

United States Department of the Interior
National Park Service

For NPS use only

National Register of Historic Places
Inventory—Nomination Form

received

date entered

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Historic Bridges of Mississippi

and or common N/A

2. Location

street & number See individual forms N/A not for publication

city, town See individual forms N/A vicinity of See individual forms

state Mississippi code SEE INDIVIDUAL FORMS county code

3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial
<input checked="" type="checkbox"/> structure	<input checked="" type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment
<input type="checkbox"/> object	<input checked="" type="checkbox"/> in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government
	<input type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial
		<input type="checkbox"/> no	<input type="checkbox"/> military
			<input type="checkbox"/> museum
			<input type="checkbox"/> park
			<input type="checkbox"/> private residence
			<input type="checkbox"/> religious
			<input type="checkbox"/> scientific
			<input checked="" type="checkbox"/> transportation
			<input type="checkbox"/> other:

4. Owner of Property

name See individual forms

street & number

city, town vicinity of state

5. Location of Legal Description

courthouse, registry of deeds, etc. See individual forms

street & number

city, town state

6. Representation in Existing Surveys

title Mississippi Historic Bridge Survey has this property been determined eligible? yes no

date 1986 federal state county local

depository for survey records Mississippi Department of Archives and History

city, town Jackson state Mississippi

7. Description

Condition		Check one	Check one	
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input type="checkbox"/> original site	
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input type="checkbox"/> altered	<input type="checkbox"/> moved	date _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed			N/A
SEE INDIVIDUAL FORMS				

Describe the present and original (if known) physical appearance

An object of growing concern for the historic preservation community in America has been the historic bridge. Past preservation activities have often focused on covered bridges but neglected other types of bridges such as arch bridges, bascule bridges, and most importantly metal truss bridges. Truss bridges, in particular, exemplify the evolution of American engineering which pioneered in their development. The nineteenth and twentieth centuries saw bridge construction developed from a field dominated by craftsmen to one dominated by engineers. This change was accompanied by the introduction of new materials and mass production and by the birth of scientific stress analysis. Many early truss bridges are still to be found in Mississippi where they symbolize the birth of this new science and where they have often visually become important parts of the landscape.

All of the bridges submitted in this nomination are steel truss bridges except four: two open-spandrel concrete arch bridges, one brick arch bridge, and one steel arch bridge. The truss bridges represent a variety of types that were common in the late nineteenth and early twentieth centuries. The oldest dates to 1895 and most date to the early-twentieth century, a time period during which bridges were made according to standardized models developed by bridge manufacturing companies. These models were designed to fill various needs incurred in bridging streams of greatly varying sizes and were usually sold to local governments by traveling representatives of the bridge companies.

The survey of historic bridges in Mississippi was conducted intermittently from January 1986 through October 1986 by Jack D. Elliott, Jr., Historical Archaeologist with the Historic Preservation Division of the Mississippi Department of Archives and History. Bridges to be surveyed were selected from a computerized bridge inventory maintained by the Mississippi State Highway Department. The inventory had been compiled from information in the Highway Department files and from information submitted by the County Engineers for the eighty-two Mississippi counties. In order to be selected from the inventory for surveying a bridge had to pre-date 1942 and had to be of one of the following types: truss, arch, or lift. All of the suspension bridges in the state had previously been surveyed and nominated to the National Register.

Years before initiating the survey, it was recognized that there was a need to preserve Mississippi's historic bridges until they could be systematically assessed for significance. Consequently, in November 1982 the Permit Committee of the Board of Trustees of the Mississippi Department of Archives and History declared all of the

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/ humanitarian
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input checked="" type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

Specific dates See individual forms **Builder/Architect** See individual forms

Statement of Significance (in one paragraph)

The bridges submitted herewith are significant in that they are representative of a period (ca. 1890-1940) in Mississippi's transportation history when wooden bridges were being replaced primarily by mass produced steel truss bridges. Such bridges provided a relatively inexpensive, easily erected alternative that was not subject to rot. Furthermore, the selected bridges are representative of the range of types that were in use.

Most of these bridges are products of the evolution of metal truss engineering that began in New England during the early-nineteenth century. Experimentation with bridge design progressed during the century resulting in a variety of designs that became standardized. These standardized designs were relatively inexpensive, easily erected, and structurally reliable forms for spanning streams that could previously only be crossed by fording, by ferry, or by wooden bridges. Consequently, they became so widespread that they became a common component of the early-twentieth-century landscape in Mississippi.

In the last few decades bridge building has shifted to an increasing reliance upon reinforced concrete and ever-larger I-beams. With considerable Federal money available for bridge replacement, the older truss, arch, and suspension bridges are now rapidly disappearing to be replaced by more modern types. This threatens to extinguish forever these symbols of past engineering skills and transportation networks.

After surveying the historic bridges of Mississippi it has been determined that the primary criterion of significance under which they may qualify for the National Register is the section of Criterion C that states that the structures must "embody the distinctive characteristics of a type, period, or methods of construction." The bridges selected are representative of a period in Mississippi's history (ca. 1890-1940) when the use of standardized, prefabricated bridges was predominant for bridging streams that were of moderate size or larger. They have also been selected so as to provide representative examples of the various types of bridges that were in use during this period. All are over fifty years old.

A word of explanation of the selection procedure is warranted. Virtually every state that has heretofore conducted an historic bridge survey has used a numerical point system for selecting the bridges most worthy of preservation. This was a result of their needing to evaluate literally the significance of thousands of historic bridges. For a number of reasons such a system would not be practical or necessary in Mississippi.

9. Major Bibliographical References

SEE CONTINUATION SHEET

10. Geographical Data

Acreage of nominated property _____

SEE INDIVIDUAL FORMS

Quadrangle name _____

Quadrangle scale _____

UTM References

A

Zone	Easting			Northing					

B

Zone	Easting			Northing					

C

--	--	--	--	--	--	--	--	--	--

D

--	--	--	--	--	--	--	--	--	--

E

--	--	--	--	--	--	--	--	--	--

F

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G

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H

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Verbal boundary description and justification

SEE INDIVIDUAL FORMS

List all states and counties for properties overlapping state or county boundaries

state SEE INDIVIDUAL FORMS code county SEE INDIVIDUAL FORMS code

state code county code

11. Form Prepared By

name/title Jack D. Elliott, Jr., Historical Archaeologist

Mississippi Department of

organization Archives and History date May, 1987

street & number P. O. Box 571 telephone (601) 354-7326

city or town Jackson state Mississippi 39205

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

___ national state ___ local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature *Kenneth H. P. Pool*

title Deputy State Historic Preservation Officer date September 27, 1988

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I hereby certify that this property is included in the National Register

date

Keeper of the National Register

Attest:

date

Chief of Registration

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HISTORIC BRIDGES IN MISSISSIPPI

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bridges selected from the Highway Department inventory to be "State Archeological Landmarks." This action provided these bridges with considerable protection until their significance could be determined. The "State Archeological Landmark" program was created by the State Antiquities Act of 1970 and was designed to give a legal basis for protection of cultural resources belonging to the state, counties, and municipalities. After a bridge was declared to be a landmark the state and local governments had to obtain permission for bridge removal from the State Historic Preservation Office (SHPO). When such requests were made the SHPO had to decide without benefit of survey data whether to allow a bridge to be demolished or whether to make agreements to preserve it. The end result was that after three years agreements had been made to preserve a number of bridges of various types throughout the state.

Prior to initiating the survey, a record form was devised, based on examples from Virginia and Ohio, and duplicated. Every bridge selected from the inventory was then visited, described, drawn, and photographed. Although the emphasis of the survey was on extant historic bridges owned by state and local governments, some other bridges were recorded on an irregular basis. These bridges included truss or arch bridges owned by railroads, truss bridges that post-dated 1941, and bridges that were no longer extant but for which photographic information existed.

The temporal distribution of the surveyed bridges begins, as previously noted, with 1895 and increases in frequency with the passage of time. The survey evidence accompanied by historical data suggests that prior to the 1890s few metal truss bridges were constructed in Mississippi except at a few major river crossings such as at Aberdeen and Columbus on the Tombigbee River. The 1890s apparently saw the beginning of the bridging of smaller streams with metal trusses. Previously these smaller streams had largely been forded or spanned by wooden bridges.

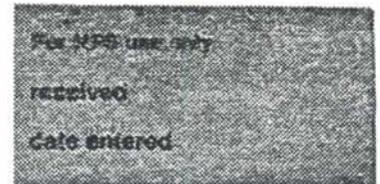
Following is a tabulation of the surveyed pre-1937 bridges by type. Because some bridges have more than one span with the spans being of different types, the tabulation is actually by span instead of bridge. Thus, for example, a bridge that consists of one Pratt through truss and two Warren pony trusses would be listed as three spans, one in the Pratt through truss category and the other two under Warren pony trusses.

Pratt Through Truss	46
Parker Through Truss	10
Camelback Through Truss	9

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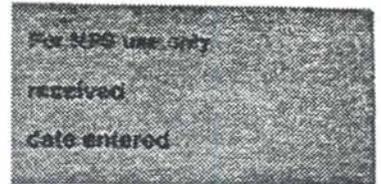
Continuation sheet Description Item number 7 Page 2

Pennsylvania Through Truss	4
Warren Polygonal Through Truss	4
Stearns Through Truss	1
Cantilevered Through Truss	1
Swinging Through Truss	10
Pratt Pony Truss	27
Warren Pony Truss	51
Warren Polygonal Pony Truss	10
Vertical Lift	1
Brick Arch	1
Open-spandrel Concrete Arch	2
Steel Arch	1
Locally-made Pony Trusses constructed without attention to design	4
Total	182

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(1) Most states have historic bridges numbering in the thousands, Mississippi has less than two hundred. Furthermore, given that the selection was made from sub-sets (i.e. bridge types) the numbers of bridges were sufficiently small in each sub-set that a more subjective decision-making process was not only practical but was also more useful.

(2) The State Historic Preservation Office (SHPO) had made prior agreements with various local governments in the state to preserve examples of the various types of truss bridges. These specimens were all structurally sound and possessed their historical integrity. Because such agreements had been made the SHPO considered itself obligated to submit these particular bridges to the National Register. A few other examples were selected to produce a number comparable to the numbers submitted by other states to the National Register.

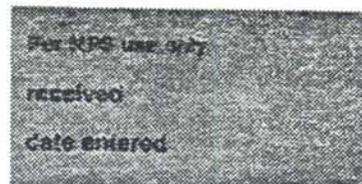
(3) One of the categories for which other states numerically evaluated their bridges was date of construction. It was discovered soon after beginning the survey that many of the construction dates provided for the older bridges shown in the inventory were erroneous.

The types used in selecting representative examples are: (1) Pratt Pony Truss, (2) Warren Pony Truss, (3) Warren Polygonal Pony Truss, (4) Pratt Through Truss, (5) Camelback Through Truss, (6) Parker Through Truss, (7) Pennsylvania Through Truss, (8) Cantilevered Through Truss, (9) Swinging Through Truss, (10) Steel Arch, and (11) Concrete Arch. Examples of Suspension bridges and Vertical Lift bridges have already been submitted to the National Register in past years. These types include all the bridges in Mississippi older than fifty years with the exception of beam bridges and trestles, which have been omitted because of their simplicity of design, short lives, and difficulty in dating. The numbers of bridges selected from each type are roughly proportional to the overall numbers from each type. An asterick before the name of a bridge indicates that a preservation agreement has previously been made between the Permit Committee of the Board of Trustees of the Mississippi Department of Archives and History and various county governments or Federal government agencies.

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MISSISSIPPI BRIDGES PREVIOUSLY NOMINATED TO THE NATIONAL REGISTER

Bridge	Type	County	Date of Submission
Youngblood Bridge	Suspension	Jefferson	1979
Coon Box Fork Bridge	Suspension	Jefferson	1979
Old Hill Place Bridge	Suspension	Jefferson	1979
Byram Bridge	Suspension	Hinds-Rankin	1979
Lamb-Fish Bridge	Vertical Lift	Tallahatchie	1982

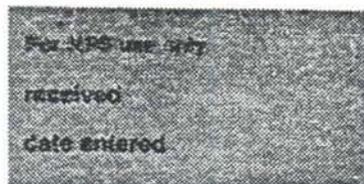
MISSISSIPPI BRIDGES NOW BEING SUBMITTED TO THE NATIONAL REGISTER

BRIDGE	COUNTY	DATE	REMARKS
<u>Pratt Through Truss</u>			
*Bahala Creek Bridge	Lawrence	1909	(2)
Ediceton Bridge	Franklin	1909	(1 Pratt & 1 camelback)
Fairground St. Bridge	Warren	1895	(2)
Homochitto River Bridge	Copiah	1909	
Tibbee Bridge	Clay	1896	
Waynesboro Bridge	Wayne	1910	
*Woodburn Bridge	Sunflower	1916	(2 Pratts and 1 swinging through span)
<u>Parker Through Truss</u>			
Highway 11 Bridge over Chunky River	Clarke		(1)
<u>Camelback Through Truss</u>			
Ediceton Bridge	Franklin	1909	(1 camelback & 1 Pratt)
Shubuta Bridge	Clarke	1909	(1 camelback)

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Pennsylvania Through Truss

Gatesville Bridge	Copiah/ Simpson	1908	(1 Penn. truss & 1 Warren pony truss)
Leaf River Bridge	Greene	1907	(1 Penn. truss)
Rockport Bridge	Copiah/ Simpson	1910	(2 Penn.'s)

Stearns (?) Through Truss

Stuckey's Bridge	Lauderdale	1901	(1)
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Swinging Truss Span Bridge

Columbus Bridge	Lowndes	1927	(1 swinging span and 2 Warren polygonal pony truss spans)
Keesler Bridge	Leflore	1925	(1)
* Waverley Bridge	Clay/ Lowndes	1914	(1)
* Woodburn Bridge	Sunflower	1916	(1 swinging span and 2 Pratt through truss spans)

Warren Pony Truss Bridge

Gatesville Bridge	Copiah/ Simpson	1910	(1 Warren pony & 1 Penn.)
Hickahala Creek Bridge	Tate	1926	
*Owens Creek Bridge	Claiborne	1917	

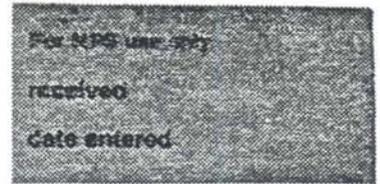
Warren Polygonal Pony Truss

*Enterprise Bridge	Clarke	1920s?	(2)
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Pratt Pony Truss Bridge

*Motley Slough Bridge	Lowndes	1920	(1)
*Running Water Bridge	Noxubee	1928	(1)
*Widow's Creek Bridge	Claiborne	1917	(1)
*Yellow Creek Bridge	Wayne	1910	(1)

Cantilivered Truss Bridge

Mississippi River Bridge	Warren	1930	(1 cantilevered bridge and 2 Parker spans)
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Brick Arch Bridge

Confederate Ave. Brick Arch Bridge	Warren	1935	(1)
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Open Spandrel Concrete Arch Bridge

Woodrow Wilson Bridge	Hinds/ Rankin	1925	(1)
ICG Railroad Bridge	Warren/ Hinds	1917	(5)

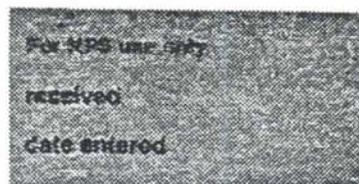
Steel Deck Arch

Confederate Ave. Steel Arch Bridge	Warren	1903	(1)
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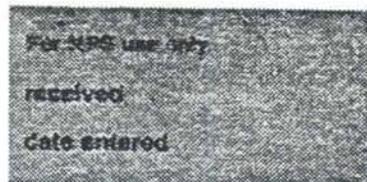
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Page 2

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1905

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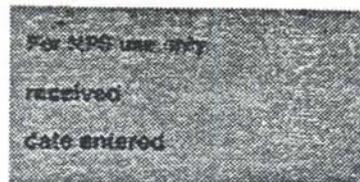
Mississippi Territorial Acts

1801-
1802

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