

Alternate alignments were proposed to miss the bridge and leave it closed but in place. However, the most cost-effective alternate impacted the northern end of the American Mill Bridge, and the decision was made to remove the bridge.

As the proposed bridge replacement project progresses, the American Mill Bridge metal truss and stone abutments will be matchmarked, disassembled, and transported to Hermann, Missouri. There it will be reassembled over Frene Creek for use as a pedestrian bridge. First Missouri Bank of Gasconade County has accepted responsibility for the transport and reassembly of the bridge in an appropriate setting.

IV. BIOGRAPHICAL MATERIAL

A. THE MISSOURI VALLEY BRIDGE AND IRON WORKS

The Missouri Valley Bridge and Iron Works was located in Leavenworth, Kansas. The company likely built many bridges in Missouri, Kansas and Nebraska. Apparently the company began operating in 1876 [30]. Jasper County Court records indicate that the firm built five bridges in the county between 1881 and 1891, including the American Mill Bridge. Three of the five in Jasper County remain standing; two are in use today. In southern Missouri, the company also built bridges in Barton County, Vernon County, and Phelps County. The bridge in Phelps County was built in 1911. This indicates that the company was apparently in operation from 1876 to at least 1911. Insley, Shire and Tullock were

the proprietors of the company in the mid 1880's. A. J. Tullock was listed as the sole proprietor in 1890 [31]. The annual operating capacity of the company in 1894 was 20,000 long tons. In 1896, 1898, and 1903 the annual capacity was listed as 12,000 long tons [32].

V. ENDNOTES

1. Proceedings of the Jasper County Court, Book A.
2. Proceedings, Book I, pp. 373-374.
3. Ibid., Book H, p. 56.
4. Ibid., Book H, p. 468.
5. Ibid., Book N, p. 55.
6. Ibid., Book N, p. 68.
7. Ibid., Book N, p. 74.
8. Ibid., Book N, pp. 94-95.
9. Ibid., Book N, p. 159.
10. Ibid., Book S, p. 273
11. Ibid., Book S, pp. 340-341.
12. Ibid., Book S, p. 382.
13. Ibid., Book W, p. 288.
14. Ibid., Book 27, pp. 585-586
15. Ibid., Book 28, pp. 53-54.
16. Ibid., Book 29, p. 20
17. Ibid., Book 31, p. 34.
18. Ibid., Book 32, p. 106.
19. Ibid., Book 32, p. 168
20. Ibid., Book 32, p. 178.

considerable long-term maintenance costs and severely impacted the historical integrity of the trusses and pier design²⁵ The town of Hominy subsequently withdrew their offer for the bridge. It is scheduled to be demolished in late 1990.

IV. THE MISSOURI VALLEY BRIDGE AND IRON COMPANY

Unless otherwise cited, all information in this section is from a brief manuscript prepared for the Oklahoma Department of Transportation by Larry Jochims of the Kansas State Historical Society. With a few editorial changes, much of this document has been included verbatim below.

The Missouri Valley Bridge Company was originally formed as a partnership between Edwin I. Farnsworth and D. W. Eaves in 1874. Edwin Farnsworth was one of the early settlers and city officials in Leavenworth, Kansas. In 1867 he was appointed City Engineer, a position he held until 1871, when he became an agent for the Wrought Iron Bridge Company. In 1872, he became Chief Engineer for the competing King Iron Bridge Company of Cleveland, Ohio, which had established a shop in Topeka. Although successful, Farnsworth came to realize that it would be easier to manufacture and sell bridges in Kansas than import them from eastern firms. Returning to Leavenworth, he organized

the Missouri Valley Bridge and Iron Works. In 1878, the business was taken over by the banking firm of Insley and Shire. A. J. Tullock, an engineer from Rockford, Illinois was named engineer and manager. Farnsworth moved on to found the Kansas City Bridge and Iron Company, the Chicago Bridge and Iron Company and the firm of Farnsworth and Blodgett.

A. J. Tullock purchased interest in the company in 1880 and was listed as one of the proprietors. In 1888, he purchased the whole operation and operated it until his death in 1904. The company name was also changed in that year to Missouri Valley Bridge and Iron Company.

In 1904 the company was incorporated and the active members were past employees with the exception of Amos E. Wilson, a local banker. Wilson acted as president until 1907, when Katherine S. Tullock, Vice President, assumed the Presidency, holding this office until 1921, when H. S. Tullock became President.

During this period, bridge construction was performed for the principal railroads of the West and Southwest, and for the Mexican Central (National Lines of Mexico). The company also constructed the original Galveston Bay Bridge and the wharf at Tampico, Mexico.

Construction new supplements to early 20th Century issues of Engineering News indicates that the Missouri Valley Bridge and Iron Company was a major supplier of roadway bridges in Kansas, Oklahoma, New Mexico, Louisiana, and other states in west, south, and southwest.²⁶

In addition, the company continued its railroad bridge construction along with other bridges such as the McKinley Bridge and the foundation for the Free Bridge, both across the Mississippi River at St. Louis, Missouri. It also constructed Dam number 14 on the Ohio River near Wheeling, West Virginia, together with smaller structures in this class. During the First World War, they were responsible for the construction of the Ferris Type Ships (wood) at Quantico, Virginia, together with a floating Dry Dock at Galveston, Texas, for the U. S. Shipping Board.

From 1921 to 1946, the company became particularly adept at deep and difficult subaqueous foundation work. They constructed foundations for the Carquinez Straits Bridge at Crockett in the upper portion of San Francisco Bay and the East Bay foundations for the San Francisco Bay Bridge. They also became interested in power plant work, building plants in Lawrence and Abilene Kansas. A shipyard was activated in 1939 to build river towboats and barges.

During the Second World War they were one of five companies who constructed a shipyard and built LST Landing Craft and other floating equipment at Evansville, Indiana. The company also operated a shipyard at Leavenworth, Kansas where LCT's and LCM's were built.

In 1946, the shop and shipyard of Missouri Valley Bridge and Iron company was acquired by Missouri Valley Steel, Inc., a new company with J. V. Oliver as president. The original incorporators were R. J. Brown Jr., Jack Mitchell, R. D. Keeler, E. L. Hardeman, J. V. Oliver, Tim Bannon, Bink Ingersoll, W. Erickson and I. W. Rogers. Bill Oliver joined the company several months later.

During the 1950's the shipyard constructed boats, barges, and floating equipment as well as passenger cargo vessels and ocean going harbor tugs. These were sent to New Orleans and Charleston.

The bridge shop evolved into a fabricator of pollution control equipment and shipped material to all the states of the Union as well as foreign countries. On June 28, 1975 the shop was destroyed by fire.

On December 9, 1975, a new company, Missouri Valley Fabricators was formed to purchase the assets of Missouri Valley Steel and rebuild the burned out building.

Closely associated with Missouri Valley Bridge and Iron was the Leavenworth Bridge and Iron Company. It was founded by John B Tearney. Tearney came from a long line of stone masons and contractors. From 1875 until 1929, Tearney built most of the bridges and culverts in Leavenworth and adjoining counties, either by direct bid or by subcontract from Missouri Valley Bridge and Iron Company. He owned J. B. Tearney and Company, was a partner with Al Rohr, former contracting agent for Missouri Valley, in Rohr and Tearney, and was a silent partner in Leavenworth Bridge Company. The silence stemmed from the fact that all four companies often bid on the same contract and if one of the four received the contract they would divide it among themselves. Leavenworth Bridge was basically a bidding company, with J. B. Tearney and Company doing most of the actual construction.