United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form

See instructions in How to Complete National Register Forms
Type all entries—complete applicable sections

1. Name

historic Maxwell’s Slough Bridge

and/or common Neosho River Tributary Bridge

2. Location

street & number 5 miles west and 1 mile south of St. Paul

city, town St. Paul

state Kansas

3. Classification

Category

Ownership X public

X structure

Status x occupied

unoccupied

work in progress

Present Use

X museum

museum

Commercial

eductional

Private residence

Religious

Scientific

Transportation

X other:

Ownership

Private

Both

Public Acquisition

in process

being considered

Accessible

yes: restricted

X yes: unrestricted

N/A

Present Use

Agriculture

Government

Industrial

Military

4. Owner of Property

name Neosho County

street & number Neosho County Courthouse

city, town Erie

state Kansas

5. Location of Legal Description

courthouse, registry of deeds, etc. Register of Deeds

street & number Neosho County Courthouse

city, town Erie

state Kansas

6. Representation in Existing Surveys

Inventory of Historic Bridges

title Kansas Department of Transportation

has this property been determined eligible? yes x no

date 1980-83

X federal

state

county

local

depository for survey records Kansas State Historical Society

city, town Topeka

state Kansas
## 7. Description

<table>
<thead>
<tr>
<th>Condition</th>
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<tbody>
<tr>
<td>X excellent</td>
<td>x unaltered</td>
<td>x original site</td>
</tr>
<tr>
<td>good</td>
<td>ruins</td>
<td>altered</td>
</tr>
<tr>
<td>fair</td>
<td>unexposed</td>
<td>moved date</td>
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</table>

Describe the present and original (if known) physical appearance

The St. Paul filled spandrel arch bridge crosses a small tributary to the Neosho River .5 miles west and one mile south of St. Paul on a county road. This single span bridge is 69 feet long and 19.5 feet wide from curb to curb. The roadway is situated 15 feet above low water level. The structure is in very good condition and has suffered very little damage. As it is now situated on a dead end road due to a nearby washed out bridge, the St. Paul filled arch gets very little traffic.

The bridge consists of a reinforced concrete arch ring which springs from and is disposed between two abutments. Reinforced concrete spandrel walls rise from each side of the arch ring and are used to retain the earthen fill which loads the arch. This earth "loading" allows even distribution of the live loads and helps to strengthen the arch. The turned balusters of the railing are located on both sides of the floor line. The roadway is cantilevered by the use of brackets over the 10' wide arch ring.
8. Significance

<table>
<thead>
<tr>
<th>Period</th>
<th>Areas of Significance—Check and justify below</th>
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<tbody>
<tr>
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</table>

Specific dates 1924 Builder/Architect Topeka Bridge and Construction

Statement of Significance (in one paragraph)

The St. Paul filled spandrel arch bridge .5 miles west and one mile south of St. Paul retains its integrity of location, design, setting, materials, feeling, and association. It embodies the distinctive characteristics of a type and method of construction no longer used, namely the construction of a roadway supported by a reinforced concrete arch ring which is loaded by earthen fill which, in turn, is retained by reinforced concrete spandrel walls. This particular structure was built by the Topeka Bridge and Construction Company which was the area's agent for the Luten design of reinforced concrete bridges and may yield information important to the history of engineering.

The St. Paul Journal on March 27, 1914 reported that County Engineer Reece was "arranging to replace the two wooden bridges over the two sloughs on the gravel road south of St. Paul." One of these, Maxwell's Slough, was named for an early area landowner. The new bridges were to be constructed of concrete and would be positioned in such a way that they would "straighten out some of the kinks in the road."

According to the St. Paul Journal on August 14, 1924 a total of five new bridges were to be built and the Topeka Bridge and Construction Company was awarded the contracts for all of them totalling $35,960.79. No further mention is found in the newspapers until December 18, 1924 when the Journal reported the completion of all the bridges built by the Topeka Bridge and Construction Company.

THIS STATEMENT REFLECTS CURRENT KNOWLEDGE AND IS SUBJECT TO CHANGE.
9. Major Bibliographical References

"To Complete Road Across County," Chanute Daily Tribune, June 13, 1923, P. 1, c. 3.
"County Engineer Reece . . .," St. Paul Journal, March 27, 1924, p. 8, c. 3.
"Contracts Let for 5 Bridges," St. Paul Journal, August 14, 1924, p. 1, c. 3.
"The Topeka Bridge Company . . .," St. Paul Journal, December 18, 1924, p. 4, c. 5.

10. Geographical Data

Acreage of nominated property: less than one acre

Quadrangle name: Erie, Kans.

Quadrangle scale: 1:24,000

<table>
<thead>
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<th>Zone</th>
<th>Easting</th>
<th>Northing</th>
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<td>3017</td>
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<td>2480</td>
<td>4152</td>
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<tr>
<td></td>
<td>9120</td>
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</table>

Verbal boundary description and justification:
That property on and over which the bridge is built is .5 miles west and one mile south of St. Paul, Kansas. S23, T29S, R20E. Includes bridge plus superstructure and supporting piers and abutments.

List all states and counties for properties overlapping state or county boundaries

<table>
<thead>
<tr>
<th>state</th>
<th>code</th>
<th>county</th>
<th>code</th>
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<tbody>
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</tbody>
</table>

11. Form Prepared By

name/title: Larry Jochims, Research Historian and Michael Snell

organization: Kansas State Historical Society

date:

street & number: 10th and Jackson Streets

telephone: (913) 296-2973

city or town: Topeka

state: Kansas

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

___ national  ___ state  ___ local

As the designated State Historic Preservation 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.

State Historic Preservation Officer signature

title: ____________________________
date: ____________________________

For NPS use only

I hereby certify that this property is included in the National Register

date: ____________________________

Keeper of the National Register

Attest: ____________________________
date: ____________________________

Chief of Registration
Maxwell's Slough Bridge
St. Paul, Kansas
UTM Reference
15/307280/4152920

WATERFOWL MANAGEMENT AREA

ROAD CLASSIFICATION
Primary highway, hard surface
Light-duty road, hard or improved surface
Secondary highway, hard surface
Unimproved road

INTERSTATE ROUTE 40
U.S. ROUTE 50
STATE ROUTE 124

ERIE, KANSAS
SW 1-4 ERIE 15 QUADRANGLE
N3730-W9507.5/7.5
1973
AMS 6959 II SW-SERIES V878