NPS Form 10-900 OMB No. 1024-0018

**United States Department of the Interior**
National Park Service
# National Register of Historic Places Registration Form

## 1. Name of Property

Historic Name: Bosque River Bridge
Other name/site number: East Morgan Street Bridge, National Bridge Inspection File #090180012101038
Name of related multiple property listing: *Historic Road Infrastructure of Texas, 1866-1965*

## 2. Location

Street & number: 0.3 miles NE of JCT SH 6
City or town: Meridian State: Texas County: Bosque
Not for publication: ☐ Vicinity: ☑

## 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this ☑ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☑ meets ☐ does not meet the National Register criteria.

I recommend that this property be considered significant at the following levels of significance:
☐ national ☑ statewide ☑ local

Applicable National Register Criteria: ☑ A ☐ B ☑ C ☐ D

Deputy State Historic Preservation Officer — 12/20/24
**Signature of certifying official / Title** **Date**

Texas Historical Commission
**State or Federal agency / bureau or Tribal Government**

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria.

**Signature of commenting or other official** **Date**

**State or Federal agency / bureau or Tribal Government**

## 4. National Park Service Certification

I hereby certify that the property is:

___ entered in the National Register
___ determined eligible for the National Register
___ determined not eligible for the National Register.
___ removed from the National Register
___ other, explain: _____

**Signature of the Keeper** **Date of Action**

## 5. Classification

### Ownership of Property

| | |
|---|---|
| | Private |
| | Public - Local |
| **X** | Public - State |
| | Public - Federal |

### Category of Property

| | |
|---|---|
| | building(s) |
| | district |
| | site |
| **X** | structure |
| | object |

### Number of Resources within Property

| Contributing | Noncontributing | |
|---|---|---|
| 0 | 0 | buildings |
| 0 | 0 | sites |
| 1 | 0 | structures |
| 0 | 0 | objects |
| 1 | 0 | total |

Number of contributing resources previously listed in the National Register: 0

## 6. Function or Use

**Historic Functions:** TRANSPORTATION/road-related

**Current Functions:** TRANSPORTATION/road-related

## 7. Description

**Architectural Classification:** Other: steel I-beam bridge

**Principal Exterior Materials:** Concrete; Asphalt; METAL/Steel

**Narrative Description** (see continuation sheet 7-6)

## 8. Statement of Significance

**Applicable National Register Criteria:**

| | | |
|---|---|---|
| X | A | Property is associated with events that have made a significant contribution to the broad patterns of our history. |
| | B | Property is associated with the lives of persons significant in our past. |
| X | C | Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction. |
| | D | Property has yielded, or is likely to yield information important in prehistory or history. |

**Criteria Considerations:** NA

**Areas of Significance:** Transportation (*state level of significance)* Engineering *(local level of significance)*

**Period of Significance:** 1940

**Significant Dates:** 1940

**Significant Person** (only if criterion b is marked): NA

**Cultural Affiliation** (only if criterion d is marked): NA

**Architect/Builder:** Texas State Highway Department; W.E. Worrell Company, contractor

**Narrative Statement of Significance** (see continuation sheets 8-7 through 8-11)

## 9. Major Bibliographic References

**Bibliography** (see continuation sheet 9-12)

**Previous documentation on file (NPS)**:
- _ preliminary determination of individual listing (36 CFR 67) has been requested.
- _ previously listed in the National Register
- _ previously determined eligible by the National Register
- _ designated a National Historic Landmark
- _ recorded by Historic American Buildings Survey #
- _ recorded by Historic American Engineering Record #

**Primary location of additional data:**
- x State historic preservation office (*Texas Historical Commission*, Austin)
- x Other state agency (*Texas Department of Transportation*, Austin)
- _ Federal agency
- _ Local government
- _ University
- _ Other -- Specify Repository:

**Historic Resources Survey Number** (if assigned): NA

## 10. Geographical Data

**Acreage of Property:** Less than one acre

**Coordinates**

Latitude/Longitude Coordinates

Datum if other than WGS84: NA

1. (North Point) Latitude: 31.920280 Longitude: -97.661389
2. (South Point) Latitude: 31.918988 Longitude: -97.662410

**Verbal Boundary Description:** The bridge is located on State Highway 22. The boundary encompasses the entire structure. Included within this structure are the bridge's superstructure, substructure, approaches and deck.

**Boundary Justification:** The boundary includes all components historically associated with the bridge.

## 11. Form Prepared By

Name/title: Rene Gomez (avocational historian) with assistance from Bonnie Tipton (NR Coordinator, Texas SHPO)
Organization: NA
Street & number: 3817 Cornish Avenue
City or Town: Fort Worth State: Texas Zip Code: 76133-1259
Email: renegomezphotography@gmail.com
Telephone: (682) 560-1451
Date: February 17, 2022

## Additional Documentation

**Maps** (see continuation sheets MAP-13 through MAP-14)

**Additional items** (see continuation sheets FIGURE-15 through FIGURE-19)

**Photographs** (see continuation sheet PHOTO-20 through PHOTO-24)

**Photographs**

Property: Bosque River Bridge
Location: Meridian, Bosque County, Texas
Photographer: Rene Gomez
Date: December 22, 2024 (except as noted)

Photo 0001: Bridge deck, facing southwest.

Photo 0002: Concrete piers support the 265-foot-long span over the river's main channel. Camera facing northwest.

Photo 0003: River channel span, looking southwest.

Photo 0004: Steel I-beams form the superstructure. Camera facing north.

Photo 0005: Superstructure detail. Camera facing east.

Photo 0006: Southwest elevation, facing northeast.

Photo 0007: Southeast elevation, facing northwest.

Photo 0008: Balustrades are steel picket with concrete posts and are the bridge's primary ornamental feature. Camera facing south.

Photo 0009: Concrete post detail, facing north. (2020)

**Narrative Description**[1]

The 1940 Bosque River Bridge is in Meridian, Bosque County and spans the North Bosque River less than one mile west of the county courthouse. Bosque County is in Central Texas approximately 60 miles south of Dallas-Fort Worth. The land is characterized by its deep, well-drained soil over limestone. The Brazos River forms the eastern county line, and the Bosque River runs north-south through Meridian.

The nominated bridge is in an urban area southwest of downtown Meridian and less than one mile northeast of the junction of State Highway 6 (formerly part of SH 67). The setting is light commercial at the southwest approach and parkland at the northeast approach. The bridge has a northeast-southwest alignment and crosses the river at a right angle. The river created a ravine with a bluff on the southwest approach of the bridge and a plain on the northeast approach of the bridge. Tall brush and trees are densely concentrated on the banks of the Bosque River.

Built in 1940, the Bosque River Bridge is a steel I-beam continuous span bridge with an overall structural length of 566 feet. It was constructed using 173,076 pounds of reinforced steel and 467,724 pounds of structural steel. The bridge's superstructure consists of a 265'-long span over the main channel of the Bosque River. Three 50-long simple steel I-beam units are at each approach. The asphalt deck is 26'-wide with 3'-wide cantilevered pedestrian sidewalks. Balustrades are steel picket with concrete posts and are the bridge's primary ornamental feature. The superstructure rests on nine concrete supports and two abutments. There are 10-foot steel pilings under all the piers except piers 8 and 9. There is a concrete footing (or cap) placed around the top of the steel pilings.

The bridge retains all of its original components and features and retains a high degree of integrity with no sizable alterations. In 1997, the Texas Department of Transportation (successor the Texas Highway Department) carried out an inspection of the bridge and determined it to be in satisfactory condition with some minor deterioration. The bridge is in excellent condition and still meets the needs of the traveling public. As such, it retains a high degree of integrity of design, materials, workmanship, location, setting, feeling and association.

**Bosque River Bridge, General Specs**

| | |
|---|---|
| **Main Span Type** | Continuous |
| **Bridge Type** | Steel I-Beam |
| **Number of Spans** | 4 |
| **Deck** | Concrete |
| **Roadway Width** | 26 feet |
| **Total Structure Length** | 566 feet |
| **Max Span Length** | 75 feet |
| **Main Roadway** | Through |

[1] Adapted from John Murphy, "Bridge NRHP Eligibility Report," Texas Department of Transportation, April 13 2013.

**Statement of Significance**

The Bosque River Bridge west of Meridian, Bosque County, Texas was constructed under a New Deal Works Progress Administration (WPA) contract in 1940. The 556-long, steel I-beam bridge replaced a c. 1885 steel truss crossing to connect Meridian with a new alignment of State Highway 22 across Bosque County. The bridge is significant for its association with nationwide work-relief programs of the Depression era. It is also associated with bridge design during a period when the Texas Highway Department (THD) advanced I-beam bridge engineering using longer continuous beams that lengthened bridge spans. The Bosque River Bridge also incorporated specially designed reinforced concrete piers to support the center span. The steel I-beam was the dominant long-span bridge used during Texas' massive state highway expansion of the 1930s-1940s. Bosque River Bridge is nominated to the National Register of Historic Places under the MPDF *Historic Road Infrastructure of Texas, 1866-1965*[2] under Criterion A in the area of Transportation at the state level of significance and Criterion C in the area of Engineering at the local level of significance for the period 1940, representing the year it was built.

**Meridian, Bosque County**

Bosque County is located in Central Texas and lies approximately sixty miles south of Dallas-Fort Worth and forty miles west of Waco. It is traversed by several highways including State Highway 22, State Highway 6, and State Highway 174. The town of Meridian originated as the county seat for the newly established Bosque County in 1854. Meridian grew slowly, primarily as a regional center for trade and shipping for the surrounding farms and as a stop on an overland route between Waco and Stephenville. The area's rich soils and plentiful grassland encouraged livestock production, especially cattle. The biggest period of economic growth appears to have occurred in the 1880s, when the Santa Fe Railroad came through Bosque County in 1882-84, laying tracks about two miles east of Meridian. By the 1930s, the city's economy and population declined following droughts, soil erosion, and the nationwide economic depression that severely impacted the county's farming community. The city's population shrank to 759 in 1930 from 1,074 in 1920.[3]

New Deal programs aided Meridian and Bosque County. The Civilian Conservation Corps developed the 505-acre Meridian State Park off State Highway 22, and the Texas Highway Department oversaw WPA projects that improved local roads to connect with the new alignments of SH 22 and SH 67. The construction of Bosque River Bridge, part of the SH22 expansion, greatly improved access through Meridian and facilitated economic growth connected to the emerging recreational tourism industry. The city's upgraded and expanded transportation infrastructure attracted manufacturing companies, and after World War II, Meridian saw improved employment opportunities that further bolstered the economy. Although the rural population decreased, Meridian's population increased by 33% in 1940 and another 12% by 1950.[4]

**Bosque River Crossing at Meridian (1885-1940)**

Prior to the creation of the Texas State Highway Department (THD), county governments funded local bridge construction. Private sector contractors dictated bridge costs and design without necessarily considering the unique infrastructure needs of a particular location. In 1885, the Bosque County Commissioner's Court hired the Wrought Iron Bridge Company of Canton, Ohio to construct a steel truss bridge over the Bosque River, which ran along the city's

[2] National Register of Historic Places, *Historic Road Infrastructure of Texas, 1866-1965*, Statewide, Texas, National Register #64501240.
[3] Patricia L. Duncan, "Meridian, TX," Handbook of Texas Online, accessed December 18, 2024, https://www.tshaonline.org/handbook/entries/meridian-tx.
[4] Ibid.

western limits.[5] It connected East Morgan Street and downtown to a wagon road that ran southwest to Cranfills Gap; the route later became part of State Highway 22.

In 1917, THD proposed the state's first highway system, which included State Highways (SH) 22 and 67 (now SH 6) through Meridian. SH 22, built between 1923 and 1932, became an important east-west route connecting Corsicana (Navarro County) through Bosque County to Hamilton (Hamilton County). SH 67 ran roughly north south and connected Meridian to Waco (McClennan County) and Hico (Hamilton County). Sections of both highways, originally built and maintained by counties, did not meet THD's professional standards of construction, safety, or engineering. For example, the 1885 Bosque River Bridge was too narrow by 1920s engineering specifications and considered dangerous due to deferred maintenance. In the 1930s and early 1940s, federal funding and New Deal work relief programs provided the labor and money THD needed to make long overdue improvements to these deficient roads and bridges.

The THD-designed Bosque River Bridge was constructed under a Work Projects Administration (WPA) work-relief contract in 1940. The bridge was part of the agency's larger project to re-align SH 22 through Bosque County. To accommodate anticipated traffic through Meridian, the THD directed contractors to dismantle the 1886 narrow steel truss bridge. For the new crossing, highway engineers utilized a Steel I-beam scheme and long continuous steel span unit over the main channel of the river, and simple steel span units as the minor spans. Special design reinforced concrete piers were used to support the center span over the river. The W.E. Worrell Company of Austin constructed the bridge and approaches, with work performed by WPA labor. One-hundred men were employed to construct the bridge; 75 from the WPA and 25 from the contractor W.E. Worrell. All WPA workers were residents of Bosque County and were paid by state funds. Construction started in May of 1940 and finished the following December, and the bridge cost $98.002.88.[6]

**Great Depression-era Steel I-Beam Bridge Construction in Texas**

Bosque River Bridge is nominated to the National Register under the MPS *Historic Road Infrastructure of Texas, 1866-1965*, and its significance is understood within the associated contexts "Development of Texas Road Networks"[7] and "Historic Bridges of Texas."[8]

*Texas Highway Department Bridges and the Work Projects Administration (WPA)*[9]

Established in 1917, the Texas Highway Department (THD) was the government agency responsible for the design, construction, and maintenance of state and federal roads across Texas. By the 1940s, THD had transformed "a disjointed collection of rural, county-maintained roads and poorly designed state routes [into] a professionally designed and constructed system of highways traversing the entire state."[10] The agency's Bridge Division was a key component to its success. Organized in 1928, the division took on "an aggressive program to improve the state's bridges and culverts" by designing bridges with straighter roadway alignments, greater roadway widths and loading capacities.[11] Engineers also paid special attention to architectural aesthetics and pedestrian access for bridges built in communities.

During the Great Depression, THD oversaw road infrastructure projects that employed thousands of Texans through work-relief programs and greatly expanded the state's road system. Of all the New Deal programs, the Works Progress Administration/Work Projects Administration (WPA) was the most influential in its scope, longevity, and effect on Texas

[5] "Work on New Bridge Over Bosque River Progressing," *Fort Worth Star-Telegram Morning,* July 4, 1940.
[6] "Bosque Bridge Construction Company Here," *Meridian Tribune,* May 10, 1940.
[7] See subcontext "Texas Roads in the Great Depression and World War II," Section E, p.36-54.
[8] See subcontext "Bridge Types of the Early Twentieth History: Steel I-Beams," Sections E p.108-110 and "Improved Bridge Planning and Design" p.127-129, both under "Historic Bridges of Texas, 1866-1965" Section E, p. 87-192.
[9] Adapted from "Historic Road Infrastructure of Texas*"* Section E, p.36-54.
[10] "Historic Road Infrastructure of Texas*"* Multiple Property Submission Form (2013), 125.
[11] Ibid., 34.

road construction and improvement.[12] The relief program ran from 1935 to 1943 and employed more than 8 million U.S. citizens.[13] In Texas, WPA funded projects built 31,836 miles of new and improved roadways and 7,686 new and improved bridges and viaducts.[14] As the U.S. economy improved, the Roosevelt administration re-organized the WPA in 1938, and THD assumed more control over which project proposals moved forward. THD itself also created road construction proposals for submission to the WPA. Planning for the nominated bridge reflects this shift in responsibilities.

During the biennial period from September 1938 to August 1940, the THD initiated 163 WPA highway and bridge projects, covering 883.3 miles of roadway at a total cost of $8.3 million. The Bosque River Bridge at Meridian was part of a larger project (C.W.R. 121-1-2) to improve State Highway 22. One feature of the THD/WPA program was the novel use of private contractors on over half of these road projects, including the Austin contractor hired for the Bosque River Bridge. For these projects, the THD developed plans and specifications and received bids from private contractors to provide supervisory and skilled labor, equipment, and some materials. The WPA provided unskilled and semi-skilled laborers and a portion of the materials. The THD paid contractors using state funds, as a project match.[15]

*Steel I-Beam Bridges in Texas*[16]

Steel I-beam bridges became one of the most common bridge types constructed in Texas during the 20th century. Its name derives from the structural girders that support the deck, which has an I-shaped cross section. Compared to other states, transition from timber to steel beam bridge construction was relatively slow in Texas. In the late 19th century, imported steel was more cost prohibitive than timber, an abundant East Texas resource. Steel I-beam bridge construction increased after 1910 when structural steel fabricators and rolling mills began operating in the state.

The declining cost of steel enabled the THD to develop its first standardized steel beam bridge plans in 1919. The agency evolved the design over several decades as advancements in welding technology enabled the fabrication of longer steel beams (or units):

> Up until the 1930s, steel I-beam bridges were usually constructed as a series of one-span units supported at each end by a bent or an abutment. With advances in welding technology in the late 1930s, continuous steel beams could be fabricated to span lengths of over 200 feet. The continuous unit was usually placed over the main channel of a stream and approached by either simple steel I-beam or reinforced concrete girder units. Because the sheer force of the continuous span is experienced at its supports, the bridge commonly had solid concrete piers placed under the main span.

THD bridge engineers continued to experiment with longer spans, eventually reaching up to 90 feet, and the Steel I-Beam was increasingly used through the 1930s across the state's expanding highway system. A 1937 report indicated that I-beam construction afforded many advantages over truss construction, including:

> substantial economies, particularly in spans of 50 to 90 feet, reduction of substructure loads, simplicity of design and consequently, simplicity of construction…reduced maintenance as compared to truss designs, improved appearance, and lastly, the possibility of low-cost future

[12] Ibid., 46.
[13] "WPA Project included Alamo Stadium, streets." *San Antonio Express-News*, February 15, 2015.
[14] *Historic Road Infrastructure*, 46.
[15] *Historic Road Infrastructure*, Section E p.48-49.
[16] Adapted from, "Bridge Types of the Early Twentieth Century: Steel I-beams," in *Historic Road Infrastructure of Texas, 1866-1965*, Section E, p. 108-110.

> widening in the event traffic development on a given section of highway warrants such widening.[17]

Special efforts were made to provide architectural treatment for bridges that were readily visible to the public. These included bridges in communities and urban areas, and structures located adjacent to parks and railroad lines. In these cases, THD bridge engineers provided a visually pleasing design and applied decorative details and ornamentation to a bridge's piers, railings, and approaches.[18] By the late 1930s, the THD began using lower and more streamlined railing designs. In urban locations, like Meridian, picket-style metal railings were often used to provide a modern and sophisticated appearance.[19]

As the United States prepared to enter World War II in the early 1940s, the War Department placed restrictions on the use of steel. The nominated bridge represents one of the last THD projects before federal limits on steel materials halted most bridge construction in Texas.[20] Wartime innovations in prestressed concrete construction, along with the high cost of steel, led to new bridge types (like FS slabs) that supplanted steel I-beam as THD's preferred crossing for long spans in the postwar period.[21]

**Conclusion**[22]

The Bosque River Bridge is nominated to the National Register of Historic Places under Criterion A in the area of Transportation at the state level of significance for the period of significance 1940. For a bridge to be nominated as such under the MPDF, it must have documented association with one of the overarching subcontexts discussed in the MPDF and retain integrity. THD engineering plans, historic photos, and newspaper clippings directly link the nominated bridge to New Deal-era federally funded work relief programs. It is among hundreds of bridges constructed under the WPA by THD in its efforts to improve and expand Texas highways as described in subcontext "Texas Roads in the Great Depression and World War II."[23] The bridge also significantly improved passage through Meridian, providing access to newly built state parks and facilitating economic growth.

It is also nominated under Criterion C in the area of Engineering at the local level of significance for the period 1940 as an excellent example of THD's standards for Steel I-beam bridge construction under the subcontext "Bridge Types of the Early Twentieth Century." Properties nominated as such under the MPDF, must clearly possess the defined characteristics required to strongly represent the context.[24] In the 1930s, THD developed larger and stronger continuous I-beam bridges and hundreds of examples are extant throughout Texas. Locally, the nominated bridge is the most significant example of its type and era of construction in Bosque County. Two contemporaneous crossings—at Meridian Creek north of Clifton and 2 miles northwest of Valley Mills—are smaller span examples that also lack the aesthetic qualities of the railing on Bosque River bridge.[25] In order to create this crossing over the Bosque River in Meridian, THD's Bridge Division utilized a long continuous steel span unit over the main channel of the river, and simple steel span units as the minor spans.

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[17] *Historic Road Infrastructure of Texas*, Section E, p128, ft#466 in Texas State Highway Department, *Texas State Highway Department,* 1927-1937, 80; Texas State Highway Commission, *Eleventh Biennial Report,* Austin, Texas, 1939, 11.
[18] *Historic Road Infrastructure of Texas*, Section E, p. 128 citing Texas State Highway Commission, *Twelfth Annual Report,* 17-19.
[19] Ibid.,129.
[20] Ibid., 130
[21] Ibid., 137.
[22] The MPDF registration requirements discussed herein are: "General Bridge Significance, Significance under A" (Section F, 208; 212-213), Significance under Subcontext "Texas Roads in the Great Depression and World War II" (Section F, 210); "General Bridge Significance, Significance under C" (Section F, 211-212; 214); "Steel Bridge Types" (Section F, 254-256, 260-262)
[23] See subcontext "Texas Roads in the Great Depression and World War II," Section E, p.36-54.
[24] *Historic Road Infrastructure of Texas*, Section F, p. 211.
[25] Comparative examples found via Texas Department of Transportation Open Data GIS map of Bosque County for bridges built 1931-1941. https://gis-txdot.opendata.arcgis.com/datasets/TXDOT::txdot-bridges/about (accessed December 18, 2023).

Special design reinforced concrete piers were used to support the center span over the river. The result was a nearly 566-foot-long bridge with a main span of 75 feet with streamlined railings and sophisticated overall design befitting an urban county seat.

**Bibliography**

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"WPA Project included Alamo Stadium, streets." *San Antonio Express-News* (February 15, 2015): 6A.

"Work on New Bridge Over Bosque River Progressing." *Fort Worth Star-Telegram Morning* (July 4, 1940): p.4

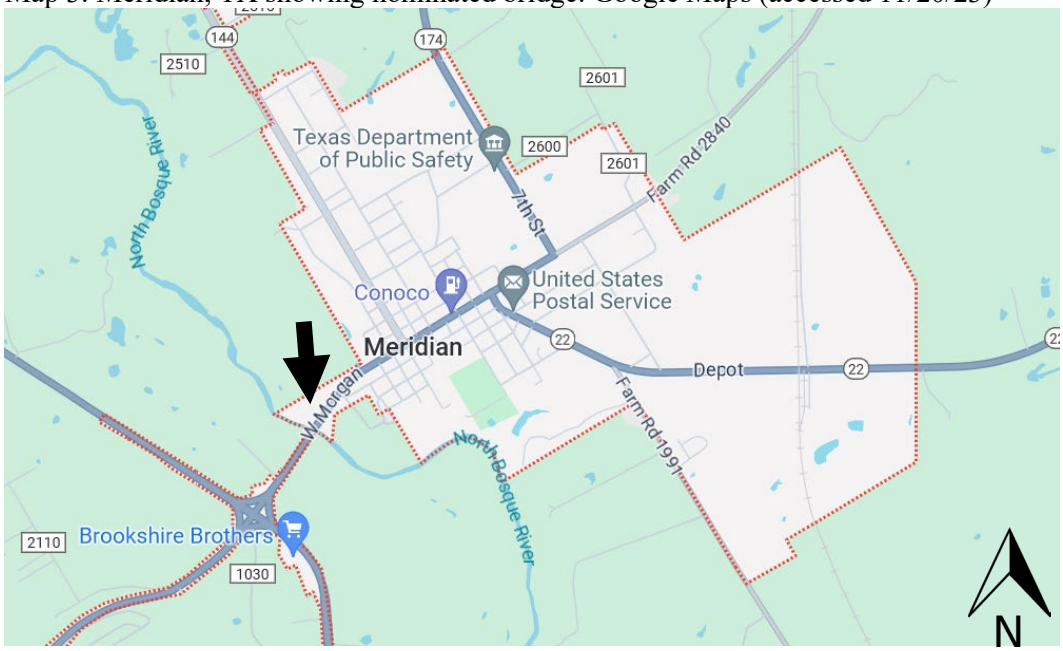
**Maps**

Map 1: Bosque County, Texas

Map 2: Boundary Map Source: Google Earth 2021

3. (North Point) Latitude: 31.920280 Longitude: -97.661389
4. (South Point) Latitude: 31.918988 Longitude: -97.662410

Map 3: Meridian, TX showing nominated bridge. Google Maps (accessed 11/20/23)




Map 3: Meridian Quadrangle USGS Topographical Map (1955)
Source: University of Texas at Austin Perry-Castaneda Library Map Collection

**Figures**

Figure 1: Old Wrought Iron Bridge at the North Bosque River, circa 1914-1916. Source: Bosque County Collection

Figure 2: THD plans show the proposed realigned Highways 22/67 and nominated bridge (red arrow) built south of the original road alignment and 1890 bridge (blue arrow). Source: Texas Highway Department. "Plans of Proposed Highway Improvement: State Sponsored WPA Project." Feb. 5, 1940. Texas Department of Transportation Library, Austin, Texas.

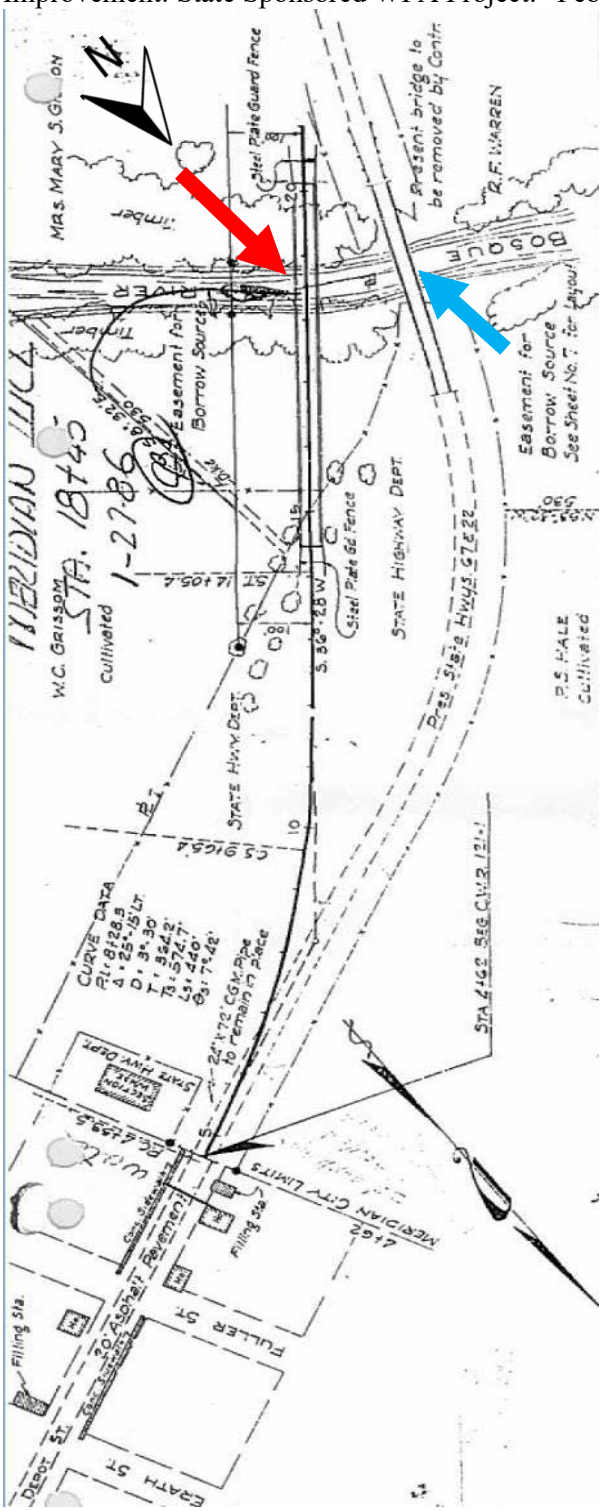
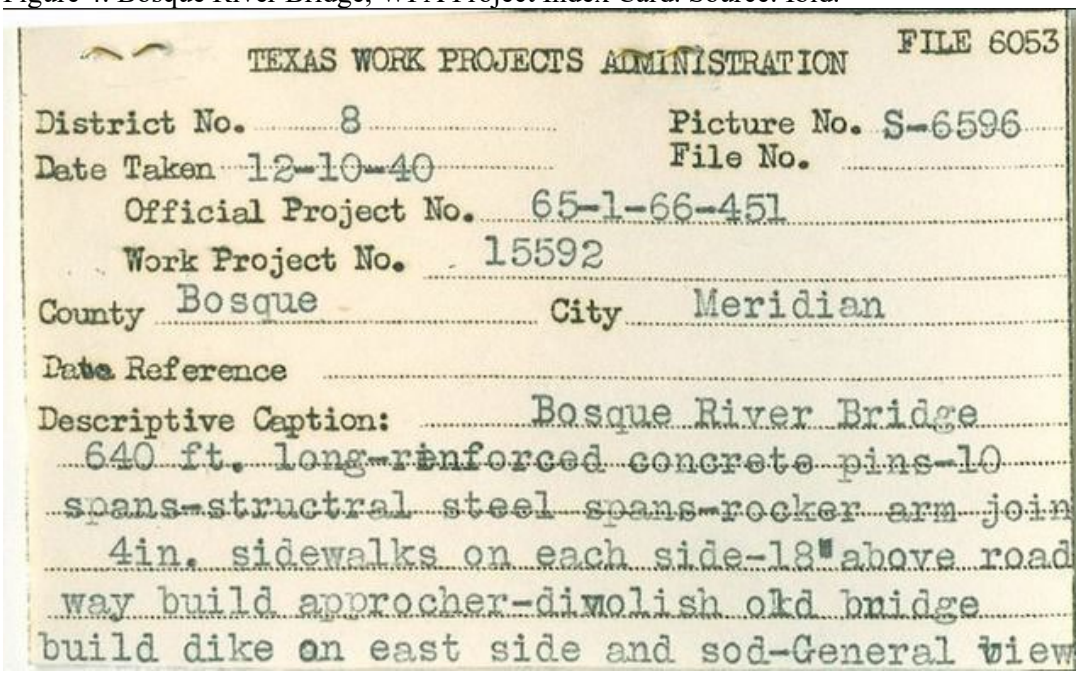


Figure 3: WPA photo of Bosque River Bridge, 12/30/1940. Source: Texas Parks and Wildlife Department, "Texas and the WPA," https://www.flickr.com/photos/141324854@N04/albums (accessed 4/25/22).

Figure 4: Bosque River Bridge, WPA Project Index Card. Source: Ibid.



TEXAS WORK PROJECTS ADMINISTRATION FILE 6053

District No. 8 Picture No. S-6596
Date Taken 12-10-40 File No.
Official Project No. 65-1-66-451
Work Project No. 15592
County Bosque City Meridian
Data Reference
Descriptive Caption: Bosque River Bridge
640 ft. long-reinforced concrete pins-10
spans-structral steel spans-rocker arm join
4in. sidewalks on each side-18" above road
way build approcher-diwolish okd bnidge
build dike on east side and sod-General view

Figure 5: WPA photo of Bosque River Bridge, 12/30/1940. Source: Ibid.

Figure 6: WPA photo of Bosque River Bridge, 12/30/1940. Source: Ibid.

Figure 7: WPA photo of Bosque River Bridge, 12/30/1940. Source: Ibid.

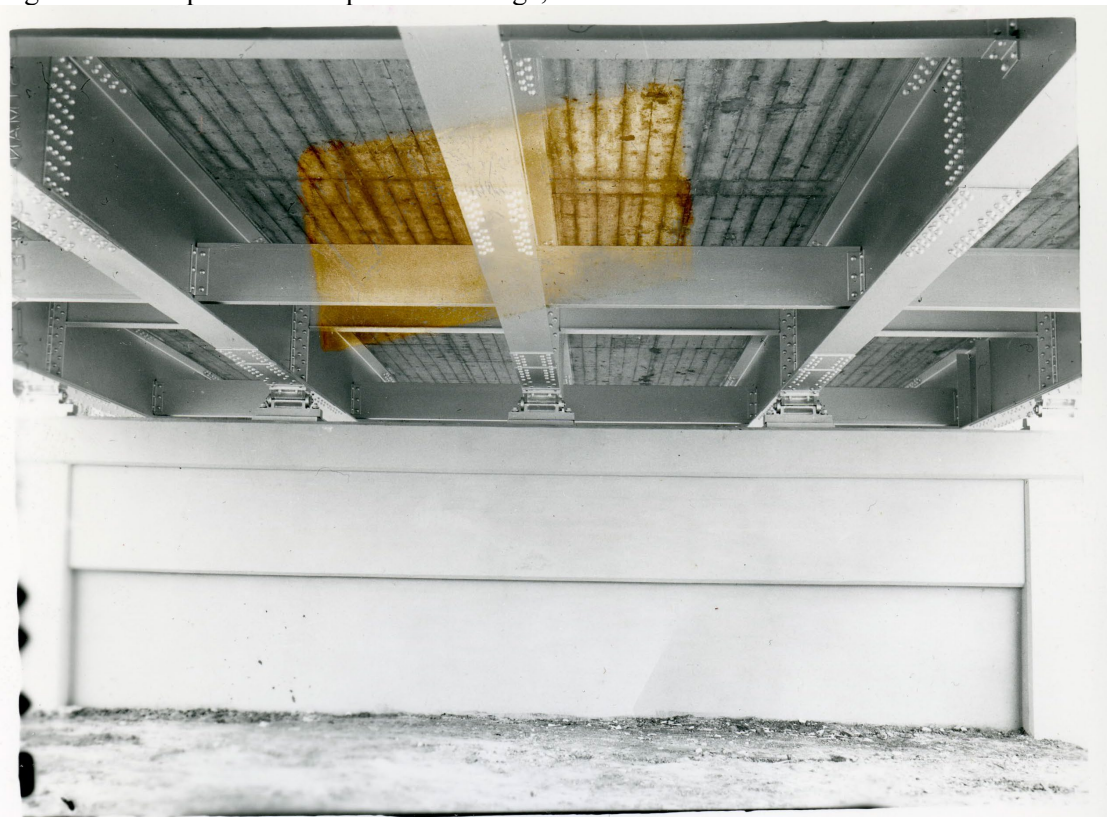
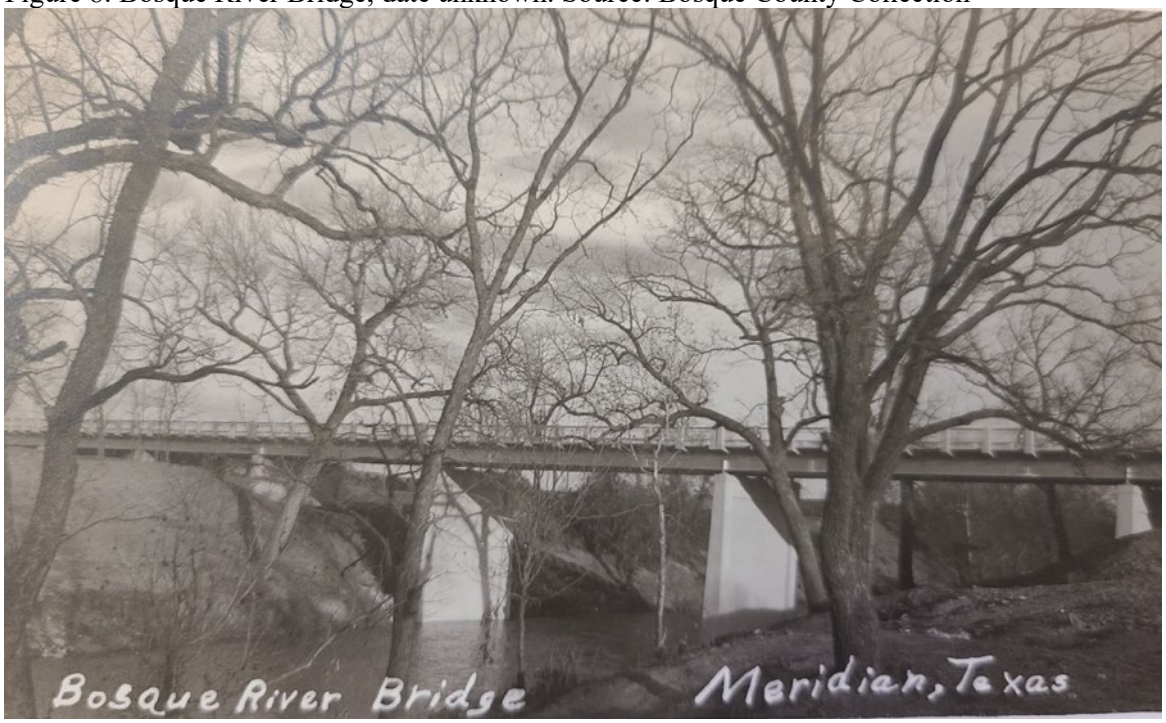


Figure 8: Bosque River Bridge, date unknown. Source: Bosque County Collection



**Photographs**

Property: Bosque River Bridge
Location: Meridian, Bosque County, Texas
Photographer: Rene Gomez
Date: December 22, 2024 (except as noted)

Photo 1: Bridge deck, facing southwest.

Photo 2: Concrete piers support the 265-foot-long span over the river's main channel. Camera facing northwest.

Photo 3: River channel span, looking southwest.

Photo 4:Steel I-beams form the superstructure. Camera facing north.

Photo 5: Superstructure detail. Camera facing east.


Photo 6: Southwest elevation, facing northeast.

Photo 7: Southeast elevation, facing northwest.

Photo 8: Balustrades are steel picket with concrete posts and are the bridge's primary ornamental feature. Camera facing south.

Photo 9: Concrete post detail, facing north. (2020)


*-end-*