.3	122R00.8
131R00.8	143001.9	147000.8	147001.9	157R02.1	157000.6	159001.0
173000.3	183R00.4	199R01.1	218R01.1	218001.0	220000.3	224002.2
228R02.0	238001.1	244000.4	246000.4	252000.8	253000.8	255001.2
258002.1	278000.6	290000.6	297000.8	301000.1	301000.2	301000.3
301000.6	301000.7	301001.0	309000.2	312001.3	313R01.1	317000.6
318000.5	324000.5	324000.9	324002.7	326001.1	326003.9	334000.9
338001.9	338002.8	346001.1	354001.7	359000.6	371001.5	372000.8
379003.6	383002.3	387000.7	387000.8	389000.2	396000.6	396003.0
430000.1	437002.3	439000.9	458R01.3	458002.9	461001.4	478R00.3
479001.4	483001.6	490000.9	491000.8	508R00.5	508001.0	509001.9
517001.3	518002.3	531000.4	545002.4	549000.8	552000.4	568000.8
578001.0	581000.2	583002.6	585000.6	593002.2	595001.9	597R01.2
598000.5	614001.0	616000.2	616001.2	620003.3	624000.9	629000.5
633000.3	633000.4	637000.1	637000.6	649000.5	662000.9	663001.4
674001.3	686R00.5	702000.4	709001.4	713000.6	717R01.8	717000.1
719000.9	723000.1					

Concrete girder

J 863	T 685	X 520	008000.4	073000.5	188002.0	229000.1
565000.6	598001.7					

Concrete slab

H 401R	129000.6	141002.3	178001.4	242000.6	254002.3	256000.8
306000.4	307000.9	310000.2	323000.2	360001.5	400000.4	557001.1
578000.8	584001.9	641000.6				

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EXCLUDED (cont.):

Concrete box culvert

F 814R	G 709R	G 710R	J 112	J 799	R 17	S 544
S 546	S 547	S 548	S 710	X 185	X 764	

SUMMARY:

	Primary	Secondary	Urban	Other	Total
Included	2	23	0	0	25
Excluded	24	149	0	0	173
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	26	172	0	0	198 structures

Fly Creek Bridge

VERN01

GENERAL DATA

structure no.: F 815R	city/town: 2.7 miles northeast of Dederick
county: Vernon	feature inters.: Fly Creek
	cadastral grid: S25, T36N, R29W
	highway route: U.S. Highway 54
	highway distr.: 7
	current owner: Missouri Highway and Transportation Department

STRUCTURAL DATA

superstructure: concrete filled spandrel arch	
substructure: concrete abutments and wingwalls	
span number: 1	condition: good
span length: 60.0'	alterations: roadway widened and guardrails replaced, 1940
total length: 104.0'	
roadway width: 20.0'	floor/decking : concrete deck over earth fill
	other features: MSHD standard design guardrails; fluted pylons on abutments

HISTORICAL DATA

erection date: 1922	
erection cost: \$9021.65	
designer: Missouri State Highway Department	
fabricator : none	
contractor: R.R. Littrell	
references:	Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure No. F 815R; Missouri Primary System Bridge Record, located at the Missouri Highway and Transportation Department, Jefferson City MO.
sign. rating: 44	
evaluation:	NRHP determined non-eligible (standard MSHD example of a medium-span, concrete structural type, substantially altered)

inventoried by: Clayton B. Fraser 25 July 1993

Horse Creek Bridge

VERN02

GENERAL DATA

structure no.: X 186	city/town: 5.3 miles southeast of Montevallo
county: Vernon	feature inters.: Horse Creek
	cadastral grid: S26/35, T34N, R29W
	highway route: State Secondary Route B
	highway distr.: 7
	current owner: Missouri Highway and Transportation Department

STRUCTURAL DATA

superstructure: steel, 10-panel, polygonal, rigid-connected Warren pony truss, skewed; 2 steel stringer approach spans	
substructure: concrete abutments, wingwalls and piers	
span number: 1	condition: good
span length: 110.0'	alterations: none
total length: 200.0'	floor/decking : concrete deck over steel stringers
roadway width: 22.0'	other features: steel angle guardrails

HISTORICAL DATA

erection date: 1947-48	
erection cost: \$47,080.80	
designer: Missouri State Highway Department	
fabricator : unknown	
contractor: M.E. Gillioz, Monett MO	
references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure No. X 186; Missouri Primary System Bridge Record, located at the Missouri Highway and Transportation Department, Jefferson City MO.	
sign. rating: 63	
evaluation: NRHP possibly eligible (late, long-span example of a relatively common MSHD design, distinguished somewhat for its skewed configuration)	

inventoried by: Clayton B. Fraser 25 July 1993

Schell City Bridge

VERN03

GENERAL DATA

structure no.: 083000.0	city/town: 2.1 miles northwest of Schell City
county: Vernon / Bates	feature inters.: Osage River
	cadastral grid: S21, T38N, R29W
	highway route: County Road 83
	highway distr.: 7
	current owner: Bates and Vernon Counties

STRUCTURAL DATA

superstructure: steel, 10-panel, pin-connected Parker through truss, with pin-connected Pratt half-hip pony truss approach span

substructure: stone masonry abutments and pier

span number: 1	condition: poor
span length: 175.0'	alterations: truss partially collapsed; deck replaced; outriders added to pony truss
total length: 318.0'	floor/decking : asphalt on corrugated steel deck, over steel stringers
roadway width: 13.9'	other features: upper chord and inclined end post: 2 angles with cover plate and lacing; lower chord: 2 punched rectangular eyebars; vertical: 2 channels with lacing (2 square eyebars at hip); diagonal: 2 punched rectangular eyebars; counter: square pronged eyerod with turn-buckle; lateral bracing: round rod with threaded ends; strut: 4 angles with lacing, braced; portal strut: lattice with curved knee braces; floor beam: I-beam, U-bolted to vertical; guardrail: 2 pipes; pony truss builder's plate: THE CANTON BRIDGE CO CANTON OHIO

HISTORICAL DATA

erection date: 1900
erection cost: \$4340.00
designer: A.M. Blodgett, Kansas City MO (main span); Canton Bridge Company, Canton OH (approach span)
fabricator : Kansas City Bridge Company, Kansas City MO (main span); Canton Bridge Company, Canton OH (approach span); Carnegie Steel Company, Pittsburgh PA
contractor : A.M. Blodgett, Kansas City MO (main span); Canton Bridge Company, Canton OH (approach span)

Schell City Bridge

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure No. 083000.0; Bates County Court Record, Book 9: page 604, (8 November 1899), page 609 (16 November 1899), page 617 (7 December 1899); Bates County Court Record, Book 10: page 136 (17 September 1900), page 151 (22 October 1900); Bates County Court Record, Book 11: page 236 (24 July 1905), page 243 (8 August 1905); Bates County Court Record, Book 13: page 63 (6 October 1910), page 83 (8 December 1910) - located at Bates County Courthouse, Butler MO; Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure No. 083000.0; Vernon County Court Record, Book F: page 394 (27 August 1890), page 400 (20 October 1890), page 497 (1 June 1891), page 550 (22 October 1891); Vernon County Court Record, Book I: page 335 (9 November 1899), page 548 (26 September 1900); Vernon County Court Record, Book K: page 189 (20 January 1904), page 232 (2 March 1904), page 232 (22 March 1904), page 378 (6 September 1904) - located at Vernon County Courthouse, Nevada MO; field inspection by Clayton Fraser, 1 June 1991.

sign. rating: 58

evaluation: NRHP possibly eligible (earliest example in state of relatively uncommon truss configuration, partially collapsed)

inventoried by: Clayton B. Fraser 6 January 1992

Culvert

VERN04

GENERAL DATA

structure no.:	086001.7	city/town:	4.0 miles southeast of Harwood
county:	Vernon	feature inters.:	Kitten Creek tributary
		cadastral grid:	S25/26, T37N, R29W
		highway route:	County Road 86
		highway distr.:	7
		current owner:	Vernon County

STRUCTURAL DATA

superstructure:	stone masonry arch culvert		
substructure:	stone abutments, wingwalls and pier		
span number:	2	condition:	good
span length:	14.0'	alterations:	unknown
total length:	29.0'	floor/decking :	gravel over earth fill
roadway width:	13.5'	other features:	unknown

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 No. 086001.7.

sign. rating: 31
evaluation: NRHP non-eligible (noteworthy for use of native stone and display of craftsmanship, but lacking in documentation)

inventoried by: Clayton B. Fraser 25 July 1993

Little Creek Bridge

VERN05

GENERAL DATA

structure no.:	127001.6	city/town:	2.5 miles northwest of Stotesbury
county:	Vernon	feature inters.:	Little Creek
		cadastral grid:	S8, T37N, R33W
		highway route:	County Road 127
		highway distr.:	7
		current owner:	Vernon County

STRUCTURAL DATA

superstructure:	steel, 3-panel, pin-connected Pratt truss-leg bedstead, with steel stringer approach span at each end		
substructure:	steel bedstead leg piers; steel pile bent abutments with timber wing-walls		
span number:	1	condition:	good
span length:	48.0'	alterations:	none
total length:	105.0'	floor/decking :	timber deck over steel stringers
roadway width:	11.7'	other features:	upper chord and upright end post: 2 channels with cover and batten plates; lower chord: 2 angles with batten plates (2 punched rectangular eyebars at center panel); vertical: 4 angles with lacing; diagonal: 2 punched rectangular eyebars; counter: round eyerod with turnbuckle; lateral bracing: round rod with threaded ends; floor beam: I-beam, field-bolted to vertical; guardrail: 1 channel

HISTORICAL DATA

erection date:	c1905
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. 127001.6; field inspection by Clayton Fraser, 31 May 1991.
sign. rating:	28
evaluation:	NRHP non-eligible (typically configured example of relatively common structural type, inadequately documented)

inventoried by: Clayton B. Fraser 25 July 1993

Ladies Branch Bridge

VERN06

GENERAL DATA

structure no.:	136001.5	city/town:	3.4 miles northwest of Harwood
county:	Vernon	feature inters.:	Ladies Branch
		cadastral grid:	S11/14, T37N, R30W
		highway route:	County Road 136
		highway distr.:	7
		current owner:	Vernon County

STRUCTURAL DATA

superstructure:	steel stringer		
substructure:	steel pile bent abutments with timber back- and wingwalls		
span number:	3	condition:	fair
span length:	24.0'	alterations:	unknown
total length:	73.0'	floor/decking :	timber deck over steel stringers
roadway width:	14.0'	other features:	steel angle guardrails

HISTORICAL DATA

erection date: 1909
erection cost: unknown
designer: unknown
fabricator : unknown
contractor: county work force

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure No. 136001.5; Vernon County Court Record, Book M, page 332 (30 April 1909) - located at Vernon County Courthouse, Nevada MO.

sign. rating: 40
evaluation: NRHP non-eligible (relatively early, small-scale example of exceedingly common structural type)

inventoried by: Clayton B. Fraser 25 July 1993

Marmaton River Bridge

VERN07

GENERAL DATA

structure no.:	218002.2	city/town:	3.5 miles northeast of Deerfield
county:	Vernon	feature inters.:	Marmaton River
		cadastral grid:	S34, T36N, R32W
		highway route:	County Road 218
		highway distr.:	7
		current owner:	Vernon County

STRUCTURAL DATA

superstructure: steel, 7-panel, pin-connected Pratt through truss; 2 steel stringer approach spans at each end

substructure: concrete abutments; concrete-filled steel cylinder piers

span number:	1	condition:	fair
span length:	126.0'	alterations:	none
total length:	222.0'	floor/decking :	timber deck over steel stringers
roadway width:	13.8'	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 angles with lacing at the hip); diagonal: 2 looped rectangular eyebars; counter: square eyebar with turnbuckle; lateral bracing: round rod with threaded ends; strut: 2 angles with knee braces; floor beam: I-beam, field-bolted to vertical; guardrail: 2 angles

HISTORICAL DATA

erection date: c1905
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. 218002.2; field inspection by Clayton Fraser, 31 May 1991.

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

inventoried by: Clayton B. Fraser 25 July 1993

Marmaton River Bridge

VERN08

GENERAL DATA

structure no.:	229001.3	city/town:	5.9 miles north of Nevada
county:	Vernon	feature inters.:	Marmaton River
		cadastral grld:	S4/9, T36N, R31W
		highway route:	U.S. Highway 71 Bypass
		highway distr.:	7
		current owner:	Vernon County

STRUCTURAL DATA

superstructure: steel, 7-panel, rigid-connected Pratt through truss, with steel stringer approach spans

substructure: concrete abutments, wingwalls and piers

span number:	1	condition:	good
span length:	140.0'	alterations:	none
total length:	395.0'	floor/decking :	asphalt-covered concrete deck, over steel stringers
roadway width:	20.0'	other features:	steel angle guardrails

HISTORICAL DATA

erection date: 1925

erection cost: \$38,218.58

designer: Missouri State Highway Department

fabricator : Illinois Steel Company, Chicago IL

contractor: R.H. Harper Construction Company

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure No. 229001.3; Missouri Primary System Bridge Record, located at the Missouri Highway and Transportation Department, Jefferson City MO.

sign. rating: 41

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

inventoried by: Clayton B. Fraser 25 July 1993

Melton Creek Bridge

VERN10

GENERAL DATA

structure no.:	271002.4	city/town:	2.8 miles northeast of Dederick
county:	Vernon	feature inters.:	Melton Creek
		cadastral grid:	S22/23, T36N, R29W
		highway route:	County Road 271
		highway distr.:	7
		current owner:	Vernon County

STRUCTURAL DATA

superstructure: steel, 5-panel, pin-connected Pratt pony truss
substructure: concrete abutment and wingwalls; stone abutment

span number:	1	condition:	fair
span length:	75.0'	alterations:	none
total length:	75.0'	floor/decking :	timber deck over steel stringers
roadway width:	12.0'	other features:	upper chord and inclined end post: 2 channels with cover plate and lacing; lower chord: 2 looped square eyebars; vertical: 4 angles with double lacing; diagonal: 2 looped square eye-bars; counter: 2 round rods with turnbuckles; lateral bracing: round rod with threaded ends; floor beam: I-beam, field-bolted to vertical; cast iron hip blocks

HISTORICAL DATA

erection date: c1905
erection cost: unknown
designer: Canton Bridge Company, Canton OH
fabricator : Canton Bridge Company, Canton OH;
Jones and Laughlin Steel Company, Pittsburgh PA
contractor: Canton Bridge Company, Canton OH
references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure No. 271002.4; field inspection by Clayton Fraser, 31 May 1991.
sign. rating: 39
evaluation: NRHP non-eligible (well-preserved, but inadequately documented example of a common structural type)

inventoried by: Clayton B. Fraser 25 July 1993

Douglas Branch Bridge

VERN11

GENERAL DATA

structure no.:	301000.0	city/town:	Nevada
county:	Vernon	feature inters.:	unnamed stream
		cadastral grid:	S16/17, T35N, R31W
		highway route:	County Road 301
		highway distr.:	7
		current owner:	Vernon County

STRUCTURAL DATA

superstructure:	steel stringer		
substructure:	steel pile bent abutments and piers		
span number:	3	condition:	fair
span length:	21.0'	alterations:	none
total length:	64.0'	floor/decking :	concrete deck
roadway width:	12.0'	other features:	steel angle guardrails

HISTORICAL DATA

erection date: 1907
erection cost: \$1808.70 (two-bridge contract)
designer: unknown
fabricator : unknown
contractor : county work force

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure No. 301000.0; Vernon County Court Record, Book L: page 499 (17 April 1907), page 551 (2 August 1907) - located at Vernon County Courthouse, Nevada MO.

sign. rating: 40
evaluation: NRHP non-eligible (technologically undistinguished, common, small-scale structure)

inventoried by: Clayton B. Fraser 25 July 1993

Bridge

VERN13

GENERAL DATA

structure no.:	305000.3	city/town:	0.5 mile southeast of Richards
county:	Vernon	feature inters.:	unnamed stream
		cadastral grid:	S15, T36N, R33W
		highway route:	County Road 305
		highway distr.:	7
		current owner:	Vernon County

STRUCTURAL DATA

superstructure:	steel stringer	condition:	fair
substructure:	concrete abutments and wingwalls	alterations:	unknown
span number:	3	floor/decking :	concrete deck
span length:	24.0'	other features:	steel angle guardrails
total length :	72.0'		
roadway width:	14.0'		

HISTORICAL DATA

erection date: 1908
erection cost: unknown
designer: unknown
fabricator : unknown
contractor : county work force

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure No. 305000.3; Vernon County Court Record, Book M: page 29 (6 February 1908) - located at Vernon County Court-house, Nevada MO.

sign. rating: 40
evaluation: NRHP non-eligible (undistinguished small scale structure, lacking in technological significance)

inventoried by: Clayton B. Fraser 25 July 1993

Young's Ford Bridge

VERN14

GENERAL DATA

structure no.:	336002.0	city/town:	1.9 miles northeast of Dederick
county:	Vernon	feature inters.:	Clear Creek
		cadastral grid:	S26, T36N, R29W
		highway route:	County Road 336
		highway distr.:	7
		current owner:	Vernon County

STRUCTURAL DATA

superstructure: wrought iron, 6-panel, pin-connected Pratt through truss
substructure: stone masonry abutments and wingwalls

span number:	1	condition:	fair
span length:	100.0'	alterations:	2 angle outriders added to support guardrails
total length:	100.0'	floor/decking :	timber deck over steel stringers
roadway width:	11.3'	other features:	upper chord and inclined end post: 2 channels with cover and batten plates; lower chord: 2 punched rectangular eyebars; vertical: 2 channels with lacing (2 round eyerods with shovel ends at the hip); diagonal: 2 punched rectangular eyebars; counter: round eyerod with sleeve bolt; lateral bracing: looped round eyerod; strut: I-beam; portal strut: lattice; floor beam: tapered "fishtail" plate girder, U-bolted to vertical; guardrail: 2 channels

HISTORICAL DATA

erection date: 1884
erection cost: \$1900.00 (superstructure); \$3.75 per cubic yard of masonry (substructure)
designer: St. Louis Bridge and Iron Company, St. Louis MO
fabricator : St. Louis Bridge and Iron Company, St. Louis MO;
Carnegie Steel Company, Pittsburgh PA
contractor: St. Louis Bridge and Iron Company, St. Louis (superstructure); J. Blair and James O'Riley (substructure)
references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure No. 336002.0; Vernon County Court Record, Book D: page 593 (24 May 1884), page 598 (25 June 1884); Vernon County Court Record, Book E: page 22 (28 August 1884) - located at Vernon County Courthouse, Nevada MO; field inspection by Clayton Fraser, 31 May 1991.
sign. rating: 58
evaluation: NRHP possibly eligible (well-preserved, relatively early example of main-stay structural type)

inventoried by: Clayton B. Fraser 25 July 1993

Green Branch Bridge

VERN15

GENERAL DATA

structure no.:	360001.6	city/town:	2.2 miles southwest of Deerfield
county:	Vernon	feature inters.:	Green Branch
		cadastral grid:	S13/14, T35N, R33W
		highway route:	County Road 360
		highway distr.:	7
		current owner:	Vernon County

STRUCTURAL DATA

superstructure:	steel stringer	condition:	fair
substructure:	steel pile bent abutments and piers	alterations:	unknown
span number:	4	floor/decking :	concrete deck
span length:	20.0'	other features:	steel angle guardrails
total length :	81.0'		
roadway width:	14.0'		

HISTORICAL DATA

erection date: 1907
erection cost: \$1808.70 (two-bridge contract)
designer: unknown
fabricator : unknown
contractor: county work force

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure No. 360001.6; Vernon County Court Record, Book L: page 499 (17 April 1907), page 551 (2 August 1907) - located at Vernon County Courthouse, Nevada MO.

sign. rating: 40
evaluation: NRHP non-eligible (typical example of a short-span beam bridge)

inventoried by: Clayton B. Fraser 25 July 1993

Culvert

VERN16

GENERAL DATA

structure no.:	382000.5	city/town:	2.9 miles southwest of Nevada
county:	Vernon	feature inters.:	unnamed stream
		cadastral grid:	S12, T35N, R32W
		highway route:	County Road 382
		highway distr.:	7
		current owner:	Vernon County

STRUCTURAL DATA

superstructure:	concrete arch culvert		
substructure:	concrete abutments, wingwalls and pier		
span number:	2	condition:	fair
span length:	11.0'	alterations:	unknown
total length:	22.0'	floor/decking:	gravel over earth fill
roadway width:	16.0'	other features:	no guardrails

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 No. 382002.5.

sign. rating:	20
evaluation:	NRHP non-eligible (undocumented, undistinguished, small-scale example of a concrete structural type)

Inventoried by: Clayton B. Fraser 25 July 1993

Kelly Ford Bridge

VERN17

GENERAL DATA

structure no.:	466001.8	city/town:	2.4 miles southeast of Dederick
county:	Vernon	feature inters.:	Mulberry Creek
		cadastral grid:	S10, T35N, R29W
		highway route:	County Road 466
		highway distr.:	7
		current owner:	Vernon County

STRUCTURAL DATA

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

substructure: stone masonry abutments; concrete-filled iron cylinder piers

span number:	1	condition:	good
span length:	80.0'	alterations:	none
total length:	118.0'	floor/decking :	timber deck over steel stringers
roadway width:	12.1'	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 rectangular eyebars at the hip); diagonal: 2 looped rectangular eyebars; counter: 1 double-pronged square eyebar with turnbuckle; lateral bracing: round rod with threaded ends; strut: 2 angles; portal strut: latticed; floor beam: I-beam, field-bolted to vertical; guardrail: 1 channel; portal builder's plate: 1891 CHICAGO BRIDGE COMPANY

HISTORICAL DATA

erection date: 1891
erection cost: \$2270.00
designer: Chicago Bridge and Iron Company, Chicago IL
fabricator : Chicago Bridge and Iron Company, Chicago IL
contractor: Chicago Bridge and Iron Company, Chicago IL

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure No. 466001.8; Vernon County Court Record, Book F: page 516 (14 August 1891), page 526 (10 September 1891); Vernon County Court Record, Book G, page 10 (20 January 1892) - located at Vernon County Courthouse, Nevada MO; field inspection by Clayton Fraser, 31 May 1991.

sign. rating: 50
evaluation: NRHP possibly eligible (well-preserved, relatively early example of main-stay structural type)

inventoried by: Clayton B. Fraser 25 July 1993

Clear Creek Bridge

VERN18

GENERAL DATA

structure no.:	479000.7	city/town:	5.4 miles southeast of Nevada
county:	Vernon	feature inters.:	West Fork of Clear Creek
		cadastral grid:	S8/17, T35N, R30W
		highway route:	County Road 479
		highway distr.:	7
		current owner:	Vernon County

STRUCTURAL DATA

superstructure:	steel stringer	condition:	fair
substructure:	steel pile bent piers and abutments	alterations:	unknown
span number:	5	floor/decking :	timber deck
span length:	30.0'	other features:	steel angle guardrails
total length:	94.0'		
roadway width:	16.0'		

HISTORICAL DATA

erection date: 1906
erection cost: \$2471.00 (two-bridge contract)
designer: unknown
fabricator : unknown
contractor: A.M. Blodgett, Kansas City MO

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure No. 479000.7; Vernon County Court Record, Book L: page 280 (9 August 1906), page 284 (10 August 1906), page 432 (6 March 1907) - located at Vernon County Courthouse, Nevada MO.

sign. rating: 45
evaluation: NRHP non-eligible (multiple-span example of an otherwise technologically undistinguished crossing)

Inventoried by: Clayton B. Fraser 25 July 1993

Bridge

VERN19

GENERAL DATA

structure no.:	543001.1	city/town:	6.5 miles northwest of Bronaugh
county:	Vernon	feature inters.:	unnamed stream
		cadastral grid:	S5, T34N, R33W
		highway route:	County Road 543
		highway distr.:	7
		current owner:	Vernon County

STRUCTURAL DATA

superstructure:	steel stringer	condition:	fair
substructure:	steel pile bent piers and abutments	alterations:	unknown
span number:	4	floor/decking :	timber deck
span length:	24.0'	other features:	steel angle guardrails
total length:	95.0'		
roadway width:	14.0'		

HISTORICAL DATA

erection date: 1908
erection cost: unknown
designer: unknown
fabricator : unknown
contractor : county work force

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure No. 543001.1; Vernon County Court Record, Book L: page 604 (4 November 1907) - located at Vernon County Courthouse, Nevada MO.

sign. rating: 41
evaluation: NRHP non-eligible (typical, multiple-span, example of a rudimentary structural type)

inventoried by: Clayton B. Fraser 25 July 1993

McKill Creek Bridge

VERN20

GENERAL DATA

structure no.: 547000.5	city/town: 4.8 miles southwest of Bronaugh
county: Vernon	feature inters.: McKill Creek
	cadastral grid: S34, T34N, R33W
	highway route: County Road 547
	highway distr.: 7
	current owner: Vernon County

STRUCTURAL DATA

superstructure: steel stringer	
substructure: steel pile bent piers and abutments	
span number: 5	condition: fair
span length: 24.0'	alterations: unknown
total length: 115.0'	floor/decking : timber deck
roadway width: 14.0'	other features: steel angle guardrails

HISTORICAL DATA

erection date: 1909
erection cost: unknown
designer: unknown
fabricator : unknown
contractor: county work force

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure No. 547000.5; Vernon County Court Record, Book M: page 332 (30 April, 1909) - located at Vernon County Courthouse, Nevada MO.

sign. rating: 41
evaluation: NRHP non-eligible (largely undocumented, multiple-span example of a rudimentary bridge type)

inventoried by: Clayton B. Fraser 25 July 1993

Bridge

VERN21

GENERAL DATA

structure no.:	571000.7	city/town:	3.4 miles southeast of Moundville
county:	Vernon	feature inters.:	Dry Wood Creek tributary
		cadastral grid:	S2, T34N, R32W
		highway route:	County Road 571
		highway distr.:	7
		current owner:	Vernon County

STRUCTURAL DATA

superstructure:	steel stringer	condition:	fair
substructure:	steel pile bent abutments	alterations:	unknown
span number:	3	floor/decking :	timber deck
span length:	24.0'	other features:	steel angle guardrails
total length :	49.0'		
roadway width:	14.0'		

HISTORICAL DATA

erection date: 1906
erection cost: \$2471.00 (two-bridge contract)
designer: unknown
fabricator : unknown
contractor : A.M. Blodgett, Kansas City MO

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure No. 571000.7; Vernon County Court Record, Book L: page 261 (9 July 1906), page 280 (9 August 1906), page 283 (10 August 1906), page 432 (6 March 1907) - located at Vernon County Courthouse, Nevada MO.

sign. rating: 44
evaluation: NRHP non-eligible (typical example of an exceedingly common bridge type)

inventoried by: Clayton B. Fraser 25 July 1993

County Line Bridge

VERN22

GENERAL DATA

structure no.: 625003.3	city/town: 3.9 miles southeast of Montevallo
county: Vernon	feature inters.: Horse Creek
	cadastral grid: S23, T34N, R29W
	highway route: County Road 625
	highway distr.: 7
	current owner: Vernon County

STRUCTURAL DATA

superstructure: steel, 4-panel, pin-connected Pratt pony truss
substructure: concrete abutments and wingwalls

span number: 1	condition: fair
span length: 60.0'	alterations: none
total length: 62.0'	floor/decking : concrete deck over steel stringers
roadway width: 14.0'	other features: upper chord and inclined end post: 2 channels with cover and batten plates; lower chord: 2 punched rectangular eyebars; vertical: 4 angles with lacing; diagonal: 2 punched rectangular eyebars; counter: round eyerod with turnbuckle; lateral bracing: round rod with threaded ends; floor beam: I-beam, field-bolted to vertical; guardrail: 2 channels

HISTORICAL DATA

erection date: 1916
erection cost: unknown
designer: Canton Bridge Company, Canton OH
fabricator : Canton Bridge Company, Canton OH;
Illinois Steel Company, Chicago IL
contractor: Canton Bridge Company, Canton OH

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure No. 625003.3; field inspection by Clayton Fraser, 31 May 1991.

sign. rating: 42
evaluation: NRHP non-eligible (well-preserved, typically configured example of common truss type)

inventoried by: Clayton B. Fraser 25 July 1993

Moundville Bridge

VERN23

GENERAL DATA

structure no.: 632000.5 city/town: 3.2 miles east of Moundville
county: Vernon feature inters.: Little Dry Wood Creek
cadastral grid: S31, T35N, R31W
highway route: County Road 632
highway distr.: 7
current owner: Vernon County

STRUCTURAL DATA

superstructure: steel or wrought iron, 3-panel, pin- and rigid-connected Pratt truss-leg bedstead, with steel stringer approach span at each end
substructure: steel pile bent abutments with timber back- and wingwalls; steel bedstead leg piers

span number: 1 condition: poor
span length: 50.0' alterations: approach spans are unoriginal; bedstead legs reinforced on south end with steel pile bent pier; one diagonal reinforced with wire rope; original timber deck replaced by corrugated steel deck with asphalt covering
total length: 96.0'
roadway width: 14.0'
floor/decking : asphalt-covered corrugated steel deck over steel stringers
other features: upper chord and upright end post: 2 channels with cover plate and lacing; lower chord: 2 angles with batten plates; vertical: 2 angles with lacing; diagonal: 2 looped rectangular eyebars; counter: round eyerod with turn-buckle; lateral bracing: round rod with threaded ends; floor beam: I-beam, field-bolted to vertical; guardrail: steel pipe

HISTORICAL DATA

erection date: 1893-94
erection cost: unknown
designer: unknown
fabricator : Cambria Steel Company, Pittsburgh PA
contractor: Farnsworth & Blodgett, Kansas City MO

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure No. 632000.5; Vernon County Court Record, Book G: page 191 (21 April 1893), page 279 (15 January 1894) - located at Vernon County Courthouse, Nevada MO; field inspection by Clayton Fraser, 31 May 1991.

sign. rating: 51
evaluation: NRHP possibly eligible (one of earliest examples in state of this mainstay structural type)

inventoried by: Clayton B. Fraser 25 July 1993

McCarty Creek Bridge

VERN24

GENERAL DATA

structure no.:	657001.4	city/town:	2.0 miles northwest of Montevallo
county:	Vernon	feature inters.:	McCarty Creek
		cadastral grid:	S5, T34N, R29W
		highway route:	County Road 657
		highway distr.:	7
		current owner:	Vernon County

STRUCTURAL DATA

superstructure: steel, 4-panel, pin-connected Pratt pony truss
substructure: stone masonry abutments

span number:	1	condition:	fair
span length:	60.0'	alterations:	none
total length:	60.0'	floor/decking :	timber deck over steel stringers
roadway width:	12.3'	other features:	upper chord and inclined end post: 2 channels with cover and batten plates; lower chord: 2 punched rectangular eyebars; vertical: small I-beam with star iron outrider; diagonal: 2 punched rectangular eyebars; counter: round rod with unslotted turnbuckle; lateral bracing: round rod with threaded ends; floor beam: plate girder, U-bolted to vertical; guardrail: 1 channel

HISTORICAL DATA

erection date: c1895
erection cost: unknown
designer: Missouri Valley Bridge and Iron Works, Leavenworth KS
fabricator : Missouri Valley Bridge and Iron Works, Leavenworth KS;
Carnegie Steel Company, Pittsburgh PA
contractor: Missouri Valley Bridge and Iron Works, Leavenworth KS
references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure No. 657001.4; field inspection by Clayton Fraser, 31 May 1991.
sign. rating: 40
evaluation: NRHP non-eligible (well-preserved, relatively early example of mainstay structural type, partially documented)

inventoried by: Clayton B. Fraser 25 July 1993

Clear Creek Bridge

VERN25

GENERAL DATA

structure no.:	679000.6	city/town:	5.0 miles northeast of Sheldon
county:	Vernon	feature inters.:	Clear Creek
		cadastral grid:	S9/16, T34N, R30W
		highway route:	County Road 679
		highway distr.:	7
		current owner:	Vernon County

STRUCTURAL DATA

superstructure:	steel, 4-panel, rigid-connected Pratt pony truss		
substructure:	concrete-filled steel cylinder piers with timber back- and wingwalls		
span number:	1	condition:	fair
span length:	60.0'	alterations:	none
total length:	60.0'	floor/decking :	timber deck over steel stringers
roadway width:	13.6'	other features:	steel lattice guardrails

HISTORICAL DATA

erection date:	1908
erection cost:	\$1538.00
designer:	unknown
fabricator :	unknown
contractor :	A.M. Blodgett, Kansas City MO

references: Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure No. 679000.6; Vernon County Court Record, Book M: page 113 (29 April 1908), page 127 (3 June 1908) - located at Vernon County Courthouse, Nevada MO.

sign. rating:	51
evaluation:	NRHP possibly eligible (very early example of mainstay structural type)

inventoried by: Clayton B. Fraser 25 July 1993

Clear Creek Bridge

VERN26

GENERAL DATA

structure no.:	699000.6	city/town:	2.2 miles northeast of Sheldon
county:	Vernon	feature inters.:	Clear Creek
		cadastral grid:	S19/30, T34N, R30W
		highway route:	County Road 699
		highway distr.:	7
		current owner:	Vernon County

STRUCTURAL DATA

superstructure:	steel or wrought iron, 5-panel, pin-connected Pratt bedstead		
substructure:	concrete abutments and wingwalls		
span number:	1	condition:	fair
span length:	80.0'	alterations:	truss legs cut off and truss set on concrete
total length:	80.0'	floor/decking :	timber deck over steel stringers
roadway width:	14.0'	other features:	upper chord and upright end post: 2 channels with lacing; lower chord: 2 angles with lacing (2 punched rectangular eyebars at outer panels); vertical: 3 angles with batten plates; diagonal: 2 punched rectangular eyebars; counter: round eyerod with turnbuckle; lateral bracing: round rod with threaded ends; floor beam: plate girder; guardrail: 1 channel

HISTORICAL DATA

erection date:	1893
erection cost:	\$1792.00
designer:	Missouri Valley Bridge and Iron Works, Leavenworth KS
fabricator :	Missouri Valley Bridge and Iron Works, Leavenworth KS
contractor :	Missouri Valley Bridge and Iron Works, Leavenworth KS
references:	Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure No. 699000.6; Vernon County Court Record, Book G: page 234 (19 July 1893), page 292 (18 January 1894) - located at Vernon County Courthouse, Nevada MO; field inspection by Clayton Fraser, 31 May 1991.
sign. rating:	56
evaluation:	NRHP possibly eligible (early long-span example of mainstay structural type)

inventoried by: Clayton B. Fraser 25 July 1993

County Line Bridge

VERN27

GENERAL DATA

structure no.: 717002.3	city/town: 5.2 miles west of Sheldon
county: Vernon	feature inters.: Little Dry Wood Creek
	cadastral grid: S36, T34N, R32W
	highway route: County Road 717
	highway distr.: 7
	current owner: Vernon County

STRUCTURAL DATA

superstructure: steel, 4-panel, pin-connected Pratt pony truss; 2 steel stringer approach spans at the south end	
substructure: stone abutment at south end; concrete-filled steel cylinder piers encased in concrete, at north end	
span number: 1	condition: good
span length: 70.0'	alterations: none
total length: 106.0'	floor/decking : timber deck over steel stringers
roadway width: 11.8'	other features: upper chord and inclined end post: 2 channels with cover plate and lacing; lower chord: 2 punched rectangular eyebars; vertical: I-beam, with inverted T-section outrider; diagonal: 2 punched rectangular eyebars; counter: square eyerod with turnbuckle; lateral bracing: round rod with threaded ends; floor beam: I-beam, U-bolted to vertical; guardrail: 1 channel

HISTORICAL DATA

erection date: 1895	
erection cost: \$1700.00	
designer: Missouri Valley Bridge and Iron Works, Leavenworth KS	
fabricator : Missouri Valley Bridge and Iron Works, Leavenworth KS	
contractor : Missouri Valley Bridge and Iron Works, Leavenworth KS	
references:	Missouri Highway and Transportation Department, Structure Inventory and Appraisal: Structure No. 717002.3; Vernon County Court Record, Book G: page 335 (11 June 1894), page 362 (18 September 1894), page 384 (15 November 1894), page 438 (1 March 1895) - located at Vernon County Courthouse, Nevada MO; field inspection by Clayton Fraser, 31 May 1991.
sign. rating: 51	
evaluation:	NRHP possibly eligible (well-preserved example of mainstay structural type)

inventoried by: Clayton B. Fraser 25 July 1993

HAER INVENTORY

Missouri Historic Bridge Inventory

NAME(S) OF STRUCTURE

Horse Creek Bridge
MHTD: X 186

VERN02

DATE(S) OF CONSTRUCTION

1947-48

LOCATION

State Secondary Route B over Horse Creek; S26/35, T34N, R29W
5.3 miles southeast of Montevallo; Vernon County, Missouri

USE (ORIGINAL / CURRENT)

highway bridge / highway bridge

RATING NRHP possibly eligible (score: 63)

CONDITION

good

OWNER

Missouri Highway and Transportation Department

span number: 1
span length: 110.0'
total length: 200.0'
roadway wdt.: 22.0'

superstructure: steel, 10-panel, polygonal, rigid-connected Warren pony truss, skewed; 2 steel stringer approach spans
substructure: concrete abutments, wingwalls and piers
floor/decking: concrete deck over steel stringers
other features: steel angle guardrails

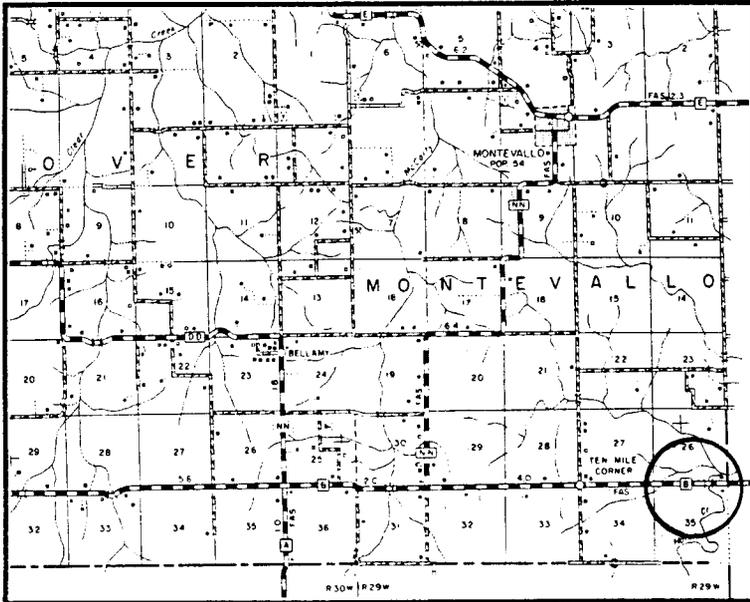
Located southeast of Montevallo, this long-span pony truss carries State Route B over Horse Creek. The bridge is comprised of a single rigid-connected pony truss span, which is supported on a skew by a concrete substructure and approached by steel stringer spans. The Calumet Creek Bridge was designed by the state highway department and constructed in 1947-48 by contractor M.E. Gillioz of Monett, Missouri, for \$47,080.80. The bridge is today essentially unaltered.

The Missouri State Highway Department used riveted Warren configurations for its pony trusses almost from the time the agency developed its first bridge standards around 1920. Structurally straightforward and versatile, these ubiquitous trusses were erected by the hundreds throughout the state in span lengths ranging from 40 to 100 feet. In the early 1930s the highway department designed Warren trusses with polygonal upper chords, a variation that was more materially conservant than the straight-chorded Warren for long-span applications. Relatively few of these Warren subtypes were built during the decade, due more to their extreme span length than to their utility. Approximately fifteen of these polygonal Warren pony trusses have been identified as extant by the statewide bridge inventory, all built between 1932 and 1940 and all spanning 100 feet or more. Fabricated from essentially the same drawings, their superstructures were virtually identical. With a construction date of 1947-48, this span in Vernon County falls well within the mainstream of this minor structural trend in Missouri. It is distinguished somewhat by its skewed configuration.

NAME(S) OF STRUCTURE

Horse 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 186; Missouri Primary System Bridge Record, located at the Missouri Highway and Transportation Department, Jefferson City MO.

INVENTORIED BY

Clayton B. Fraser

AFFILIATION

Fraserdesign, Loveland CO

DATE

25 July 1993

HAER INVENTORY

Missouri Historic Bridge Inventory

NAME(S) OF STRUCTURE

Little Creek Bridge
MHTD: 127001.6

VERN05

DATE(S) OF CONSTRUCTION

c1905

LOCATION

County Road 127 over Little Creek; S8, T37N, R33W
2.5 miles northwest of Stotesbury; Vernon County, Missouri

USE (ORIGINAL / CURRENT)

roadway bridge / roadway bridge

RATING NRHP non-eligible (score: 28)

CONDITION

good

OWNER

Vernon County

span number: 1
span length: 48.0'
total length: 105.0'
roadway wdt.: 11.7'

superstructure: steel, 3-panel, pin-connected Pratt truss-leg bedstead, with steel stringer approach span at each end
substructure: steel bedstead leg piers; steel pile bent abutments with timber wingwalls
floor/decking: timber deck over steel stringers
other features: upper chord and upright end post: 2 channels with cover and batten plates; lower chord: 2 angles with batten plates (2 punched rectangular eyebars at center panel); vertical: 4 angles with lacing; diagonal: 2 punched rectangular eyebars; counter: round eyerod with turnbuckle; lateral bracing: round rod with threaded ends; floor beam: I-beam, field-bolted to vertical; guardrail: 1 channel

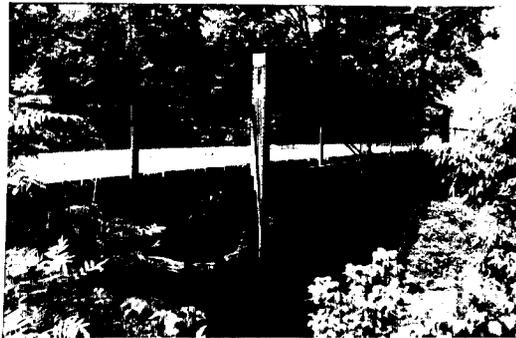
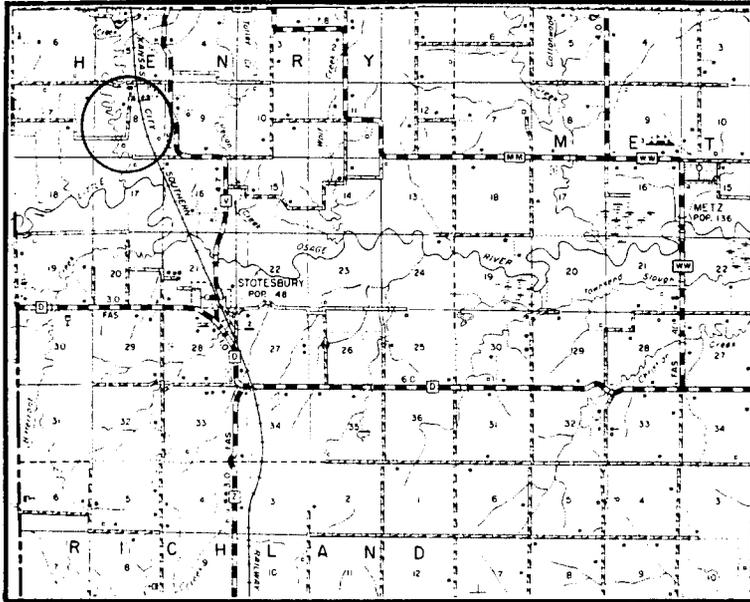
This small-scale span carries a secondary county road over Little Creek some 2½ miles northwest of Stotesbury in northeastern Vernon County. A three-panel, pin-connected Pratt truss-leg bedstead, the main span is approached on each end by a steel stringer approaches. No references to the structure's construction were found in county records, but based on its design details and bedstead configuration, it was probably built between 1900 and 1905. The Midland Bridge Company and A.M. Blodgett, two bridge building firms from Kansas City, were both active in Vernon County during this period. The Little Creek Bridge may have been built by one of these firms, but it also may be attributable to some other firm or to a county work force. Today, the structure appears virtually the same as when it was built. In its original location, the bridge has not suffered any measurable loss of its physical integrity.

The pin-connected truss-leg bedstead was a mainstay structural type for short-span crossings in Missouri between 1895 and 1915. Supported by their iron or steel legs, these bridges proved structurally inferior to the more common pinned Pratt pony truss. Many bedsteads have had their legs cut off and have been reset on new concrete substructures—often at new locations. The Little Creek Bridge is one of Missouri's relatively small number of in situ, structurally intact, bedsteads. Although noteworthy in this regard, the structure suffers from a lack of documentation.

NAME(S) OF STRUCTURE

Little 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. 127001.6; field inspection by Clayton Fraser, 31 May 1991.

INVENTORIED BY

Clayton B. Fraser

AFFILIATION

Fraserdesign, Loveland CO

DATE

25 July 1993

HAER INVENTORY

Missouri Historic Bridge Inventory

NAME(S) OF STRUCTURE

Marmaton River Bridge
MHTD: 218002.2

VERN07

DATE(S) OF CONSTRUCTION

c1905

LOCATION

County Road 218 over Marmaton River; S34, T36N, R32W
3.5 miles northeast of Deerfield; Vernon County, Missouri

USE (ORIGINAL / CURRENT)

roadway bridge / roadway bridge

RATING NRHP non-eligible (score: 34)

CONDITION

fair

OWNER

Vernon County

span number: 1
span length: 126.0'
total length: 222.0'
roadway wdt.: 13.8'

superstructure: steel, 7-panel, pin-connected Pratt through truss; 2 steel stringer approach spans at each end
substructure: concrete abutments; concrete-filled steel cylinder piers
floor/decking: timber deck over steel stringers
other features: upper chord and inclined end post: 2 channels with cover plate and lacing; lower chord: 2 looped rectangular eyebars; vertical: 2 channels with lacing (2 angles with lacing at the hip); diagonal: 2 looped rectangular eyebars; counter: square eyebar with turnbuckle; lateral bracing: round rod with threaded ends; strut: 2 angles with knee braces; floor beam: I-beam, field-bolted to vertical; guardrail: 2 angles

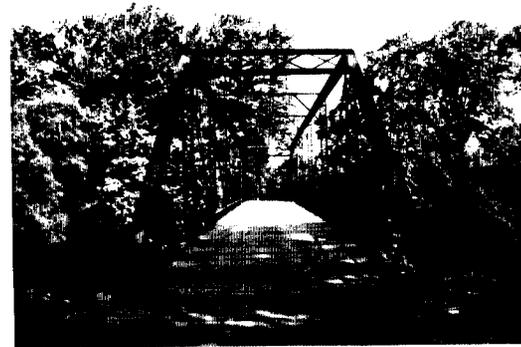
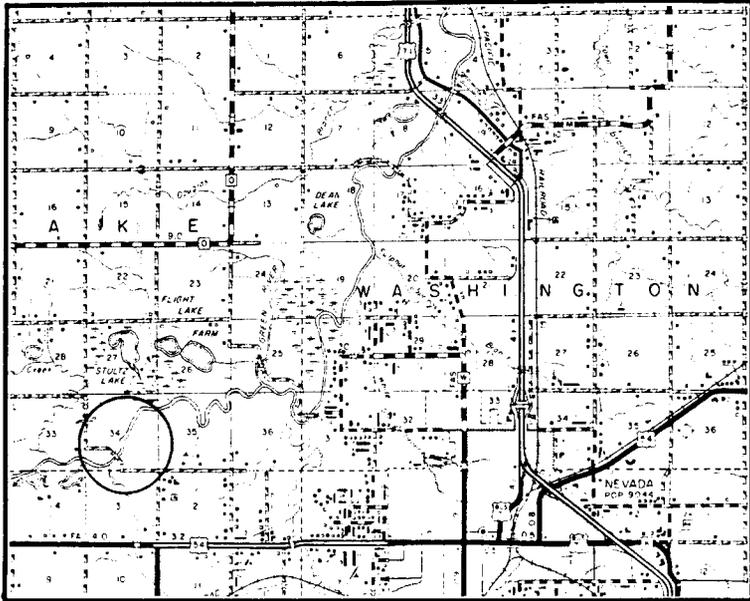
This medium-scale truss carries a secondary county road over the Marmaton River some 3½ miles northeast of Deerfield in west-central Vernon County. A seven-panel, pin-connected Pratt through truss, the structure's main span is approached on each end by two steel stringer approaches. No references to the structure's construction were found in county records, but based on its physical condition and technological attributes, it was probably built circa 1910. Today, the Marmaton River Bridge appears unchanged from its original construction. Displaying a high degree of historical integrity, the bridge still serves to carry local traffic in a rural setting.

The Marmaton River Bridge is technologically representative as a pinned Pratt through truss - Missouri's mainstay structural type for medium-span crossings built in the early 20th century. Although the crossing is structurally intact, it does not appear to be a particularly early example, and suffers from a complete lack of historical documentation.

NAME(S) OF STRUCTURE

Marmaton River 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. 218002.2; field inspection by Clayton Fraser, 31 May 1991.

INVENTORIED BY

Clayton B. Fraser

AFFILIATION

Fraserdesign, Loveland CO

DATE

25 July 1993

HAER INVENTORY

Missouri Historic Bridge Inventory

NAME(S) OF STRUCTURE

Young's Ford Bridge
MHTD: 336002.0

VERN14

DATE(S) OF CONSTRUCTION

1884

LOCATION

County Road 336 over Clear Creek; S26, T36N, R29W
1.9 miles northeast of Dederick; Vernon County, Missouri

USE (ORIGINAL / CURRENT)

roadway bridge / roadway bridge

RATING NRHP possibly eligible (score: 58)

CONDITION

fair

OWNER

Vernon County

span number: 1

span length: 100.0'

total length: 100.0'

roadway wdt.: 11.3'

superstructure:

substructure:

floor/decking:

other features:

wrought iron, 6-panel, pin-connected Pratt through truss
stone masonry abutments and wingwalls
timber deck over steel stringers
upper chord and inclined end post: 2 channels with cover and batten plates; lower chord: 2 punched rectangular eyebars; vertical: 2 channels with lacing (2 round eyerods with shovel ends at the hip); diagonal: 2 punched rectangular eyebars; counter: round eyerod with sleeve bolt; lateral bracing: looped round eyerod; strut: I-beam; portal strut: lattice; floor beam: tapered "fishtail" plate girder, U-bolted to vertical; guardrail: 2 channels

Erected in 1884 by the St. Louis Bridge and Iron Company, the Young's Ford Bridge is Vernon County's oldest remaining vehicular span. Featuring elements that were archaic even by the turn of the century—most notably fishtail plate girder floor beams, sleeve bolts and U-bolted lower chord connections—the structure also ranks among Missouri's earliest examples of truss bridge construction. In the spring of 1884 citizens from the vicinity of Dederick in east-central Vernon County petitioned for construction of a bridge across Clear Creek at the Young's Ford crossing northeast of town. A subscription of \$800.00 was raised, the subscribers agreeing to deposit the money when a contract for the bridge was let. The county court agreed that a bridge was indeed needed, and on August 28, 1884, separate contracts were let for construction of the substructure and superstructure. For the substructure, J. Blair and James O'Riley were to build masonry abutments priced at \$3.75 per cubic yard. The contract to fabricate and erect the truss was awarded to the St. Louis Bridge and Iron Company, which agreed to build it for \$1900.00. The pinned Pratt truss was completed according to plan and subsequently served to carry wagons, pedestrians, and in later years, motorized vehicles, across Clear Creek. The bridge today appears in fair condition, with its physical integrity intact. Having been in use for more than a century, the crossing still functions as originally built.

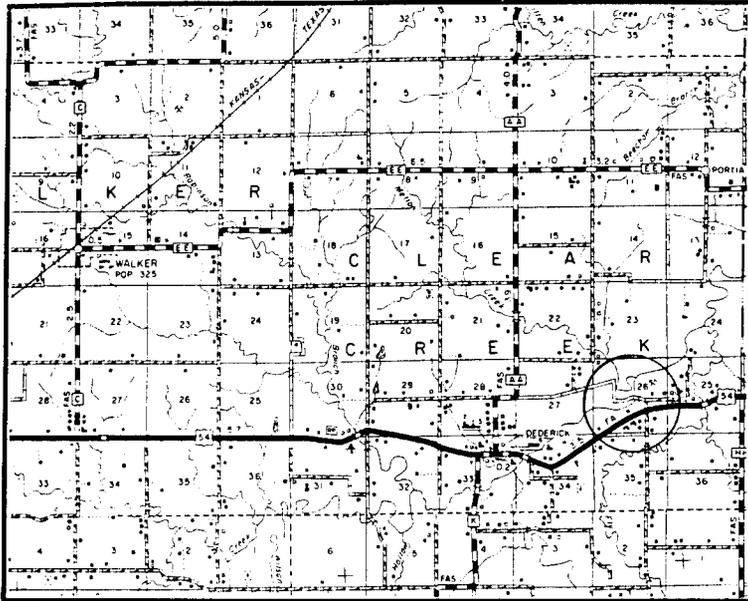
Bridge companies such as St. Louis B&I marketed the pinned Pratt truss extensively among their standard iron spans in the late 19th century. With its uniformly fabricated components and easy field erection, the Pratt truss was ideally suited for the highly competitive bidding for county bridge construction. Thousands of pinned Pratt through trusses were built on Missouri's county road system, and many



remain in place today. The Young's Ford Bridge is distinguished among these for its early construction date and for its well-preserved condition. With both superstructure and substructure intact, it is a noteworthy transportation-related resource. The bridge is also noteworthy for its association with the St. Louis Bridge and Iron Works. Founded by J.W. Sebastian in the early 1880s, St. Louis B&I was among Missouri's earliest bridge manufacturers. The oldest wagon bridge in Vernon County, the Young's Ford Bridge rank among the oldest St. Louis B&I structures still in use in the state.

NAME(S) OF STRUCTURE
Young's 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 No. 336002.0; Vernon County Court Record, Book D: page 593 (24 May 1884), page 598 (25 June 1884); Vernon County Court Record, Book E: page 22 (28 August 1884) - located at Vernon County Courthouse, Nevada MO; field inspection by Clayton Fraser, 31 May 1991.

INVENTORIED BY

Clayton B. Fraser

AFFILIATION

Fraserdesign, Loveland CO

DATE

25 July 1993

HAER INVENTORY

Missouri Historic Bridge Inventory

NAME(S) OF STRUCTURE

Kelly Ford Bridge
MHTD: 466001.8

VERN17

DATE(S) OF CONSTRUCTION

1891

LOCATION

County Road 466 over Mulberry Creek; S10, T35N, R29W
2.4 miles southeast of Dederick; Vernon County, Missouri

USE (ORIGINAL / CURRENT)

roadway bridge / roadway bridge

RATING NRHP possibly eligible (score: 50)

CONDITION

good

OWNER

Vernon County

span number: 1
span length: 80.0'
total length: 118.0'
roadway wdt.: 12.1'

superstructure: steel or wrought iron, 5-panel, pin-connected Pratt through truss, with steel stringer approach span at each end
substructure: stone masonry abutments; concrete-filled iron cylinder piers
floor/decking: timber deck over steel stringers
other features: upper chord and inclined end post: 2 channels with cover plate and lacing; lower chord: 2 looped rectangular eyebars; vertical: 2 channels with lacing (2 looped rectangular eyebars at the hip); diagonal: 2 looped rectangular eyebars; counter: 1 double-pronged square eyebar with turnbuckle; lateral bracing: round rod with threaded ends; strut: 2 angles; portal strut: latticed; floor beam: I-beam, field-bolted to vertical; guardrail: 1 channel; portal builder's plate: 1891 CHICAGO BRIDGE COMPANY

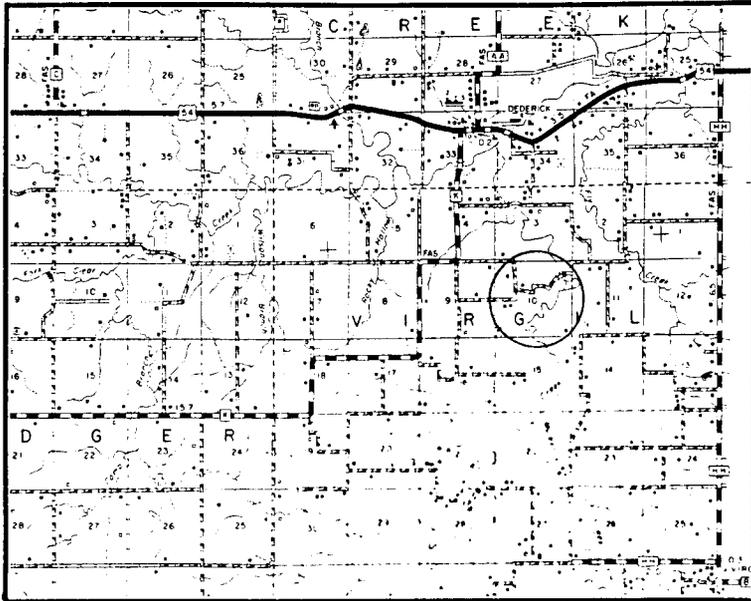
On August 14, 1891, the Vernon County Court directed the county bridge commissioner to advertise for the construction of three iron bridges: at Dalton Ford in Dover Township, at Colleys Ford in Osage Township, and at Kelly Ford in Virgil Township. Not quite a month later, on September 10th, contracts for all three structures were awarded to the Chicago Bridge and Iron Company. Work on the three bridges commenced within days and was completed in January 1892. The largest of the structures was the one across the Osage River at Colleys Ford, a 150-foot span, which Chicago Bridge and Iron built for \$5125.00. The price for the Dalton Ford Bridge, a 65-foot span, was \$1795.00, while the cost of the Kelly Ford Bridge was \$2270.00. Located some 2½ miles southeast of Dederick, the Kelly Ford Bridge is the only one of these three bridges that still remains. Its configuration and design elements earmark it as an early example of pinned truss bridge construction. Exhibiting a high degree of physical integrity, the Kelly Ford Bridge still functions as originally built.

In Missouri, the pinned Pratt through truss was the bridge of choice for medium-span applications in the late 19th and early 20th centuries. Thousands of Pratts were built across the state during this period, and today these bridges constitute the most populous group of through trusses. Retaining a high degree of physical integrity and a relatively early construction date, the Kelly Ford Bridge is a noteworthy example of pinned Pratt truss construction.

NAME(S) OF STRUCTURE

Kelly 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 No. 466001.8; Vernon County Court Record, Book F: page 516 (14 August 1891), page 526 (10 September 1891); Vernon County Court Record, Book G, page 10 (20 January 1892) - located at Vernon County Courthouse, Nevada MO; field inspection by Clayton Fraser, 31 May 1991.

INVENTORIED BY

Clayton B. Fraser

AFFILIATION

Fraserdesign, Loveland CO

DATE

25 July 1993

HAER INVENTORY

Missouri Historic Bridge Inventory

NAME(S) OF STRUCTURE

Moundville Bridge
MHTD: 632000.5

VERN23

DATE(S) OF CONSTRUCTION

1893-94

LOCATION

County Road 632 over Little Dry Wood Creek; S31, T35N, R31W
3.2 miles east of Moundville; Vernon County, Missouri

USE (ORIGINAL / CURRENT)

roadway bridge / roadway bridge

RATING NRHP possibly eligible (score: 51)

CONDITION

poor

OWNER

Vernon County

span number: 1
span length: 50.0'
total length: 96.0'
roadway wdt.: 14.0'

superstructure: steel or wrought iron, 3-panel, pin- and rigid-connected Pratt truss-leg bedstead, with steel stringer approach span at each end
substructure: steel pile bent abutments with timber back- and wingwalls; steel bedstead leg piers
floor/decking: asphalt-covered corrugated steel deck over steel stringers
other features: upper chord and upright end post: 2 channels with cover plate and lacing; lower chord: 2 angles with batten plates; vertical: 2 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; guardrail: steel pipe

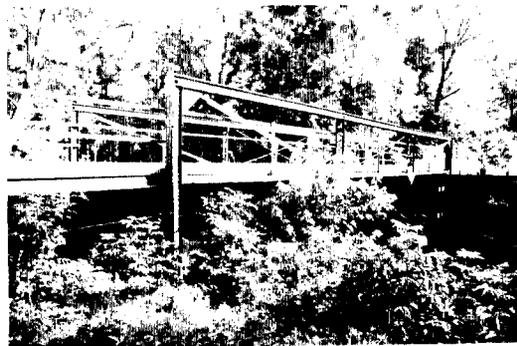
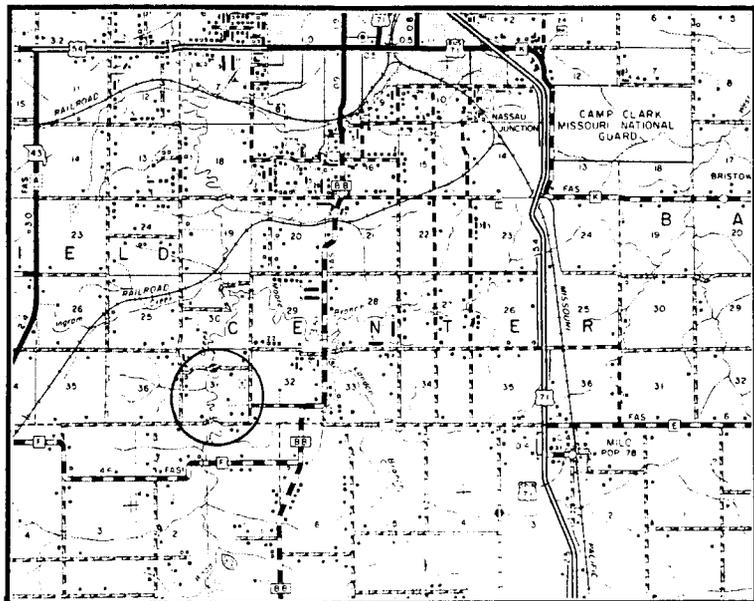
At a meeting of the Vernon County Court held on April 21, 1893, citizens from throughout the county presented petitions asking for the construction of several bridges. Among these was a request to span Little Drywood Creek some three miles east of Moundville. The county court reviewed many of the petitions favorably, and over the course of the summer, contracts were let for the construction of several crossings. The contract to fabricate and erect the Moundville Bridge was let to Farnsworth and Blodgett, bridge builders from Kansas City. Opting for a Pratt truss-leg bedstead design, Farnsworth and Blodgett completed the structure late that year. The bedstead design was unusual in that it featured a combination of pinned and riveted connections. On January 15, 1894, county road and bridge commissioner, W.H. Wood, reported that the Moundville Bridge had been completed in accordance with the plans and specifications on file. Although it still functions largely as originally built, the Moundville Bridge has lost a measure of its historical integrity over the years.

In a bedstead truss, a single "leg" functioned as both end post and support at each corner of the structure. This combined super- and substructure reduced erection costs somewhat, but bedsteads were prey to flood and collision damage and suffered from inherent structural weaknesses relating to compression stress in the lower chords. Despite these weaknesses, numerous truss leg bedsteads were erected throughout Missouri in the later 1890s and early 1900s. Hundreds remain in place today - in fact, Missouri has probably more bedsteads than any other state. The Moundville Bridge is distinguished as a relatively well-preserved example of this statewide bridge construction trend - one of the oldest bedsteads remaining in the state.

NAME(S) OF STRUCTURE

Moundville 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. 632000.5; Vernon County Court Record, Book G: page 191 (21 April 1893), page 279 (15 January 1894) - located at Vernon County Courthouse, Nevada MO; field inspection by Clayton Fraser, 31 May 1991.

INVENTORIED BY

Clayton B. Fraser

AFFILIATION

Fraserdesign, Loveland CO

DATE

25 July 1993

HAER INVENTORY

Missouri Historic Bridge Inventory

NAME(S) OF STRUCTURE

McCarty Creek Bridge
MHTD: 657001.4

VERN24

DATE(S) OF CONSTRUCTION

c1895

LOCATION

County Road 657 over McCarty Creek; S5, T34N, R29W
2.0 miles northwest of Montevallo; Vernon County, Missouri

USE (ORIGINAL / CURRENT)

roadway bridge / roadway bridge

RATING NRHP non-eligible (score: 40)

CONDITION

fair

OWNER

Vernon County

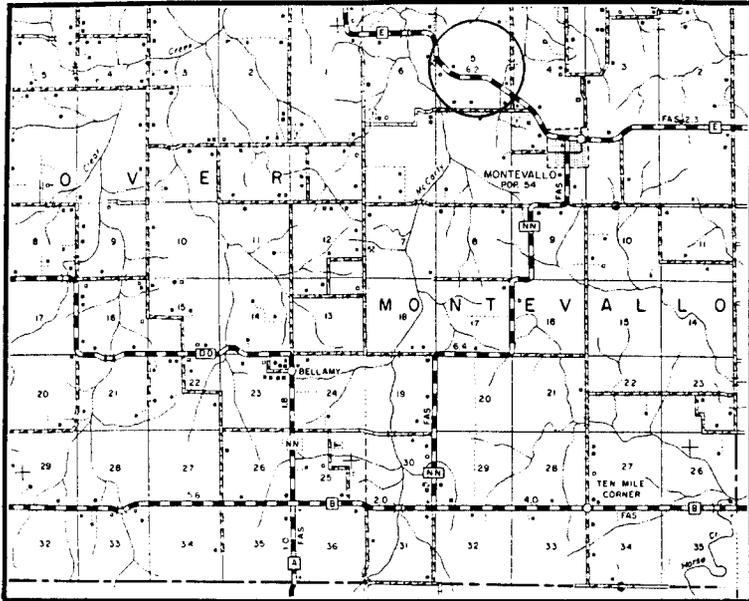
<p>span number: 1 span length: 60.0' total length: 60.0' roadway wdt.: 12.3'</p>	<p>superstructure: steel, 4-panel, pin-connected Pratt pony truss substructure: stone masonry abutments floor/decking: timber deck over steel stringers other features: upper chord and inclined end post: 2 channels with cover and batten plates; lower chord: 2 punched rectangular eyebars; vertical: small I-beam with star iron outrider; diagonal: 2 punched rectangular eyebars; counter: round rod with unslotted turnbuckle; lateral bracing: round rod with threaded ends; floor beam: plate girder, U-bolted to vertical; guardrail: 1 channel</p>
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Located about two miles northwest of Montevallo, in southeastern Vernon County, this modestly scaled bridge carries a gravel-surfaced road over McCarty Creek. Configured as a four-panel, pin-connected Pratt pony truss, the bridge is supported by cut stone abutments. Specific references to the bridge have not been located in minutes the Vernon County Court, but structural elements of the truss itself earmark it as having been fabricated around 1895 by the Missouri Valley Bridge and Iron Works of Leavenworth, Kansas. Today, the McCarty Creek Bridge exhibits an exceptionally high degree of physical integrity. Although its construction history remains obscure, the bridge is unchanged from its original construction.

In Missouri, the pinned Pratt through truss was the bridge of choice for medium-span applications in the late 19th and early 20th centuries. Thousands of Pratt ponies were built across the state during this period, and today these bridges constitute the most populous group of through trusses. Retaining a high degree of physical integrity and a relatively early construction date, the McCarty Creek Bridge is a noteworthy example of pinned Pratt truss construction.

NAME(S) OF STRUCTURE
McCarty 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. 657001.4; field inspection by Clayton Fraser, 31 May 1991.

INVENTORIED BY
Clayton B. Fraser

AFFILIATION
Fraserdesign, Loveland CO

DATE
25 July 1993

HAER INVENTORY

Missouri Historic Bridge Inventory

NAME(S) OF STRUCTURE

Clear Creek Bridge
MHTD: 679000.6

VERN25

DATE(S) OF CONSTRUCTION

1908

LOCATION

County Road 679 over Clear Creek; S9/16, T34N, R30W
5.0 miles northeast of Sheldon; Vernon County, Missouri

USE (ORIGINAL / CURRENT)

roadway bridge / roadway bridge

RATING NRHP possibly eligible (score: 51)

CONDITION

fair

OWNER

Vernon County

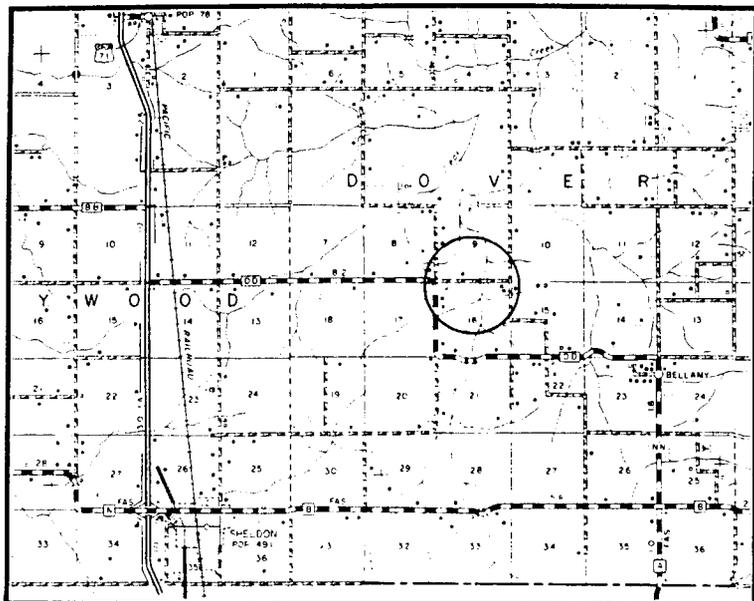
span number: 1	superstructure: steel, 4-panel, rigid-connected Pratt pony truss
span length: 60.0'	substructure: concrete-filled steel cylinder piers with timber back- and wingwalls
total length: 60.0'	floor/decking: timber deck over steel stringers
roadway wdt.: 13.6'	other features: steel lattice guardrails

Located five miles northeast of Sheldon in Dover Township, this medium-span pony truss carries a gravel-surfaced county road over Clear Creek. The Clear Creek Bridge is comprised of a single rigid-connected Pratt truss, supported by steel cylinder piers. The Clear Creek Bridge dates to 1908. In April of that year J.M. Clack, the Vernon County Road and Bridge Commissioner, reported to the county court that a bridge at this crossing would cost about \$1600.00 to build. The court directed Clack to solicit competitive proposals for the bridge, and in June a contract for its fabrication and erection was awarded to Kansas City bridge builder A.M. Blodgett. Completed later in 1908, the Clear Creek Bridge has functioned in place since, with only maintenance-related repairs.

Thousands of Pratt trusses were erected throughout Missouri in the late 19th and early 20th centuries. Marketed by virtually all of the in-state and regional bridge companies, this versatile structural type was used overwhelmingly by the counties for short- and medium-span applications. These all featured what was termed the American method of construction, with chord members joined by pins. After the turn of the century, however, riveted connections began to supersede pinned, and eventually the riveted Pratt pony displaced its pinned predecessor. The Clear Creek Bridge in Vernon County is distinguished as one of the earliest riveted Pratt pony truss—a harbinger of what would soon become a mainstay structural type in Missouri.

NAME(S) OF STRUCTURE
Clear 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. 679000.6; Vernon County Court Record, Book M: page 113 (29 April 1908), page 127 (3 June 1908) - located at Vernon County Courthouse, Nevada MO.

INVENTORIED BY
Clayton B. Fraser

AFFILIATION
Fraserdesign, Loveland CO

DATE
25 July 1993

HAER INVENTORY

Missouri Historic Bridge Inventory

NAME(S) OF STRUCTURE

Clear Creek Bridge
MHTD: 699000.6

VERN26

DATE(S) OF CONSTRUCTION

1893

LOCATION

County Road 699 over Clear Creek; S19/30, T34N, R30W
2.2 miles northeast of Sheldon; Vernon County, Missouri

USE (ORIGINAL / CURRENT)

roadway bridge / roadway bridge

RATING NRHP possibly eligible (score: 56)

CONDITION

fair

OWNER

Vernon County

span number: 1
span length: 80.0'
total length: 80.0'
roadway wdt.: 14.0'

superstructure: steel or wrought iron, 5-panel, pin-connected Pratt bedstead
substructure: concrete abutments and wingwalls
floor/decking: timber deck over steel stringers
other features: upper chord and upright end post: 2 channels with lacing; lower chord: 2 angles with lacing (2 punched rectangular eyebars at outer panels); vertical: 3 angles with batten plates; diagonal: 2 punched rectangular eyebars; counter: round eyerod with turnbuckle; lateral bracing: round rod with threaded ends; floor beam: plate girder; guardrail: 1 channel

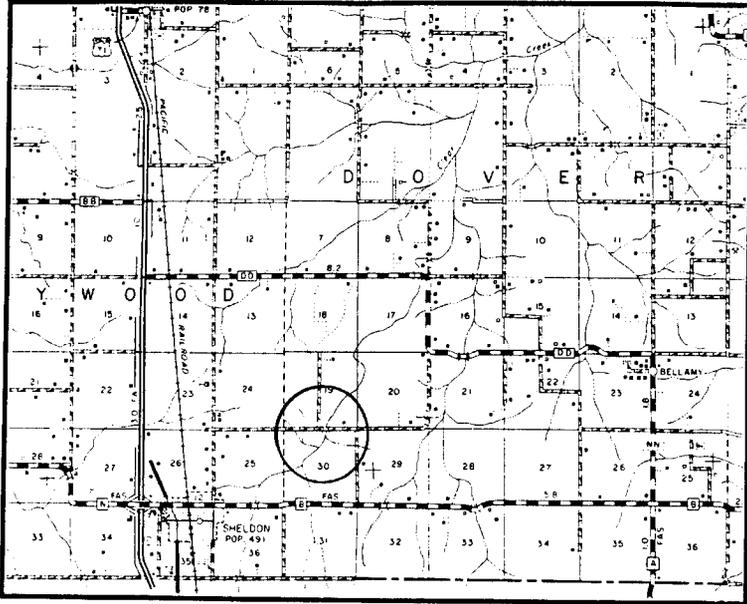
At a meeting of the Vernon County Court held on April 21, 1893, citizens from throughout the county presented petitions asking for the construction of several bridges. Among these was a request to bridge Clear Creek some two miles northeast of Sheldon, in Drywood Township. The county court reviewed this and several other petitions favorably, and over the course of the summer contracts were let for the construction of many of the bridges. The contract for the Clear Creek Bridge was let to the Missouri Valley Bridge and Iron Works of Leavenworth, Kansas, for \$1792.00. For the crossing, Missouri Valley employed a long-span Pratt truss-leg bedstead with pinned connections. The Clear Creek Bridge was completed late that year. On January 18, 1894, County Road and Bridge Commissioner W.H. Wood reported that the Clear Creek Bridge, and the Moore's Branch Bridge (also built by Missouri Valley) had been completed according to plan. Typical of bedstead trusses, the Clear Creek Bridge's truss legs have been cut off and replaced with concrete abutments. The structure, otherwise, appears largely as originally built.

The pin-connected truss-leg bedstead was a mainstay structural type for short-span crossings in Missouri between circa 1895 - 1915. Supported by their iron, or steel, legs these bridges proved structurally inferior to the more common pinned Pratt pony truss. Many bedsteads, including this one, have had their legs cut off and have been reset on new concrete substructures. Built in 1893, the Clear Creek Bridge ranks among Missouri's earliest remaining bedstead trusses. The structure is also technologically significant as one of Missouri's longest and oldest bedsteads - a note.

NAME(S) OF STRUCTURE

Clear 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. 699000.6; Vernon County Court Record, Book G: page 234 (19 July 1893), page 292 (18 January 1894) - located at Vernon County Courthouse, Nevada MO; field inspection by Clayton Fraser, 31 May 1991.

INVENTORIED BY

Clayton B. Fraser

AFFILIATION

Fraserdesign, Loveland CO

DATE

25 July 1993

HAER INVENTORY

Missouri Historic Bridge Inventory

NAME(S) OF STRUCTURE

County Line Bridge
MHTD: 717002.3

VERN27

DATE(S) OF CONSTRUCTION

1895

LOCATION

County Road 717 over Little Dry Wood Creek; S36, T34N, R32W
5.2 miles west of Sheldon; Vernon County, Missouri

USE (ORIGINAL / CURRENT)

roadway bridge / roadway bridge

RATING NRHP possibly eligible (score: 51)

CONDITION

good

OWNER

Vernon County

span number: 1
span length: 70.0'
total length: 106.0'
roadway wdt.: 11.8'

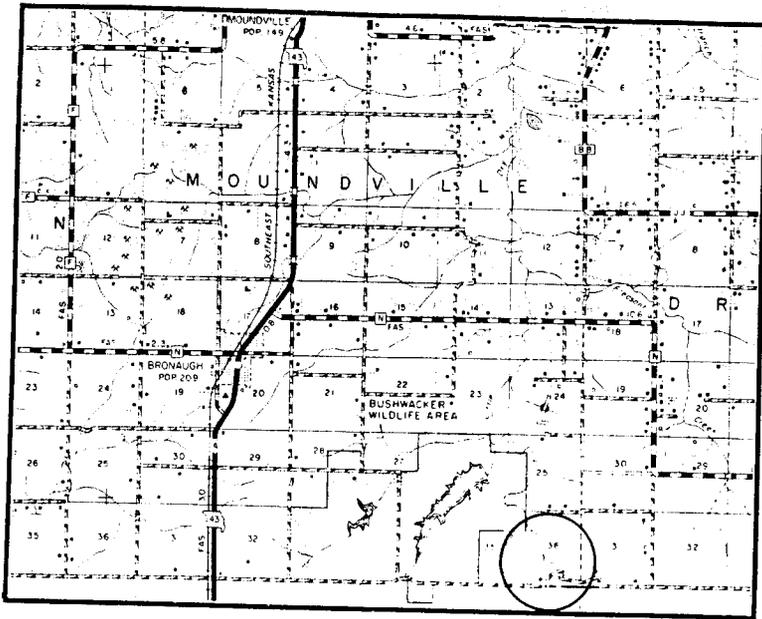
superstructure: steel, 4-panel, pin-connected Pratt pony truss; 2 steel stringer approach spans at the south end
substructure: stone abutment at south end; concrete-filled steel cylinder piers encased in concrete, at north end
floor/decking: timber deck over steel stringers
other features: upper chord and inclined end post: 2 channels with cover plate and lacing; lower chord: 2 punched rectangular eyebars; vertical: I-beam, with inverted T-section outrider; diagonal: 2 punched rectangular eyebars; counter: square eyerod with turnbuckle; lateral bracing: round rod with threaded ends; floor beam: I-beam, U-bolted to vertical; guardrail: 1 channel

Located some five miles west of Sheldon, just north of the Barton County line, this medium-scale truss carries a secondary road over Little Drywood Creek. The structure dates to the spring of 1894. At a meeting held on June 11th of that year, the Vernon County Court agreed to build a bridge at this location, provided Barton County would pay half the cost. Barton County officials, however, balked at sharing the cost equally, contending they should pay less because the bridge was to be in Vernon County. (The proposed bridge site was located approximately 100 yards north of the county line.) While the two counties spent the summer haggling over how the cost would be split, Vernon County Road and Bridge Commissioner W.H. Wood advertised for bids to build the structure. An agreement was finally reached in late fall. On November 15, 1894, a \$1700.00 contract for the bridge's fabrication and erection was awarded to the Missouri Valley Bridge and Iron Works of Leavenworth, Kansas. Vernon County grudgingly paid the lion's share, footing the bill for \$1200.00 of the cost. Barton County, meanwhile, paid just \$500.00. The County Line Bridge today displays an unusually high degree of physical integrity. Sited in its original location, and with its structural members intact, the bridge appears unchanged from its original construction.

The County Line Bridge is a well-documented and well-preserved example of pinned Pratt pony truss construction. Exhibiting excellent physical integrity, the structure represents Missouri bridge construction trends in the late 19th century.

NAME(S) OF STRUCTURE
County Line 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. 717002.3; Vernon County Court Record, Book G: page 335 (11 June 1894), page 362 (18 September 1894), page 384 (15 November 1894), page 438 (1 March 1895) - located at Vernon County Courthouse, Nevada MO; field inspection by Clayton Fraser, 31 May 1991.

INVENTORIED BY
Clayton B. Fraser

AFFILIATION
Fraserdesign, Loveland CO

DATE
25 July 1993