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**6. Function or Use**

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Historic Function (enter categories from instructions)

TRANSPORTATION/road-related

Current Function (enter categories from instructions)

TRANSPORTATION/road-related

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**7. Description**

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Architectural Classification (enter categories from instructions)

OTHER /riveted Warren cantilevered through truss

Materials (enter categories from instructions)

foundation N/A

walls N/A

roof N/A

other N/A

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Describe present and historic physical appearance.

Located on the east edge of Brownville, the Brownville Bridge spans the Missouri River on the Nebraska - Missouri state line. Other than maintenance-related repairs, the bridge remains essentially unaltered as it continues to carry vehicular traffic. The Brownville Bridge today retains a high degree of integrity of location, design, setting, materials, workmanship, feeling and association. A description of the structure follows:

|               |         |                    |              |
|---------------|---------|--------------------|--------------|
| span number:  | 2       | construction date: | 1939         |
| span length:  | 420.0'  | construction cost: | \$708,878.54 |
| total length: | 1904.0' | current condition: | good         |
| roadway wdt.: | 22.5'   | alterations:       | none         |

superstructure: steel, rigid-connected Warren cantilever through truss

substructure: concrete abutments with concrete backwalls and sloped wingwalls; concrete piers

floor/decking: concrete deck over I-beam stringers

other features: upper chord: 2 channels with cover plate and ventilated bottom plate; lower chord: 2 channels with cover plate and ventilated bottom plate; vertical: wide flange; diagonal: 2 ventilated channels with continuous plate; portal and overhead bracing: I-beam; top lateral: cross-braced I-beam; bottom lateral: cross-braced back-to-back angle-sections.

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## 8. Statement of Significance

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Certifying official has considered the significance of this property in relation to other properties:

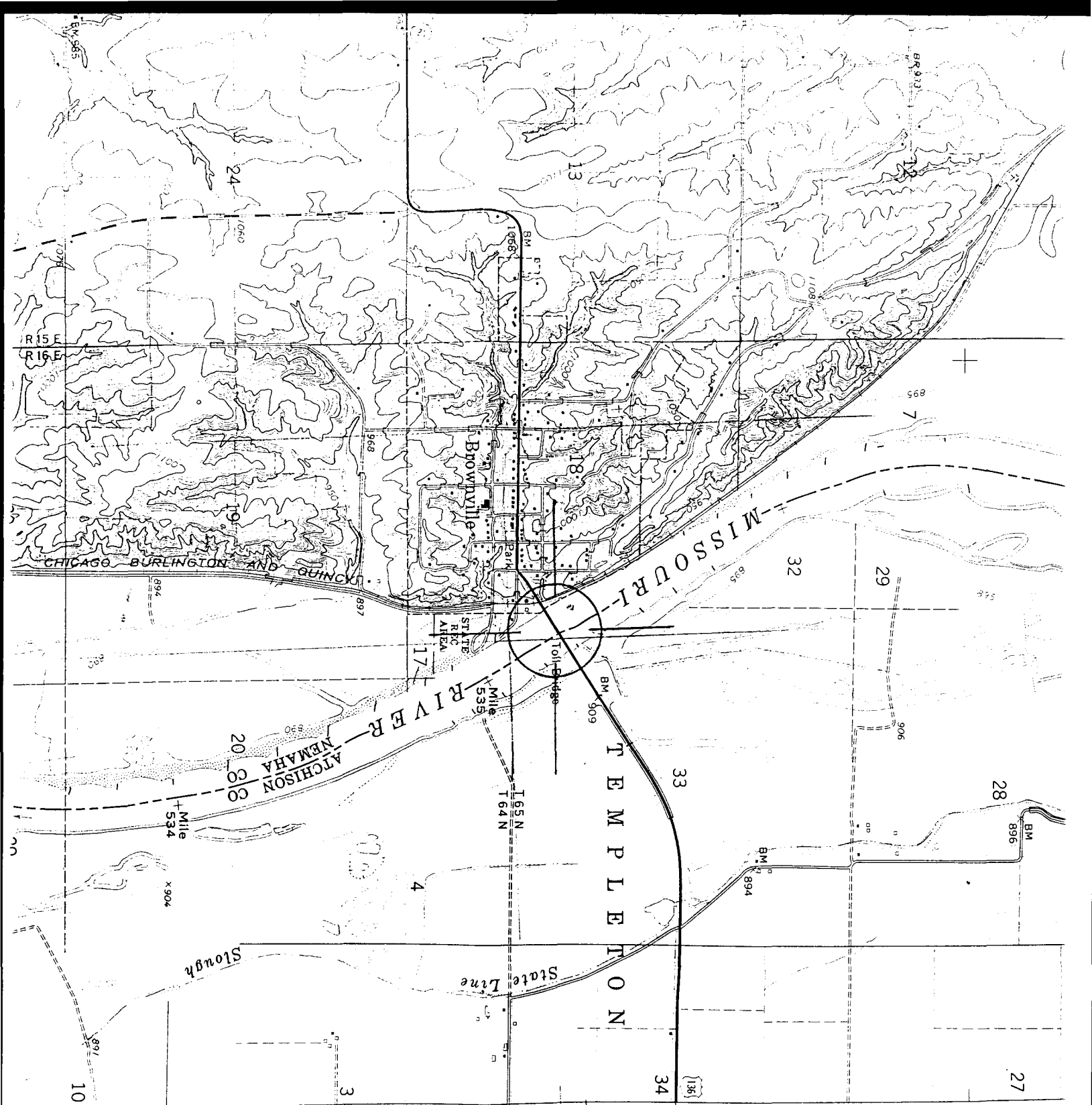
|                                       |   |
|---------------------------------------|---|
|                                       | statewide   |
| Applicable National Register Criteria | C   |
| Criteria Considerations (Exceptions)  | N/A   |
| Areas of Significance                 | Engineering   |
| Period of Significance                | 1939 (The period of significance is derived from the original construction date.)   |
| Significant Dates                     | 1939  |
| Cultural Affiliation                  | N/A   |
| Significant Person                    | N/A   |
| Architect/Builder (Designer)          | Ash, Howard, Needles and Tammen, Kansas City MO   |
| (Fabricator)                          | Bethlehem Steel Company, Pittsburgh PA  |
| (Builder)                             | Ash, Howard, Needles and Tammen (supervisor); Bethlehem Steel Company (superstructure); C.F. Lytle Company (substructure); C.H. Atkinson Paving Company (embankments) |

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State significance of property, and justify criteria, criteria considerations and areas of significance noted above.

The Atchison County (Missouri) Board of Supervisors appears to have initiated the planning for this bridge over the Missouri River, securing the prestigious firm of Ash, Howard, Needles and Tammen (AHNT) for design construction supervision. AHNT modeled the new structure on another two-span, continuous truss bridge they had built over the Missouri River at South Omaha in 1934-35, changing details and construction methods of the previous design to improve aesthetics and reduce cost. Whereas, according to one engineer, a "hodgepodge of deck trusses, girder spans and trestles" were used for the South Omaha approach spans, AHNT used only continuous deck girder approaches for the Brownville Bridge. Construction on the structure began early in 1939, with the Bethlehem Steel Company fabricating and erecting the superstructure, the C.F. Lytle Company building the substructure, and the C.H. Atkinson Paving Company completing the earth embankments. The bridge was completed by October 1939. Total project cost: \$708,878.54. The Missouri Highway Commission provided \$50,000, and the Federal Emergency Administration of Public Works provided a grant of \$311,580. Atchison County issued bonds for the balance of the costs, and operated the bridge as a toll crossing to repay its bondholders and cover maintenance expenses. In 1945 the Nebraska Department of Roads and Irrigation reported that the bridge was in "excellent" condition, although the concrete in the piers was cracking and in need of immediate repair. These repairs were apparently never made. Now a toll-free crossing, the Brownville Bridge is technologically significant for its long-span cantilevered truss design and innovative construction.

For further contextual information regarding bridge building in Nebraska, registration requirements, and property types, see related multiple property listing "Highway Bridges in Nebraska, 1870 - 1942."



25'  
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PHELPS CITY 1.6 MI.  
TARKIO 15 MI.

BROWNVILLE BRIDGE  
(NEHEP # NH00-85)  
NEMAHA COUNTY

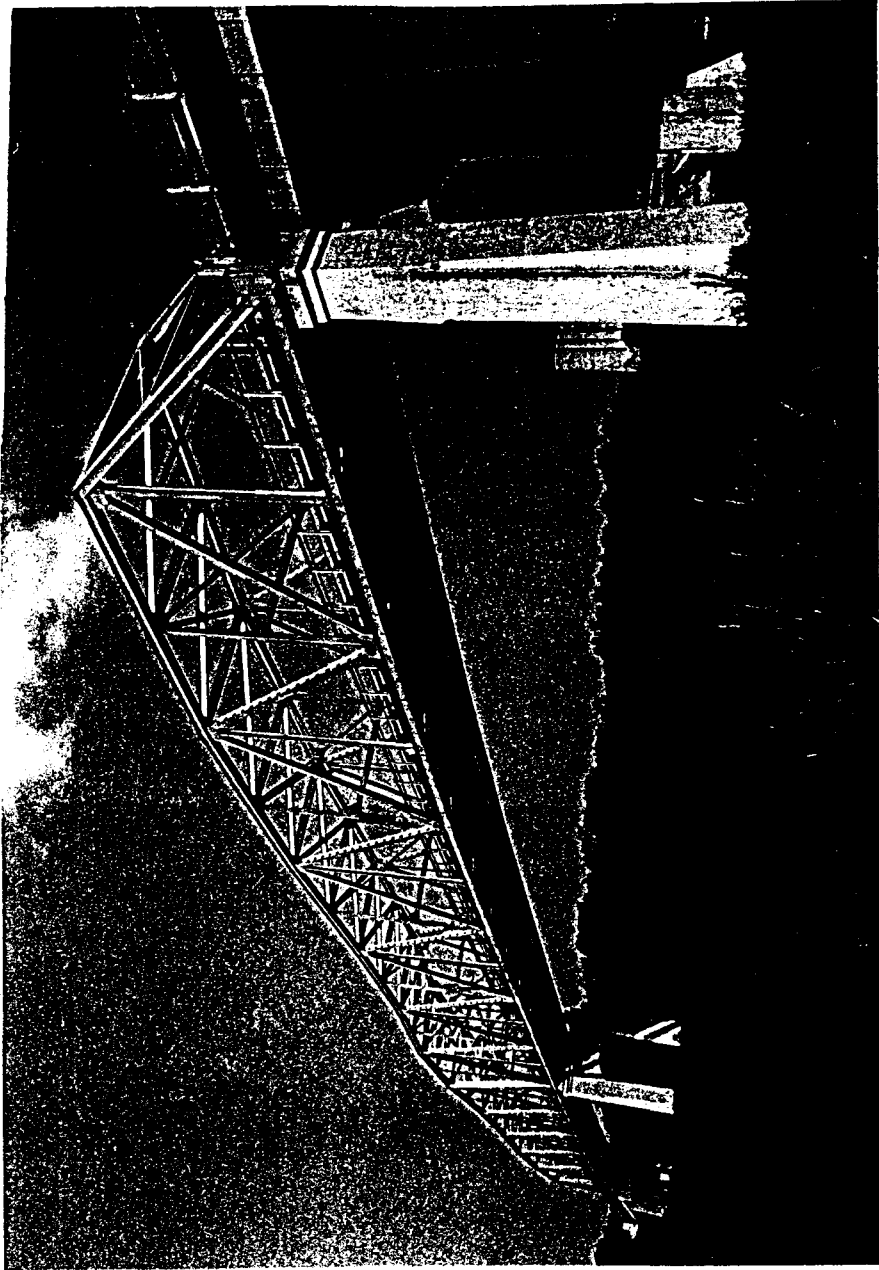
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United States Department of the Interior National Park Service

LISTED 19930617

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in Guidelines for Completing National Register Forms (National Register Bulletin 16). Complete each item by marking 'x' in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter 'N/A' for 'not applicable.'

1. Name of Property

historic name Brownville Bridge
other name/site number NEHBS Number NH00-85

2. Location

street & number U.S. Highway 136 over the Missouri River
city, town east edge of Brownville
state NE; MO county Nemaha, NE; Atchison, MO code 127/005 zip code 68321

3. Classification

Table with 4 columns: Ownership of Property, Category of Property, Number of Resources within Property (Contributing, Noncontributing), and sub-categories (buildings, sites, structures, objects, Total).

Number of contributing resources previously listed in the National Register: 0
Name of related multiple property listing: Highway Bridges in Nebraska, 1870-1942

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

Signature of certifying official: [Signature]
Date: May 10, 1993
Director, Nebraska State Historical Society
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register Criteria.
Signature of commenting or other official: Claire F. Blackwell, Deputy SHPO
Date: 18 November 1992
Missouri Department of Natural Resources
State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:
entered in the National Register
determined eligible for the National Register
determined not eligible for the National Register
removed from the National Register
other (explain:)

Signature of the Keeper Date of Action

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**9. Major Bibliographical References**

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Nebraska Department of Roads, Structure Inventory and Appraisal: Structure Number S136 24018; Nebraska Department of Roads and Irrigation, **Twenty-Third Biennial Report, 1939-1940**, p. 23; Ned L. Ashton, "Comments on Design and Construction of Various Mississippi River Bridges," lecture to the American Society of Civil Engineers, Tri-City Section, Davenport, 6 April 1944, copy at the Iowa State Historical Society, Des Moines, Iowa; Henry G. Schlitt, "Missouri River Bridges, Report #2," 7 November 1945, located in Bridge Department Files, Nebraska Department of Roads; field inspection by Jeffrey A. Hess, 19 July 1989.

\_\_\_ See continuation sheet

**Previous documentation on file (NPS):**

- \_\_\_ preliminary determination of individual listing  
(36 CFR 67) has been requested  
\_\_\_ previously listed in the National Register  
\_\_\_ previously determined eligible by the National Register  
\_\_\_ designated a National Historic Landmark  
\_\_\_ recorded by Historic American Buildings Survey # \_\_\_  
\_\_\_ recorded by Historic American Engineering Record # \_\_\_

**Primary location of additional data:**

- State historic preservation office  
\_\_\_ Other State agency  
\_\_\_ Federal agency  
\_\_\_ Local government  
\_\_\_ University  
\_\_\_ Other (specify repository:)

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**10. Geographical Data**

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Acreage of Property 1.07 acre  
Cadastral Reference S18, T5N, R16E; S33, T65N, R42W  
USGS Quadrangle Peru, NE. - MO (7.5 Minute Series, 1966)  
UTM References zone 15 easting 274960 northing 4475220

\_\_\_ See continuation sheet

**Verbal Boundary Description**

The nominated property is a narrow, rectangular shaped parcel measuring 1904 feet by 24.5 feet, which is centered on the UTM point listed above. Included within this rectangular parcel are the bridge's superstructure, substructure, floor system, and approach spans.

\_\_\_ See continuation sheet

**Boundary Justification**

The nominated structure includes the bridge's superstructure, substructure, floor system, any approach spans and the property on which they rest. These boundaries encompass, but do not exceed, all of the property that has been historically associated with this bridge.

\_\_\_ See continuation sheet

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**11. Form Prepared By**

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|                 |  |           |              |
|-----------------|--|-----------|--------------|
| name/title      | Demian Hess, Research Historian          | date      | 30 June 1991 |
| organization    | Fraserdesign and Hess, Roise and Company | telephone | 303-669-7969 |
| street & number | 1269 Cleveland Avenue                    | state     | Colorado     |
| city or town    | Loveland                                 | zip code  | 80537        |

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TMY 6 KODAK 5053 TMY 7 KODAK 5053 TMY 8 KODAK 5053 TMY 9 KODAK 5053 TMY 10



6 6A 7 7A 8 8A 9 9A 10

TMY 11 KODAK 5053 TMY

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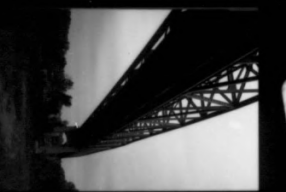
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