

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY
RECEIVED OCT 5 1982
DATE ENTERED

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
Bridge of Lions

AND/OR COMMON
DOT Structure No. 780074

LOCATION

STREET & NUMBER
~~Foot of King Street~~

N/A NOT FOR PUBLICATION

CITY, TOWN
St. Augustine

N/A VICINITY OF

CONGRESSIONAL DISTRICT
4

STATE
Florida

CODE
12

COUNTY
St. Johns

CODE
109

CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input checked="" type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE
<input type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> MUSEUM
<input checked="" type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> COMMERCIAL
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> EDUCATIONAL
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> ENTERTAINMENT
	<input type="checkbox"/> BEING CONSIDERED	<input checked="" type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> GOVERNMENT
	N/A	<input type="checkbox"/> NO	<input type="checkbox"/> INDUSTRIAL
			<input checked="" type="checkbox"/> TRANSPORTATION
			<input type="checkbox"/> MILITARY
			<input type="checkbox"/> OTHER:

OWNER OF PROPERTY

NAME
Florida State Department of Transportation

STREET & NUMBER
605 Suwannee Street, Haydon Burns Building

CITY, TOWN
St. Augustine

N/A VICINITY OF

STATE
Florida

LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.
St. Johns County Courthouse

STREET & NUMBER
95 Cordova Street

CITY, TOWN
St. Augustine

STATE
Florida

6 REPRESENTATION IN EXISTING SURVEYS

TITLE
St. Augustine Historic Sites & Buildings Survey

This property has not been determined eligible.

DATE
November 1981

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS
Historic St. Augustine Preservation Board

CITY, TOWN
St. Augustine

STATE
Florida

71 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input checked="" type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Bridge of Lions is a 1,538 foot bridge designed in the 1920s to complement the Mediterranean Revival style architecture of downtown St. Augustine. Four towers with clay tile roofs flank the drawspan of the bridge. The piers and walls of the towers are painted white. Additional features of significance include the aluminum handrail, the light standards which line the Bridge, and the two marble lions which flank the St. Augustine side of the Bridge.

The Bridge of Lions was constructed in 1926 and opened to traffic in 1927. It has two traffic lanes with sidewalks on both sides. The bridge is 1,538 feet long with 23 approach spans supported by piers constructed of steel arch girders, floor beams, and stringers. The steel reinforced concrete deck has an asphalt overlay. The main span is a rolling double leaf bascule supported by cast in place reinforced concrete piers on untreated timber piles. Four Mediterranean Revival towers with clay tile roofs flank the draw.

Distinctive lamp posts line both sides of the bridge. A wrought iron handrail which matched the lamp posts was replaced in 1971 with a standard aluminum one.

The steel approach spans and the steel bascule spans have been rehabilitated, painted and protected with an inorganic zinc paint system. There is heavy pitting and loss of section on some components of the structural steel in approach and main spans. Concrete pier and superstructure restoration was accomplished with pneumatic concrete in 1971. The obsolete electrical and machinery systems were replaced in 1978. Racks, tracks and segmental girders were rehabilitated in 1971 and 1978. Steel grid decking and support stringers are in very poor condition and will have to be replaced in their entirety in order to maintain unrestricted legal loads on the bridge. Steel sidewalk decking on the bascule and steel handrail throughout the bridge was replaced with aluminum in 1971. Existing bridge light poles were restored at the same time. A crutch bent was constructed at abutment #1, required due to salt water corrosion. A crutch bent was constructed at pier 4, repaired due to channel scour which exposed untreated timber piling.

Two large marble lions on concrete bases guard the west end of the span, providing the name for the structure.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input checked="" type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1926

BUILDER/ARCHITECT A: J.E. Greiner Co. (Baltimore)
B: P.T. Cox (New York)

STATEMENT OF SIGNIFICANCE

A landmark in the City of St. Augustine, the Bridge of Lions, reflects the Spanish heritage of the city as well as the optimism engendered by the economic boom of the 1920s. The Bridge of Lions was designed in the 1920s to be a bridge of high quality which would make a lasting impression on visitors while also encouraging the development of St. Augustine and Anastasia Island. Known as St. Augustine's "million dollar bridge", it is recognized as one of the two most significant bridges built in Florida in the 1920s.

Its graceful arches and tile-roofed towers reflect the town's Spanish heritage as seen in the Castillo de San Marcos and the Catholic Cathedral, as well as its more recent Mediterranean architecture, in the Flagler hotels and the First National Bank Building (now the Atlantic Bank). With the two large lion statues flanking its approach, the Bridge of Lions forms a grand entrance to Anastasia Island. Since the time it was built, it has been highlighted in promotional brochures as a point of interest for tourists.¹

By far the largest undertaking attempted in modern times by the local government, the "million dollar bridge" is the result of liberal and enlightened thinking during the height of the 1920s Florida land boom. Community leaders planned for St. Augustine to become a seaside resort such as Daytona Beach or Miami. This structure would enhance the beauty of the bayfront and at the same time bring the city its share of boomtime prosperity by opening Anastasia Island for development. Although their grand hopes collapsed with the crash of the land boom, followed by the Great Depression, the bridge remains--as its builders intended--a monument to the "good taste, daring optimism and faith of the people of this progressive community."²

As early as the 1820s tourists were chartering small boats for excursions to Anastasia Island. The first regular transportation to the island came around 1885 when the St. Augustine and South Beach Railway began running a ferry from a dock at the end of King Street across the bay to a landing from which a small railroad with horse-drawn cars ran across the mud flats to the lighthouse and South Beach.³

In 1895 the railway company built a flat wooden bridge with a swing span from King Street to a point on the island just south of the present bridge. This was a toll bridge, with carriages to take passengers between Anastasia Island and the train depot. After major renovation in 1904 to permit automobile traffic, the bridge passed into the hands of the St. Johns Light and Power Company, which ran an electric trolley line across it and part way down the island.⁴

(See Continuation Sheet)

9 MAJOR BIBLIOGRAPHICAL REFERENCES

(See Continuation Sheet)

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY Less than 1 acre

UTM REFERENCES

A

1	7
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4	7	0	3	0	0
---	---	---	---	---	---

3	3	0	6	7	6	0
---	---	---	---	---	---	---

 ZONE EASTING NORTHING

B

--	--	--	--	--	--	--	--

--	--	--	--	--	--	--	--

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 ZONE EASTING NORTHING

VERBAL BOUNDARY DESCRIPTION

From the west shore of the St. Augustine peninsula at the foot of King Street to the east shore of Davis Shores (Anastasia Island) at the commencement of Anastasia Boulevard.

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

STATE	CODE	COUNTY	CODE
N/A	N/A	N/A	N/A
STATE	CODE	COUNTY	CODE
N/A	N/A	N/A	N/A

11 FORM PREPARED BY

NAME / TITLE

Robert H. Steinbach/Larry S. Paarlberg, Historic Sites Specialist

ORGANIZATION

DATE

Florida Division of Archives, History and Records Management

August 13, 1982

STREET & NUMBER

TELEPHONE

The Capitol

(904) 487-2333

CITY OR TOWN

STATE

Tallahassee

Florida

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

L. Ross Morrell, State Historic Preservation Officer

DATE

September 29, 1982

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

**Entered in the
National Register**

DATE

11/19/82

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST:

DATE

KEEPER OF THE NATIONAL REGISTER

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By 1917 the wooden bridge was again outmoded and had become an eyesore on the bayfront. The county commissioned specifications for a new, toll-free bridge from South Street to the island, but tax revenues were found inadequate to build it.⁵ The campaign for civic improvements was renewed in 1923. Among those advocating a modern bridge were city manager Eugene Masters, the St. Augustine Record, Dr. Andrew Anderson, and the Kiwanis Club. A study committee was formed under the leadership of H.N. Rodenbaugh, Vice President and General Manager of the Florida East Coast Railroad.⁶

That winter a radically different concept emerged. Instead of an inexpensive bridge not much different from the existing one, it was proposed to build a permanent bridge of high quality, one which would compliment the city's attractiveness by harmonizing with its historic and architectural ambience.⁷ Dr. Anderson, who was a wealthy resident and an associate of Henry Flagler, donated two statues to beautify the approach. They were matching lions, modeled in Carrara marble by F. Romanelli after those at the Loggia dei Lanzi in Florence.⁸

The prestigious J.E. Greiner Company of Baltimore was awarded the engineering contract. Their design called for a structure with concrete piers and steel arches, with its western terminus at the plaza.⁹ The proposed bridge had its critics. Some still wanted it to be located at Bridge or South Street away from the center of town and the scenic bayfront. Others questioned the novel concrete-and-steel construction.¹⁰ The city commissioners, however, accepted the Greiner proposal and the public voted overwhelmingly, nine to one, to finance it with a bond issue.¹¹ William Willoughby formerly of the Florida East Coast Railroad, was named Greiner's supervising engineer. P.T. Cox Company of New York City was chosen contractor.¹²

Work began on July 20, 1925, only to be slowed down for half a year by shortages of sand, gravel and cement. The Florida East Coast Railroad, overburdened with traffic from the Florida land boom, had declared a freight embargo.¹³ In 1926 the cost of the bridge rose from \$611,000 to \$911,000 when developer D.P. Davis received permission to dredge fill from the bay bottom, making it necessary to alter the plans and deepen the foundations.¹⁴ Despite these setbacks, the bridge was opened for traffic February 26, 1927, and officially dedicated during the Ponce de Leon Celebration on April 7.¹⁵ Its official name of Matanzas River Bridge soon gave way to the more popular Bridge of Lions.

Davis, a Tampa millionaire, used the fill dredged from the bay to create Davis Shores, the first major development on Anastasia Island. He laid out a grand resort and residential community, with five major boulevards radiating from the foot of the bridge. Promotional material emphasized the easy access to town by foot or by auto.¹⁶ The mundane trolley car service across the bridge to the beaches, which would continue until the mid-30s, went without mention.¹⁷

(See Continuation Sheet)

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St. Augustine's "million dollar bridge," with the trolley car tracks still embedded in its pavement, stands today as the most prominent structure from the 1920s. Davis Shores at the one end and the Atlantic Bank building and Vaill business block at the other, are other reminders of the boom decade. Yet the bridge's historical importance extends beyond St. Augustine. The Florida Section of the American Society of Civil Engineers in 1976 recognized the Bridge of Lions as one of the two most significant bridges built in the 1920s in the State of Florida.¹⁸

FOOTNOTES

¹Bridge of Lions File, Attractions and Guidebooks Collection, St. Augustine Historical Society.

²St. Augustine Record, 27 February 1927.

³"Six Visions of St. Augustine," Atlantic Magazine (August 1886), 187-96.

⁴Tatler (St. Augustine), 28 March 1903, 27 February 1904; St. Augustine Record, 6 February 1903, 8 May 1903, 10 March 1904, 17 March 1904, 21 April 1904, 15 September 1904, 15 December 1904, 10 January 1908.

⁵St. Augustine Record, 14 July 1917, 17 July 1917, 9 July 1919, 15 July 1919, 16 July 1919.

⁶Ibid., 27 February 1927, 6 April 1927; Minutes of the City Council of St. Augustine 1913-1925, s.v. "1 January 1924."

⁷St. Augustine Record, 30 April 1924.

⁸City Manager to J.E. Greiner, 1 August 1924, and J.E. Greiner to Eugene Masters, 4 August 1924, in Matanzas Bridge Papers, St. Augustine Historical Society; Thomas Graham, The Awakening of St. Augustine: The Anderson Family and the Oldest City, 1821-1924 (St. Augustine Historical Society, 1978), pp. 230-32.

⁹St. Augustine Record, 29 April 1924, 23 July 1924; copy of telegram from Eugene Masters to J.E. Greiner, 22 October 1924, in Matanzas Bridge Papers.

¹⁰St. Augustine Record, 23 July 1924; in Matanzas Bridge Papers: City Manager to U.S. District Engineer, Jacksonville, 15 December 1924; City Manager to J.E. Greiner, 6 December 1924; J.E. Greiner, Report to Lt. Col. Gilbert A. Youngberg, U.S. District Engineer, 13 December 1924; J.E. Greiner to Eugene Masters, 5 January 1925; Robert Ranson to Eugene Masters, 9 June 1925.

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¹¹"An Ordinance Providing for the Issue of . . . Bonds of the City of St. Augustine," in Matanzas Bridge Papers; St. Augustine Record, 13 March 1925.

¹²J.E. Greiner to City Commission, 28 March 1925, in Matanzas Bridge Papers: Who's Who in Engineering, 1931, s.v. "Willoughby, William"; St. Augustine Record, 30 March 1925, 6 April 1927.

¹³In Matanzas Bridge Papers: City Manager to P.T. Cox, 2 December 1925; Weekly Reports of William Willoughby, 22 August 1925, and 29 August 1925.

¹⁴St. Augustine Record, 2 October 1925, 21 October 1925, and 27 February 1927; in Matanzas Bridge Papers: Greiner to Cox, 24 October 1925; Weekly Reports of William Willoughby for October 1925; "Location Plan of Proposed Matanzas River Bridge, October 30, 1924."

¹⁵St. Augustine Record, 27 February 1927, 7 April 1927, and 8 April 1927.

¹⁶Ibid., 27 February; Weekly Report of William Willoughby, (date obscured, July 1925), in Matanzas Bridge Papers; "Pictorial Record of Davis Shores," brochure dated 15 January 1927 in Davis Shores File, Attractions and Guidebooks Collection, St. Augustine Historical Society.

¹⁷(Jean Parker Waterbury), "Clang, Clang, Clang, Went the Trolley . . .," The East Florida Gazette, October 1980.

¹⁸J. Paul Hartman, Civil Engineering Landmarks, State of Florida (Orlando: Florida Section of American Society of Civil Engineers, 1976), pp. 18-19. For an over-all history and evaluation see Robert M. McDaniel, "The Bridge of Lions," typescript (St. Augustine Historical Society, 1981).

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"Bridge of Lions File." Attractions and Guidebooks Collection. St. Augustine Historical Society.

Graham, Thomas. The Awakening of St. Augustine: The Anderson Family and the Oldest City, 1821-1924 (St. Augustine Historical Society, 1978).

Hartman, J. Paul. Civil Engineering Landmarks. State of Florida. Orlando. Florida Sections of American Society of Civil Engineers.

Marcotte, Anna M., ed. The Tattler of Society in Florida. St. Augustine, Florida.

"Matanzas Bridge Papers." St. Augustine Historical Society.

Minutes of the City Council of St. Augustine, 1913-1925.

St. Augustine Evening Record.

"Six Visions of St. Augustine." Atlantic Magazine (August 1886).

(Waterbury, Jean Parker). "Clang, Clang, Clang, Went the Trolley . . ." The East Florida Gazette. (October 1980).