

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Registration Form**

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Old Appleton Bridge

other name/site number N/A

2. Location

street & town Main Street over Apple Creek N/A not for publication

city or town Old Appleton N/A vicinity

state Missouri code MO county Cape Girardeau code 031 zip code 63770
Perry 157

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, 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. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant: nationally statewide locally. (See continuation sheet for additional comments.)

Mark A. Miles July 09, 2009
Signature of certifying official/Title Mark A. Miles/Deputy SHPO Date

Missouri Department of Natural Resources
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments)

Signature of certifying official/Title _____ Date _____

State or Federal agency and bureau _____

4. National Park Service Certification

I hereby certify that the property is:

entered in the National Register.
 See continuation sheet.

determined eligible for the National Register
 See continuation sheet.

determined not eligible for the National Register

removed from the National Register

other, (explain) _____

Signature of the Keeper _____ Date of Action _____

Old Appleton Bridge
Name of Property

Cape Girardeau County, MO
County and State

5. Classification

Ownership of Property
(check as many boxes as apply)

Category of Property
(check only one box)

Number of Resources within Property
(Do not include previously listed resources in the count.)

- private
- public-local
- public-State
- public-Federal

- building(s)
- district
- site
- structure
- object

Contributing	Noncontributing	
0	0	buildings
0	0	sites
1	0	structures
0	0	objects
1	0	Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing.)

Number of contributing resources previously listed in the National Register

N/A

0

6. Function or Use

Historic Function
(Enter categories from instructions)

Transportation/ road-related

Current Function
(Enter categories from instructions)

Transportation/ pedestrian-related

7. Description

Architectural Classification
(Enter categories from instructions)

Other: Pratt Truss Iron Bridge

Materials
(Enter categories from instructions)

foundation Stone

walls

roof

other Metal

other Iron

other Wood

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

See continuation sheet(s) for Section No. 7

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

See continuation sheet(s) for Section No. 8

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

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 # _____

Areas of Significance

(enter categories from instructions)

Engineering _____

Transportation _____

Period of Significance

1879-1931 _____

Significant Dates

1879 _____

Significant Persons

(Complete if Criterion B is marked above)

N/A _____

Cultural Affiliation

N/A _____

Architect/Builder

Sebastian, H.W. & Co. _____

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other Name of repository: _____

See continuation sheet(s) for Section No. 9

Old Appleton Bridge
Name of Property

Cape Girardeau County, MO
County and State

10. Geographical Data

Acreage of Property Less than 1 acre

UTM References

(Place additional boundaries of the property on a continuation sheet.)

1 16 2/6/0/4/1/8 4/1/6/4/6/3/8
Zone Easting Northing

2 / / / / / / / / / /
Zone Easting Northing

3 / / / / / / / / / /
Zone Easting Northing

4 / / / / / / / / / /
Zone Easting Northing

Verbal Boundary Description

(Describe the boundaries of the property.)

The Old Appleton Bridge is contained within a parcel of land that is lying entirely within public road right-of-way located partially in Perry County and Cape Girardeau County, Missouri. The land is rectangular in shape, less than 1 acre and centered on the above referenced UTM coordinate. See attached sketch map.

Property Tax No.

Boundary Justification

(Explain why the boundaries were selected.)

The boundary includes the stone abutments and the bridge itself.

See continuation sheet(s) for Section No. 10

11. Form Prepared By

name/title Alyssa S. Phares and Sabrina E. Malone/ Southeast Missouri State University

organization Historic Preservation Program date August 27, 2008

street & number Department of History, MS2960 telephone 573-651-2808

city or town Cape Girardeau state MO zip code 63701

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs: Representative **black and white photographs** of the property.

Additional items: (Check with the SHPO or FPO for any additional items)

Property Owner

name/title Town of Old Appleton/ Kevin Amschler, Mayor

street & number 17638 U.S. Highway 61 telephone 573-334-7786

city or town Old Appleton state MO zip code 63770

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Redaspharreuctions Projects (1024-0018), Washington, DC 20503.

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**Old Appleton Bridge
Cape Girardeau and Perry Counties, MO**

Summary

The Old Appleton Bridge is a three-span truss bridge that carried Highway 25 and is now limited to pedestrian use over Apple Creek in Old Appleton, Missouri. The bridge was manufactured and constructed by H.W. Sebastian and Co. of St. Louis in 1879. The bridge consists of a wrought iron, pin connected, Pratt through-truss main span, with two pin-connected, three panel Pratt pony-truss approach spans. The piers are constructed out of limestone block masonry that was quarried locally in the Appleton Quarry, as well as more modern concrete piers that raise the bridge over the 1982 flood level. In December of 1982, Apple Creek rose more than fifteen feet during heavy rains and the bridge washed away. One part of the bridge rested on a gravel bar and the other on the north bank. The bridge was salvaged, with each piece labeled as to where it went, and then restored by A.E. Simpson Construction in 2005 using ninety-eight percent of its original parts. Although reconstructed, the Old Appleton Bridge is one of the last remaining Pratt truss bridges of its type in Missouri. It retains its integrity though its materials, design, location and its setting in Old Appleton.

Elaboration

The Old Appleton Bridge connects two counties over Apple Creek: Cape Girardeau and Perry. Apple Creek meanders through the countryside of Southeast Missouri, but can be a difficult creek to cross when high. The bridge is situated in what used to be a thriving, small town with a mill, brewery, distillery and many other small town businesses. The bridge was once surrounded by the aforementioned mill and brewery. The mill required the creation of a mill pond for water flow control and thus created a picturesque waterfall under the bridge. The red color of the bridge stands out in any season, whether it is surrounded by snowy banks or autumn foliage.

The bridge is composed of a single-span, pin-connected, Pratt truss, with two pony truss (referred to as spans 1 & 2) approach spans. The Old Appleton Bridge was originally comprised entirely of cast iron. The bridge was tested by Professor Wolf at the University of Rolla in Rolla,

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Missouri. Old Appleton's wrought iron was hand puddled, which means charcoal iron was heated in a coal furnace, indirect of the fire and then cast into ingots (pigs). This type of wrought iron works well and resists corrosion.¹ In restoring the bridge, the lattice work verticals, connecting pins, some stringers and other miscellaneous parts that were missing or damaged beyond the point of repair were replaced with steel. The bridge in its existing condition is 82% original wrought iron. The maker's plates and the cone spacers are cast iron, and replacement pieces are steel. The high quality of wrought iron was one of the main reasons why the bridge survived the 1982 flood.² The total length of the bridge is 161 feet, with the Pratt through truss spanning 103 feet. The bridge sits on limestone and concrete abutments. The roadway, comprised of timber deck over steel stringers is 13 feet wide.

The Old Appleton Bridge has several unusual components. The lower chords (Spans 1 & 2) are secured to the bearing plates by nuts threaded onto the eye bars. The hip verticals are secured to the bearing plates only by the friction created by the tightened nuts on the eye bars. This creates tension that forces the bearing plates against the base of the hip verticals.³ The verticals are composed of cast "+" sections; the upper connection has been forged into a 1" rod which is threaded to accept a 1" nut.⁴ The stringers on Span 1 and Span 2 were secured to the floor beams by U-bolts. An "S" shaped spacer is placed between the floor beam and each stringer. This bolting method was not used on the main Pratt span.⁵

On Span 3, the portal bracing is made up of an angle iron and strapping riveted together. The bracing is shaped in an arch and the nameplate was cast in a curvilinear shape. This type of decorative iron work was more common in urban areas, and to have it on the Old Appleton Bridge is unusual.⁶ Span 3 has strut stirrups which are a very unusual form of connection; cut marks on the salvaged examples indicate they may have been hand-made. A vertical U-bolt and

¹ Mark Birchler, CDG Engineers, St. Louis, MO. Personal conversation, May 28, 2009.

² Mark Birchler, CDG Engineers, St. Louis, MO. Personal conversation, May 28, 2009.

³ Campbell Design Group, *Action Plan for Restoration of the Old Appleton Bridge*, 1988, 8.

⁴Campbell, 9.

⁵Campbell,10.

⁶Campbell,11.

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**Old Appleton Bridge
Cape Girardeau and Perry Counties, MO**

turnbuckle is located on Span 3. These verticals and the U-bolt assembly were salvaged fully intact. Cone spacers are used in all of the three spans as spacers for the lower laterals between the nut and the floor beam.

Damage to the bridge from the 1982 flood consists of the following: Span 1 (most northern) suffered very minimal damage. The concrete encasement of the northern bearing plates prevented the span from turning over, however the lower cords required some straightening. Ninety-seven percent of Span 1 & Span 2 is estimated to have been completely reusable.

Span 3 suffered considerable damage from the flood. The verticals had to be replaced, but the end posts and upper chords were reused. The laterals suffered the worse damage, with only four out of twenty-eight being reusable. However, the four laterals that did survive have forged eyelet connections at one end. This was fortunate because these connections would have been very difficult to reproduce. The diagonals are reused. The floor beams were all recovered and reused. These consist of an I-beam shape that is no longer manufactured, so their recovery was integral to the structure of the bridge. Almost one hundred percent of the stringers were recovered and were reused, as well as both portal braces.⁷

The wooden decking was replaced with rough cut oak. In order to protect the bridge from frequent flooding of Apple Creek, the bridge was raised above the 1982 flood level, which may very well have been surpassed by a flood in the spring of 2008 (see Republic-Monitor reference). By raising the bridge over the 100-year flood plain, it allows more water to flow under the bridge and reduces flooding. The bridge piers were extended three feet above with concrete blocks. This modification does not adversely affect the integrity of the bridge. In fact, the necessity for raising the bridge to ensure its preservation was proven by the flood which occurred in spring 2008, which would have once again washed the bridge away if it were located at its original height above the water.

⁷Campbell, 16.

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**Old Appleton Bridge
Cape Girardeau and Perry Counties, MO**

Summary

The Old Appleton Bridge sits at the end of Main Street and connects Cape Girardeau and Perry Counties over Apple Creek in Old Appleton, Missouri. The bridge is locally significant under Criterion A in the area of transportation and under Criterion C in the area of engineering. Constructed in 1879, the bridge replaced a low water ford crossing on the Old King's Highway, previously known as El Camino Real, and later became Highway 25. Highway 25 improved accessibility to Old Appleton from Cape Girardeau. The 161 foot bridge consists of three spans, two Pratt pony truss approach spans and a 103 foot pin connected Pratt through truss. Though one of the most common bridge types erected in the state of Missouri between 1870 and 1910, many of the state's Pratt truss bridges have been replaced or lost to deterioration and demolition. Today, the Old Appleton Bridge is one of the oldest of its type in the state and is an excellent example of wrought-iron bridge construction locally. Though significantly damaged in a flood in 1982, the bridge components were salvaged and meticulously restored. The reconstructed bridge opened only for pedestrian traffic in 2006. The period of significance for the bridge is 1879 to 1931, the date of the construction through the completion of the Highway 61 bypass of Old Appleton and its bridge.

Historical Background and Significance

Old Appleton is situated on Apple Creek north of Oak Ridge in the northern part of Cape Girardeau County and was settled by John McLane and John Scholtz in 1824. The area was chosen for its fertile farmlands and proximity to water, including Apple Creek and the nearby Mississippi River. The bluffs were used for protection from Native Americans. The area was also attractive to early settlers due to its location on El Camino Real, or the King's Highway. King's Highway was marked in 1789 to connect New Madrid to St. Louis. The route followed early Native American trails, crossing Apple Creek at or near Old Appleton.⁸ The route roughly corresponds with today's Highway 61 through Southeast Missouri. Old Appleton was at one

⁸ Louis Houk. *A History of Missouri, Vol. 2*. Chicago: R.R. Donnelley & Sons, 1908, 150-151.

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**Old Appleton Bridge
Cape Girardeau and Perry Counties, MO**

time a thriving community and a commercial center for the area surrounding it in Southeast Missouri.

The first general store in Old Appleton was opened by Kimmel and Taylor in 1829 and a mill was built by Alfred McLane in 1824 on the northern bank of Apple Creek. It was an active community with a gristmill, brewery and distillery all located on the banks of the creek.⁹ The area where the bridge was built was a low lying flood plain. Flood levels were exacerbated by the building of a mill dam that caused waters in the creek to rise and thus creating a necessity for a bridge. The Old Appleton Bridge connected two counties and helped residents move from side to side for commerce, socialization, farming and travel. The bridge made it easier for farmers to transport their crops to the mill for processing and for residents of the Perry County side of Apple Creek to conduct business with the commercial area on the Cape Girardeau bank.

Pratt Truss Bridges

Construction of truss bridges in the United States and elsewhere was made possible by advances in the manufacturing of iron. Cast iron was the first iron used in bridge construction; however it was difficult to get a large enough supply that was reliable for bridge use. While capable of bearing great weight (compression), the material was too brittle for use in many truss types where spanning members were subjected to stretching (tension). Cast iron could only be used structurally, for compression and the only form it could take successfully was an arch. Wrought iron was much harder to produce, but far superior in quality to cast iron for bridge construction.¹⁰

Thomas Paine's introduction of wrought iron to America in 1803 helped usher in the Iron Age of bridge design.¹¹ Iron was the transitional material between its predecessor wood and steel. Iron was used for the shortest period of time compared with stone, wood, steel, and

⁹ Mary Jane Buchheit, personal communication, March 29, 2008.

¹⁰ David Plowden. *Bridges: The Spans of North America*. New York: W.W. Norton & Company, 1974.

¹¹ *Ibid.*, 57.

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**Old Appleton Bridge
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concrete, with a heyday of use between 1850 and 1890.¹² It is also the only material of those no longer used for modern bridge design.¹³

A bridge is essentially a composition of large beams. As weight moves across a bridge the beams bow, compressing the top of the truss and stretching the bottom. Wrought iron works well with both compression and tension and is easy and inexpensive to manufacture, making it an ideal material for bridge construction. As the material grew more popular, inventors and engineers developed successful truss designs that utilized the strengths of the material. The designs created for this material were most used in the 1850s-1890s as railroad construction required new and efficient bridge design and made it much easier and less expensive to transport bridge materials across the United States. Widespread bridge construction did not occur until 1850 due to lack of funds and poor design. In Missouri, very few bridges were built that were deemed structurally sound before the Civil War. Bridges built over small rivers and streams were easier to design than larger bridges, but still had to survive through flooding and rainfall. Temperature fluctuations also affected the structural integrity of bridges and Missouri's diverse climate provides a challenge for bridge engineers still today.¹⁴

Patented in 1844 by Thomas Pratt, an engineer, and his father Caleb an architect, the Pratt truss design is characterized by the upper chords and vertical members that compress and the diagonals that act in tension. Fabrication and assembly was easy due to the parallel chords and panel lengths being equal.¹⁵ It is said that the Pratt Truss was "the design destined to become the most important truss."¹⁶ The design for the Pratt was attractive because its use of equal panel lengths and parallel cords allowed for standardization in the size and manufacture of its metal components. The efficiency of the design and manufacture made it easy and highly profitable to build making it, "the most commonly used [bridge type] in America for spans under two hundred

¹² Ibid., 59.

¹³ Ibid., 59.

¹⁴ *Papinville marais des Cygnes River Bridge*, National Register of Historic Places, Section 8, 6.

¹⁵ For truss design information, Waddell, *Bridge Engineering*, vol.1, New York: John Wiley and Sons, 1916.

¹⁶ Plowden, 67.

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and fifty feet in length.”¹⁷ Bridge engineer J.A. L. Wadell went on to say that the Pratt’s “advantages are simplicity, economy of metal, and suitability for connecting to the floor and lateral systems.”¹⁸

The Old Appleton Bridge was built at a time when technology, transportation, and settlement of the country was changing and expanding. By the 1870’s the necessity of a bridge for Old Appleton over Apple Creek could not have been greater. In 1875, the lives of the residents of Old Appleton were hindered by the high waters of Apple Creek. The creek was un-navigable at least twice a week and was negatively affecting the trade between Cape Girardeau and Perry Counties. The Old Appleton bridge was built in 1879 by H.W. Sebastian and Company operated out of St. Louis; not much is known about this Midwestern bridge company.

In the state of Missouri, nearly all major bridge fabrication companies manufactured full-hip and half-hip Pratt trusses. Because of its popularity, these bridge types were built in all of Missouri’s counties and at their peak of popularity one could find hundreds of examples in a variety of subtypes across the state. Some of the earliest examples were pin connected through trusses similar to the Old Appleton Bridge. Pin connected through trusses were common from the 1870s through c. 1920 when the Missouri State Highway Department (now the Missouri Department of Transportation) and many companies switched from pin connections to riveted or rigid construction. In addition to through trusses, pin connected and riveted Pratt pony trusses were also common.¹⁹

Despite the widespread appeal of the pin connected Pratt through truss, by 1996 when the Missouri Historic Bridge Inventory survey was conducted, only 197 examples of this bridge type remained in Missouri. Examples date from c. 1880 to 1939. Of these, the survey considered approximately 60 pin connected Pratt through trusses eligible or “possibly” eligible for listing in the National Register of Historic Places. The surveyed bridges were evaluated for eligibility based on their age, the importance of their fabricator/builder, design, level of significance, and

¹⁷ J.A.L. Waddell, quoted in Fraser Design, *Missouri Historic Bridge Inventory*, April 1996, p. 83, on file at the Missouri State Historic Preservation Office.

¹⁸ Ibid.

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**Old Appleton Bridge
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integrity. Since the completion of the survey, at least 25 examples of the bridge type have been demolished and replaced by modern bridges. Ironically, 21 of the demolished bridges were ranked as eligible or potentially eligible for listing in the National Register. The bridge type is threatened due to age, deferred maintenance, and their width. Many examples, notably those constructed prior to c. 1910 of roadbeds measuring only 11 to 14 feet in width, far below today's standards.²⁰

Though not included in the *Missouri Historic Bridge Survey* because the flood ravaged bridge had been removed for repair, Old Appleton Bridge is an increasingly rare example of its type in Missouri and especially in Southeast Missouri. The bridge, which connects two counties, is located in the Missouri Department of Transportation's District 10. The district consists of the state's southeastern most counties. At the completion of the state's bridge survey in 1996, this 14 county region²¹ retained 14 examples of pin connected Pratt through trusses. Since 1996, five of these have been demolished and at least two are in extremely poor condition with no decking and missing structural elements.²² Only Old Appleton Bridge dates prior to 1900, with most of the remaining examples dating from the 1910s.

Old Appleton Bridge, constructed in 1879, is the second oldest extant bridge of its type to remain in Missouri. Only the National Register Listed Windsor Harbor Road Bridge in Jefferson County, constructed in 1875, is known to exceed it in age. The Windsor Harbor Bridge, however, was moved from its original location, so Old Appleton's bridge may be the oldest of its type in its original location and on its original abutments.²³ Windsor Harbor and Old Appleton bridges were constructed at the beginning of the golden age of pin connected Pratt through truss bridge construction in the state. Though several extant examples remain from the mid to late 1880s, the vast majority of extant examples date from between 1890 and 1915.

¹⁹ Fraser Design, 83.

²⁰ Ibid.

²¹ District 10 consists of Bollinger, Butler, Cape Girardeau, Dunklin, Madison, Mississippi, New Madrid, Perry, Pemiscot, Ste. Francois, Ste. Genevieve, Scott, Stoddard, and Wayne Counties.

²² "Historic Bridges of the United States," Accessed May 11, 2009, <http://www.bridgehunter.com/mo>.

²³ Landmarks Association of St. Louis, "Windsor Harbor Road Bridge," National Register of Historic Places Nomination, 1983. Accessed online on May 11, 2009. <http://www.dnr.mo.gov/shpo/nps-nr/83001024.pdf>.

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**Old Appleton Bridge
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The Old Appleton Bridge is the only remaining nineteenth century Pratt truss bridge in Cape Girardeau County. It is historically significant as an intact remnant of early transportation. The Old Appleton Bridge has three spans. The first two are pony trusses, while the third and middle span directly over the creek is a Pratt through truss. The piers are made of limestone block masonry that was quarried in the local Appleton Quarry.

On December 3, 1982, Apple Creek rose more than 15 feet. The bridge was ripped apart, with one part resting on a gravel bar and the other resting on the north bank of the creek. In March of 1983, a crew from Kenny's Farm Sales and Service worked to salvage the bridge by cutting it into pieces and labeling each piece. Parts of the bridge that did not need intensive restoration were stored on the Perry County bank of Apple Creek, while those that needed work were stored in St. Louis. The town raised money through triathlons, raffles and other events all for the greater good of preserving their piece of history. It took twenty five years for the residents of Old Appleton to raise enough money to restore the bridge that had served the community for many years.

Local businesses and corporations contributed to the restoration of the bridge by donating both monetary funds and equipment. The cost of replacing the bridge was \$519,000, with twenty percent coming from private donations and eighty percent for the Missouri Department of Transportation through a grant. A. E. Simpson Construction of Scott City was commissioned to restore the bridge and re-establish a feeling of completeness to Old Appleton. The bridge is a dream come true for most Old Appleton residents, especially those who have been there for generations. The bridge connects those who live on the Perry County side to the Cape Girardeau County side; without it, the town felt incomplete. The Old Appleton Bridge is a symbol for generations of residents of Old Appleton. It reminds them of their childhood, adulthood and everything in between. Many of the residents of the town of Old Appleton say the town would not be complete without the bridge.

The Old Appleton Bridge retains its integrity through the reuse of its original materials and design as well as its historic setting over Apple Creek in Old Appleton. The Old Appleton Bridge is the only remaining nineteenth-century example of a Pratt Truss bridge in Cape

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Old Appleton Bridge
Cape Girardeau and Perry Counties, MO

Girardeau County. The bridge represents a time in our nation's history when technology, transportation, and settlement were changing rapidly. The Old Appleton Bridge is an integral part of a chapter in America's story.

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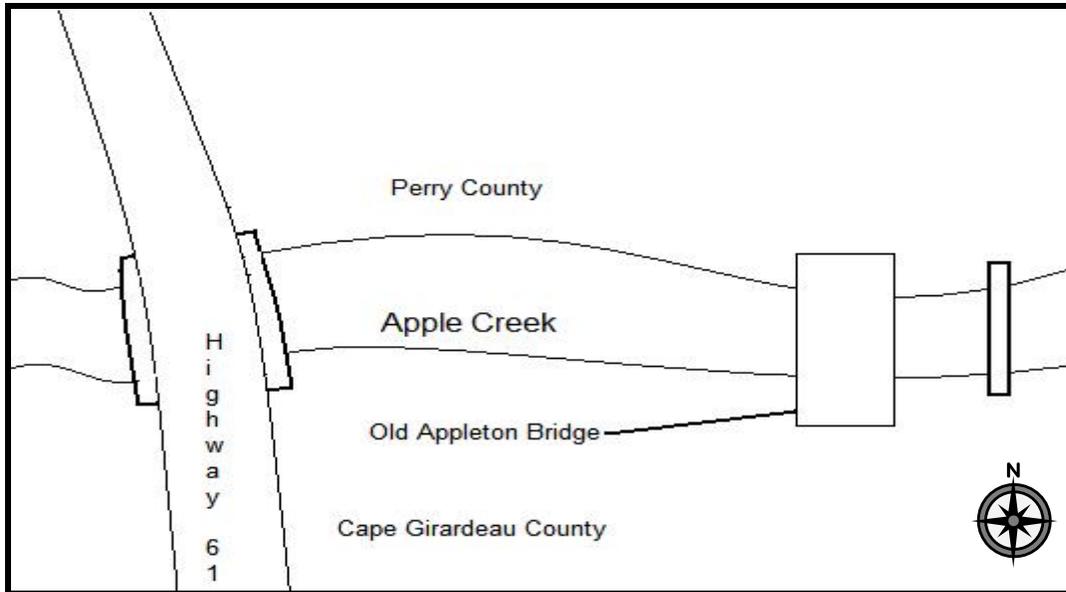
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Old Appleton Bridge
Cape Girardeau and Perry Counties, MO

Section 10: Sketch Map of Property:



(Note: sketch not to scale)

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**Old Appleton Bridge
Cape Girardeau and Perry Counties, MO**

Photo Log:

The following is true for all photographs:

Old Appleton Bridge at Apple Creek
Cape Girardeau and Perry Counties, MO
Photographer: Michael McGovern
Date: April 26, 2008
Negative: Michael McGovern, St. Louis, MO

1. Standing in Cape Girardeau County looking north
2. Standing in Perry County looking south
3. Standing in Perry County looking south

List of Figures

1. Old Appleton Bridge, c. 1982
2. Old Appleton Bridge (During the flood of 1982)
3. Old Appleton Bridge falling over due to flood water (During the flood of 1982)
4. Old Appleton Bridge lost to the flood water (During the flood of 1982)
5. Pieces of the Old Appleton Bridge in Apple Creek after the flood
6. Old Appleton Bridge restored, 2006

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**Old Appleton Bridge
Cape Girardeau and Perry Counties, MO**



Old Appleton Bridge (Before Flood of 1982)

Cape Girardeau County, MO

Photographer: Mary Jane Buchheit

Date: 1982

Negative: Mary Jane Buchheit, Old Appleton, MO

Standing in Cape Girardeau County looking north

Photo 1 of 6

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number photos/figures Page 15

**Old Appleton Bridge
Cape Girardeau and Perry Counties, MO**



Old Appleton Bridge (During the flood of 1982)
Cape Girardeau County, MO
Photographer: Mary Jane Buchheit
Date: December 3, 1982
Negative: Mary Jane Buchheit, Old Appleton, MO
Standing in Cape Girardeau County looking north
Photo 2 of 6

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number photos/figures Page 16

**Old Appleton Bridge
Cape Girardeau and Perry Counties, MO**



Old Appleton Bridge falling over due to flood water (During the flood of 1982)
Cape Girardeau County, MO

Photographer: Mary Jane Buchheit

Date: December 3, 1982

Negative: Mary Jane Buchheit, Old Appleton, MO

Standing in Cape Girardeau County looking north

Photo 3 of 6

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number photos/figures Page 17

**Old Appleton Bridge
Cape Girardeau and Perry Counties, MO**



Old Appleton Bridge lost to the flood water (During the flood of 1982)

Cape Girardeau County, MO

Photographer: Mary Jane Buchheit

Date: December 3, 1982

Negative: Mary Jane Buchheit, Old Appleton, MO

Standing in Cape Girardeau County looking north

Photo 4 of 6

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number photos/figures Page 18

**Old Appleton Bridge
Cape Girardeau and Perry Counties, MO**



Pieces of the Old Appleton Bridge in Apple Creek after the flood
Cape Girardeau County, MO

Photographer: Mary Jane Buchheit

Date: December 8, 1982

Negative: Mary Jane Buchheit, Old Appleton, MO

Standing in Cape Girardeau County looking north

Photo 5 of 6

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number photos/figures Page 19

**Old Appleton Bridge
Cape Girardeau and Perry Counties, MO**



Old Appleton Bridge restored
Cape Girardeau County, MO

Photographer: Mary Jane Buchheit

Date: April 2006

Negative: Mary Jane Buchheit, Old Appleton, MO

Standing in Cape Girardeau County looking north

Photo 6 of 6

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

8928 III
(PERRYVILLE 1:62,500)

89°45' 258000mE 259 61 42'30"

37°37'30"

4167000mN

4166

4165

T. 34 N.

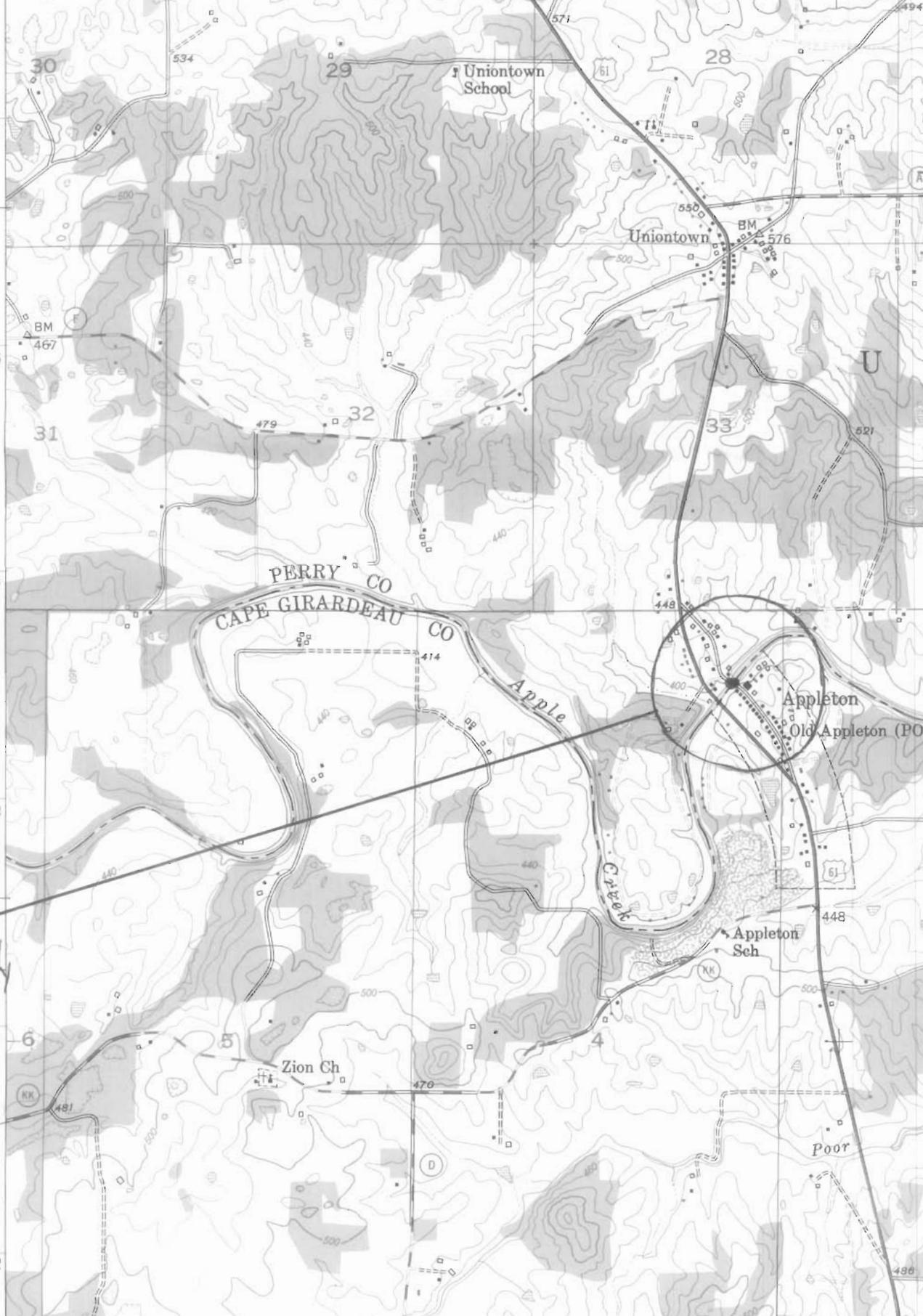
T. 33 N.

4164

35'

4162

PERRYVILLE 11 MI.
LONGTOWN 4.1 MI.



old Appleton
Bridge
Cape County/Perry
County
MISSOURI
UTM
16 2/6/0/4/1/8
Zone Easting
4/1/6/4/6/3/8
northing

HILDEBRAND 6.7 MI.
6.2 MI. TO MISSOURI B











