

SELGEM

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM**

(Type all entries - complete applicable sections)

STATE: KANSAS	
COUNTY: NEOSHO	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

1. NAME

COMMON:
Austin Bridge

AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER:
In the S.W. 1/4 of the S.W. 1/4, connecting lots 4 & 5, Sec. 2, Tsp. 28, R 18.

CITY OR TOWN:
2 1/2 mi. E., 3/4 mi. S., 3/4 mi. W., of Chanute, Kansas

STATE Kansas	CODE	COUNTY: Neosho	CODE
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3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input type="checkbox"/> Building <input type="checkbox"/> Site <input checked="" type="checkbox"/> Structure <input type="checkbox"/> Object	<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private <input type="checkbox"/> Both	Public Acquisition: <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered	<input type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress
PRESENT USE (Check One or More as Appropriate)			
<input type="checkbox"/> Agricultural <input type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum	<input type="checkbox"/> Park <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input type="checkbox"/> Transportation <input type="checkbox"/> Other (Specify)
<input checked="" type="checkbox"/> Comments It is not in use at this time - more details are given in Sec. 7.			

4. OWNER OF PROPERTY

OWNER'S NAME:
County of Neosho

STREET AND NUMBER:
Neosho County Courthouse

CITY OR TOWN: Erie	STATE: Kansas	CODE: 66733
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5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC:
Register of Deeds

STREET AND NUMBER:
Neosho County Courthouse

CITY OR TOWN: Erie	STATE: Kansas	CODE: 66733
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6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:

DATE OF SURVEY: Federal State County Local

DEPOSITORY FOR SURVEY RECORDS:

STREET AND NUMBER:

CITY OR TOWN:	STATE:	CODE:
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SEE INSTRUCTIONS

STATE:
COUNTY:
ENTRY NUMBER
DATE

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7. DESCRIPTION

CONDITION	(Check One)					
	<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
	(Check One)			(Check One)		
	<input checked="" type="checkbox"/> Altered	<input type="checkbox"/> Unaltered		<input checked="" type="checkbox"/> Moved	<input type="checkbox"/> Original Site	

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

Austin Bridge, a bowstring arch, was built in 1877 by the King Iron Bridge Company of Cleveland, Ohio. It is made of wrought iron, but apparently does have some stringers made of steel. The floor is wood planking supported by steel stringers.

The bridge spans the Neosho River and originally stood east of the city of Chanute, where Kansas highway 39 presently crosses the river. In 1910 A.M. Blodget was contracted to move the bridge three miles downstream to an abandoned townsite known then and now as Austin.

When constructed in 1877 the bridge, as evidenced by photographs dating before 1910, was supported at each end by a foundation made of stone. But when the bridge was moved it was lengthen by adding a girder span at one end and a Pratt (bedstead) truss at the other. Even so, no structural changes have ever been made to the bowstring arch itself.

On March 16, 1972, Austin Bridge was closed to vehicle traffic. The weakness found was not in the bowstring but in the Pratt truss. The bridge is, according to the Neosho County Engineer, perfectly safe when used as a foot bridge.

In the fall of 1976, after a new bridge was opened one mile downstream, the county removed the girder span and wood planking as a prelude to tearing down the bridge. Strong public outcry halted the plans to destroy the bridge -- the girder span and wood planking are being held by the county and could be put back in their place. No real harm has been done to the bridge.

There is a strong county wide effort being made to have the bridge preserved as a historical landmark and a small riverside park established at the site by the county.

See attachment for diagram of Austin Bridge.

SEE INSTRUCTIONS

SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

- | | | | |
|----------------------------------------|---------------------------------------|--------------------------------------------------|---------------------------------------|
| <input type="checkbox"/> Pre-Columbian | <input type="checkbox"/> 16th Century | <input type="checkbox"/> 18th Century | <input type="checkbox"/> 20th Century |
| <input type="checkbox"/> 15th Century | <input type="checkbox"/> 17th Century | <input checked="" type="checkbox"/> 19th Century | |

SPECIFIC DATE(S) (If Applicable and Known)

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- | | | | |
|-----------------------------------------|-------------------------------------------------|----------------------------------------------|------------------------------------------|
| <input type="checkbox"/> Aboriginal | <input type="checkbox"/> Education | <input type="checkbox"/> Political | <input type="checkbox"/> Urban Planning |
| <input type="checkbox"/> Prehistoric | <input checked="" type="checkbox"/> Engineering | <input type="checkbox"/> Religion/Philosophy | <input type="checkbox"/> Other (Specify) |
| <input type="checkbox"/> Historic | <input type="checkbox"/> Industry | <input type="checkbox"/> Science | _____ |
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Invention | <input type="checkbox"/> Sculpture | _____ |
| <input type="checkbox"/> Architecture | <input type="checkbox"/> Landscape Architecture | <input type="checkbox"/> Social/Humanitarian | _____ |
| <input type="checkbox"/> Art | <input type="checkbox"/> Literature | <input type="checkbox"/> Theater | _____ |
| <input type="checkbox"/> Commerce | <input type="checkbox"/> Military | <input type="checkbox"/> Transportation | _____ |
| <input type="checkbox"/> Communications | <input type="checkbox"/> Music | | |
| <input type="checkbox"/> Conservation | | | |

STATEMENT OF SIGNIFICANCE

This application is being made due to the importance to our engineering heritage of the bowstring arched span of the Austin Bridge. This bowstring, built in 1877, is an early example of iron bridge construction and it ~~and it~~ is extremely rare to find a span of this length -- 160 feet.

The Austin Bridge is ^{the} very last bowstring arched bridge still standing in the state of Kansas.

When Thomas Barr, Historic Sites Archeologist for the Kansas State Historical Society, saw this bridge in the spring of 1976 he recognized it as being a now rare example of bridge construction, but he was not sure as to how rare it was. Mr. Barr then checked with Richard L. Heisler of the engineering firm Cook, Flatt, & Strobel, Topeka, who does bridge surveys for the state. It was confirmed by Mr. Heisler that the Austin Bridge is the last of its kind in the state.

The Austin Bridge, when it stood at its original site, was one of the first bridges to span the Neosho River in Neosho County. It played a very important role in opening up -- making easy access -- the northwest corner of the county.

We believe that the Austin Bridge being an early example of wrought iron bridge construction, which has now become very rare, and being the last bowstring arched bridge in the state of Kansas it has become a very important part of our engineering heritage and should be entered into the National Register of Historic Places.

SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Austin Bridge File in the office of the Neosho County Engineer, Neosho County Courthouse, Erie, Kansas 66733.
 Richard L. Heisler, engineer license #6331; Cook, Platt, & Strobel, 6111 West 29th Street, Topeka, Kansas 66614.
 Thomas Barr, Archeologist, Kansas State Historical Soc., Topeka, KS 66612.
 Charles Ingle, Neosho County Engineer, Neosho County Courthouse, Erie, Kansas 66733.

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees Minutes Seconds	Degrees Minutes Seconds	
NW	° ' "	° ' "		° ' "	° ' "	
NE	° ' "	° ' "		° ' "	° ' "	
SE	° ' "	° ' "		° ' "	° ' "	
SW	° ' "	° ' "		° ' "	° ' "	

APPROXIMATE ACREAGE OF NOMINATED PROPERTY:

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE

11. FORM PREPARED BY

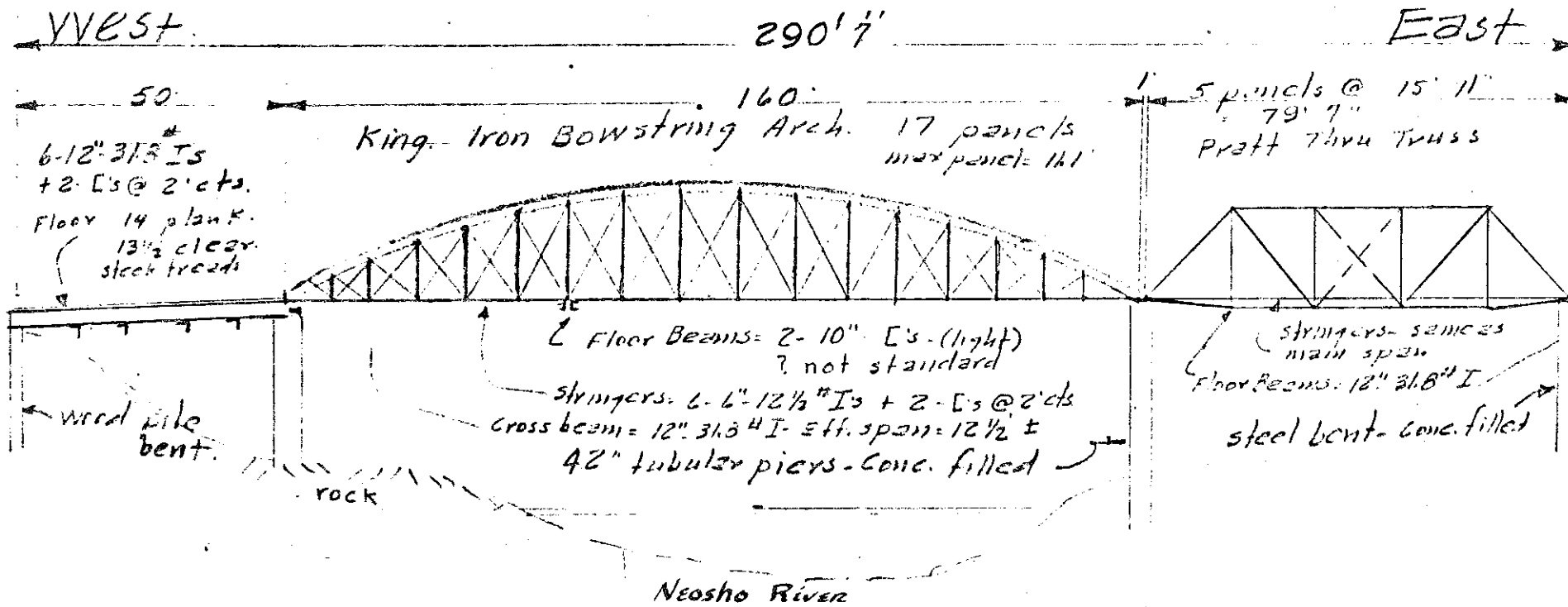
NAME AND TITLE: *Robert E. Hosack* Robert E. Hosack, President
 ORGANIZATION: Neosho Valley Historical Society
 DATE: Nov. 9, 1976
 STREET AND NUMBER: P.O. Box 775, 201 East Main Street
 CITY OR TOWN: Chanute
 STATE: Kansas 66720
 CODE: _____

12. STATE LIAISON OFFICER CERTIFICATION **NATIONAL REGISTER VERIFICATION**

<p>As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:</p> <p>National <input type="checkbox"/> State <input type="checkbox"/> Local <input type="checkbox"/></p> <p>Name _____</p> <p>Title _____</p> <p>Date _____</p>	<p>I hereby certify that this property is included in the National Register.</p> <p>_____ Chief, Office of Archeology and Historic Preservation</p> <p>Date _____</p> <p>ATTEST:</p> <p>_____ Keeper of The National Register</p> <p>Date _____</p>
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SEE INSTRUCTIONS

Austin Bridge
Neosho County, Kansas



Austin Bridge
No 13 3/4 - 6.64.
9-13-1956 J.S.H.