

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 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 Jefferson Street Footbridge

other name/site number Jefferson Avenue Footbridge

2. Location

street & town Jefferson Avenue between Commercial and Chase streets

N/A not for publication

city or town Springfield

N/A vicinity

state Missouri code MO county Greene code 077 zip code 65803

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
Signature of certifying official/Title Mark A. Miles/Deputy SHPO

07/22/03
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:

Signature of the Keeper

Date of Action

☐ 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:)

Jefferson Street Footbridge
Name of Property

Greene County, MO
County and State

5. Classification

Ownership of Property
(check as many boxes as apply)

- ☐ private
☒ public-local
☐ public-State
☐ public-Federal

Category of Property
(check only one box)

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

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

Contributing	Noncontributing	
		buildings
		sites
1		structures
		objects
1		Total

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

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Function
(Enter categories from instructions)

TRANSPORTATON: Pedestrian-related

Current Function
(Enter categories from instructions)

TRANSPORTATON: Pedestrian-related

7. Description

Architectural Classification
(Enter categories from instructions)

Other: Centilever Through Truss Bridge

Materials
(Enter categories from instructions)

foundation Concrete
walls
roof
other METAL: steel

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

Jefferson Street Footbridge
Name of Property

Greene County, MO
County and State

8. Description

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.)

Areas of Significance

(enter categories from instructions)

Engineering

Period of Significance

1902-1953

Significant Dates

N/A

Significant Persons

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Hoover, J.W./engineer

American Bridge Company/builder

☒ 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 # _____

Primary location of additional data:

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

Greene County Archives, Springfield Public Works Dept.

☒ See continuation sheet(s) for Section No. 9

Jefferson Street Footbridge
Name of Property

Greene County, MO
County and State

10. Geographical Data

Acreage of Property less than one acre

UTM References

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

1 1/5 4/7/4/3/6/0 4/1/2/0/5/4/0
Zone Easting Northing

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

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

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

Verbal Boundary Description

(Describe the boundaries of the property.)

Property Tax No.

Boundary Justification

(Explain why the boundaries were selected.)

☒ See continuation sheet(s) for Section No. 10

11. Form Prepared By

name/title Robert Flanders, PhD and Oliva hough, Assistant City Planner
organization City of Springfield, Department of Planning and Development date March 20, 2003
street & number 840 Boonville telephone 417-864-1092
city or town Springfield state MO zip code 65802

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 City of Springfield, Missouri
street & number 840 Boonville telephone 417-864-1033
city or town Springfield state MO zip code 65802

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 Reductions Projects (1024-0018), Washington, DC 20503.

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Continuation Sheet

Section number 7 Page 1

Jefferson Street Footbridge
Greene County, Missouri

NARRATIVE DESCRIPTION

The Jefferson Street Footbridge, Springfield, Greene County, Missouri, is a three-span steel cantilever through truss footbridge, and the first of its kind known to be built in Missouri. The bridge, originally spanning sixteen railroad tracks of the St. Louis and San Francisco Railroad, is oriented in a north-south line, beginning north of the head of Jefferson Avenue (named Jefferson Street at the time of construction), where it intersects Commercial Street, and continues north over the rail-road tracks to Chase Street and the adjacent residential area. The bridge is approximately 562 feet in length, including an 80 foot long south approach (but excluding entry stairs). The bridge's two towers rise about 50 ft. above grade. The steel substructure is 25 ft. above grade, is supported on concrete piers, and has a six-foot wide wooden walking deck. The footbridge is constructed with through truss system with Warren webbing. The American Bridge Company of Pennsylvania constructed the bridge in 1902. The Construction Engineer was J. W. Hoover of Kansas City, Missouri. While the bridge has sustained some changes, such as the removal of the bicycle ramps and restoration in recent years, it maintains its integrity of material, association, setting, and function.

The overall look and decorative features of the footbridge give it the appearance of a suspension bridge. There are two tall piers connected by trusses whose upper cords were built in catenary curves. However, the bridge is made of rigid materials is structurally a cantilever bridge. The principal bridge spans rest on four sets of concrete footings. The footings are narrow, designed to fit between adjoining sets of railroad tracks. The piers are narrow in order to accommodate trains passing between them. The 80 foot-long approach ramp between the south entry stair and the bridge rests on the first bridge pier and on a series of smaller footers along the approaches length. The north entry stair and the short north approach are supported on a series of verticals and diagonals also resting on square concrete footers. The stairs on either end of the bridge, which years ago replaced the bicycle ramps, are constructed of steel C-channels filled with concrete.

The bridge was built using a through truss system with Warren webbing. The diagonals in Warren webbing act as both tension and compression. This web of diagonals allows for a very rigid and stable truss since Warren webbed trusses can be cantilevered into space with support only at one end.

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Jefferson Street Footbridge
Greene County, Missouri

The bridge truss is built entirely of angle-irons. The angle-iron members were riveted together in pairs for stability along the members length. Gusset plates connect the structural members at each node. The two intermediate bent towers are made of steel S-members, angle iron, and steel straps. Standard railroad ties were used for the transverse deck beams and, together with the angle iron cross-bracing along the top and bottom of the truss, provide lateral stability to the truss. Four gold painted decorative balls cap the towers.

The floor's substructure was a distinctive part of the design. It was the strongest part of the bridge. Indeed, only the substructure contained elements larger and stronger than angle irons. It consisted of C-channel ledgers holding pieces of railroad track cut to six-foot lengths, turned upside down, and placed crosswise under the deck. Atop the track pieces, and perpendicular to them, were wooden joists. The wood decking was nailed to the joists. The whole was cross-braced underneath with angle irons. The floor was further strengthened longitudinally by pedestrian hand rails above the deck: angle-iron connectors. The railings were also connected to the substructure by a tight lattice of steel straps.

The bridge was built using a though truss system with Warren webbing. The materials consist entirely of angle-irons, save for the floor and deck described above. The angle-irons were short length, light-weight stock items riveted together. The diagonals in Warren webbing act as both tension and compression. This web of diagonals allows for a very rigid and stable truss since Warren webbed trusses can be cantilevered into space with support only at one end.

The bridge has been altered over the years by essential maintenance and repair. Corrosion has been a severe problem. Coal smoke, and steam from thousands of locomotives passing just underneath caused dangerous deterioration of the bridge's lightweight structure. Some structural elements were consequently replaced over time. However, the character of the bridge remains unchanged. The most notable visual alteration is to the bridge approaches. Unlike the typical vehicular bridge, users must access the bridge by the stairs at either end. Intended originally for bicycle as well as foot traffic, stairs for pedestrians and ramps for bicyclists were provided. In 1954 the ramps were removed, and the stair at the south end was reconfigured.

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**Jefferson Street Footbridge
Greene County, Missouri**

In 1998 a major renovation was undertaken. Some angle irons were replaced. Steel angle irons were added to several members to increase the bridge's load capacity to modern code standards, while at the same time maintaining the aesthetics of the bridge. Several new gusset plates were installed. Some rivets were replaced with carriage bolts. Three of the four piers had their concrete footers replaced. The timber joists and deck were also replaced. The bridge was repainted with a white corrosion-resistant paint. The renovation also included new lighting. Lights are located both on the bridge itself and on the ground on either side of the bridge.

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Jefferson Street Footbridge
Greene County, Missouri

Summary: The Jefferson Street Footbridge in Springfield, Greene County, Missouri is eligible for listing on the National Register of Historic Places under Criterion C in the area of Engineering as a unique and significant example of bridge construction in Missouri. The period of significance is the date of construction, 1902. The bridge is an impressive multiple-arched, cantilevered bridge built to span the St. Louis and San Francisco Railroad tracts and yard. At the time of construction in 1902, it was the first cantilevered bridge built in the state. In the Missouri, the Jefferson Street Footbridge is the oldest cantilever bridge, the only known cantilever footbridge and is also the most narrow bridge of its type in the state. Furthermore, it is the only known cantilevered bridge in Missouri that was not built at a major river crossing.¹ The bridge is uniquely designed to span multiple, close setting railroad tracks and was built using only stock structural members.

Historical Background

The Jefferson Street Footbridge exemplified both the tension and the cooperation that existed between Springfield city government and the St. Louis and San Francisco Railroad ("the Frisco Line").

The Frisco was the city's largest and best-paying employer. The bridge was built in 1902 at public expense only after the Frisco threatened to pull its division headquarters out of Springfield. A pedestrian bridge was needed to solve a long-standing problem: residents from north of the yards walking across sixteen busy tracks to get to Commercial Street, the principal business street of North Springfield. The consequent \$40,000 bond issue was also to finance two vehicular underpasses beneath the tracks. The bridge itself cost only \$8500.²

¹ Claire F. Blackwell, Missouri Deputy SHPO, "STATEMENT OF THE OPINION OF THE STATE HISTORIC PRESERVATION OFFICER CONCERNING THE ELIGIBILITY OF A PROPERTY FOR THE NATIONAL REGISTER," JULY 8, 1997. The opinion was rendered regarding the Jefferson Street Footbridge when the City of Springfield was planning its rehabilitation.

² Typescript, no author, no date, "Jefferson Str. [sic] Footbridge," Greene County Archives. This widely circulated paper was probably written in 1972 or 1973 for the Springfield Historic Sites Board by one of its members. Principal sources are an editorial entitled "The Wastebasket," *Springfield News-Leader*, May 6, 1936, City Ordinances, and Minutes of the City Council. That particular "Wastebasket" remains the principal source for the bridge's history up to 1936.

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Jefferson Street Footbridge
Greene County, Missouri

Maintenance of all bridges is an ongoing project and expense. In the case of the Jefferson Street Footbridge, the maintenance problem was made more acute by its over-the-tracks location, its light construction, and the uncertainty about who was ultimately responsible for maintaining it. The bridge was prone to corrosion due both to the constant effusion of corrosive gases from coal-fired locomotives passing underneath, and from its own light structure. The cooperative aspect of the relationship between city and railroad is illustrated finally by their joint efforts to maintain it. The Frisco was wary of workers other than their own coming on railroad property. So the Railroad seems ordinarily to have supplied the labor, with the City paying out-of-pocket costs.³

In 1975 the bridge was listed in the Springfield register of historic sites. A generation later, in 1998 a major renovation was undertaken. Some angle irons were replaced. Steel angle irons were added to several members to increase the bridge's load capacity to modern code standards, while at the same time maintaining the aesthetics of the bridge. Several new gusset plates were installed. Some rivets were replaced with carriage bolts. Three of the four piers had their concrete footers replaced. The timber joists and deck were also replaced. The bridge was repainted with a white corrosion-resistant paint. The renovation also included new lighting. Lights are located both on the bridge itself and on the ground on either side of the bridge. Floodlighting the newly painted bridge symbolizes the status it has achieved as an historic landmark in Springfield. The Frisco Railroad ceased to exist when its assets were taken over by the Burlington Northern Road. The bridge alone remains.

Narrative Statement of Significance

The Jefferson Street Footbridge is a multiple-arched, cantilevered through truss footbridge built to span the San Francisco Railroad tracks and Yard in North Springfield.

³ Jerry King, Frisco Structural Engineer, to H. E. Lampe, Director of Springfield Public Works, April 15, 1970. Memo in the files of the Springfield Public Works Department. "The files indicate that the railroad is responsible for maintenance of the footbridge, but the city has provided assistance in the past." The bridge had been wired for lights, but three of the four outlets were broken. Furthermore, the bridge's electrical wiring was not grounded. "...grounding... would decrease the rate of steel corrosion due to electrolysis."

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**Jefferson Street Footbridge
Greene County, Missouri**

The earliest use of the cantilever method of bridge construction in the United States was a railroad bridge built across the Kentucky River in 1877. At the time of the Springfield footbridge construction in 1902, it was the first cantilever bridge to be built in Missouri. It is also the narrowest known example of a cantilever bridge. Though it was built some decades after the technology was developed, many years passed before cantilever bridges became common in Missouri.

The American Bridge Company, engineer of the Jefferson Street Footbridge, was a reputable and experienced firm.⁴ The American Bridge Co. began in 1870, went defunct, reopened, and eventually (around 1900) became the name of a merger of 40 or more major bridge companies under J.P. Morgan and U.S. Steele. The American Bridge Co. was and still is responsible for the construction of some of the country's most famous bridges and buildings.

The structural issues in designing Missouri's first cantilever as a footbridge included the need to keep the cost down, and to forge a bridge in the narrow spaces between the railroad tracks. Unlike railroad bridges, the most usual employers of the cantilever form, the footbridge needed to carry little load save that of its own weight. The principal load issue was to counter the lateral wracking force of wind.

The site, over a series of railroad tracks, required placing three of the bridge's piers in narrow spaces between tracks. A pier could not occupy more than one of those spaces because of the omnipresence of moving trains. The solution was to design piers consisting of four legs each, to occupy a space no more than two feet wide. They were arranged in-line, with longitudinal stability to be supplied by a strong bridge floor. The two inner legs of the principal central piers were verticals extending upward to the tower peaks. The two outer legs extended downward and outward diagonally from the bridge floor to the ground. These outer legs were to counter the sideways force of wind. The prevailing winds in Springfield are in the northwest to southwest compass quadrant, and would bear directly on the side of the bridge.

The floor's substructure was a distinctive part of the design. It was the strongest part of the bridge. Indeed, only the substructure contained elements larger and stronger than

⁴ Henry Petroski, Great Bridge Builders and the Spanning of America, pp. 222,277.

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Jefferson Street Footbridge
Greene County, Missouri

angle irons. It consisted of C-channel ledgers holding pieces of railroad track cut to six-foot lengths, turned upside down, and placed crosswise under the deck. Atop the track pieces, and perpendicular to them, were wooden joists. The wood decking was nailed to the joists. The whole was cross-braced underneath with angle irons. The floor was further strengthened longitudinally by pedestrian hand rails above the deck: angle-iron connectors. The railings were also connected to the substructure by a tight lattice of steel straps.

The bridge was built using a through truss system with Warren webbing. The materials consist entirely of angle-irons, save for the floor and deck described above. The angle-irons were short length, light-weight stock items riveted together. The diagonals in Warren webbing act as both tension and compression. This web of diagonals allows for a very rigid and stable truss since Warren webbed trusses can be cantilevered into space with support only at one end. Only the angle irons of the pier legs were more than a few feet long. Few if any structural elements required custom fabrication. Low cost resulted from the use of such stock materials and from the ease of assembling them.

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**Jefferson Street Footbridge
Greene County, Missouri**

Bibliography of Works Consulted

Letters and Memoranda

Files of the Springfield Department of Public Works. Dates range from 1926-1955. Many letters and memoranda passed between City officials and their Frisco counterparts over the years concerning the status of bridge disrepair and the need for maintenance.

Miscellaneous Manuscripts and Documents

American Bridge Company. "Contract ... between the American Bridge Company and the City of Springfield, Missouri...." 1901. Greene County Archives.

No author, no date. "Old Footbridge." Greene County Archives.
Handwritten document listing events related to the bridge from June 23, 1901, to December 3, 1912.

No author, no date. "Jefferson Str. [sic] Footbridge." Greene County Archives.
Typescript. Probably written in 1972 as a report to the Springfield Historic Sites Board in 1973.

Newspapers

No author. "The Wastebasket." Springfield News-Leader, May 6, 1936, p.7.
"The Wastebasket" was a regular editorial feature. This particular piece dealt extensively with the history of the Jefferson Street Footbridge. It was a principal source for subsequent writers on the subject.

Interview

Interview with Bill Trivitt, Springfield Public Works, July 22, 2002. Robert Flanders, interviewer. Trivitt was the official in charge of a major renovation of the bridge in 1998.

Maps

Sanborn Insurance Map. 1957. Greene County Archives.
The data is cumulative from ca. 1900 to 1957.

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Jefferson Street Footbridge
Greene County, Missouri

"A Map of Springfield and North Springfield." 1878. Greene County Archives.
The two cities were separate corporations until 1887. The railroad was originally in North Springfield only, where the footbridge is located.

"Springfield, Greene County, Missouri, 1888." Greene County Archives.
(Showing Springfield and North Springfield newly joined.)

Plan Drawings

"General Plan For Footbridge On Jefferson ... Submitted by the American Bridge Company, New York ... J.W. Hoover, Contr. Mgr. [sic]—Kansas City."

Greene County Archives.

"Profile showing proposed Foot Bridge over ST. L. & S. F. R. R. tracks on North Jefferson Street. May 25, 1901."

Greene County Archives.

Books

Gies, Joseph. Bridges and Men. Garden City: Doubleday, 1963.

Petroski, Henry. Engineers and Dreams: Great Bridge Builders and the Spanning of America. New York: 1995.

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Section number 10 Page 10

Jefferson Street Footbridge
Greene County, Missouri

Verbal Boundary Description

Beginning at a point on the north curb of Commercial Street due north of the NE corner of Jefferson Avenue and Commercial Street, run a line westward 25 feet along the curb; thence a line northward, parallel to the bridge and perpendicular to the tracks, to the south edge of Chase Street (Chase has no curb); thence a line eastward along the south edge of Chase Street 50 feet; thence a line back southward parallel to the first north-south line to the curb of Commercial Street; thence a line westward 25 feet along the curb to the beginning point.

Boundary Justification

The above-described boundary includes all of the bridge and also the approach stairs, which are integral to the whole structure.

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Section number Photographs Page 11

**Jefferson Street Footbridge
Greene County, Missouri**

Photograph information

The following is true for all photographs

Photographer: Robert Flanders


Date: August 1, 2002

Location of Negatives: Missouri State Historic Preservation Office
P.O. Box 176
Jefferson City, MO 65102


Photograph log

1. General view, looking west.
2. South approach ramps, looking northwest.
3. Underside of floor, looking northwest.
4. Underside of floor, diagonals and railing structure, looking northwest.
5. General view from the walkway looking north.
6. South stairs and part of the approach ramp, looking west.
7. North stairs and north section of bridge, looking southwest.
8. Detail of northern support structure, looking southwest.
9. Joint detail of suspension cords, view west.
10. Strengthening strap on second suspension cord, looking north.
11. South approach stairs, looking north.


Jefferson Street Footbridge Area Map 2003




Location of Jefferson Street Footbridge



Historic Sites



Property Parcels



Department of Planning and Development
City of Springfield, Missouri

Trolley Car Barn

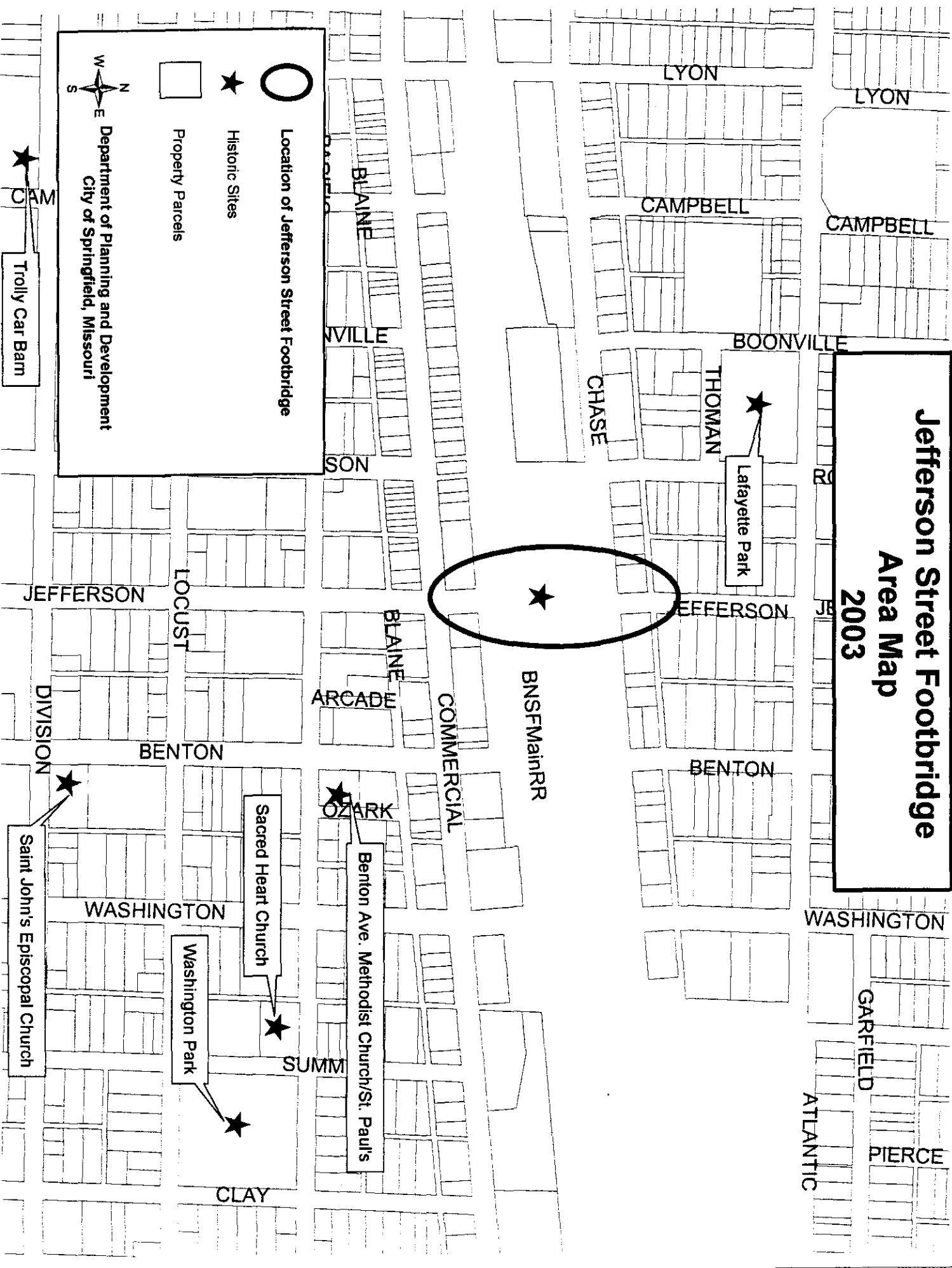
Lafayette Park

Sacred Heart Church

Washington Park

Benton Ave. Methodist Church/St. Paul's

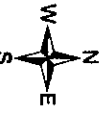
Saint John's Episcopal Church



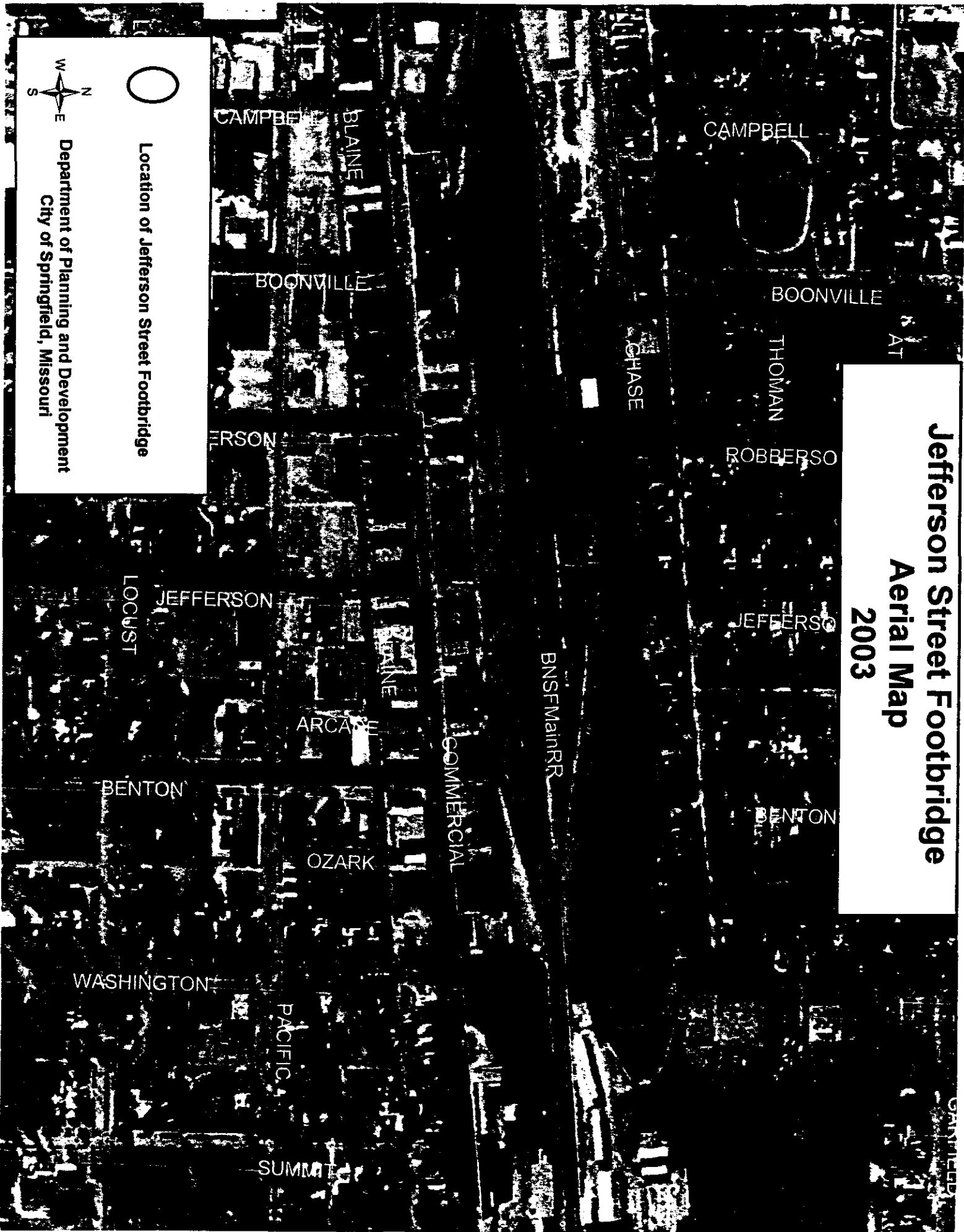
Jefferson Street Footbridge Aerial Map 2003

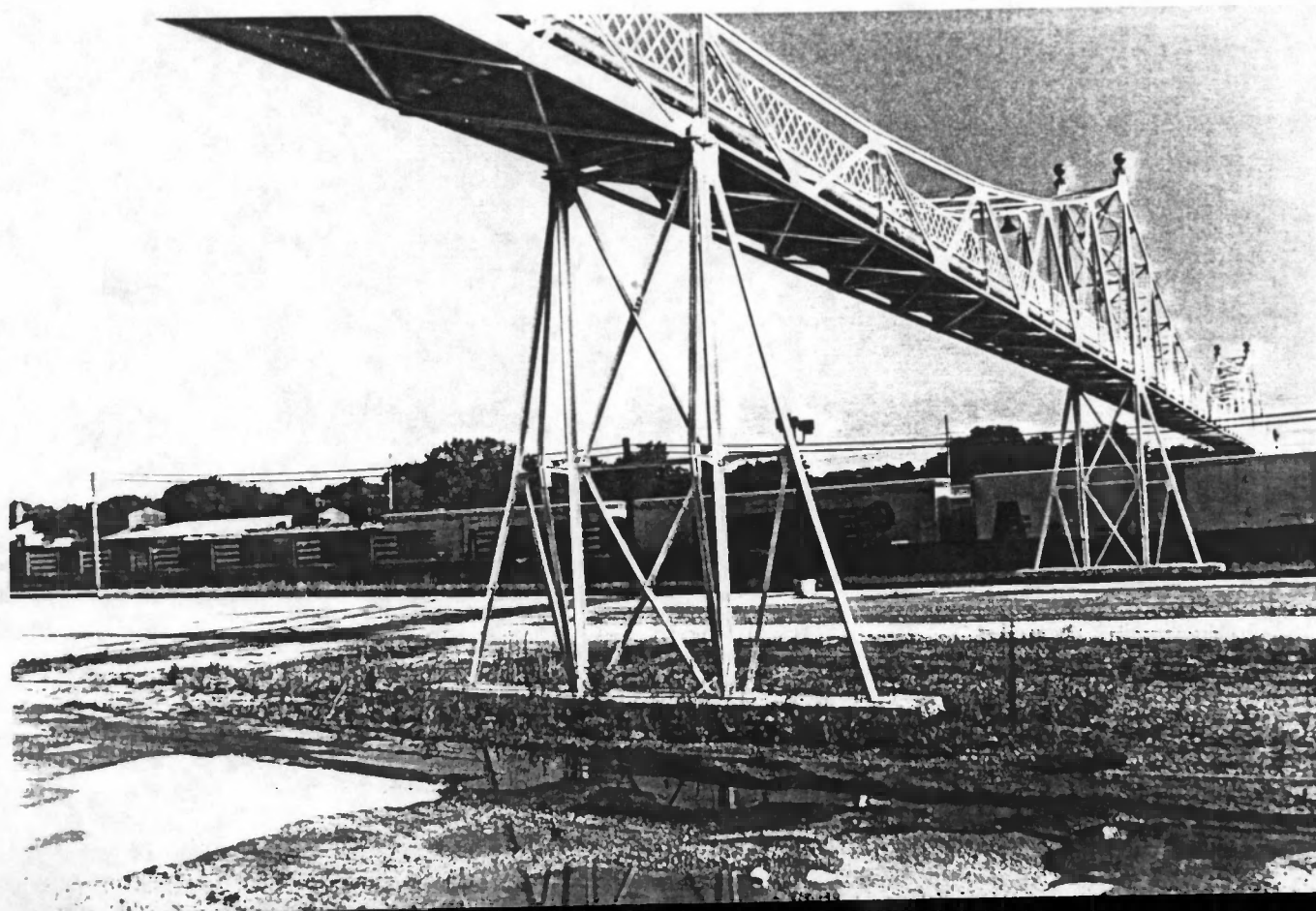
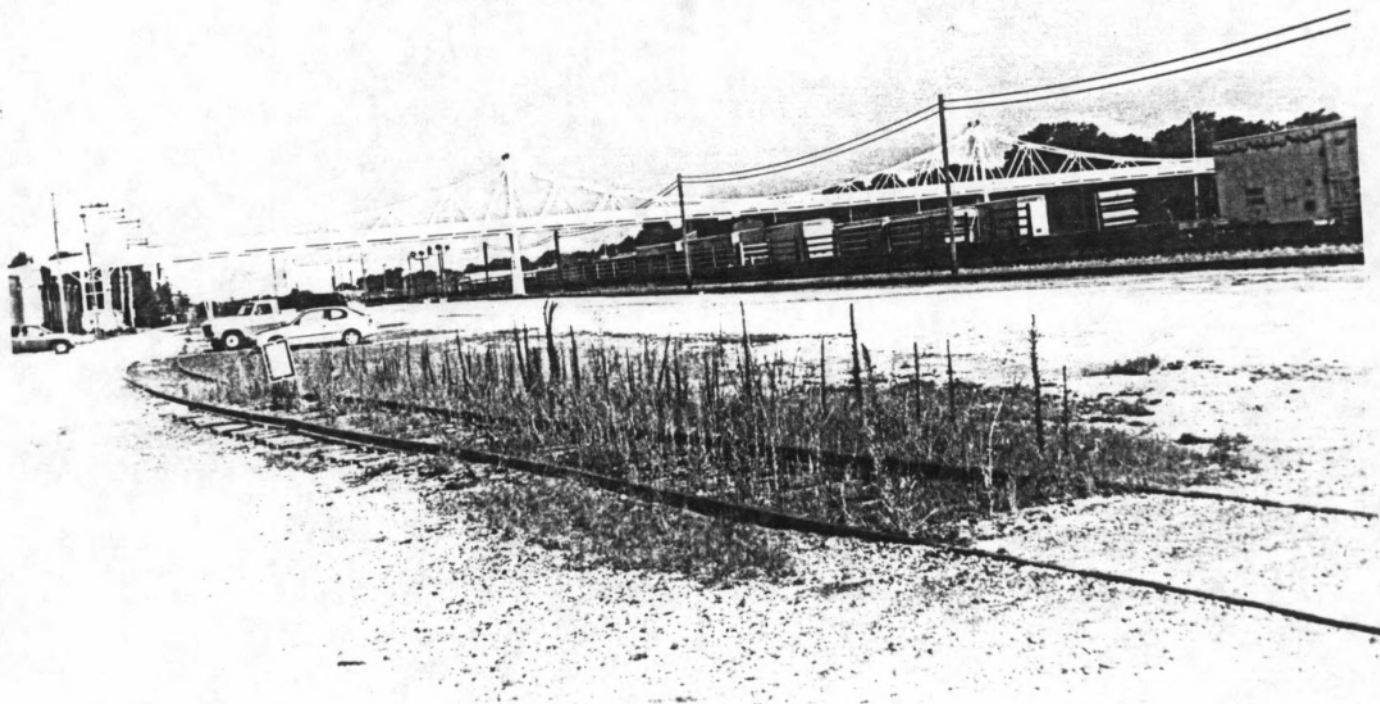


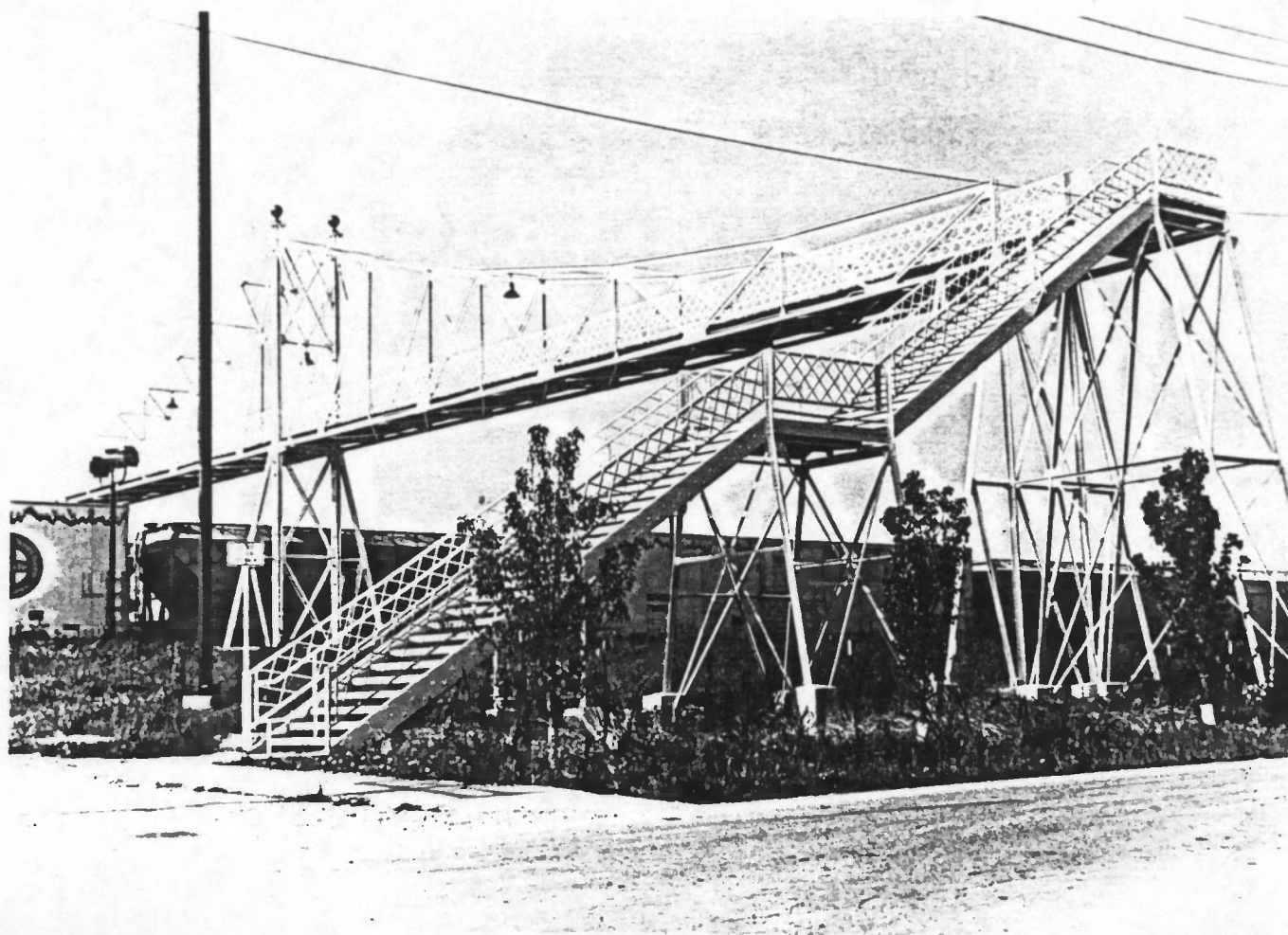
Location of Jefferson Street Footbridge

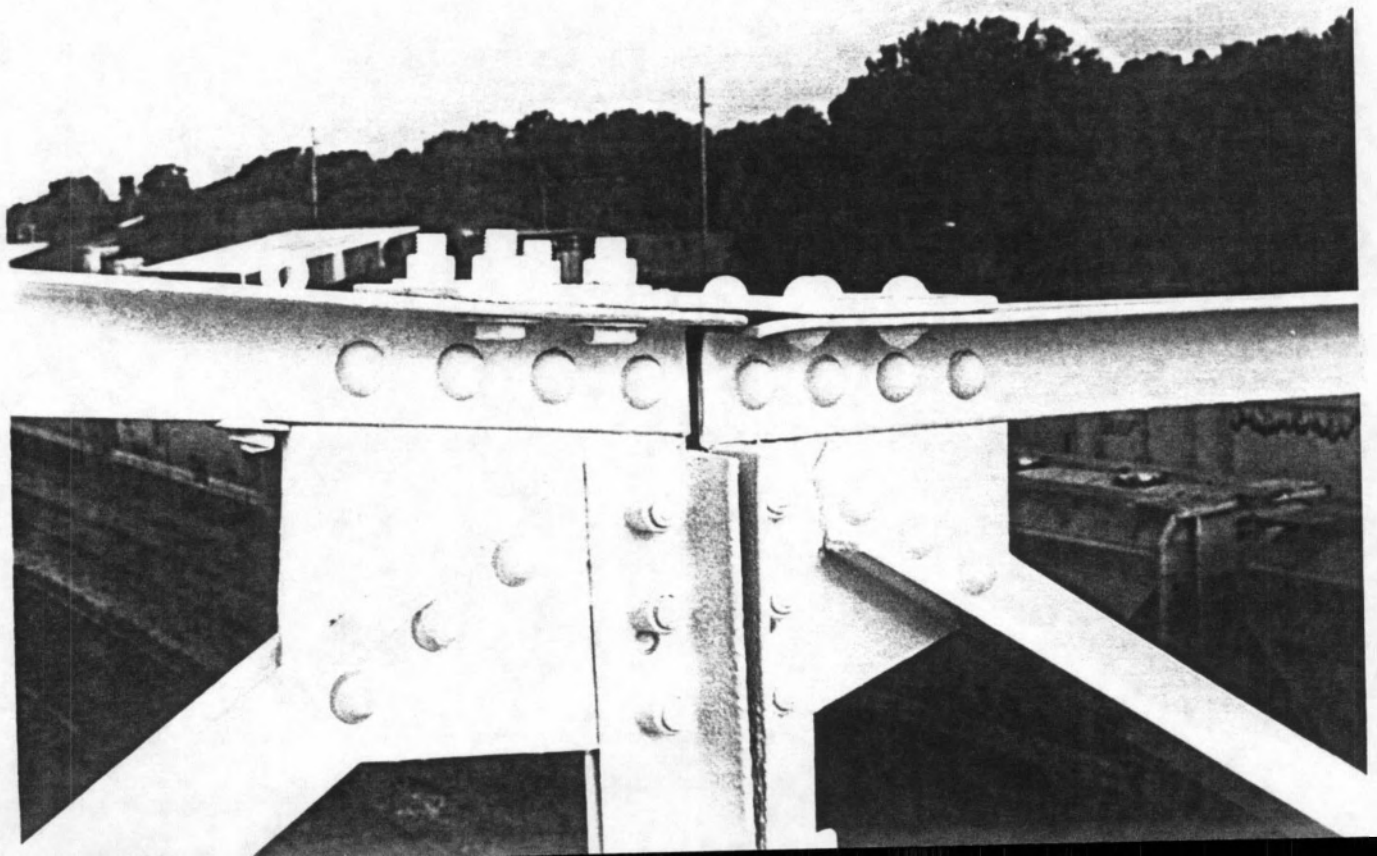
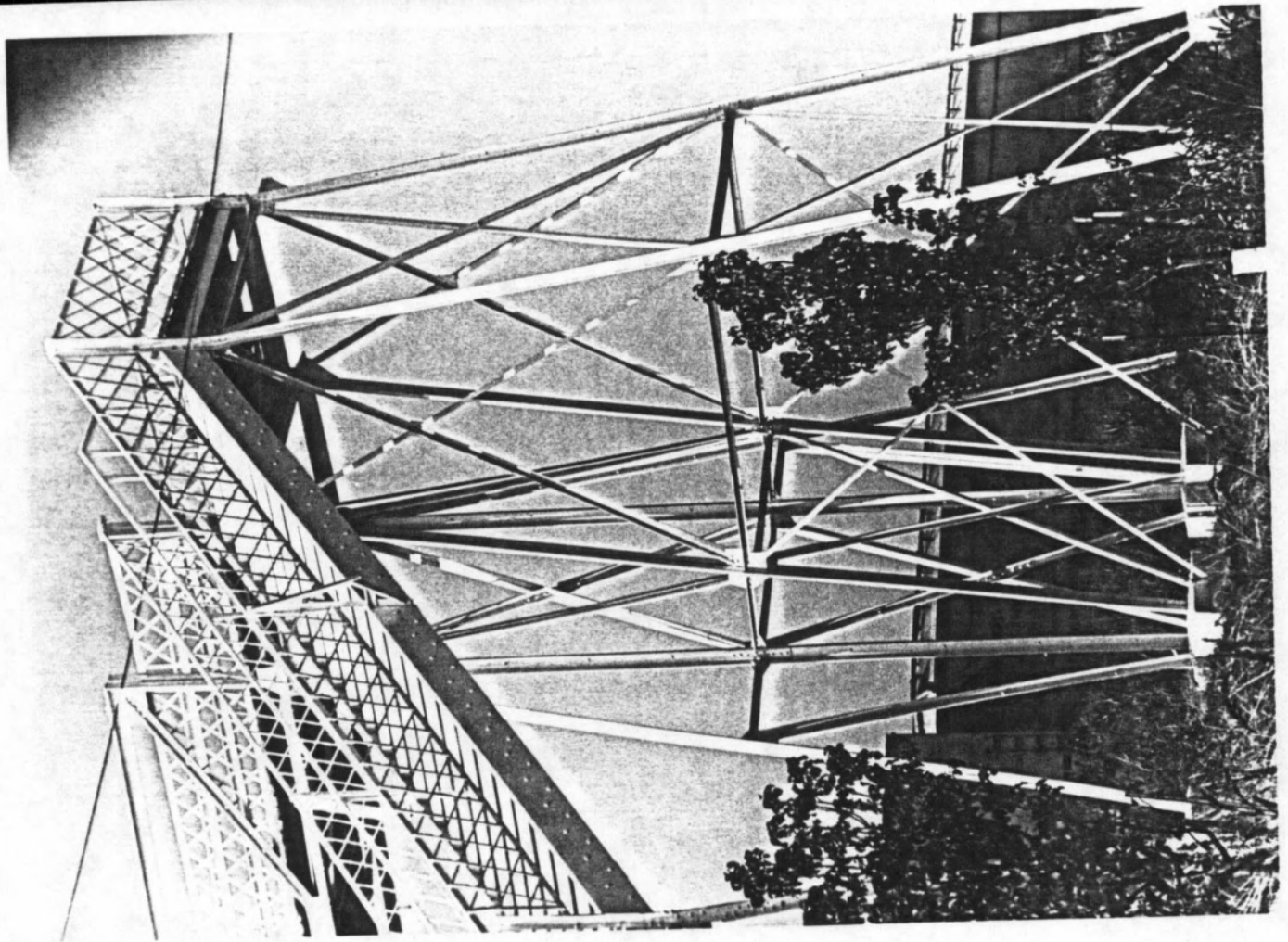


Department of Planning and Development
City of Springfield, Missouri





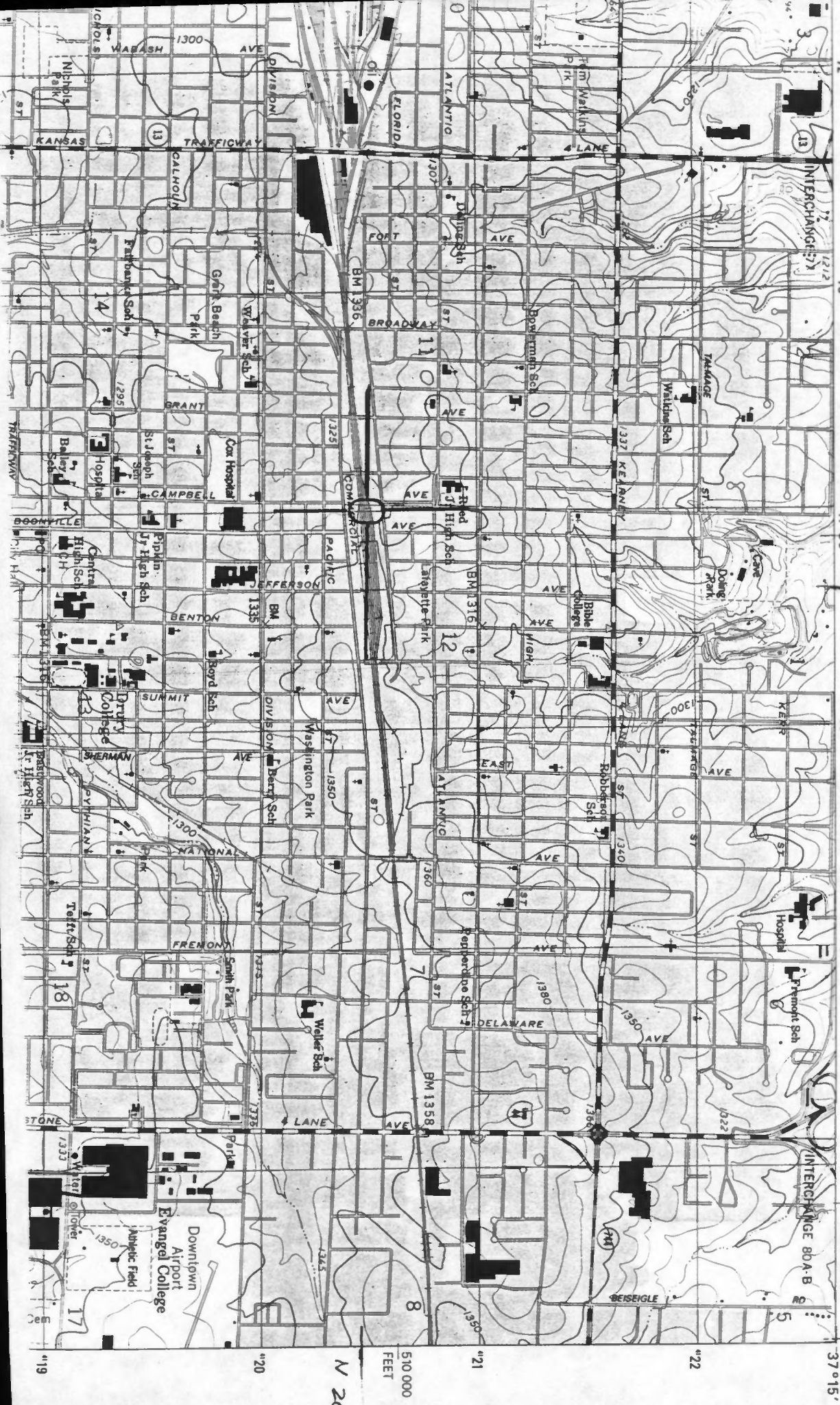




Name
Jefferson Street
Footbridge

Location
Jefferson Ave.
between Commercial and
Chase

SPRINGFIELD QUADRANGLE
MISSOURI-GREENE CO.
7.5-MINUTE SERIES (TOPOGRAPHIC)



EXTRA
PHOTOS





KODAK 5063 TX

00

KODAK 5063 TX

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KODAK 5063 TX

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KA

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