

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 any 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 Bellamy Bridge

other names/site number JA399

2. Location

street & number 4057 Bellamy Bridge Heritage Trail ☐ not for publication

city or town Marianna ☒ vicinity

state Florida code FL county Jackson code        zip code 32446

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.)

Glisse Lotare, Deputy SHPO 8/22/19  
Signature of certifying official/Title Date

Florida Department of State, Division of Historical Resources, Bureau of Historic Preservation  
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  
☐ See continuation sheet.
- ☐ removed from the National Register.
- ☐ other, (explain) \_\_\_\_\_

Signature of the Keeper

Date of Action

[Signature]

10-16-2019

Bellamy Bridge  
Name of Property

Jackson County, FL  
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)

- ☐ buildings  
☐ district  
☐ site  
☒ structure  
☐ object

### Number of Resources within Property

(Do not include any previously listed resources in the count)

#### Contributing

#### Noncontributing

0	0	buildings
0	0	sites
1	0	structures
0	0	objects
1	0	total

### Name of related multiple property listings

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

Florida's Historic Highway Bridges MPS

### Number of contributing resources previously listed in the National Register

0

## 6. Function or Use

### Historic Functions

(Enter categories from instructions)

TRANSPORTATION: road-related

### Current Functions

(Enter categories from instructions)

VACANT/NOT IN USE

## 7. Description

### Architectural Classification

(Enter categories from instructions)

NONE

### Materials

(Enter categories from instructions)

foundation STEEL

walls STEEL

roof STEEL

other CONCRETE

### 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

(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.)

## 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 36) 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)

Transportation

Engineering

### Period of Significance

1914-1963

### Significant Dates

1914

### Significant Person

N/A

### Cultural Affiliation

N/A

### Architect/Builder

Converse Bridge Company, Builder

#### Primary location of additional data:

- ☒ State Historic Preservation Office
- ☐ Other State Agency
- ☐ Federal agency
- ☐ Local government
- ☐ University
- ☐ Other

Name of Repository

# \_\_\_\_\_

Bellamy Bridge  
Name of Property

Jackson County, FL  
County and State

## 10. Geographical Data

**Acreage of Property** less than one acre

### UTM References

(Place additional references on a continuation sheet.)

1	1	6	6	6	7	1	8	2	3	4	1	6	0	4	1
Zone	Easting		Northing												
2															

3															
Zone	Easting		Northing												
4															

☐ 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 Andrew Waber

organization Florida Division of Historical Resources date April 2019

street & number 500 South Bronough Street telephone (850) 245-6430

city or town Tallahassee state FL zip code 32399

### 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 Jackson County

street & number 2864 Madison Street telephone \_\_\_\_\_

city or town Marianna state Florida zip code 32448

**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 amend 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 Reduction Projects (1024-0018), Washington, DC 20503.

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Jackson County, Florida

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**Summary**

The Bellamy Bridge is a rare extant Florida example of a Pratt Through Truss bridge. Constructed in 1914, the bridge is made of steel and is supported by four cylindrical piers that are original to the structure. The deck of the bridge was originally made of wood, which has since deteriorated and fallen into the river below. There were also two wood guardrails on each side of the bridge that are no longer extant. The bridge is no longer an active bridge and the roadway on the east side has returned to nature. Despite this, the bridge retains its distinctive character-defining Pratt truss design and retains integrity of location, setting, design, material, association, and feeling.

**Setting**

The Bellamy Bridge is located across the Chipola River in unincorporated Jackson County, Florida. The general surroundings are rural, heavily forested, and undeveloped. On the west side of the bridge is a county park situated on land owned by the Northwest Florida Water Management District while the land on the east side is private. The bridge itself is owned by the county. On the west side of the bridge, the course of the former automobile road has been converted into a nature trail.

**Physical Description – Bellamy Bridge**

The Bellamy Bridge is a circa 1914 steel Pratt Through Truss bridge (Photos 1-3). The bridge measures roughly 119 feet in length at the span and is of roughly 14 feet wide. The truss rises roughly 18 feet above the deck and extends 17 feet below the deck. The truss consists of seven panels. The steel sections of the bridge were riveted together. The bridge, which is the only resource in the nomination, is supported by the original four lally columns, which are cylindrical metal piers infilled with concrete. The bridge is currently an unused, freestanding structure that has no deck or guardrails.<sup>1</sup>

**Alterations**

The bridge has undergone a number of changes largely brought on through the discontinuation of its use as an active highway structure in 1963 and the subsequent years of general neglect that followed. The wood deck has deteriorated and fallen into the river below. The wood guardrails are likewise no longer extant. The original dirt road on the east side of the bridge has returned to nature. There has been some corrosion on the end posts,

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<sup>1</sup> Jackson County Parks and Recycling Department, "Historic Structure Report Old Bellamy Bridge Jackson County, Florida," prepared Michael K. Dunaway (Tallahassee, FL: Unaka Consulting, February 2012), p. 7-19.

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anchor pins, and bearing plates connecting the bridge to the ground. The bridge has also suffered from some minor vandalism, with bullet holes noted in east end.<sup>2</sup>

**Integrity**

The Bellamy Bridge is still in its original location and the surroundings are still rural and undeveloped. Although the roadway on the east side of the bridge has returned to nature, the course of the original dirt road is still visible, especially on the west side. On this side, the original roadway has been repurposed into a trail which allows public access to the bridge. As a result, the bridge still possesses its integrity of location and setting. The Bellamy Bridge occupies a crucial crossing spot along the Chipola River that had long been used by Native Americans and early American settlers. The bridge itself was the latest incarnation of at least four bridges that spanned the river here, providing settlers from the west side of the river with access to the important cotton market of Greenwood and to the Apalachicola River. That connection is retained. The bridge therefore retains its integrity of feeling and association. The bridge retains its character-defining trapezoidal shape, its four cylindrical piers, its steel frame, and its Pratt truss design. Components of the bridge anchoring it to the ground has seen some corrosion but the components are still very much visible. Although the bridge has lost its wood elements, including the deck and the guardrails, the loss and complete replacement of the wood in rural bridges of this nature is common. It was decided to leave the bridge without the wood deck in the interests of both preserving the bridge and public safety. The distinctive steel deck cross-beam supports are still present and the through-truss design of the deck is easily distinguishable. Hence, the bridge retains its integrity of design, materials, and workmanship.

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<sup>2</sup> Jackson County Parks and Recycling, p. 24-27.

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Jackson County, Florida

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**Summary**

The Bellamy Bridge is being proposed for listing at the local level under Criterion A for Transportation and Criterion C for Engineering. The period of significance extends from its date of construction in 1914 to 1963, when it ceased being a highway bridge. The bridge itself is one of the oldest automobile bridges in the state of Florida and is the oldest still standing in Jackson County. Built by the Converse Bridge Company of Chattanooga, Tennessee, the bridge is an excellent surviving example of a Pratt Through-Truss fixed steel frame bridge. In bridge surveys conducted in 1992 and 2002, the Bellamy Bridge was one of just three to four Pratt Through Truss bridges left standing in the state.

*The Bellamy Bridge contributes to the Florida's Historic Highway Bridges MPS under Associated Historic Contexts: Early Twentieth Century (1900-1941) and Associated Property Types F.1 Truss Bridges.*

**Historical Context**

Road Travel in Florida Before 1914

In the territorial period and the early years of statehood, roads in Jackson County served primarily as local transportation routes for the cotton industry. Many of the roads started originally as either Native American trails or were built for military purposes. The rivers in the county, particularly the Apalachicola and Chipola rivers, served as the primary transportation corridors for sending cotton to larger markets. The roads often led to and from ports set up along the rivers. When the railroad finally arrived in Jackson County in the 1880s, it had a profound impact upon its development. Nearly every city and town in the present-day county, with the exceptions of Marianna and Greenwood, owes its existence largely to the railroads.<sup>3</sup>

Despite progress made by the military in constructing roads, the system of roads and bridges in Florida was woefully inadequate for most of the 19<sup>th</sup> century. The use of overland roads for long distance travel was limited primarily to coach routes. Responsibility for road construction and maintenance was seen as a local one given to county commissioners, who in turn appointed road overseers. These appointments were often given out as political rewards to supporters and required little to no knowledge or experience in road planning or construction. The labor force was often comprised of corvée laborers, men who were required to dedicate a number of days a year to working on the roads or pay a fine. There were some attempts in the 1850s to improve wagon and horse travel through the construction of plank roads, but there were few such roads constructed in Florida, with the exception of a couple notable roads such as the Alligator Plank Road from Jacksonville to Lake City and the Newport plank road from Thomasville, Georgia, to Newport, Florida. The plank roads were

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<sup>3</sup> Florida Department of Transportation, *Historic Highway Bridges of Florida* (Tallahassee, FL: Florida Department of Transportation, 2004), p. 26-27, 29.

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seen as a cheaper alternative to the more expensive macadam roads, which were the best road surfaces available at the time, but the fad proved short-lived nationally as it became apparent that the wood roads deteriorated quickly. River crossings were often handled by for-profit private contractors who operated ferries, and the level of service and quality of transport varied greatly. These ferries were often a source of much complaints from travelers.<sup>4</sup>

By the early 20<sup>th</sup> century, the development of the automobile revolutionized everyday life in the United States. With the introduction of car came the realization that good roads were crucial to economic development in Florida. The roads across many places in the south were so poor that farmers could not haul more than half a ton of goods on them. In many cases where teams were hired, the cost of transporting goods over roadways was higher per mile than the railroads. The Good Roads Movement, which would later take hold across the country in the early 20<sup>th</sup> century, actually started in the 1880s in the northeast as bicycle riders began advocating for more paved roads. They formed the League of American Wheelmen, who gained a national following and published the *Good Roads* magazine, which had over one million readers. One of the early wheelmen's clubs was in Jacksonville, which was established in the 1880s. The Wheelmen's League formed the National League for Good Roads in 1893 during the Columbian Exposition in Chicago. The Wheelmen were soon joined in this cause by automobile and motorcycle enthusiasts, many of whom were among the most prominent people in the country. The United States Postal Service, which was pushing for the expansion of rural free delivery, and the American Automobile Association (AAA) were also major backers. By the mid-1910s, the Good Roads Movement had a firm foothold in Florida, as a group of roads advocates met in Orlando to create the Florida State Good Roads Association. The group had their work cut out for them as Florida lagged behind the rest of the south in road construction. In 1910, Florida had the fewest miles of public roads in the south, with a little over 17,000 square miles, and had just .34 miles of roads per square mile of area, which was by far the fewest in the south. Only 410 miles of road were surfaced in macadam or gravel.<sup>5</sup> By 1910, there were about 400 miles of public roads in Jackson County, none of which were recorded to have been surfaced in asphalt, brick, cement, gravel, crushed stone, or sand-clay.<sup>6</sup>

With road building technology still in its infancy, road construction was a process that required a large manual work force. For instance, it took ten men approximately twelve hours to lay out 300 tons of pavement, whereas mechanical asphalt spreaders introduced later could lay out 2,000 tons in eight hours.<sup>7</sup> The emergence of the Good Roads Movement coincided with the growing public sentiment against the long established institution of

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<sup>4</sup> Florida Department of Transportation, *Historic Highway Bridges of Florida*, p. 27-29.

<sup>5</sup> Florida Department of Transportation, *Historic Highway Bridges of Florida*, p. 32; Joseph Hyde Pratt, "Good Roads Movement in the South," *The Annals of the American Academy of Political and Social Science*, vol. 35, no. 1 (January 1910), p. 106, 109.

<sup>6</sup> American Association for Highway Improvement, *The Official Good Roads Year Book of the United States* (Baltimore, MD: Waverly Press, 1912), p. 226.

<sup>7</sup> Laura Katherine Duvekot, "The Road to Recognition: Preserving Florida's Historic Brick Pavements" (master's thesis, University of Georgia, 2012), p. 34.

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the convict lease system. Many took the pragmatic view that using convict laborers for public works as opposed to leasing them to private business owners would eliminate the unfair advantages these businessmen had over competitors who paid their workers a wage. Starting in 1919, the state public roads department began a close partnership with the local and state prison systems to hire out convict labor to build the public roads. By 1935, there were 33 chain gang prisons in Florida dedicated to roadbuilding and maintenance.<sup>8</sup>

The construction of the Bellamy Bridge was unusual in that it was built prior to the passage of the Federal Aid Road Act in 1916 and the establishment of the Florida State Roads Department. The federal act set aside \$75 million, which was distributed to the states and was intended to cover up to 50% of road construction and maintenance costs. Thanks in large part to the efforts of the Florida State Good Roads Association and expectations of impending federal aid, the Florida State Public Roads Department was established in 1915. For the first time, the construction and maintenance of public roads was seen as a state responsibility, with 15% of driver's license revenue going towards the upkeep of the department.<sup>9</sup> Around the same time that the department was founded, a group of interested citizens from Florida, Alabama, Mississippi, Louisiana, and Arizona met in Mobile, Alabama, in 1915 to form the Old Spanish Trail (OST) Association. The OST was an ambitious project that built an east-west highway that eventually led from St. Augustine, Florida, to San Diego, California. This roadway was built through Jackson County, passing through the towns of Sneads, Grand Ridge, and Marianna. This section would become part of the first assigned state road in Florida, State Road 1, and later U.S. Highway 90. Taking the lead on the initial planning of the Florida stretch of the OST was the West Florida Highway Association, which was formed prior to the OSTA and had already started the road between Tallahassee and the Alabama state line. When completed in the 1920s, the OST became the southernmost east-west transcontinental highway in the United States.<sup>10</sup>

Chipola River Crossing and Earlier Bellamy Bridges

The spot along the Chipola River where Bellamy Bridge is now located has long been used as a crossing point by Native Americans and American settlers. In 1819, the first settlers of what is now Cambellton and Neal's Landing established a road connecting to the U.S. Army post at Fort Scott in Georgia. This road crossed the Chipola River at the spot where Bellamy Bridge now stands. In 1824, the nearby community of Greenwood was founded. Greenwood was a small cotton growing community that was located along an important crossroad connecting to the Chattahoochee River. As a result, the Bellamy Bridge crossing was used on an almost daily basis in the 1820s by local planters and farmers taking their products to the river for further transshipment out

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<sup>8</sup> Alex Liechtenstein, "Good Roads and Chain Gangs in the Progressive South: 'The Negro Convict is a Slave,'" *The Journal of Southern History*, vol. 59, no. 1 (February 1993), p. 87-90; Duvekot, p. 34-35.

<sup>9</sup> Duvekot, p. 48-49.

<sup>10</sup> Old Spanish Trail Association, *Minutes of the Old Spanish Trail Association*, December 1915, p. 1-3.

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of Florida. In 1836, Dr. Edward C. Bellamy acquired the land around what is now the Bellamy Bridge location, where he established a cotton plantation.<sup>11</sup>

The Bellamy crossing was a shallow crossing of the river that was fordable for much of the year, but during wet seasons or times of flooding, was not easily traversable. As the area became more populated and the amount of cotton growing increased, there was a recognized need for a bridge at this location. As early as 1844, there were plans for a bridge. The precise location of this bridge, which was completed circa 1845, is not clear. In 1850, the Jackson County Board of County Commissioners declared the pathway through the Bellamy crossing a public road. The following year, the commissioners ordered the construction of a wood bridge here, the first confirmed Bellamy Bridge. This bridge was likely built by enslaved craftsmen either owned or rented by Dr. Horace Ely and Bird Hathaway. During the Civil War, the bridge was an important transportation point for Confederate forces, who often posted garrisons at the bridge to protect it from Unionist sympathizers. During the Battle of Marianna, Confederate militia from Greenwood rushed to the bridge to defend it from a potential Union attack.<sup>12</sup>

In 1869, construction on a second Bellamy Bridge began. Thomas Holliday was tasked with building the bridge, also receiving a commission to build a second nearby bridge at a higher location to help assuage the effects of flooding on travel. Due to the widespread instability of Reconstruction-era Jackson County, however, work was delayed and not finished until 1872. These bridges did not last long and were destroyed by a flood in 1874. In 1874, E.S. Williams was contracted to build a third Bellamy Bridge. This structure was the last wooden bridge at this location.<sup>13</sup>

**Historical Significance – Criterion A: Transportation**

Construction of the Bellamy Bridge

The construction of the Bellamy Bridge was an important early milestone in the improvement of the road transportation infrastructure of Jackson County and the nascent local Good Roads Movement. As discussions were underway on the proposed OST, Jackson County and the city of Marianna began their own ambitious road building projects. During the 1870s and 1880s, there was an unpaved road constructed that connected Marianna to the Apalachicola River and passed through the centers of Cypress, Grand Ridge, and Sneads. This section of

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<sup>11</sup> Dale Cox, *The Ghost of Bellamy Bridge: Ten Stories of Ghosts and Monsters from Jackson County, Florida* (Bascom, Florida: Old Kitchen Books, 2012), p. 46-47.

<sup>12</sup> Cox, p. 47-51.

<sup>13</sup> Cox, p. 51-52.

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Children crossing Bellamy Bridge, circa 1961 (source: Cox, *Ghost of Bellamy Bridge*, p. 60)

the road would later be graded and surfaced with sand and clay. In downtown Marianna, the streets were paved for the first time.<sup>14</sup>

In 1911, in one of the first serious attempts to make Jackson County roads usable for automobiles, county voters approved a \$300,000 bond primarily to improve the roads in the county. Portions of the funding from this bond was set aside for the construction of a steel frame Bellamy Bridge. Construction of the bridge coincided with the laying out of a dirt roadway leading from Bellamy Bridge to Greenwood on the east and from Bellamy Bridge to Springfield on the west. Work on this road was carried out by Chambliss & Whatley, a company co-owned by Flake Chambliss, a future sheriff of Jackson County. The roads were completed in 1914 (Figure 1).<sup>15</sup>

In 1914, the county commission began the solicitation of bids for the construction of a new steel Bellamy Bridge. Specifications for the new bridge were borrowed from the recently completed Peacock Bridge near Marianna. The Converse Bridge and Steel Company won the contract with a bid of \$2,389. The new bridge was slated to be completed within a month, as the bids were placed in August 1914 and the bridge was to be erected in November 1914. The bridge featured the Pratt Through Truss design, was supported by four cylindrical piers, and had a wood deck.<sup>16</sup>

When completed, the Bellamy Bridge was a tremendous improvement over the previous bridges near this location and was suitable for the automobiles at the time. Like



Bellamy Bridge, circa 1960s (source: State Archives of Florida)

<sup>14</sup> Jackson County Tourist Development Council, "Master Plan Historic Highway 90 Corridor Jackson County, Florida" (Marianna, FL, 2015), p. 11-12.

<sup>15</sup> Cox, p. 52.

<sup>16</sup> Cox, p. 52-54.

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many of the Pratt Through Truss bridges of this era, however, it quickly grew obsolete and would be surpassed by later bridge designs. Despite this, Bellamy Bridge continued to function as an active automobile bridge until 1963, when State Road 162 was completed just to the north, providing a more direct route from Cottondale to Greenwood.<sup>17</sup>

**Historical Context – Bellamy Bridge after 1963**

Although no longer used for automobiles, the Bellamy Bridge remained a local landmark that was the subject of much interest. In the 1970s, the county made its first attempt at opening the bridge as a public park. Although the county had the right-of-way, the land was still under private ownership and a lease was negotiated to open a small public park complete with a boat ramp and picnic tables. Lack of funding for maintenance and security, however, led to the park closing. During the 1980s, the county abandoned its right-of-way on the east side of the Chipola River and the portion of the original roadway on this side reverted back to nature. The original wood used in the deck has since deteriorated and fallen into the river but the original steel deck support remains. The bridge remained largely closed off to the public until 2012, when the Jackson County Parks Department, aided by a local support group known as the Friends of Bellamy Bridge, began efforts to both preserve the bridge and make it the centerpiece of a new county park. A new parking lot was built near SR 162, trails were cleared, and footbridges constructed. In a special ceremony, the new park was open on November 1, 2012, 98 years to the day of the bridge's official opening.<sup>18</sup>

**Engineering Significance – Pratt Through Truss Bridges**

In a 2010 survey of historic highway bridges still standing in Florida, there were only six Pratt Truss bridges identified, of which three were Pratt Through Trusses. The Bellamy Bridge is the oldest still-standing automobile bridge and the sole surviving example of a truss bridge of any form adapted to automobile travel in Jackson County. These bridge types were the first generation of automobile bridges constructed in the county. As the *Florida's Historic Highway Bridges* MPS states: "All truss bridges in Florida are rare, and therefore, any truss bridge that has maintained physical integrity is considered eligible for the National Register..."<sup>19</sup>

The Bellamy Bridge maintains its character-defining trapezoidal Pratt superstructure configuration, which includes the cross-bracing both below the deck and atop the superstructure. Although the original wood deck is gone, the steel cross-bracing that supported the deck is still extant. The bridge also retains its original cylindrical metal and concrete supports that anchor the bridge into the ground.

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<sup>17</sup> Cox, p. 55.

<sup>18</sup> Cox, p. 65-69.

<sup>19</sup> National Register of Historic Places, Florida's Historic Highway Bridges Multiple Property Documentation Form, Florida, National Register No. 100001667, Section F, p. 3.

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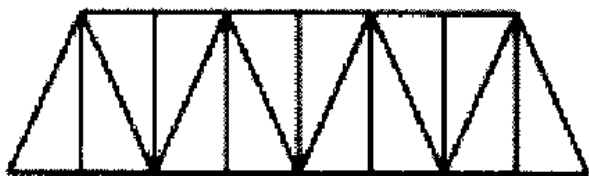
Bellamy Bridge  
Jackson County, Florida



Through Pratt Truss



Through Howe Truss



Through Warren Truss  
(with verticals)



Camel Back Pratt Truss

Source: Florida's Historic Highway Bridges MPS, Section F, p. 3

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**Bibliographic References**

- American Association for Highway Improvement. *The Official Good Roads Year Book of the United States*. Baltimore, MD: Waverly Press, 1912.
- Cox, Dale. *The Ghost of Bellamy Bridge: Ten Stories of Ghosts and Monsters from Jackson County, Florida*. Bascom, Florida: Old Kitchen Books, 2012.
- Duvekot, Laura Katherine. "The Road to Recognition: Preserving Florida's Historic Brick Pavements." Master's thesis, University of Georgia, 2012.
- Florida Department of Transportation. *Historic Highway Bridges of Florida*. Tallahassee, FL: Florida Department of Transportation, 2004.
- Jackson County Tourist Development Council, "Master Plan Historic Highway 90 Corridor Jackson County, Florida." Marianna, FL, 2015.
- Liechtenstein, Alex. "Good Roads and Chain Gangs in the Progressive South: 'The Negro Convict is a Slave,'" *The Journal of Southern History*, vol. 59, no. 1 (February 1993), p. 85-110.
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- Pratt, Joseph Hyde. "Good Roads Movement in the South," *The Annals of the American Academy of Political and Social Science*, vol. 35, no. 1 (January 1910), p. 105-113.

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National Park Service**

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Section number 10 Page 1 Bellamy Bridge  
Jackson County, Florida

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**Verbal Boundary Description**

The boundary encompasses the footprint of the historic Bellamy Bridge.

**Boundary Justification**

The boundary includes the area historically associated with the operations of the Bellamy Bridge.

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

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

Section number      Photos      Page     1     Bellamy Bridge  
Jackson County, Florida

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Name of Property: Bellamy Bridge

City of Vicinity: Marianna      County: Jackson      State: Florida

Photographer: Andrew Waber      Date Photographed: August 2018

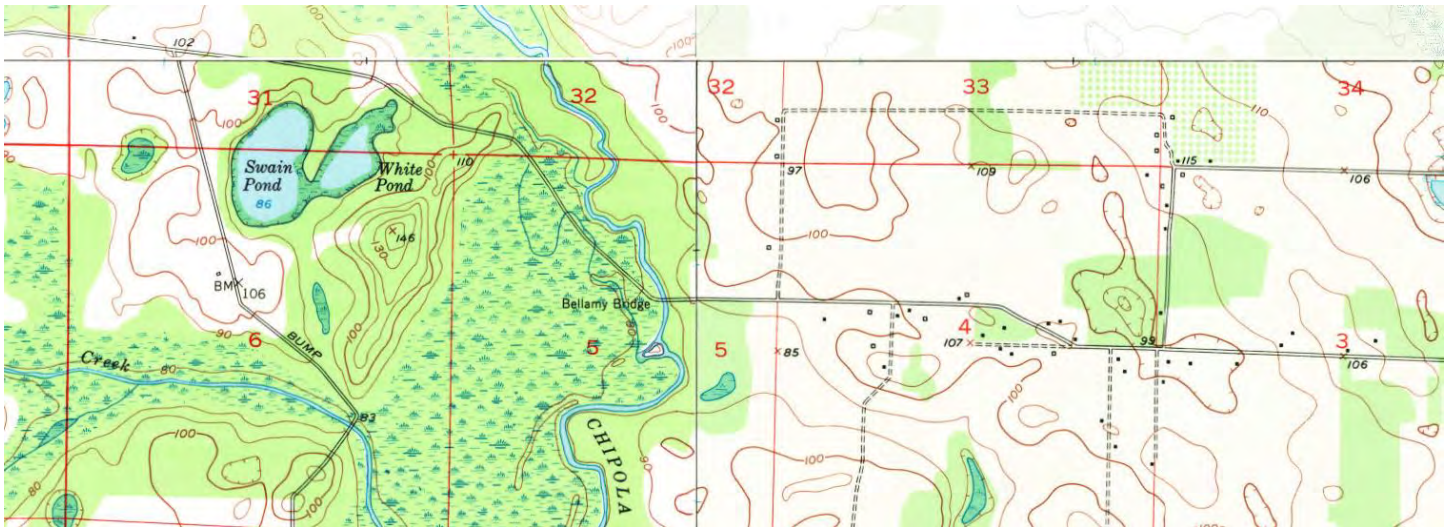
Description of Photographs(s) and number, including description of view indicating direction of camera

1. View of south elevation of bridge, facing northeast
2. View of north elevation of bridge, facing southeast
3. View of bridge deck, facing east

United States Department of the Interior  
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

Section number Figures Page 1 Bellamy Bridge  
Jackson County, Florida



**Figure 1: Map of original Bellamy Road, circa 1952**  
(Source: United States Geological Survey)

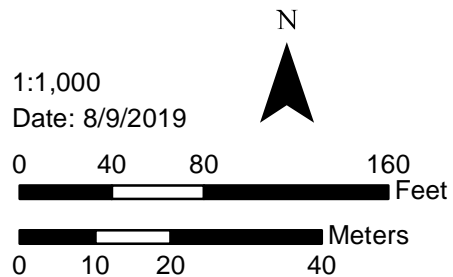


**Figure 2: Map of SR162 and remnant of Bellamy Road**  
(note rerouting of main route to the north and the cutting off of Bellamy Road)  
(source: United States Geological Survey)

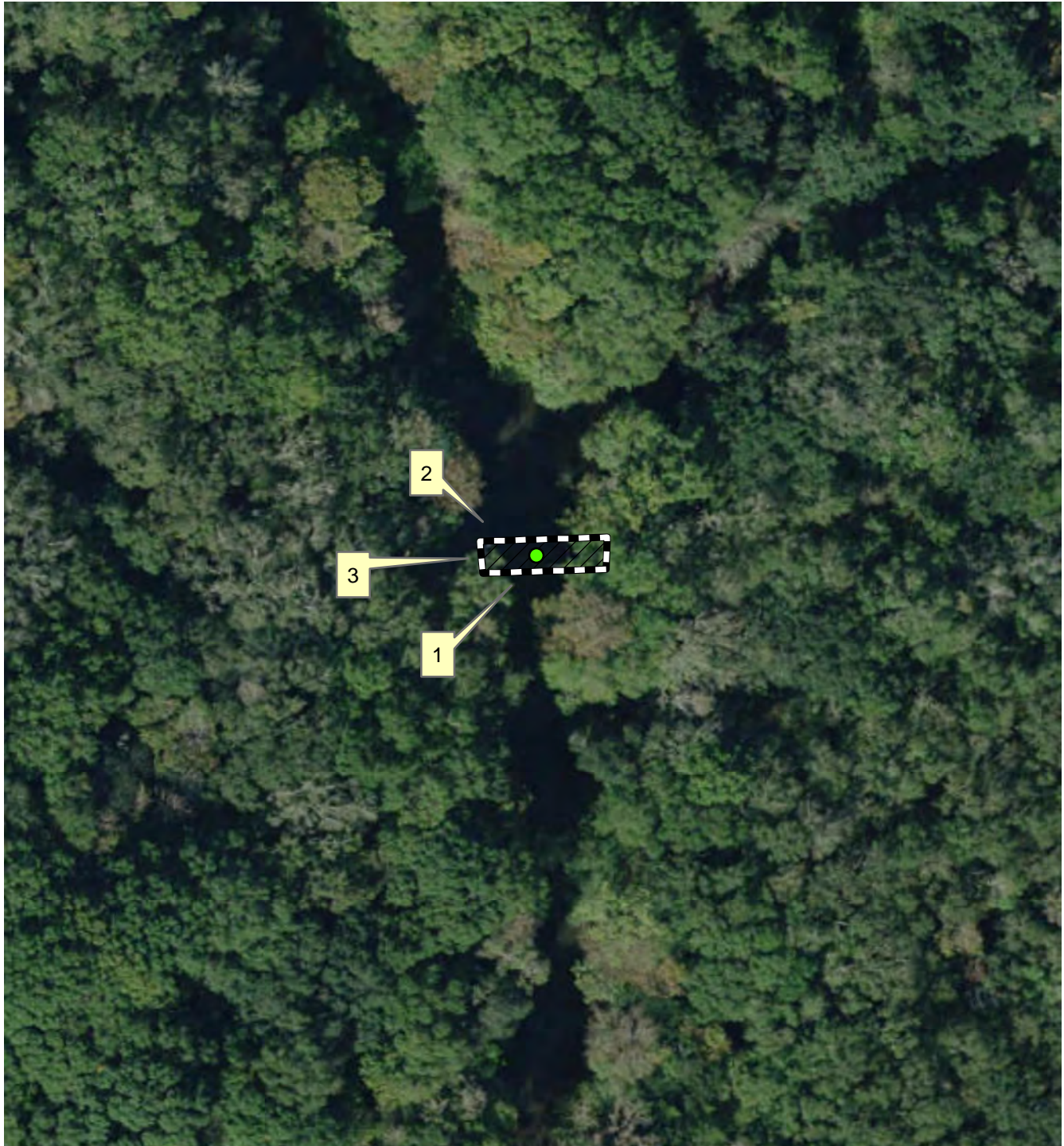
# Bellamy Bridge

4057 Bellamy Bridge Heritage Trail  
Marianna, Jackson Co., FL

UTM: 16R 667182 3416041



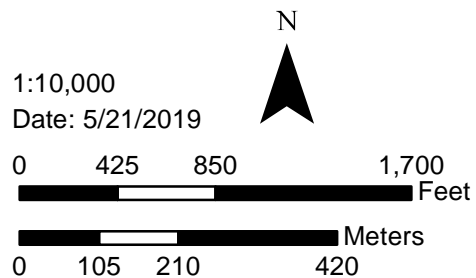
Basemap Source: Source: Esri,  
DigitalGlobe, GeoEye, Earthstar  
Geographics, CNES/Airbus DS,  
USDA, USGS, AEX, Getmapping,  
Aerogrid, IGN, IGP, swisstopo,  
and the GIS User Community



# Bellamy Bridge

4057 Bellamy Bridge Heritage Trail  
Marianna, Jackson Co., FL

UTM: 16R 667182 3416041



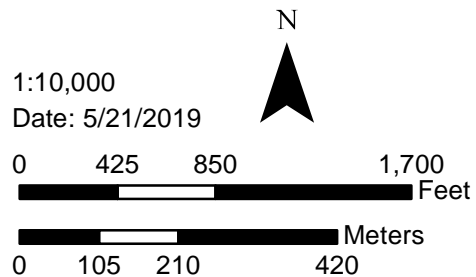
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and the GIS User Community



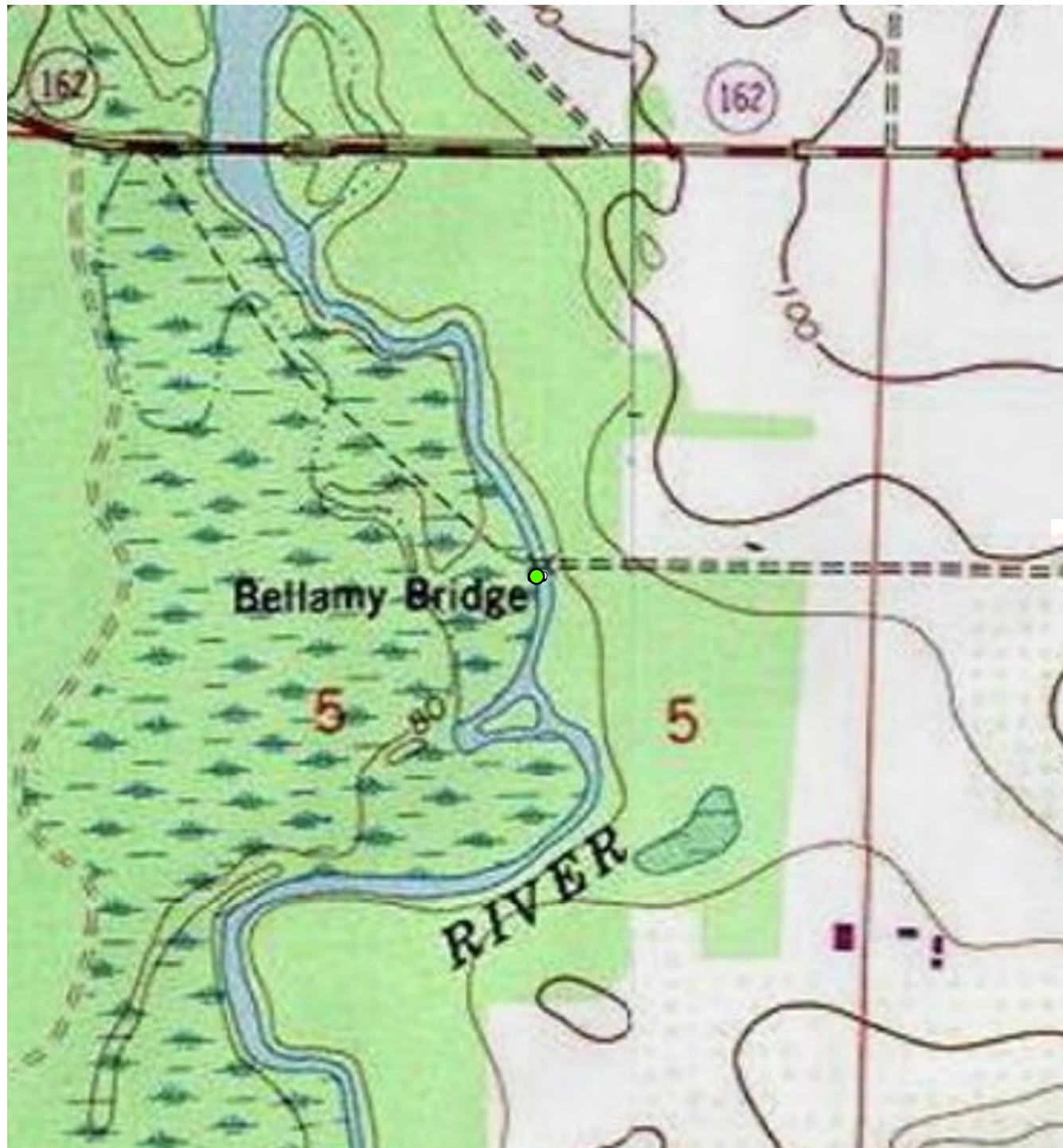
# Bellamy Bridge

4057 Bellamy Bridge Heritage Trail  
Marianna, Jackson Co., FL

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Basemap Source: Source: Esri,  
DigitalGlobe, GeoEye, Earthstar  
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UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

Requested Action: Nomination

Property Name: Bellamy Bridge

Multiple Name:

State & County: FLORIDA, Jackson

Date Received: 9/4/2019      Date of Pending List: 9/20/2019      Date of 16th Day: 10/7/2019      Date of 45th Day: 10/21/2019      Date of Weekly List:

Reference number: SG100004517

Nominator: SHPO

Reason For Review:

☒ X Accept      ☐ Return      ☐ Reject      10/16/2019 Date

Abstract/Summary Comments: Constructed in 1914 as part of a local Good Roads campaign, in a location that had long been a crossing of the Chipola River, the Bellamy bridge is a good, if somewhat deteriorated example of a Pratt through truss, a once common bridge type of the late 19th and early 20th century. It stands as the oldest of the State's three surviving examples of the type, and despite the lack of a bridge deck, still conveys its design clearly.

Recommendation/ Criteria: Accept / A & C

Reviewer Jim Gabbert      Discipline Historian

Telephone (202)354-2275      Date

DOCUMENTATION:    see attached comments : No    see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.



## FLORIDA DEPARTMENT of STATE

**RON DESANTIS**  
Governor



**LAUREL M. LEE**  
Secretary of State

August 30, 2019

Dr. Julie Earnstein, Deputy Keeper and Chief,  
National Register of Historic Places  
Mail Stop 7228  
1849 C St, NW  
Washington, D.C. 20240

Dear Dr. Earnstein:

The enclosed disks contain the true and correct copy of the nomination for the **Bellamy Bridge (FMSF#: 8JA00399) in Jackson County**, to the National Register of Historic Places. The related materials (digital images, maps, and site plan) are included.

Please do not hesitate to contact me at (850) 245-6364 if you have any questions or require any additional information.

Sincerely,

Ruben A. Acosta  
Supervisor, Survey & Registration  
Bureau of Historic Preservation

RAA/raa

Enclosures