Description of Bridge Construction Images

Image # 01 – July 01, 1895 - Building of the Caisson for Pier #2. This is the pier on which the rotating draw span will be positioned. Since the dedication of the bridge project on May 21, 1895, this is the first evidence of physical progress on the construction of the bridge.

Image # 02 – August 03, 1895 - Building the Caisson for Pier #2 bringing barge crane to help with lifting of the timbers. The steamer J.W. Spencer and another steamer (unidentified; but by all appearances, steamer J.L. Ferguson) spotting the construction barge.

Image # 03 – August 11, 1895 - Barge loaded with coal for the construction heat and steam engines and more timbers for the construction of the caissons for the other piers arriving from Lexington.

Image # 04 – August 13, 1895 - Caisson for pier #2 completed and ready for launching. Steamer J.W. Spencer in the background. Construction barges upriver at the left.

Image # 05 – August 13, 1895 - Launching Caisson for Pier #2.

Image # 06 – August 13, 1895 - Barge crane positioning and orienting Caisson for Pier #2.

Image # 07 – August 17, 1895 - Caisson for Pier #2 secured in position with the steel cylinder which will be come the shell for Pier #2 in place in the caisson.

Image # 10 – Date Unknown - Crew of laborers onboard the barge mixing concrete and conveying it by bucket crane to the shell of Pier #2.

Image # 13 - September 14, 1895 - Coarsely crushed rock being added to Pier #2.

Image # 14 – September 30, 1895 - Laborers completing steel shells of Pier #3. Piers 1, 3, 4 & 5 are piers of the stationary spans.

Image # 15 – October 09, 1985 - Laborers completing steel shells and supports of Pier #3. Two construction barges are visible on the Callaway shore to the north.

Image # 18 – October 22, 1895 - Pier #2 stripped of the caisson and being added to with a gear ring segement which will help turn the draw span. Pier #3 near the barge and pier #4 visible to the north.

Image # 21 – November 18, 1895 - General view with laborers working on Pier #1 and Piers #2, #3 and #4 in the background to the north.

Image # 22 – December 03, 1895 - General view of the bridge construction area with light ice floes visible in the river. Barge cranes working on piers #3 & #5 and the construction barge tied up to pier #4.

Image # 23 – December 05, 1895 - Construction crew mixing and wheel barrowing concrete to fill Pier #1. From the bluff to pier #1 is the stationary span which crosses the railroad tracks below.

Image # 25 – December 27, 1895 - Laborers topping off Pier #2 and earliest construction of the first tier of falsework from which the erection of the steel for the superstructure will occur. The false work will be two tiers of timbers high.

Image # 26 – December 30, 1895 - Two tiers of the falsework completed between Piers #1 and #2. Laborers seen moving one bent of the Traveler into position for erection. The Traveler is a movable scaffolding from which the steel for the superstructure will be hoisted into place and secured.

Image # 27 – January 03, 1896 - Laborers erecting the steel girders for the south approach viaduct to the bridge. This is the span that crosses the railroad tracks out to slightly beyond the river's edge.

Image # 28 – January 04, 1986 - The three bents of the Traveler seen in position and ready for erection.

Image # 29 – January 04, 1896 - The first of the three bents being raised into position.

Image # 30 – January 05, 1896 - The second of the three bents being raised into position.

Image # 31 – January 05, 1896 - The first two bents positioned and secured to each other while the third of the three bents is being raised into position.

Image # 33 – January 10, 1896 - The three bents of the Traveler secured to each other with a pony steam engine in place to provide the power to hoist the steel for the superstructure into place. Several completed stationary piers visible in the background to the north.

Image # 34 – January 11, 1896 - The first section of bridge superstructure steel in position on the center of the draw span and web secures the two sides together. Note this important date in the construction of the bridge.

Image # 35 – January 12, 1896 - The Traveler crane shown setting another transverse length of bridge steel into place which separates the steel side rails and supports the bridge deck.

Image # 36 – January 13, 1896 - Continued work on the steel superstructure of the draw span.

Image # 37 – January 15, 1896 - Work on Pier #5 on the Callaway (north) side of the river.

Image # 38 – January 15, 1896 - Continued work on the steel superstructure of the draw span.

Image # 39 – January 16, 1896 - Continued work on the steel superstructure of the draw span.

Image # 40 – Date Unknown - Work completed on the draw span superstructure and partial removal of the top tier of the falsework for that span. Steamer Geo. L. Geisler and steamer Edna shown assisting construction.

Image # 41 – January 26, 1896 - Construction barge and crane shown working on the entry span on the Callaway (north) side of the river. The Jefferson City Water Works water tower seen in the background.

Image # 42 – January 26, 1896 - Traveler shown working on steel erection on the first stationary span of the bridge. Steamer J.W. Spencer shown in the background on the Callaway (north) side of the river. Much of the falsework for the rotating draw span has been removed after the superstructure has been completed for that section.

Image # 44 – February 24, 1896 - Working on the final stationary span on the Callaway (north) side of the river. Much of the falsework has already been removed from the first stationary span and several houses in Jefferson City can be seen in the background.

Image # 45 – February 24, 1896 - A good view of the steel superstructure inside the Traveler, the falsework deck, the rails and the pony steam engine.

Image # 46 – February 26, 1896 - At the far side of the bridge, the Traveler has been split at the top center and each half falls into the river on their respective sides of the bridge. This is the sign that all of the bridge superstructure steel is in place and the Traveler is no longer needed. The falsework will be removed within a few days. Bridge monkeys can be observed in the superstructure of the draw span bracing, tightening and aligning the span. It is important to note here that the steel in the superstructure was begun on January 11, 1896 and completed on February 26, 1896 requiring only 47 days in the Wintertime to erect.

Image # 48 – March 09, 1896 - Workers seen setting decking on the entry section of the bridge on the south side of the river.

Image # 49 – March 09, 1896 - A view of the nearly completed bridge with completion of entry, railing and wheel guards left to complete the bridge. It is unknown whether the

steel rails on the deck will remain until work on the trolley line in town and across the bridge is commenced in 1913.

Image # 51 – March 13, 1896 - Bridge monkeys completing aligning and bracing the steel superstructure of the two stationary spans of the bridge. Houses in the area on the Jefferson City side can be seen in the background.

Image # 53 – March 22, 1896 - First image of the opening of the rotating draw span. Note that there is no sign of a control house to open and close the draw span and no indication of how it was powered for opening and closing.

Image # 54 – March 22, 1896 - Another view of the opened rotating draw span.

Image # 55 – March 30, 1896 - A view of the open draw span with the steamer Lily alongside. To illustrate the clear height of the bridge, the Lily was a wooden hull, medium size steamer built for trade on the Mississippi and Lower Missouri Rivers. Its' size is: 178' long X 28' wide X 4.0' draft. The bridge specification included that *the headroom under each span shall not be less than ten feet above the standard high-water grade line*. From this we must assume that the clearance between bridge and normal water level to be about 25 to 30 feet.

Image # 56 – April 14, 1896 - A view of the completed bridge from a corn field on the Callaway County side with the City of Jefferson, old Capitol and St. Peters Church in the background.

Image # ?? – Date Unknown - View of the entry vestibule on the Cole County (south) side of the completed bridge. Note decorative railing, wheel guards and bridge plaque now in place.

Image # ?? – Date Unknown - View of the ornamental entry vestibule on the Cole County (south) side of the bridge. Note the sign at the top of the vestibule containing the names of the board of directors, bridge contractor and chief engineer.

Image # ?? – Date Unknown - Entry vestibule on the south side of the river with the Board of Directors of the Jefferson City Bridge and Transit Company.

Image # ?? – Date Unknown - Entry vestibule on the south side of the river with the Board of Directors of the Jefferson City Bridge and Transit Company.

Image # ?? – Date Unknown - Sign at the top of the vestibule containing the names of the board of directors, bridge contractor and chief engineer.