



THE MISSOURI HIGHWAY BRIDGE SURVEY

by Lee Gilleard

The Missouri Historic Bridge Inventory, sponsored by the Missouri Department of Transportation (MODOT) and Federal Highway Administration (FHWA) is the largest, most comprehensive and best organized survey ever conducted covering a type of cultural resource over the entire state. It was completed in 1996 and reviewed by MODOT and the Historic Preservation Program (HPP). There were major disagreements between the reviewers on the surveys documentation and evaluation. However, the inventory provides an excellent basis for the preservation of Missouri's historic highway bridges.

Several types, sizes, and ages of bridges were eliminated from consideration of the survey by agreement between the FHWA, MODOT, and the HPP; a preliminary review by the consultant, Clayton Fraser of FRASERdesign, eliminated even more bridges from consideration. Of the estimated 14,369 bridges in the state of sufficient age to be evaluated when the original Memorandum of Agreement was signed, it was expected that approximately 10,000 bridges would be eliminated from consideration by this initial screening. As a result of this process, a list of selected bridges was to have been prepared. While it was assumed that many of these would not be eligible for listing in the National Register, it was agreed that these were the bridges which most needed to be researched, field inspected, photographed and inventoried to provide the data base necessary to evaluate Missouri's bridges according to the National Register criteria.

Of the selected bridges, only a minority were field inspected by the surveyor, and of these only part were photographically documented, making it possible for the HPP to review and concur only on those selected as potentially eligible for listing on the National Register. The absence of current photographs of the selected bridges from the Inventory Report makes review and evaluation by the HPP staff or other professionals impossible. Less than 500 bridges were photographically documented of 4,369

researched, and this is far from acceptable. With delays and rapid bridge replacements that have occurred since 1988, it is understandable that many bridges disappeared while the survey was being conducted, but from the inventory a reviewer can surmise that nearly 3,000 bridges should still exist and have been photographically documented.

One of the major problems with the survey was that it was designed to evaluate only the engineering significance of the bridges. While this was discussed as a potential fault, the agencies agreed to waive other areas of research, with the exception of "New Deal" CCC or WPA construction, exceptional designed landscapes, and historic crossings. This architecture or landscape architecture theme was not covered by this survey, and, in the case of parkways and urban boulevards, this omission will likely lead to disagreements in the future between city historic commissions, the HPP, and MODOT. For example, concrete bridges that are not significant for their engineering may be eligible under the area of landscape architecture; eight bridges were so listed in the "St. Joseph Park and Parkway System" National Register nomination.

The system that FRASERdesign used to evaluate the bridges is similar to the system he used in seven western states and the systems used by Ohio and Virginia. His system is divided into three parts: Documentation (30 points), Technological Significance (40 points) and General Significance/Integrity (38+2 points). In each category it is possible to score from zero to the maximum number of points. In practice only the General Significance utilizes any National Register Criteria other than C and this can only be based on National, State or Regional Significance. There is no local significance in this survey, as this was agreed to by all parties to make the survey's scope possible to accomplish in the time allotted. Even so, a bridge's association with a historically significant highway such as Route 66 or Highway 40 was not factored into the scores.

After the winnowing process through application of the numerical criteria, several bridges emerged with similar but not outstanding significance. To address this, a three-tier system was employed to describe the bridges' NRHP potential. The categories are these:

Category 1 (eligible): bridges which are unique or rare examples of technologically important types or have exceptional historical or representational value from larger bridge groups.

Category 2 (possibly eligible): bridges which are good early examples of their types or are notable variations from classical configurations; bridges which have some historical yet limited technological significance.

Category 3 (not eligible): bridges which are typical later examples of common structural types and which have minimal historical significance; bridges which have been substantially altered.

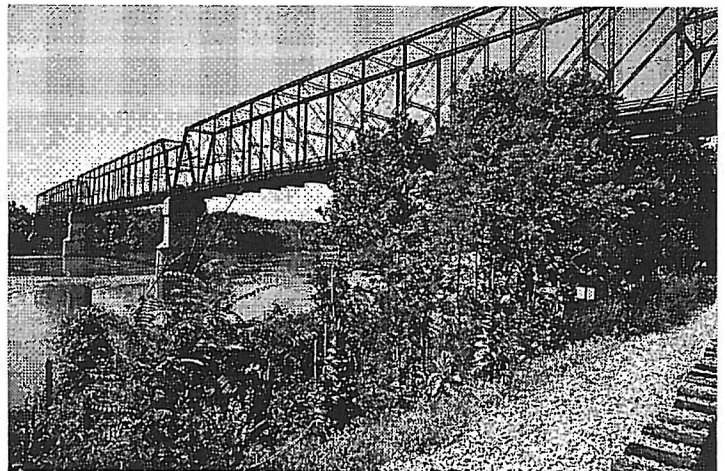
The distinction between categories 1 and 2 became exceedingly fine at times when no clear-cut examples emerged from a particular structural grouping. The cutoff between the possibly eligible bridges and those determined not eligible turned out to be more sharply defined. The numerical system ranges from 1 to 110, and the general cutoff guidelines were set as follows:

Category 1 (eligible)	70-110 points
Category 2 (potentially eligible)	50-69 points
Category 3 (not eligible)	1-49 points

This numerical system was not intended to be a hard-line arbiter of National Register eligibility, but rather to provide general guidelines for consideration. To arrive at a definitive list of National Register-eligible bridges in Missouri, the preliminary findings of the statewide inventory will be presented to an Advisory Group made up of representatives of the FHWA, MODOT, and the HPP.

The survey, despite its problems, evaluated 192 properties as being eligible for listing on the National Register of Historic Places. Twelve of these bridges are already listed in the National Register, but all of them are still threatened with destruction. They differ in their level of significance, but all are of at least statewide significance. Two bridges stand above the rest in FRASERdesigns scoring, receiving a score of 97 out of 110, the Eads Bridge (National Landmark) and the Chouteau Bridge (Determination of Eligibility). Perhaps Clayton Fraser's comment to MODOT's request for the relative significance of highway bridges which span the Missouri and Mississippi Rivers would illustrate their significance. "Built in 1874 as one of the first bridges across the Mississippi River, the Eads Bridge enjoys a historical significance that is National in scope. And its pioneering use of steel, the ribbed-arch superstructure and pneumatic pier caissons makes it clearly

one of the most technologically significant bridges in the world, equaled by only a handful of other structures such as the Brooklyn Bridge, the Firth of Forth Bridge, and the Golden Gate Bridge. The Chouteau Bridge suffers somewhat by comparison with the Eads Bridge — like virtually every other span in the country — but it is exceptionally significant as well. Built in 1887 during a period of robust national expansion by the railroads, it is the last remaining example of the earliest pin-connected Whipple trusses across the Missouri River. Both the Eads Bridge and the Chouteau Bridge therefore deserve preservation in place.... Moreover, I hope that it may in some way contribute to the preservation of what must be considered the two most important vehicular bridges in Missouri." At this time the Chouteau bridge is slated for demolition and all Section 106 of the Historic Preservation Act's legal delays have been utilized. Only a public outcry and money will preserve this bridge.



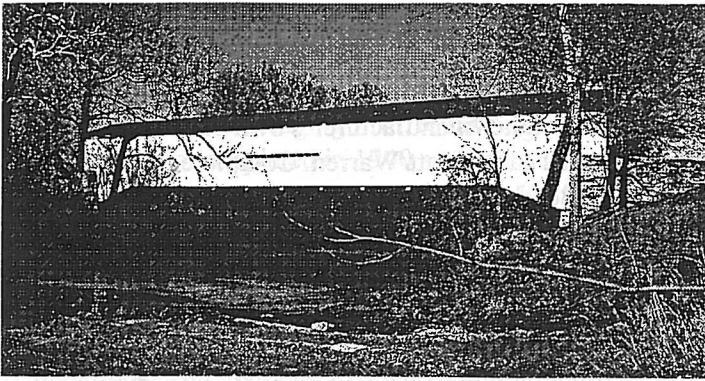
Chouteau bridge

The rest of the top-scoring bridges tend to fall into categories which I will attempt to describe. Wooden covered bridges have been thought of as historic for quite awhile; Missouri's four covered bridges are all owned and preserved by the Missouri State Parks System:

- Cape Girardeau County's Bufordville Covered Bridge (scored 83 points in the survey)
- Jefferson County's Sandy Creek Bridge (71)
- Linn County's Locust Creek Covered Bridge (74)
- Monroe County's Union Covered Bridge (79)

All of these bridges are listed in the National Register, and, although determined vandals are always a threat to wooden structures, they are preserved.

Another rare 19th-century bridge type located by the survey is the Bowstring Arch-Truss. We have a wonderful collection of six:

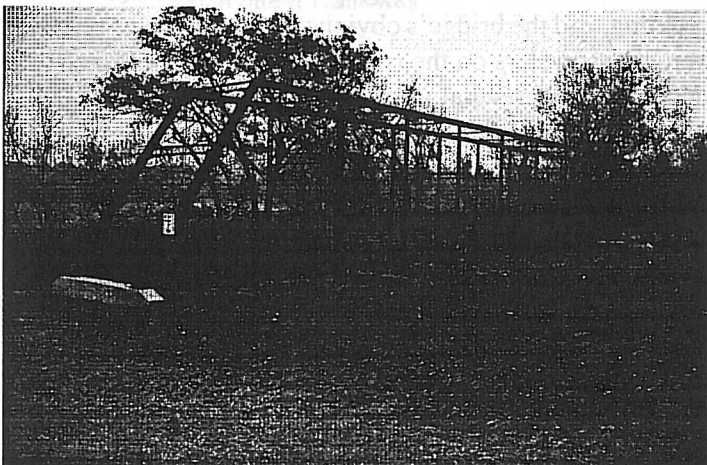


Monroe County's Union Covered Bridge

- Jasper County's 1871 Georgia City Bridge (86),
now being moved to a park to protect it;
- Caldwell County's 1875 Otter Creek Bridge (76)
- Cass County's 1875 Grand River Bridge (81)
- Daviess County's 1876 Lick Ford Bridge (76)
- Saline County's 1880 Steel's Fish Trap Bridge (76)
- Macon County's 1880s Hair's Ford Bridge (74)

These, like the covered bridges, need to be adopted in order to preserve them as they really are structurally inadequate to carry modern traffic. Their arched, heavy iron members are quite attractive and might be utilized for hiking, biking and equestrian trails. Private enterprise might also be able to utilize them in a landscaped office campus or to cross a stream on a golf course.

The next of the early truss types is the previously mentioned Whipple, of which Missouri has three. There was a fourth, in Mercer County, that was torn down just before the survey began. The Chouteau Bridge in Clay and Jackson Counties, as mentioned, is threatened by a bridge replacement project, as was Caldwell County's Bonanza Bridge, built in 1883 by the Dildine Bridge Company of Cameron, Missouri. But Caldwell County moved the bridge to an adjacent field to preserve it, which lowered its score to 66. The last of this type, the 1883 Grand River Bridge, in

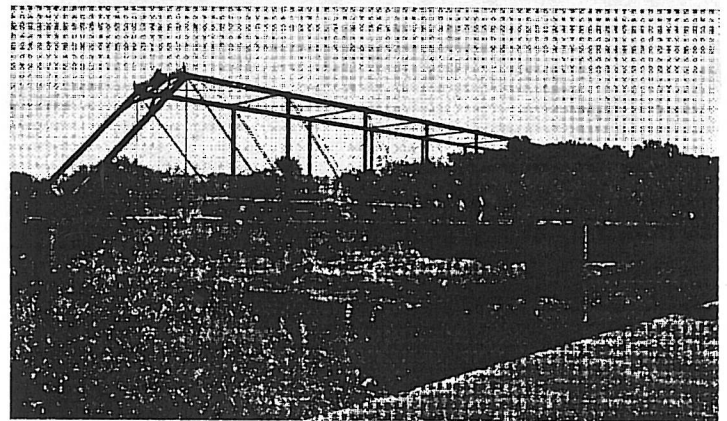


Bonanza Bridge

Daviess County (78), is threatened only by neglect as it served the now-abandoned town of Pattonsburg and was made inaccessible by the flood of 1993. This type was associated with the post-Civil-War boom in railroad building and was capable of carrying heavy loads over moderately long spans; as such, these bridges are too long and heavy to be easily moved. Preservation in place is always the best option, but considering safety and liability, this frequently is not possible. Long-span bridges over a navigable river cannot be mothballed in place for extended periods of time as they can become a hazard to navigation.

The last of the 19th-century truss types, and certainly the most common, is the Pratt truss. The Pratt was made in both "through" and "pony truss" versions, and both were used extensively in the late 19th and early 20th centuries. Only two examples were selected amongst the top scoring bridges. They both were previously listed in the National Register and preserved by small communities:

- Cedar County's 1895 Caplinger Mill Bridge with two impressive through-trusses as well as three more diminutive pony-trusses (78)
- Jefferson County and Kimmswick's Windsor Harbor Bridge (77).



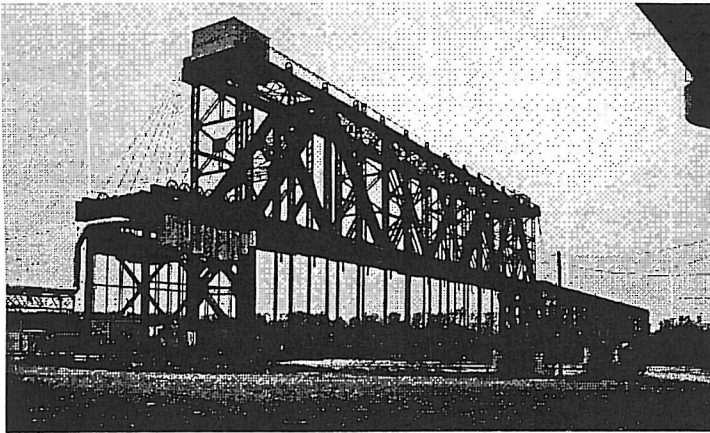
Cedar County's 1895 Caplinger Mill Bridge

The Windsor Harbor Bridge also illustrates a trend with Truss bridges. It was built in 1875 to span the River Des Peres on the Lemay Ferry Road, but in 1930 it was replaced by a steel and concrete viaduct and moved to Kimmswick, where it remained in service until the late 1970s. The Kimmswick Historical Society then negotiated the purchase of the bridge for pedestrian use and has restored and maintained it ever since. There are over 200 Pratt through trusses with pin connections still standing in Missouri and perhaps 500 pin-connected pony trusses. Missouri may have more than any other state, but the Pratt trusses are coming down at an alarming rate. If as in the examples above, benevolent owners cannot be found, these too will become rare. Missouri also has several hundred

Pratt trusses with riveted connections which are comparatively less significant.

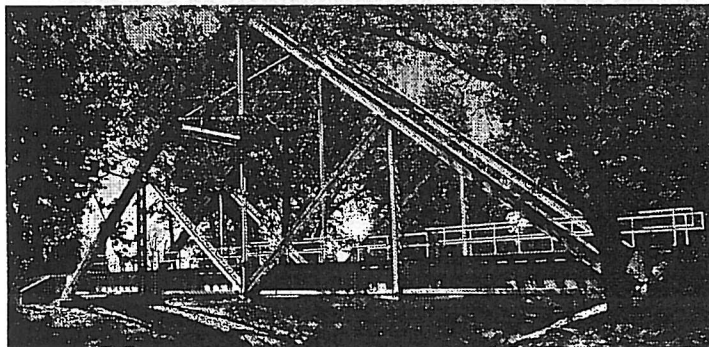
The early twentieth century saw the growth of technology, and longer, more complex, steel trusses were constructed in Missouri and the nation. Most but not all of these bridge types were built over wide rivers. World War I, with its demand for steel, necessitated the use of new materials for bridging purposes, and concrete was experimented with widely. The Baltimore Truss, named for the Railroad that developed it, was used on two trusses that scored in Fraser's top twenty:

Kansas City's A.S.B. Bridge (82) with its massive lift-span, utilized a Baltimore Truss and was included in the survey even though it is no longer a highway bridge.



Kansas City's A.S.B. Bridge

Clinton County's Little Platte River Bridge (76) is a structural anomaly; it is a Baltimore bedstead truss, a type normally utilized on long spans. In this case, however, it is only 90 feet long and is in a pony configuration. The bridge was erected in 1906 by the Dildine Bridge Company. It is the only truss of its type in Missouri and may be unique in the nation. It is currently abandoned and without a deck. A bedstead truss is particularly difficult to move for its size, as the legs are usually buried and have to be lifted, yet the legs and truss are a rigid frame, joined together by either riveted or welded connections and are difficult to disassemble.



Clinton County's Little Platte River Bridge

Another unique bridge is Butler County's Hargrove Pivot Bridge (78), which is listed on the National Register. It is the only rotating highway bridge in the state. It also utilizes its designer/manufacturer's own patented truss, which we will call a Pratt/Warren. Completed in 1917 by Miller and Borcharding of St. Louis, it featured two rigid connected pony trusses, suspended from their upper chords by means of cables strung onto the steel tower at the bridge's pivot point. The tower rested on cross girders with pivot wheels, which in turn rolled around a cast steel, circular drum mounted on top of the pivot pier. With its hand-powered pivot crank, the Hargrove Bridge was never easily rotated. It has received an ISTE A grant to rehabilitate the bridge and make it appear historic while still fulfilling its transportation duties.

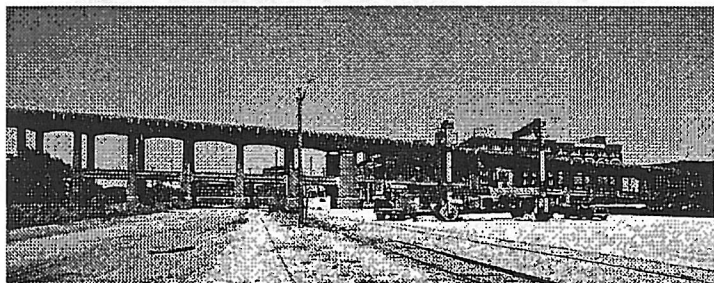
The rest of the high-scoring bridges are long bridges using new bridging methods in unusual or original ways. The Lexington Bridge, Lafayette/Ray Counties, was erected in 1925 and utilized a series of Warren through trusses and deck trusses. The two longest spans are 408 feet in length, and there are 5 shorter through trusses and 3 deck trusses utilized in the Ray County approach. The total length is 3,073 feet. Besides its length, it is the only Missouri/Mississippi River bridge to use Warren trusses, although the Warren truss with polygonal top-chord was frequently used by the Missouri Highway Department for medium and long-span crossings in the 1920s and 1930s.

St. Louis City's Chain of Rocks Bridge (77) also used the Warren configuration, but its main spans were cantilevered. In this case, the bridge was designed by Baxter L. Brown, but the cantilevered bridge became the signature design of Sverdrup and Parcel of St. Louis, who designed many of the long bridges built in 20th-century Missouri. Most scored between 70 and 75, high enough to be considered eligible, but not enough to be mentioned here. The Chain of Rocks Bridge is also renowned for being associated with Route 66 as its long-time Mississippi River crossing, and the bridge's obvious bend was long remembered by travelers on the route. It has been slated for destruction for several years but may find a new life as part of a hiking and biking trail.

The Meramec River Bridge in St. Louis/Jefferson County (76) is significant for its innovation; as Clayton Fraser said, "not only was the Meramec River Bridge the first continuous tied arch built in Missouri, it was the first of its kind built in the United States.... [it] is technologically significant as a rare incident of structural experimentation by the State Highway Department and as uncharacteristic acknowledgment by the department of bridge aesthetics." The bridge was designed by the Bureau of Bridges in 1939

and funded with Federal aid. The contract was let to Massman Construction Company of Kansas City, who commissioned Stupp Brothers Bridge and Iron Company of St. Louis, an historic bridging firm, to fabricate the superstructure. It was completed in 1940 and consumed 1,087 tons of steel. Two Camden County bridges also fit into this category; they are long and technologically innovative. The Hurricane Deck Bridge (76), a dramatically long truss across the Lake of the Ozarks, is significant as the longest cantilever deck truss in Missouri (DOE) and was designed by the engineers of the State Highway Department, erected by the W. A. Ross Construction Company, and fabricated by Stupp Brothers.

The Little Niangua River Bridge (77) is unusual and innovative; it was also designed by the highway department's engineers as much for its esthetic value as for its practicality. In the Lake of the Ozarks region and with an eye on tourism, it is the only true suspension bridge in Missouri. The type brings to mind the Golden Gate or Brooklyn Bridge, but its 524-foot length and 20-foot roadway width quickly changes those mental images. Nonetheless, when completed, this was the fourth self-anchored suspension bridge built in America and remains the only stiffened deck suspension bridge in Missouri. An esoteric bridge design, the Little Niangua Bridge represents a daring exploration of structural design by the State Highway Department; all such experiments occurred during the Great Depression, and the agency has not been known for innovation since then.

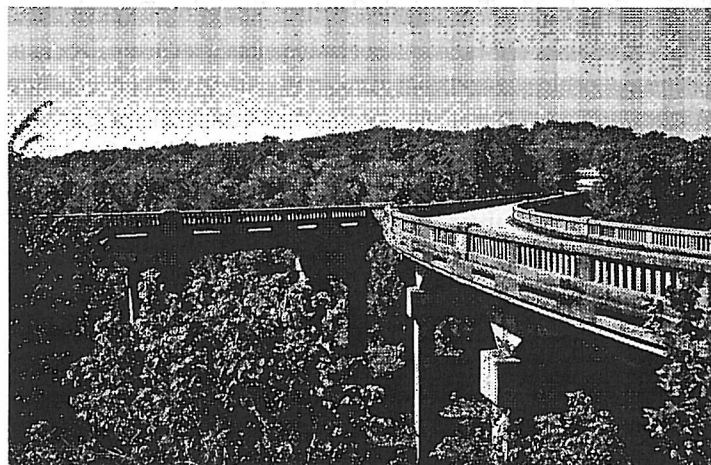


Kansas City's Twelfth Street Trafficway

To arrive at the top twenty bridges in the state, I started from the highest score, 97 and went to 76, adding the wooden covered bridges and an occasional second example with a slightly lower score. I feel that the two concrete bridges that follow are significant for many reasons, though one scores slightly below my cut-off point. Kansas City's Twelfth Street Trafficway (77) is significant for directly joining uptown Kansas City to the West Bottoms, the city's historic industrial core. This was a difficult project in 1913-14 and the pre-eminent Kansas City engineers Waddell and Harrington were hired to design it. Graff Construction Company of Seattle was chosen as contractor, and work was completed in 15 months. It was a custom

design, meant to meet very specific needs of Kansas City, and when completed, in the words of Clayton Fraser, "The structure's double-deck configuration and through arch span are unique in Missouri and uncommon in the country. Given its importance to Kansas City transportation and its technological significance, the Twelfth Street Viaduct can be considered Missouri's foremost urban viaduct."

The City of Galena, Stone County, Missouri has reason to be proud of its concrete bridge, the "Y" Bridge (74), which is listed on the National Register and is today utilized as an extension to their riverside park. The bridge is historically significant as an important regional crossing of the James River, and as an outstanding example of concrete bridge construction, designed by the State Highway Department. The bridge's Y configuration is unique — one of only three or four such examples in America — and also significant as an excellent example of a concrete open spandrel arch bridge.



"Y" Bridge

OUR FAR-FLUNG CONFERENCES

Saturday, March 14, 1998,

U. of Missouri-Columbia Ars Refecta: Art Recycled, Reused, Remade, the sixth annual symposium cosponsored by the University of Kansas at Lawrence and the Art History and Archaeology Graduate Students Association at UM-Columbia, will explore the reuse not only of artworks themselves but also of visual motifs, ideas or materials in art and architecture. Abstracts will be accepted until January 20. For further information, contact Brandon Worrell at 573-875-7068 or e-mail c647578@showme.missouri.edu.

April 15-19, 1998, Los Angeles

Society of Architectural Historians annual conference, at the Biltmore Hotel

April 16-18, 1998, Columbia, Missouri

A Centennial Celebration of History, the fortieth annual Missouri Conference on History. The emphasis will be on changes and trends in the study and writing of history during this century. Nominations for the best book and article about Missouri history are being accepted through January 15. Contact James W. Goodrich at the State Historical Society of Missouri, 1020 Lowry Street, Columbia 65201.

April 24 & 25, Cape Girardeau

Missouri's Statewide Historic Preservation Conference, See Calendar of Events

July 15-18, 1998, Sydney, Australia

Taking Stock: The Twentieth Century Planning Experience, the 8th International Planning History Conference. This biennial event will focus on the century since the publication of Ebenezer Howard's seminal book, *Tomorrow*. The site will be the University of New South Wales, with a field trip to Canberra. For more information, contact Dr. Robert Freestone at the university, Sydney NSW 2052 Australia, e-mail iph98@unsw.edu.au.

The conference has an internet homepage at: <http://www/fbe.unsw.edu.au/events/1998/planhist/>

September 23-28, 1998, Chicago

The Genesis of Genius: Frank Lloyd Wright's Vision for the American Prairie, the Frank Lloyd Wright Building Conservancy Annual Conference.

Proposals for papers and presentations must be received by January 15.

Call Sara-Ann Briggs at 312-663-1786 for more information.

December 15-19, 1998, Cairo, Egypt

Manufacturing Heritage/Consuming Tradition: Development, Preservation and Tourism in the Age of Globalization, the conference of the International Association for the Study of Traditional Environments (IASTE), a research arm of the Department of Architecture, at UC-Berkeley.

Abstracts are being accepted through February 15. Send all inquiries to Center for Environmental Design Research, 390 Wurster Hall, University of California, Berkeley, CA 94720-1839, call 510-642-2896, or e-mail iaste@ced.berkeley.

□ □ □ ■ **Events Calendar** ■ □ □ □

"University City Landmarks and Historic Places"

Thursday, December 4, 1997, 7:30 p.m.

"University City Landmarks and Historic Places" at the City Hall of University City, 6801 Delmar Boulevard, University City. Judy Little will speak about the new book she has just completed for the U.City Historic Preservation Commission, which describes 100 sites large and small of architectural and historic significance within University City. The slide talk will be held in the fifth floor council chamber, newly restored to its original 1903 eight-color paint scheme, and with a panoramic view of the city.

"St. Louis On Parade"

Thursday, December 11, 1997, 7 to 9 p.m.

"St. Louis On Parade" at the Missouri Historical Society Library and Research Center Auditorium, 225 South Skinker Boulevard, St. Louis. Robert Duffy, cultural editor for the St. Louis Post-Dispatch and John Wolford, folklorist at UMSL and the Society, will introduce and moderate a screening of rarely seen film clips of historic civic celebrations and parades in the Gateway City.

SAH-St. Louis Annual Holiday Gathering

Friday, December 12, 1997, 6:30 p.m.

SAH-St. Louis Annual Holiday Gathering, hosted by Mimi Stiritz, Clayton. Bring slides of one building of your choice; last year's choices ranged over four continents and included some good ones from right at home. Dinner (at \$10) will be catered by the Hungarian Catholic parish at St. Mary of Victories Church. Call Esley Hamilton at 314-727-0428 for reservations and directions.

"William Adair Bernoudy: Episodes in the Life of an Architect"

Sunday, January 18, 1998, 2:30 p.m.

"William Adair Bernoudy: Episodes in the Life of an Architect" at the St. Louis Art Museum. Osmund Overby, University of Missouri-Columbia, will discuss his biography-in-progress of the first St. Louisan to study with Frank Lloyd Wright. Co-sponsored by the St. Louis Chapter, American Institute of Architects.

"Victorian Gardens: The Flight from Meaning"

Sunday, March 1, 1998, 2 p.m.

"Victorian Gardens: The Flight from Meaning" at the Stupp Center, in Tower Grove Park near Grand & Arsenal, St. Louis. Stephanie Ross of the Department of Philosophy at the University of Missouri-St. Louis will focus on English Victorian gardens, their distinctive traits, and how they differed from earlier gardens. Professor Ross is author of the recently published book, *What Gardens Mean*, which explores the symbolic power of gardens.

"St. Louis Architecture 1870 to 1910"

Tuesday, March 10, 1998, 7 p.m.

"St. Louis Architecture 1870 to 1910" at the Lashley Branch Library, 4537 West Pine, St. Louis. Eugene Mackey III, the founder of Mackey-Mitchell Associates, brings an architect's perspective to St. Louis architectural history, highlighting the surviving buildings he finds most notable. The first in a series.

"Baths and Bathing in Ancient Corinth"

Monday, March 23, 1998, 7:30 p.m.

"Baths and Bathing in Ancient Corinth" at the Museum of Art and Archaeology, University of Missouri-Columbia. Jane Biers, Curator of Ancient Art at the museum will talk about this most distinctive customs of classical antiquity and the architecture it produced.

"The Chinese Pavilion at Tower Grove Park: Tracing its Roots"

Sunday, April 5, 1998, 2 p.m.

"The Chinese Pavilion at Tower Grove Park: Tracing its Roots," at the Stupp Center in Tower Grove Park, near Grand and Arsenal, St. Louis. Juliana Yuan, a lecturer in Asian Art History at the University of Missouri-St. Louis, will focus on the 1873 pavilion, tracing its design elements to their origins in China and relating the pavilion to its European antecedents, such as the pagoda at Kew, which were known to Henry Shaw, the founder of the park.

"St. Louis Architecture 1910 to 1940"

Tuesday, April 7, 1998, 7 p.m.

"St. Louis Architecture 1910 to 1940" at the Lashley Branch Library, 4537 West Pine, St. Louis. Architect Eugene Mackey continues his look at notable St. Louis buildings, from the period after the Fair to the beginnings of Modernism.

Annual Meeting and Presentations

Friday and Saturday, April 24 & 25, 1998

Annual Meeting and Presentations. Missouri's Statewide Historic Preservation Conference at Southeastern Missouri State University in Cape Girardeau will be the occasion of the Missouri Valley Chapter's 1998 meeting. We also host a session of brief presentations on Missouri architectural history — completed research or work in progress. Let your editor know now if you would like to participate if you don't want him to ask you.

"Ancient Technology"

Wednesday, April 29, 1998, 12:15 p.m.

"Ancient Technology" at the Museum of Art and Archaeology, University of Missouri-Columbia. William R. Biers, professor of the Department of Art History and Archaeology speaks as part of the Midday Gallery series.

"The Palace of Versailles"

Thursday, May 21, 1998, 7:30 p.m.

"The Palace of Versailles" at Givens Hall, near Skinker & Forsyth, Washington University, St. Louis. Jean Zarruchi, University of Missouri-St. Louis returns with a follow-up to her well-received talk on European castles last year. She brings her background in 17th-century French literature to bear on the home and gardens of Louis XIV, the Sun King.

ARCHITECTURE AND MUSIC

The St. Louis Chamber Chorus, now in its 42nd season, has a policy of performing in architecturally and acoustically interesting locations throughout the St. Louis area. The music at each concert is selected for its meaning and effect in the space. This year's concerts offer an unusual opportunity to compare two distinguished but contrasting buildings designed contemporaneously by Gyo Obata of HOK. The St. Louis Abbey at 500 South Mason Road (better known as the Priory Chapel) will be the site of "A Spanish Christmas" on December 21. Completed in 1962, the church has tiers of thin-shell concrete arches rising to a central tower. On May 17, the chorus will celebrate the 50th Anniversary of the State of Israel at Temple Israel, 10675 Ladue Road. The worship space here, completed in 1963, is enclosed by wood paneling but fully skylighted. Other venues this season are the Cathedral Basilica of St. Louis at Lindell & Newstead on February 22 and St. Peter's Episcopal Church at Ladue & Warson Roads on April 5. All performances are at 3 p.m. For tickets call 314-458-4343 or e-mail maltworm@inlink.com.

The Missouri Valley Chapter of the Society of Architectural Historians publishes this events Calander as a service to our members and associates. If you would like to have your event included, please send advance notice to:

Esley Hamilton, Editor
Society of Architectural Historians
Missouri Valley Chapter
7346 Balson Avenue
University City, Missouri 63130
Telephone 314727-0428 or fax 314/889-3696

Further information regarding 1997 Calender Events will be included in the Winter 97 NewsLetter.

Support our growing organization by mailing your 1998 dues today.

To renew your membership for 1998, or to join our organization, please fill out the coupon at the right and mail it with your check to the address below. Your contribution is essential to help defray printing, postage, and program costs.

The Missouri Valley Chapter of the SAH is a regional organization comprised of members in Missouri, eastern Kansas, and western Iowa with an interest in architecture – past, present, and future. Currently both Saint Louis and Kansas City have component organizations which sponsor lectures, tours, and hold meetings on a regular basis.

All memberships are for the calendar year. Membership privileges include:

- NewsLetter (quarterly)
- Directory (annually)
- Participation in annual meeting and tours, programs and special events

Membership Categories

Student	\$ 5.00
Individual	\$ 10.00
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Organization	\$ 25.00
Supporting	\$ 25.00 +

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News Letter

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Please mail editorial correspondence and submissions for publication to "Esley Hamilton, Editor" at the address listed on page seven. Deadlines for submission of material for publication in NewsLetter are as follows:

Spring issue	15 February
Summer issue	15 May
Fall issue	15 August
Winter issue	15 November

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