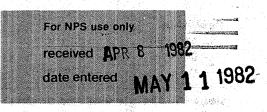
NPS Form 10-900 (7-81)

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United States Department of the Interior National Park Service

National Register of Historic Places Inventory—Nomination Form



OMB NO. 1024-0018

EXP. 12/31/84

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

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3. Classification	are to good condition.	dere and dorted	effi .guinouli
Category Ownership district	n Accessible . 	discussion commercial on a signal educational operational operational spectra and the second	ao <u>a</u> aparkotot ata gaza private residence
4. Owner of Proj	perty		
			Û
name Bourbon County			
street & number 210 South Na	tional		
city, town Fort Scott	N/A_ vicinity of	staté	Kansas
5. Location of Lo	egal Descriptio	<u>)n</u>	1
courthouse, registry of deeds, etc.	Bourbon County Courth	house	
street & number	210 South National		
city, town	Fort Scott	state	Kansas
6. Representatio	on in Existing S	Surveys	
A141			::X
title Kansas Historic Sites S	urvey has this prop	perty been determined elig	jible? <u>yes X</u> nc
date July, 1972		federal _X state	county loca
depository for survey records $_{\rm KS}$.	State Historical Societ	tyHistoric Prese	cvation Dept.
city, town ^{Topeka}		state	Kansas 66612

7. Description

Condition		Check one
excellent	deteriorated	unaltered
good	ruins	<u>X</u> altered
$_$ fair $_$	unexposed	
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Describe the present and original (if known) physical appearance

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1 19. State Historican Couler----Historia Inederwaller State

The bridge that spans the Marmaton River one mile northeast of the city of Fort Scott, Kansas, is on the original bridge site and is currently in fair condition. The bridge is comprised of three bowstring tied arch spans which include various stringers and braces. Two cut stone piers support the large 112 foot center span which is flanked by the two smaller spans of 50 feet each that terminate on the respective north/south abutments of the bridge. The existing superstructure, piers and abutments are comprised of original fabric, but most of the flooring was removed after it was destroyed by a fire which occurred in 1974. The bridge is 15'9" wide. The floor of the bridge is about 35 feet above the Marmaton River.

Check one

moved date

N/A

Some deterioration has occurred as the result of constant exposure to indigenous environmental conditions and the cessation of applicable maintenance. All of the metal fabric in the superstructure and sub-bracing is severely rusted but appears to be sound and undamaged by the fire which destroyed the flooring. The piers and abutments are in good condition and do not have any major age cracks in the bonding fabric or stone matrix.

In 1980 Bourbon County Engineer Lewis Shields estimated that the total restoration cost would be approximately \$20,000.00. The latter restoration would include the replacement of the oak floor and support beams and the sandblasting/ coating of all of the metal fabric.

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Significance

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Period	Areas of Significance—C	heck and justify below	Cesula inférentitura	19 A
prehistoric	archeology-prehistoric	community planning	landscape architectu	re religion
1400–1499	archeology-historic	conservation	law	science
1500-1599	agriculture	economics	literature	sculpture
1600–1699	architecture	education	military	social/
1700–1799	art	x engineering	music	humanitarian
<u>_X_ 1800–1899</u>	commerce	exploration/settleme	nt philosophy	theater
1900-	communications	industry	politics/government	<u>x</u> transportation
		invention	Nort Scott	other (specify)

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Specific dates 1878-1879
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King Bridge Company **Builder/Architect**

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Statement of Significance (in one paragraph)

The Marmaton Bridge near Fort Scott, Kansas, is a rare extant example of a triple span bow-string arch bridge. It crosses the Marmaton River at the site of a ford that was an integral part of an older military/public highway. The highway had been constructed by the U. S. Army to connect various Forts that had been established as part of the 1840-1853 Permanent Indian Frontier. When the bridge was constructed in 1878 the frontier had advanced west and the highway was used by civilian vehicular and pedestrian traffic. Although constructed by the Bourbon County Commission, the bridge is frequently inaccurately referred to as the Old Military Bridge.

The May 4, 1878, Fort Scott Monitor noted that "some efforts are being made to have a bridge constructed over Military Ford. It has been a want long felt by the business men of our city and farmers East of us."

The contract for the metal fabric of the bridge was awarded to the King $^{c_{\rm c}}$ Bridge Company of Cleveland, Ohio, on June 8, 1878. The completed bridge was accepted by the Bourbon County Board of Commissioners on January 14, 1879 and the King Bridge Company was paid \$3233.00 for completing their part of the construction contract. Mr. John S. Miller was awarded the contracts for the construction of the stone bridge piers and the approach abutments. On January 21, 1879, Mr. Miller was paid \$1500.00 for having completed the approach abutments.

The Marmaton Bridge served vehicular and pedestrian traffic that traveled the county road from 1878 to 1965. In 1965 the bridge was closed and became a footbridge. In 1974 the flooring of the bridge was almost completely destroyed by a fire of suspicious origin and it was closed to all traffic.

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THIS STATEMENT REFLECTS CURRENT KNOWLEDGE AND IS SUBJECT TO CHANGE.

9. Major Bibliographical References ACREAGE NOT VERFED (see continuation sheet) UTM NOT VERFED

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UNITED STATES DEPARTMENT OF THE INTERIOR NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM



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2. May 21, 1878	3. Oct. 10, 1878pg. 142
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