

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Inventory—Nomination Form

For NPS use only

received MAY 30 1985

date entered

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

1. Name

historic State Street Bridge

and/or common State Street Bridge

2. Location

street & number State Street Over Neosho River Tributary n/a not for publication

city, town Erie n/a vicinity of

state Kansas code 20 county Neosho code 133

3. Classification

<b>Category</b>	<b>Ownership</b>	<b>Status</b>	<b>Present Use</b>
<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"/> commercial
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational
<input type="checkbox"/> site	<b>Public Acquisition</b>	<b>Accessible</b>	<input type="checkbox"/> entertainment
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government
	<input type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial
	n/a	<input type="checkbox"/> no	<input checked="" type="checkbox"/> transportation
			<input type="checkbox"/> other:

4. Owner of Property

name City of Erie

street & number 224 South Main Street

city, town Erie vicinity of 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

Survey of Historic Bridges--  
title Kansas Dept. of Transportation has this property been determined eligible?  yes  no

date 1980-83  federal  state  county  local

depository for survey records Kansas State Historical Society

city, town Topeka state Kansas

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## 7. Description

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**Condition** excellent good fair deteriorated ruins unexposed**Check one** unaltered altered**Check one** original site moved date \_\_\_\_\_

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**Describe the present and original (if known) physical appearance**

The State Street bridge is 39 feet long and 21 feet wide curb to curb. The roadway lies 13 feet above the stream bed.

The bridge consists of a reinforced concrete arch springing from and disposed between reinforced concrete abutments. Concrete guard rails or balustrades are located along each side of the arch. The solid end pieces feature an incised rectangle with a rough finished center. Turned concrete balusters make up the remainder of the dado. Incised rectangles are located on the abutments and triangles on both spandrel walls. The center of these incised designs feature a rough finish while the remainder of the bridge is smooth.

## 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 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 type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> other (specify)
	<input type="checkbox"/> invention			

**Specific dates** [1924] **Builder/Architect** unknown

### Statement of Significance (in one paragraph)

The State Street bridge 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 being used and may yield information important to the history of engineering.

It is a good example of the artistic embellishments that were added to reinforced concrete structures when they were located within an urban environment.

Research has failed to reveal construction details but it does resemble the designs produced by Topeka Bridge and Iron.

Topeka Bridge and Iron was responsible for the construction of a great number of reinforced concrete bridges in Kansas. They employed both the designs developed by Daniel Luten of the National Bridge Company and were general agents for Luten's designs, as well as designs developed by Lloyd B. Smith of Topeka.

The company discontinued the fabrication of metal bridges in 1914, and progressively shifted their operation to concrete structures.

THIS STATEMENT REFLECTS CURRENT KNOWLEDGE AND IS SUBJECT TO CHANGE.

## 9. Major Bibliographical References

See Attached.

## 10. Geographical Data

Acreeage of nominated property Less than one acre

Quadrangle name Erie, Kansas

Quadrangle scale 1:24,000

UTM References

A 

1	5	3	0	2	1	6	0	4	1	6	0	5	4	0
Zone			Easting				Northing							

B 

Zone			Easting				Northing							

C 

Zone			Easting				Northing							

D 

Zone			Easting				Northing							

E 

Zone			Easting				Northing							

F 

Zone			Easting				Northing							

G 

Zone			Easting				Northing							

H 

Zone			Easting				Northing							

Verbal boundary description and justification

That property on and over which the bridge is built including bridge structure and abutments. SW $\frac{1}{4}$ , SE $\frac{1}{4}$ , S29 - T28S - R20E

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

state n/a code county code

state code county code

## 11. Form Prepared By

name/title Larry Jochims, Research Historian and Michael Snell

organization Kansas State Historical Society

date 2/20/85

street & number 120 W. 10th

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 Executive Director, Kansas State Historical Society

date

3/4/85

For NPS use only

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

See Continuation Sheet for Listing  
Keeper of the National Register

date

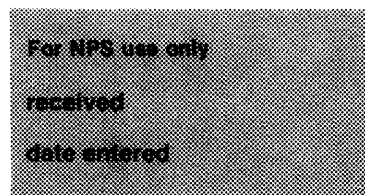
Attest:

date

Chief of Registration

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

**National Register of Historic Places  
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Continuation sheet

Item number 9

Page 1

"L. B. Smith, 90, Civic Leader Dies," Topeka Capital, July 5, 1960.

"Lloyd B. Smith," Kansas Government Journal 29 (April 1943): 9.

"Lloyd B. Smith Dies at Topeka Home," Kansas Engineering Society Bulletin  
10a (July-August 1960): 16.

Walt Markley, "Lloyd B. Smith," Builders of Topeka, Topeka: Capper Printing  
Company, 1934.

Topeka Bridge and Iron Company, Reinforced Concrete Bridges Luten Patents,  
Daniel Luten, 1908.

Henry G. Tyrrell, Concrete Bridges and Culverts, Chicago: Myron C. Clark  
Publishing Company, 1909.

Henry G. Tyrrell, Artistic Bridge Design, Chicago: Myron C. Clark Publishing  
Company, N.d.