

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

**National Register of Historic Places  
Registration Form**

**1. Name of Property**

historic name Papinville Marais des Cygnes River Bridge

other names/site number Papinville Pinned Pratt Truss Bridge

**2. Location**

street & number County Road 648 over the Marais des Cygenes River [n/a] not for publication

city or town Papinville [n/a] vicinity

state Missouri code MO county Bates code 013 zip code 64780-9037

**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 [ ]. )

  
Signature of certifying official/Title Claire F. Blackwell/Deputy SHPO

12 Sept 02  
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

\_\_\_\_\_  
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  
See continuation sheet [ ].

Signature of the Keeper

Date

\_\_\_\_\_  
\_\_\_\_\_  
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\_\_\_\_\_  
\_\_\_\_\_

**5. Classification**

Ownership of Property	Category of Property	Number of Resources within Property		
		Contributing	Noncontributing	
<input checked="" type="checkbox"/> private	<input type="checkbox"/> building(s)	0	0	buildings
<input type="checkbox"/> public-local	<input type="checkbox"/> district	0	0	sites
<input type="checkbox"/> public-State	<input type="checkbox"/> site	1	0	structures
<input type="checkbox"/> public-Federal	<input checked="" type="checkbox"/> structure	0	0	objects
	<input type="checkbox"/> object	1	0	Total

Name of related multiple property listing.

N/A

Number of contributing resources previously listed in the National Register.

0

**6. Function or Use**

**Historic Function**  
 TRANSPORTATION/  
 road-related

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**Current Functions**  
 TRANSPORTATION/  
 pedestrian-related

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**7. Description**

**Architectural Classification**  
 Other: Pinned Pratt Through Truss

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**Materials**  
 foundation stone  
 walls N/A  
 roof N/A  
 other steel  
 wood

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**Narrative Description**

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

**8. Statement of Significance**

**Applicable National Register Criteria**

**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**

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.

**Areas of Significance**

ENGINEERING

TRANSPORTATION

**Periods of Significance**

1884

**Significant Dates**

1884

**Significant Person(s)**

N/A

**Cultural Affiliation**

N/A

**Architect/Builder**

Kansas City Bridge and Iron  
Company

**Narrative Statement of Significance**

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

**9. Major Bibliographic 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

# \_\_\_\_\_

**Primary location of additional data:**

State Historic Preservation Office

Other State Agency

Federal Agency

Local Government

University

Other:

Name of repository: \_\_\_\_\_

**10. Geographical Data**

**Acreeage of Property** less than one acre

**UTM References**

A. Zone	Easting	Northing	B. Zone	Easting	Northing
15	391960	4213900			
C. Zone	Easting	Northing	D. Zone	Easting	Northing

[ ] See continuation sheet

**Verbal Boundary Description**

(Describe the boundaries of the property on a continuation sheet.)

**Boundary Justification**

(Explain why the boundaries were selected on a continuation sheet.)

**11. Form Prepared By**

name/title see continuation sheet

organization \_\_\_\_\_ date \_\_\_\_\_

street & number \_\_\_\_\_ telephone \_\_\_\_\_

city or town \_\_\_\_\_ state \_\_\_\_\_ zip code \_\_\_\_\_

**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**

(Complete this item at the request of SHPO or FPO.)

name Papinville Historical & Cemetery Association, Beverly Sullin, Correspondant Secretary

street & number R. R. 1 Box 60 telephone (417) 395-4288

city or town Papinville state Missouri zip code 64780-9037

United States Department of the Interior  
National Park Service

## NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Section 7 Page 1

**Papinville Marais des Cygnes River Bridge**  
**Bates County, MO**

**Summary:** The Papinville Marais des Cygnes River Bridge is a three-span truss bridge which carries the now abandoned County Road 648 over the Marais Des Cygnes River. The bridge consists of a wrought iron, pin-connected, Pratt through-truss main span, with two rigid-connected, Warren pony-truss, approach spans. The multiple-spans rests on stone abutments constructed for an earlier bridge at the same location, as well as contemporary, concrete-filled steel cylinder piers that support both the approach spans and the main span. The bridge was manufactured and erected by the regionally significant firm, Kansas City Bridge and Iron Company, Kansas City, Missouri. Substantially unaltered, the Papinville bridge is the earliest remaining example of its type in Bates County and retains integrity of materials, design, workmanship, location, and setting.

**Narrative:** Nestled between the banks of the Marais Des Cygnes River, Papinville's pinned Pratt truss bridge provided a crossing for travelers for over a century. Papinville is located on the east bank of the river about three miles above its junction with the Osage River. The bridge is made-up of a single span, seven panel, pin-connected, Pratt through truss, with two rigid-connected Warren pony truss approach spans. The total length of the bridge is 234 feet, with the Pratt truss spanning 116 feet. The bridge rests on stone abutments that pre-date the current bridge and on concrete filled, steel cylinder piers. The roadway, comprised of a timber deck over steel stingers is 13.8 feet wide.

The upper chords of the Pratt truss consist of two iron channel sections riveted with a continuous iron top cover plate and batten plate underneath. The lower chords are punched iron rectangular eye-bars. The hip vertical members are forged rectangular iron bars, while the other verticals consist of two iron channel sections riveted with lacing bars. The diagonals are punched rectangular iron eyebars. The counters are round iron eyerods with unslotted turnbuckles. The timber plank deck is supported by steel I-beam stringers bolted atop the steel I-beam floor beams, which are suspended from the superstructure by U-bolts. Portal bracing is composed of angle iron and straping riveted together, with the builder's plate, which reads "Kansas City Bridge & Iron Company", cast into a square, centered in this area. Sway bracing consists of struts; four steel, angle-sections riveted with lacing bars and paired angle sections.

The Warren approach spans superstructure, upper and lower chords, verticals and diagonals, consist of paired angle sections riveted together. The floor system, above the lower chord, is connected to the superstructure with floor beams riveted, via angle sections, to gusset plates on the lower ends of the verticals. The floor consists of timber planks on I-beam stringers. The approach spans rest on a substructure of stone abutments and concrete filled steel cylinder piers.

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## NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

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Papinville Marais des Cygnes River Bridge  
Bates County, MO

**Summary:** The Papinville Marais des Cygnes River Bridge, which carries Old County Road 648 over the Marais Des Cygnes River in Papinville, Bates County, Missouri, is significant under Criterion A in the area of transportation and under Criterion C in the area engineering. The Papinville bridge was constructed in 1884 and is the only remaining nineteenth-century pinned Pratt through-truss in Bates County.<sup>1</sup> As one of Bates County's two oldest vehicular bridges, the Papinville Bridge is historically noteworthy as an intact and extremely well documented remnant of early highway transportation history. Among the earliest of all pinned Pratt through trusses statewide, the bridge is representative as a late nineteenth-century example of pinned truss construction. The pinned Pratt was easily the most common bridge type erected in Missouri from the 1870s through 1910. Through trusses, in both pin-connected and rigid connected form, constitute the single most technologically significant structural type among Missouri's vehicular bridges. With the exception of the Eads Bridge, all of the Missouri and Mississippi River structures consist of long span through trusses. Through trusses as a group comprise the longest spans in the state, and, for most counties, they are the most substantial bridges erected.<sup>2</sup>

**Historical Background and Significance:** The Marais des Cygnes (or "marshes of the swans") River flows across the southwest corner of Bates County and unites with the Little Osage near Papinville, forming the Big Osage River that, together with the Marais des Cygnes, forms the boundary between Vernon and Bates Counties.

In 1821, missionaries from New York settled the first community in Bates County, Harmony Mission, to serve as a school for Native Americans, in 1821. In 1841, Cass County separated from Van Buren County and the southern part of the county was named Bates County in honor of Missouri's second governor Frederick Bates, who had immigrated to Missouri in 1814 from Goochland County, Virginia, to be territorial secretary.<sup>3</sup> Harmony Mission was selected as the first county seat, presumably because of its established development and central location. In 1847, Papinville became the county seat because of its close proximity to the river. A brick courthouse was completed in 1855.<sup>4</sup> In the same year, county lines were again redrawn and the southern part of Bates County became Vernon County. This change left Papinville at the southern edge of Bates County. Despite objections by Papinville citizens, the county seat was moved to Butler in 1856 because of that town's central location within the redrawn county boundary.<sup>5</sup>

Papinville is located in Prairie Township along the banks of the Marais des Cygnes River. The town was platted on April 5, 1847 and named after Pierre Melicourt Papin, a French fur trader. George Pierce, a farmer, who settled in the area in 1844, originally occupied the site.<sup>6</sup> Through the 1860s, the county stood as a distant outpost on the edge of America's settlement frontier. It was sparsely inhabited by a fairly homogeneous population of self-sufficient farmers, most of whom had migrated from the Upper South

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<sup>1</sup>Clayton Fraser, *Missouri Historic Bridge Inventory*, Jefferson City, Missouri: Missouri Highway and Transportation Department, 1996, p. 83.

<sup>2</sup>Historic American Engineering Record (HAER) Inventory Form, "Missouri Historic Bridge Survey," recorded by Clayton Fraser of Missouri Department of Transportation, December 19, 1991, n.p.

<sup>3</sup>*Old Settlers' History of Bates County, Missouri, From Its First Settlement to the First Day of January 1900*, Amsterdam, Missouri: Tathwell and Maxey Publishers, 1897, p. 24.

<sup>4</sup>William O. Atkeson, *History of Bates County, Missouri*, Topeka, Kansas: Historical Publishing Company, 1918, p. 284.

<sup>5</sup>*Old Settlers' History of Bates County, Missouri*, p. 24.

<sup>6</sup>Atkeson, p. 284.

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## NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

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Papinville Marais des Cygnes River Bridge  
Bates County, MO

states of Kentucky, Virginia, and Tennessee. Far removed from the transportation routes that linked the nation's growing centers of commerce, these early settlers participated in a self-contained, local market economy.<sup>7</sup>

In an attempt to help retain the county seat the citizens of Papinville urged the county court to build a bridge crossing the Marais Des Cygnes River. The first bridge to span the river was a timber/iron combination truss built in 1853. General Price's men burned this bridge in 1861.<sup>8</sup> It was replaced in 1873 by a Howe combination truss manufactured by the St. Louis Bridge and Iron Company. This bridge was constructed on the original stone abutments. Ten years later, the county ordered the construction of a new all iron superstructure to replace the "wood one now decayed." On December 3, 1883 a \$2,175.00 contract was awarded to the Kansas City Bridge and Iron Company to erect a new bridge. This bridge was completed by July 1884.<sup>9</sup>

In 1880, wealthy corporations quickly built two railroads through Bates County and established large mining operations that transformed the county into the leading coal producer in Missouri. Extension of the Missouri, Kansas, and Texas Railroad through southeastern Bates County in 1869 provided immigrants with unprecedented access to the state's previously isolated tall grass plains. The railroad brought an era of significant growth and change to the county.<sup>10</sup> The local impulse for rail expansion corresponded with a statewide railroad boom that began in 1867. Efforts to link Bates County to the regional and national market economies followed an organizational pattern that became common to rural counties throughout Missouri. Papinville was bypassed by the railroad, resulting in gradual decline in population.

Rich Hill's coal boom affected all parts of the county in one way or another. The sheer number of mining operations that sprang up in the coal fields of southern Bates County represented one of the most visible changes of the railroad era. After a gradual decline in mining operations the county shifted from industrial extraction to the commercialization of agriculture. For most families, farming, not mining, set the pulse of daily life. With this, Bates County began to witness a steady decline in population that continued well into the twentieth century.<sup>11</sup>

Technological developments, transportation improvements, and extensive settlements transformed farming once a subsistence-level activity, into a specialized commercial enterprise. With the expansion of national markets into rural western Missouri, farmers began to produce for profits and not just for the needs of their individual households.

**Construction History:** Bridge design depends on the integrity of the banks upon which structures rest, the predictability of the waterways they cross and outdoor temperature fluctuations. The Missouri and Mississippi Rivers' predisposition toward flooding and their sheer size prevented bridge construction over the waterways until the late nineteenth-century. Bridges for smaller rivers and streams were easier to

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<sup>7</sup>Jeremy Neely, *Bates County Missouri: The Transformation of a Middle Western Frontier, 1855-1895*, Thesis, University of Missouri Columbia, 2000, p. 55.

<sup>8</sup>*Old Settlers' History of Bates County, Missouri*, p. 24

<sup>9</sup>Fraser, n.p.

<sup>10</sup>Neely, pp. 58-61.

<sup>11</sup>*Ibid.*, pp. 63-65.

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Papinville Marais des Cygnes River Bridge  
Bates County, MO

design, but had to withstand problems with flooding and rainfall as well. Temperature variations also challenged bridge structures, expanding and contracting in extreme heat and cold. Missouri's diverse environmental features provided unique challenges for bridge builders and ultimately, the designs they constructed.<sup>12</sup>

Before the American Civil War, few enduring bridges were constructed in Missouri. Although they were considered more advantageous than ferries, lack of funding and rudimentary designs prevented widespread bridge construction prior to 1850.<sup>13</sup> In the 1840s, new bridge designs signaled a shift from the use of wood to the use of iron and steel. In 1844 Thomas and Caleb Pratt patented the Pratt truss, a design not popular with timber bridge construction but often used in combination bridges.<sup>14</sup> Vertical components in compression and diagonals in tension characterize the Pratt truss. Bates County's Papinville Bridge was constructed in 1884. A pinned-Pratt truss, the structure represents one of the few remaining bridges of this design to predate the twentieth century. The pinned Pratt was easily the most common bridge type erected in Missouri from the 1870s through 1910. From the standard, straight-chorded Pratt form, a variety of long-span structural subtypes evolved in the late nineteenth century.

The approach spans for the Papinville Bridge are rigid-connected Warren pony trusses. Two British engineers, James Warren and Willoughby Monzoni patented the Warren truss in 1848. The original form of a Warren truss was a series of equilateral triangles representing one of the earliest, simplest truss types. Later modifications included subdivision by verticals or addition of alternate diagonals. The Warren truss was widely built throughout most of the United States from about 1860 to the twentieth century.<sup>15</sup>

The Iron Age of bridge construction in America lasted from 1850 to 1890. Originally introduced in the United States in 1803 by Thomas Paine, wrought iron could be used in both compression and tension designs.<sup>16</sup> The first iron bridges were both railroad and highway bridges. Steel had been around for centuries, but its exorbitant cost limited extensive use. Even though it was stronger than iron, which meant that "pound for pound" less was needed, it was still too expensive for exclusive use in bridge structures.

The introduction of the railroad to the United States not only revolutionized transportation, it also revolutionized bridge design. Until railroads arrived, bridge design was largely unprofessional and inconsistent. Railroad bridges demanded more sophisticated designs and more durable materials than had previously been employed in regular bridge building. Most bridge builders up to 1840 were carpenters who categorized bridge construction as a trade. Yet as railroad traffic increased, it became clear that wood was inadequate. In 1845 the first iron railway bridge was constructed. Between 1850 and 1860,

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<sup>12</sup>Milton Rafferty, *Historical Atlas of Missouri*, Norman, Oklahoma: University of Oklahoma Press, 1982, p. 17; Floyd C. Shoemaker, "The Story of Transportation in Missouri," *Missouri Motor News*, 1933-1934, p. 79.

<sup>13</sup>Carl W. Condit, *American Building: Materials and Techniques from the First Colonial Settlements to the Present*, 2<sup>nd</sup> ed., Chicago: University of Chicago Press, 1982, p. 22; Shoemaker, p. 73.

<sup>14</sup>J. A. L. Waddell, *Bridge Engineering*, London: John Wiley & Sons Inc., 1916, p. 21.

<sup>15</sup>*Historic Highway Bridges in Pennsylvania*. Commonwealth of Pennsylvania, Pennsylvania Historical and Museum Commission, Pennsylvania Department of Transportation, 1986.

<sup>16</sup>David Plowden, *Bridges: The Spans of North America*, New York: W. W. Norton & Company, 1974, p. 57.



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## NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

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Papinville Marais des Cygnes River Bridge  
Bates County, MO

bridge design became more standardized as professional engineers began to design bridges for railroads. During this decade a host of innovative designs were applied to bridge construction. These included the first pin-connected bridges, iron bridges and suspension bridges. Railroad bridges necessitated standardized and more sophisticated bridge design and helped to determine the best material for bridge construction. Eventually, precedents set in railroad bridge design and construction influenced the later construction and design of the nation's highway bridges.<sup>17</sup>

By the late nineteenth-century, various private bridge companies located primarily in the northeastern and midwestern United States fostered truss bridge technology.<sup>18</sup> Fabricating specific truss designs, these companies sold their products to cities, counties, and railroads for use in bridge construction. Towards the end of the nineteenth-century, standardization of bridge design was evolving, and economic competition between bridge companies initiated takeovers and closures. At the same time, steel emerged over wrought iron as the material of choice for bridge construction.<sup>19</sup> Missouri's bridge building industry from the late nineteenth- to the early twentieth-centuries clearly illustrated shifts in both design and building materials. Manifest in this period was the move from iron to steel in bridge components, as well as the prominence of national companies specializing in, and thus standardizing bridge design.

The Kansas City Bridge and Iron Company was organized in 1878. Albert M. Blodgett moved to Kansas City in 1879 where he assumed the position of vice president of the company. Blodgett graduated from Iowa State College in Ames, Iowa. In 1896 Blodgett joined I. E. Farnsworth, who had been associated with King Wrought Iron Bridge Manufactory and Iron Works of Iola, Kansas. Together they formed Farnsworth and Blodgett, a partnership that lasted for four years. Apparently the majority of their work dealt with contracting and construction while the engineering aspects were left to the Kansas City Bridge and Iron Company. In 1899 Blodgett left the partnership and founded A. M. Blodgett Construction.<sup>20</sup>

**Engineering:** The through trusses, in both pin-connected and rigid-connected form, constituted the single most technologically significant structural type among Missouri's vehicular bridges. With the exception of the Eads Bridge, all of the Missouri and Mississippi River structures consist of long span through trusses. Through trusses as a group comprise the longest spans in the state, and, for most counties, they are the most substantial bridges erected.

Patented in 1844 by Thomas Pratt, an engineer, and his father Caleb, an architect, the Pratt design was characterized by upper chords and vertical members that acted in compression and lower chords and diagonals that acted in tension. Its parallel chords and equal panel lengths resulted in standardized sizes for the verticals, diagonals and chord members, making fabrication and assembly relatively easy. In the highly competitive bridge manufacturing industry, in which efficiency equated with profit, Pratt trusses received almost universal acceptance. Bridge engineer J. A. L. Waddell stated in 1916 that "the Pratt

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<sup>17</sup>Donald C. Jackson, *Great American Bridges and Dams*, Washington D. C.: Preservation Press, 1988, p. 20-30; Waddell, p. 21.

<sup>18</sup>Ibid., pp. 29-30.

<sup>19</sup>Ibid., pp. 29-30.

<sup>20</sup>Hoye City Directory Company, *Hoye City Directory for Kansas City, Missouri, 1907*; Obituary, Albert M. Blodgett, *Kansas City Times*, May 29, 1942; Roy Ellis, *A Civic History of Kansas City, Missouri*, Springfield, Missouri: Press of Elkins-Swyers Company, 1930. P. ; *Men of Affairs in Greater Kansas City: Newspaper Reference Work*, Kansas City: Kansas City Press Club, 1912.

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## NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

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Papinville Marais des Cygnes River Bridge  
Bates County, MO

truss is the type most commonly used in America for spans under two hundred and fifty feet in length. Its advantages are simplicity, economy of metal, and suitability for connecting to the floor and lateral systems.<sup>21</sup>

Nearly all of the major regional bridge fabricators manufactured full-hip and half-hip Pratt trusses and marketed them extensively to Missouri's counties in the late nineteenth- and early twentieth-centuries. As a result, the Pratt truss received almost universal use during the state's most frantic bridge construction period. More Pratts were erected during this stage than all other truss types combined, and today, despite terrible penitence of old iron and steel spans; the Pratts remain the most popular truss types. In Missouri, Pratt trusses employed pinned connections until around 1915, when rigid connections began to supersede the older technology. Bridge companies used both structural types during the transitional period of the early 1910s. The adoption of the riveted Pratt configuration by the state highway department for its through truss effectively ended pinned connections around 1920. After that time, Pratt through trusses designed by the Missouri State Highway Department were erected at medium-span crossings throughout the state.<sup>22</sup>

The evolution of truss components and connections in the United States paralleled that of truss design. Cylindrical pins were first used on railroad bridges. The forged iron eyebar was introduced in the 1870s. Pinned connections typically used on Pratt trusses, allowed quick erection, but the lacked rigidity and could loosen from vibrations caused by traffic and wind. Riveting created stronger, sturdier connections, but was not practical in the field before portable pneumatic riveters became available in the late 1880s.<sup>23</sup> A pin-connected through Pratt, is representative of perhaps the most common type of early twentieth century truss bridge. Visually, the compression and tension members are clearly different. The thin diagonal eyebars are in tension and the posts, two heavy channel beams joined by riveted bracing, take the compressive loads.

In 1991 there were three pinned-connected through Pratt trusses in Johnson County, four bridges in Cass County, one bridge in Vernon County, and none in Henry or St. Clair Counties. Since these eight bridges were documented the total number has more than likely decreased as the bridges were declared sub-standard and were gradually replaced. The Papinville bridge is the only remaining nineteenth-century pinned-connected Pratt through truss in Bates County. It is historically noteworthy as an intact and extremely well documented remnant of early transportation. Among the earliest of all pinned Pratt through trusses statewide, the bridge is a representative example of a late nineteenth-century pinned constructed truss, which was easily the most common bridge type erected in Missouri from the 1870s through 1910.<sup>24</sup>

<sup>21</sup>For overviews of truss design, see J. A. L. Waddell, *Bridge Engineering*, vol. 1, New York: John Wiley and Sons, 1916, p. 18-22; and Donald C. Jackson, *Great American Bridges and Dams*, Washington D. C.: Preservation Press, 1988, p. 20-30.

<sup>22</sup>Clayton Fraser, *Missouri Historic Bridge Inventory*, Jefferson City, Missouri: Missouri Highway and Transportation Department, 1996, p. 20.

<sup>23</sup>Jackson, p. 31.

<sup>24</sup>Fraser, Volume 3, District 4, n.p.; Volume 4, District 7, n.p.

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Papinville Marais des Cygnes River Bridge  
Bates County, MO

The Papinville Historical and Cemetery Association was organized on April 8, 1989. The association's main goal in the beginning was to care for the Papinville Cemetery on a regular basis. In 1996 a new bridge was built to replace the pinned Pratt truss bridge over the Marais des Cygnes River. Bates County owned the bridge until October 28, 1996, when Presiding Commissioner, Harold Weil, presented the deed to the Papinville Historical and Cemetery Association officers.<sup>25</sup>

### 9. Major Bibliographic References

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<sup>25</sup>Butler, Missouri, *News-Express*, 8 November 1996, p. 10.

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1917, pp. 114-20.

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Papinville Marais des Cygnes River Bridge  
Bates County, MO

**Verbal Boundary Description:** The legal description is based on a survey conducted in October 1995 at the request of Bates County Presiding Commissioner Harold Weil, for the Papinville Historical Society, and located in Bates County Survey Record Book, page 693, Office of Recorder of Deeds, Bates County Courthouse, Butler. The legal description is: That part of Bates County Public Road Number 648 located in the southwest quarter of the southeast quarter of Section 16, Township 38 North, Range 30 West of the 5th Principal Meridian in Bates County, Missouri, described as follows: Commencing at the southwest corner of block 6 in the original town of Papinville, Bates County, Missouri, thence on an assumed bearing of West a distance of 60.00 feet to a point in the West right of way line of Water Street; thence North along the West line of Water Street a distance of 144.37 feet to the point of beginning of the land to be described; thence North 86 degrees 37 minutes 00 seconds West along the South right of way line of Bates County public road number 648 a distance of 350.00 feet; thence North 03 degrees 23 minutes 00 seconds East a distance of 60.00 feet to a point in the North line of said public road number 648; thence South 86 degrees 37 minutes 00 seconds East along said North line a distance of 346.45 feet to a point in the West line of Water Street; thence on a bearing of South along said West line a distance of 60.10 feet to the point of beginning.

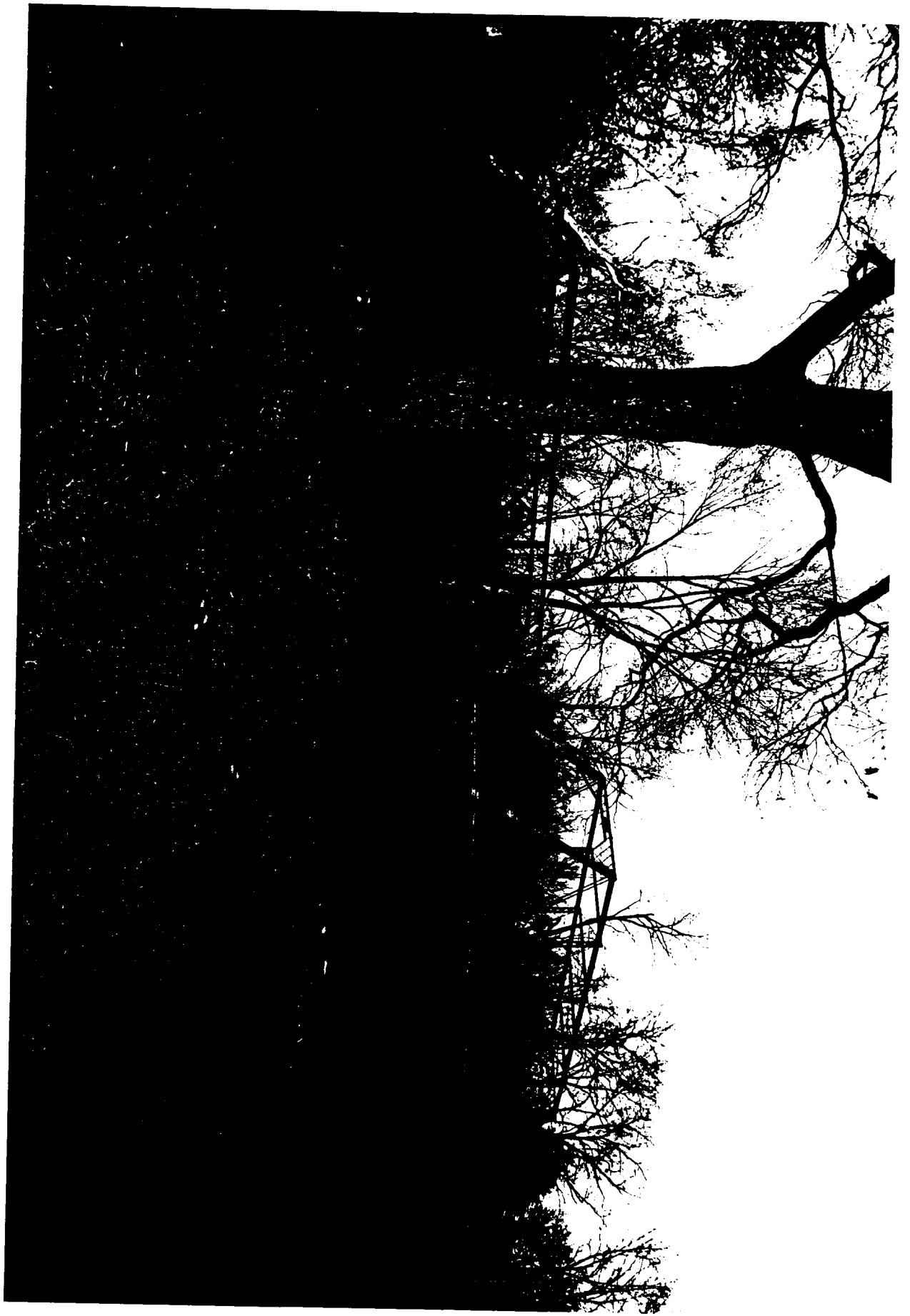
**Boundary Justification:** The boundary includes the stone abutments and the bridge itself.

### 11. Form Prepared By

1. Beverly A. Sullins, Correspondent Secretary  
Papinville Historical Association  
RR 1, Box 60  
Rockville, MO 64780  
417/395-4288  
October 18, 2000  
original draft nomination
2. Andrew Halter, Intern  
State Historic Preservation Office  
Department of Natural Resources  
P.O. Box 176  
Jefferson City, MO 65102  
573/751-4692  
September 2001  
revised nomination, items 1-11
3. Gerald Lee Gilleard, Survey Coordinator, and Steven E. Mitchell, Assistant Director  
State Historic Preservation Office  
Department of Natural Resources  
P.O. Box 176  
Jefferson City, MO 65102  
573/751-4692  
September 2002  
editors, items 1-11













STATE OF MISSOURI      Bob Holden, Governor • Stephen M. Mahfood, Director  
**DEPARTMENT OF NATURAL RESOURCES**

www.dnr.state.mo.us

September 12, 2002

Ms. Carol Shull  
National Register of Historic Places  
National Park Service  
1201 Eye Street, NW (2280)  
Washington, DC 20005

Dear Ms. Shull:

Enclosed please find the following submission from Missouri for nomination to the National Register of Historic Places.

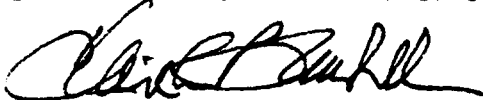
Papinville Marais des Cygnes River Bridge  
Bates County

This nomination was approved by our state review board, the Missouri Advisory Council on Historic Preservation, on September 28, 2001. All owners and appropriate elected public officials were notified and provided at least thirty (30) days to comment on the above proposed nomination in accordance with Section 36CFR60.6, interim regulations, using the exact notification format recommended by the National Register. No objections, notarized or otherwise, were received for the above referenced nomination.

If you have any questions concerning this submission, please contact our office at P.O. Box 176, Jefferson City, Missouri 65102, or call Steven Mitchell of my staff at 573/751-4692.

Sincerely,

STATE HISTORIC PRESERVATION OFFICE



Claire F. Blackwell  
Director and Deputy State  
Historic Preservation Officer

CFB:sem

Enclosures

*Integrity and excellence in all we do*











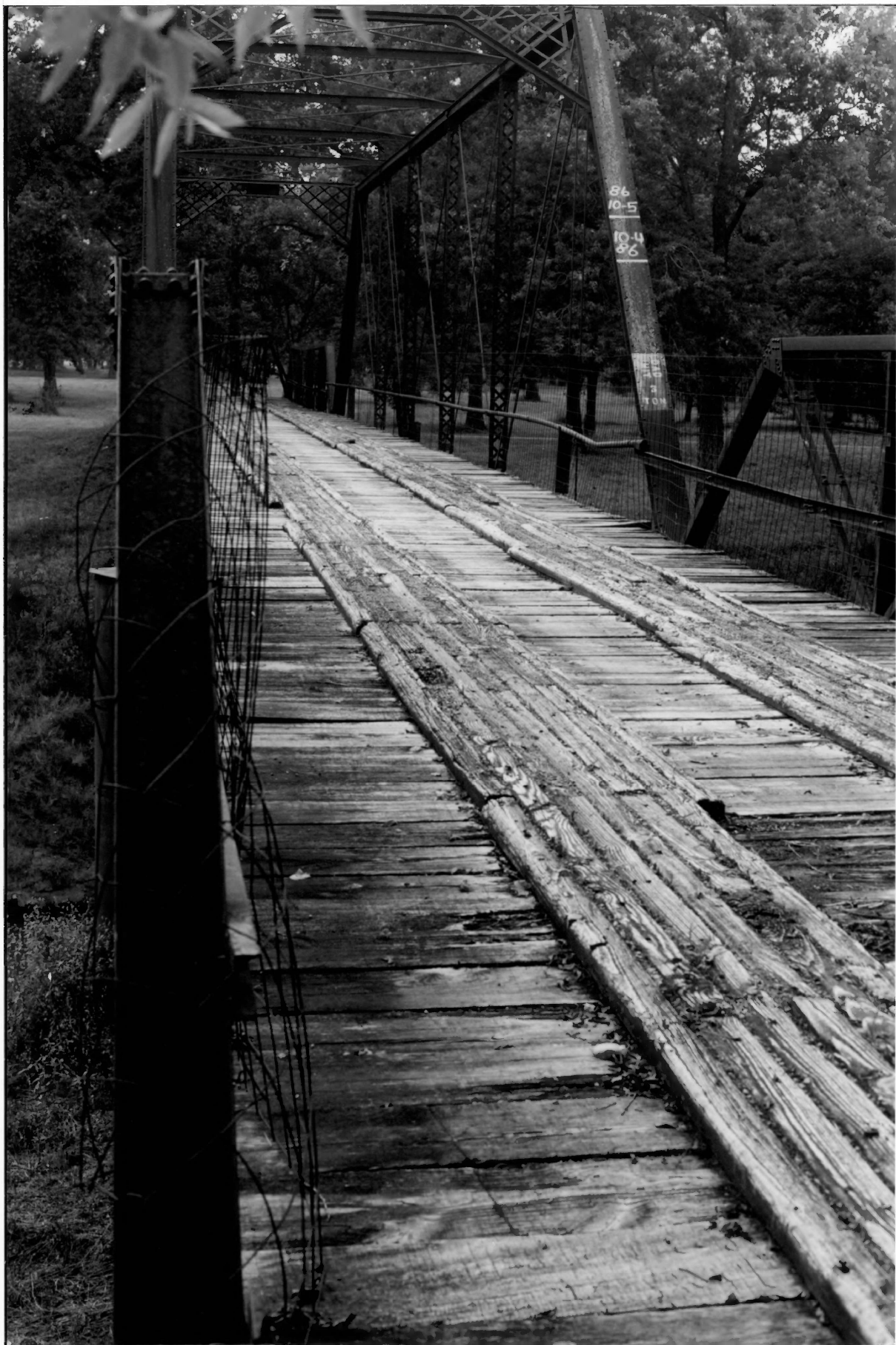
























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