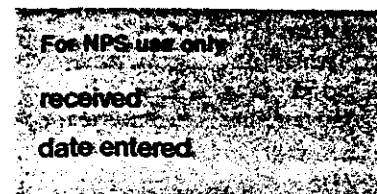


United States Department of the Interior
National Park ServiceNational Register of Historic Places
Inventory—Nomination FormSee instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections**1. Name**

historic

and/or common Windsor Harbor Road Bridge

2. Location

street & number Windsor Harbor Road at Rock Creek

not for publication

city, town Kimmswick

vicinity of

state Missouri

code 29

county Jefferson County

code 099

3. Classification

| Category | Ownership | Status | Present Use |
|-----------------------------------------------|--------------------------------------------|-------------------------------------------------------|----------------------------------------------------|
| <input type="checkbox"/> district | <input checked="" 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 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 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 checked="" type="checkbox"/> n/a | <input type="checkbox"/> no | <input checked="" type="checkbox"/> transportation |
| | | | <input type="checkbox"/> other: |

4. Owner of Property

name Jefferson County

street & number

city, town Hillsboro

vicinity of

state MO 63050

5. Location of Legal Description

courthouse, registry of deeds, etc. Jefferson County Court House

street & number

city, town Hillsboro,

state MO 63050

6. Representation in Existing Surveystitle Missouri State Historical Survey has this property been determined eligible? yes ☒ nodate June 1983 federal ☒ state county localdepository for survey records Missouri Department of Natural Resources
P. O. Box 176

city, town Jefferson City

state MO 65102

7. Description

Condition

☐ excellent
☒ good
☐ fair

☐ deteriorated
☐ ruins
☐ unexposed

Check one

☐ unaltered
☒ altered

Check one

☐ original site
☒ moved date 1930

Describe the present and original (if known) physical appearance

The wrought iron bridge at Windsor Harbor Road over Rock Creek in Kimmswick, Missouri, is a nine panel, single span, pin-connected Pratt through truss structure (Photo #1). The roadway is 20.3 feet wide; the span is 123.3 feet and the height of the trusses is 13.7 feet. Short, beam-supported approaches at each end are borne on concrete abutments. The bridge is supported on vertical rolled steel sections installed as driven piles. (Four abandoned tubular steel piers, the north pair of which has fallen at the river bank, undoubtedly are remnants of an earlier bridge known to have existed at the site.) The roadway is constructed of timber planking over wide-flange girders and beams. A thin coating of asphaltic concrete has been applied to the surface of the decking (Photo #2). Constructed in 1874-75 by the Keystone Bridge Company, the bridge was dismantled and re-erected at its present site in 1930.

Although the truss configuration is no different than later bridges, the design of the members is significantly so. Vertical compression members are "Phoenix" sections consisting of four rolled shapes bolted together with cast lugs to form roughly octagonal members (Photo #3). Diagonal and bottom chord tension members are solid bars of various proportions with formed eyes at the ends for pin connections. Cast fittings occur at panel point and bearings; decorative cast knee braces survive at the entrance bents. Rolled sections similar to modern wide-flange beams occur in the top chord. Panel points are braced with lattice trusses (Photo #4). (These members show considerable deterioration not evident elsewhere.) The elaborate methods used for connecting members are of considerable interest; for reasons of economy and standardization, later bridges tended to lose these interesting variations in detailing.

The bridge was originally designed to carry traffic across the River des Peres from Alabama Avenue in St. Louis to Lemay Ferry Road in Luxemburg. A comparison of a 1927 photograph showing the bridge at its original location (Photo #5) with a current photograph of the bridge at its present location (Photo #1) indicates that the superstructure above the roadway has not been altered. The earlier photograph documents walkways on the outboard face of the trusses (apparently supported by extensions of the floor girders) with three member pipe guardrails carried on up-rights which appear to be castings. With the exception of the handrails and identifying plaques (now removed and replaced by sheet metal signs reading "Load Limit, 4 Tons"), the earliest known iron truss bridge in Missouri is remarkably intact.

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/ |
| <input type="checkbox"/> 1700-1799 | <input type="checkbox"/> art | <input checked="" type="checkbox"/> engineering | <input type="checkbox"/> music | <input type="checkbox"/> humanitarian |
| <input checked="" type="checkbox"/> 1800-1899 | <input type="checkbox"/> commerce | <input type="checkbox"/> exploration/settlement | <input type="checkbox"/> philosophy | <input type="checkbox"/> theater |
| <input type="checkbox"/> 1900- | <input type="checkbox"/> communications | <input type="checkbox"/> industry | <input type="checkbox"/> politics/government | <input type="checkbox"/> transportation |
| | | <input type="checkbox"/> invention | | <input type="checkbox"/> other (specify) |

Specific dates 1874-75

Builder/Architect

Keystone Bridge Company

Statement of Significance (in one paragraph)

The bridge at Windsor Harbor Road over Rock Creek in Kimmswick, Missouri, qualifies for listing in the National Register of Historic Places under Criterion C and is significant in the following area: ENGINEERING: The bridge is the one of the oldest wrought iron span in the State and is an outstanding example of a transition period in engineering. In response to the demands of the railroads and expanding road systems, bridge technology made rapid strides in the nineteenth century. By the end of the century, standardized rolled steel sections connected with gusset plates and rivets brought an end to the handsome individuality expressed in the 1874-75 bridge built by the Keystone Bridge Company and now located at Kimmswick.

When the city of Carondelet with a population of 5,387 was incorporated by the city of St. Louis in 1870, the bustling farm-to-market traffic crossed the River des Peres at the southern boundary of the expanded city limits on a covered toll bridge. Ordinances were passed in the summers of 1874 and 1875 to fund the construction of a new wrought iron span. The cost was to be shared equally by the city of St. Louis and St. Louis County. The city appropriated \$6,500 from general revenue for its share and the Keystone Bridge Company won the construction contract.² The company was organized on April 25, 1865, with a capital of \$300,000. The list of incorporators included Aaron G. Shiffler, J. L. Piper, Walter Katte, James Stewart and Andrew Carnegie. (Never an outstanding money-maker, the Keystone Bridge Company was sold to the American Bridge Company in 1900.)³

In 1928, after fifty-three years of service, the bridge was moved to a point just west of its original location while a new concrete and steel viaduct was under construction. Upon completion of the new span -- noted by a local poet⁴ -- the bridge was dismantled and re-erected in 1930 at Kimmswick in Jefferson County. The city of St. Louis donated the bridge; the County Court of Jefferson County paid for dismantling, moving and re-erection except for iron piling and driving which was paid for by the County. The bridge's somewhat remote location in Kimmswick left it undisturbed from threats of "progress" until the late 1970s. Preservationists began urging that a new bridge be built upstream and that the old bridge be reserved for bicycle and pedestrian traffic. A Federal Aid Urban Program Agreement between the Missouri Highway and Transportation Commission, Jefferson County and the city of Kimmswick will make that possible since the Kimmswick Historical Society voted to accept ownership, control and maintenance of the old bridge. Fortunately, the December 1982-January 1983 floods which washed away the 1879 iron truss bridge at Old Appleton on the Perry-Cape Girardeau County line in Missouri did not damage the Kimmswick span.

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Windsor Harbor Road Bridge, Kimmswick, MO

Continuation sheet

Item number 8

Page 1

While the River des Peres at St. Louis has become a cement-lined drainage ditch crossed by a major highway, the bridge's bucolic setting in Kimmswick (Photo #2) conveys the sense of the original 1875 context. Mentioned in an article by Mark C. Stauter in the Winter 1982 issue of the Society for Industrial Archaeology Newsletter, the decorative Pratt through truss span may soon be not only the oldest but one of the few remaining examples in the State from an innovative period in engineering history.

FOOTNOTES

¹H. G. Hertich, History of Old Roads, Pioneers and Early Communities of St. Louis County (Clayton, MO: St. Louis County Historical Society, n.d.), p. 8.

²The 1875 ordinance was supplemental to cover \$591.58 overrun. Of the original \$6,500 appropriated by the city, \$3,420 was paid to Keystone Bridge, \$3,029.38 to one Harry Doering for construction of the substructure and \$255.75 to various persons. From the Mayor's Message, May 1875, Table #6.

³The Keystone Bridge Company plant in Pittsburgh still operates as USS Fabrication's Division Shiffler Plant fabricating transmission towers. Records of previous operations are lost.

⁴"Lemay Ferry Bridge" by Paul G. Ulrich of Luxemburg, Missouri, as printed in the August 9, 1929, edition of the Carondelet News:

The old bridge was a beauty,
In the days of long ago;
Over it traveled Presidents,
And soldiers to and fro.
It saw the days of the ox cart,
And the horse and buggy, too;
And many heavy loaded trucks,
In our later years.
It was built by the Keystone Bridge Co.,
In the year of eighteen-seventy-four,
It was the first bridge or gateway
From the south to the City's door;
Spanned with its single span River des Peres,
One time a splendid stream;
It weathered storms and blizzards,
And many high waters, too;
ETC.....

United States Department of the Interior
National Park Service

**National Register of Historic Places
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Windsor Harbor Road Bridge, Kimmswick, MO

Continuation sheet

Item number 9

Page 1

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County. Clayton, MO: St. Louis County Historical Society, n.d.

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St. Louis, Missouri. Landmarks Association of St. Louis, Inc. Joseph D. Covin,
Manager, Information Systems, American Bridge, Division of United States Steel
Corporation, to Elizabeth Eldridge, St. Louis, Missouri. 5 April 1983.
(Xerox copy.)

Ulrich, Paul G. "Lemay Ferry Bridge." Carondelet (Missouri) News, 9 August 1929,
p. 4.

Item number 11

Page 1

2. James M. Denny, Section Chief and
State Contact Person
Historic Preservation Program
Department of Natural Resources
P.O. Box 176
Jefferson City

22 July 1983
314/751-4096

Missouri 65102

9. Major Bibliographical References

See attached.

10. Geographical Data

Acreage of nominated property less than one acre

Quadrangle name Valmeyer, IL/MO

Quadrangle scale 1:24,000

UTM References

A

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| Zone | | | Easting | | | | Northing | | | | | | | |

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| Zone | | | Easting | | | | Northing | | | | | | | |

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| | | | | | | | | | | | | | | |
| Zone | | | Easting | | | | Northing | | | | | | | |

Verbal boundary description and justification The Windsor Harbor Road Bridge is contained within a 100 meter by 20 meter rectangle centered on the above referenced UTM coordinate, the long sides of which are parallel to the bridge being nominated.

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

| state | code | county | code |
|-------|------|--------|------|
|-------|------|--------|------|

| state | code | county | code |
|-------|------|--------|------|
|-------|------|--------|------|

11. Form Prepared By © Landmarks Association of St. Louis, Inc., 1983.

name/title Elizabeth Eldridge, Richard Bliss, and Carolyn Toft, Editor.

organization Landmarks Association of St. Louis, Inc. date 22 June 1983

street & number 721 Olive Street, Room 1113

telephone (314) 421-6474

city or town St. Louis,

state MO 63101

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

Director, Department of Natural Resources and
State Historic Preservation Officer

date 7-28-83

For NPS use only

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

Keeper of the National Register

Attest:

Chief of Registration

1960 1/4 NW
(MAXVILLE)

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

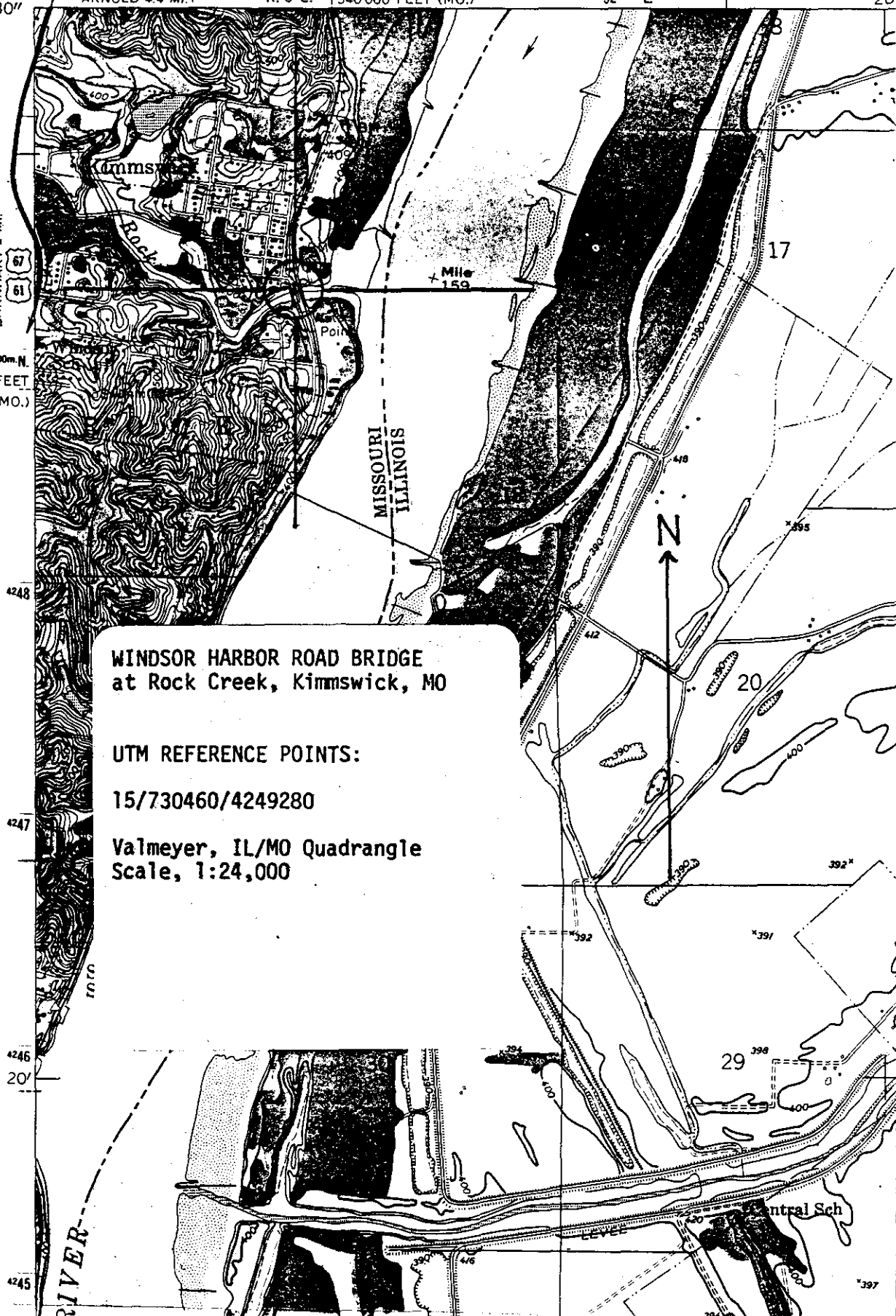
90°22'30" MEHLVILLE 10 MI.
38°22'30" ARNOLD 4.4 MI.

R. 6 E. 540 000 FEET (MO.)

732 000m E.

20

FEETUS 9 MI.
BARNHART 2 MI.
4249000m N.
920 000 FEET
(MO.)



WINDSOR HARBOR ROAD BRIDGE
at Rock Creek, Kimmswick, MO

UTM REFERENCE POINTS:

15/730460/4249280

Valmeyer, IL/MO Quadrangle
Scale, 1:24,000

RIVER

Central Sch

#662

WINDSOR HARBOR ROAD BRIDGE

COUNTY:

Jefferson

LOCATION:

Windsor Harbor Road at Rock Creek, Kimmswick

OWNER:

Jefferson County

ADDRESS:

Hillsboro, Mo. 63050

DATE APPROVED BY A.C.:

July 12, 1983

DATE SENT TO D.C.:

August 2, 1983

DATE OF REC. IN D.C.:

August 4, 1983

DATE PLACED ON NATIONAL REGISTER:

September 8, 1983

DATE CERTIFICATE AWARDED
(AND PRESENTOR):

DATE FILE REVIEWED:

The bridge is one of the oldest wrought iron span in the State and is an outstanding example of a transition period in engineering.

WINDSOR HARBOR ROAD BRIDGE
at Rock Creek, Kimmswick, MO

#1 of 5 View of bridge looking
northwest.

Photographer: Richard L. Bliss

Date: 1982

Negative: Richard L. Bliss
St. Louis, MO



WINDSOR HARBOR ROAD BRIDGE
at Rock Creek, Kimmswick, MO

#2 of 5 View of bridge looking
north.

Photographer: Richard L. Bliss

Date: 1982

Negative: Richard L. Bliss
St. Louis, MO



WINDSOR HARBOR ROAD BRIDGE
at Rock Creek, Kimmswick, MO

#3 of 5 Detail.

Photographer: Richard L. Bliss

Date: 1982

Negative: Richard L. Bliss
St. Louis, MO



WINDSOR HARBOR ROAD BRIDGE
at Rock Creek, Kimmswick, MO

#4 of 5 Detail.

Photographer: Richard L. Bliss

Date: 1982

Negative: Richard L. Bliss
St. Louis, MO



WINDSOR HARBOR ROAD BRIDGE
at Rock Creek, Kimmswick, MO

#5 of 5 Bridge at original
site over River des Peres.

Photographer: Unknown

Date: 1927

Photocopy & Negative:

Richard L. Bliss

St. Louis, MO

Camera looking northeast.

