

# MISSOURI OFFICE OF HISTORIC PRESERVATION

## BRIDGE INVENTORY SURVEY FORM

<b>1. NO.</b> 	<b>4. TYPE OF BRIDGE</b> METAL TRUSS <input checked="" type="checkbox"/> COVERED WOODEN TRUSS <input type="checkbox"/> STONE <input type="checkbox"/> CONCRETE <input type="checkbox"/> OTHER <input type="checkbox"/>	1. NO.			
<b>2. COUNTY</b> St. Louis City	<b>5. PRESENT NAME(S)</b> Educational Bridge	2. COUNTY St. Louis City			
<b>3. LOCATION OF NEGATIVES</b> St. Louis Board of Public Service	<b>6. OTHER NAME(S)</b> Washington Drive Bridge	3. PRESENT NAME(S) Educational Bridge			
<b>7. SPECIFIC LEGAL LOCATION</b> TOWNSHIP 45 RANGE 6 SECTION Survey 2037 Chas. Gratiot ROUTE NO. IF CITY OR TOWN, STREET ADDRESS Washington Drive, Forest Park	<b>16. DATE(S)</b> constructed c. 1908 redecked 1939-1940	6. OTHER NAME(S) Washington Dr. Bridge			
<b>8. CITY OR TOWN IF RURAL, VICINITY</b> St. Louis	<b>17. BUILDER</b> Louisiana Purchase Exposition Company				
<b>9. DESCRIPTION OF LOCATION</b> Placed NE-SW over the former channel of the River Des Peres on the most heavily traveled N-S road in Forest Park, which links the Jefferson Memorial to the north with the Zoo to the south, and beyond them DeBaliviere and Hampton Avenues.	<b>18. TRUSS DESIGN AND/OR STRUCTURAL DESIGN</b> Steel composite beams	7. TOWNSHIP 45			
<b>10. COORDINATES</b> UTM LAT. 15/736090/4280220 LONG.	<b>19. NO. OF SPANS</b> 1 w/supplementary pier	8. RANGE 6			
<table border="0" style="width: 100%;"> <tr> <td style="width: 50%;"><b>11. ON NATIONAL REGISTER?</b> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/></td> <td style="width: 50%;"><b>12. IS IT ELIGIBLE?</b> YES <input type="checkbox"/> NO <input type="checkbox"/></td> </tr> <tr> <td><b>13. PART OF ESTAB. HIST. DISTRICT?</b> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/></td> <td><b>14. DISTRICT POTENTIAL?</b> YES <input type="checkbox"/> NO <input type="checkbox"/></td> </tr> </table>	<b>11. ON NATIONAL REGISTER?</b> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		<b>12. IS IT ELIGIBLE?</b> YES <input type="checkbox"/> NO <input type="checkbox"/>	<b>13. PART OF ESTAB. HIST. DISTRICT?</b> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	<b>14. DISTRICT POTENTIAL?</b> YES <input type="checkbox"/> NO <input type="checkbox"/>
<b>11. ON NATIONAL REGISTER?</b> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	<b>12. IS IT ELIGIBLE?</b> YES <input type="checkbox"/> NO <input type="checkbox"/>				
<b>13. PART OF ESTAB. HIST. DISTRICT?</b> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	<b>14. DISTRICT POTENTIAL?</b> YES <input type="checkbox"/> NO <input type="checkbox"/>				
<b>15. NAME OF ESTABLISHED DISTRICT</b>	<b>21. NO. OF WALKWAYS</b> 2	9. SECTION			
<b>30. HISTORY AND SIGNIFICANCE</b> At the close of the Louisiana Purchase Exposition of 1904, the channel of the River Des Peres was realigned, and "four bridges of particular design, having concrete abutments and iron superstructures, with the exception of the flooring, were built at the principal crossings." This work was done by the Louisiana Purchase Exposition Company and then turned over to the City. Three of those bridges were this bridge, the Manufacturer's Bridge, and the Liberal Arts Bridge, whose plans are still extant. No descriptions or illustrations of these bridges have (see p. 2)	<b>22. LENGTH:</b> OVERALL 44' CLEAR SPAN 40' original  <b>WIDTH:</b> OVERALL 35' ROADWAY 35'  <b>HEIGHT:</b> 8'	10. SECTION			
<b>31. DESCRIPTION OF ENVIRONMENT</b> This is the busiest portion of Forest Park, with both through-park Traffic and patronage of the Jefferson Memorial, Davis Tennis Center, golf course, and zoo. The channel of the River Des Peres is at this point visually outclassed by Post-Dispatch Lake to the south and an arm of the lagoon to the west, which includes a picturesque suspension footbridge dating from 1916.	<b>23. ABUTMENT AND PIER MATERIAL</b> concrete & stone  <b>DECK MATERIAL</b> concrete and asphalt	11. SECTION			
<b>32. SOURCES OF INFORMATION</b> David R. Francis, <u>The Universal Exposition of 1904</u> (St. Louis, 1913), p. 669. Annual Report of the Division of Parks and Recreation, 1936; 1940. (see p. 2)	<b>24. OWNER'S NAME AND ADDRESS</b> Board of Public Service Rm. 301 City Hall, Market & Tucker, St. L. 63103	12. SECTION			
TURN THIS FORM WHEN COMPLETED TO: OFFICE OF HISTORIC PRESERVATION P.O. BOX 176 JEFFERSON CITY, MISSOURI 65102 PHONE (314) 751-4096	<b>25. ORIGINAL SITE?</b> yes <input type="checkbox"/> MOVED? WHEN MOVED?	13. SECTION			
IF ADDITIONAL SPACE IS NEEDED, ATTACH SEPARATE SHEET(S) TO THIS FORM	<b>26. LEGAL LOAD CONDITION</b>	14. SECTION			
	<b>27. PRESERVATION UNDERWAY?</b> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	15. SECTION			
	<b>28. ENDANGERED? BY WHAT?</b> YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> deterioration	16. SECTION			
	<b>29. OTHER SURVEYS IN WHICH INCLUDED</b>	17. SECTION			
	<b>33. PREPARED BY:</b> Esley Hamilton	18. SECTION			
	<b>34. ORGANIZATION:</b> Team Four	19. SECTION			
	<b>35. DATE</b> 4/84	20. SECTION			
	<b>36. REVISION DATE(S)</b>	21. SECTION			




Educational Bridge continued, p. 2

30. been found, which suggests that they were never considered ornamental; but, like most of the park restoration work done by the Exposition Company, were primarily utilitarian. The Exposition Company saved its available funds for the World's Fair Pavilion and the Jefferson Memorial, its most notable contributions to the restored park. Indeed, the low-lying positions and deep support structures of these bridges make their balustrades their only readily visible components. In 1936, it was reported that these 3 bridges were in need of major repairs; and in 1939-1940, their wooden decks were replaced with reinforced concrete. It is possible that the present balustrades date from that time.
32. Paul Kjorlie, Planning Section, Park Construction Office, Board of Public Service.



# MISSOURI OFFICE OF HISTORIC PRESERVATION

## BRIDGE INVENTORY SURVEY FORM

1. NO.		4. TYPE OF BRIDGE METAL TRUSS <input type="checkbox"/> COVERED WOODEN TRUSS <input type="checkbox"/> STONE <input type="checkbox"/> CONCRETE <input checked="" type="checkbox"/> OTHER <input type="checkbox"/>		1. NO.
2. COUNTY St. Louis City		5. PRESENT NAME(S) Franklin Bridge		
3. LOCATION OF NEGATIVES St. Louis Board of Public Service		6. OTHER NAME(S) Wells Drive Bridge		5. PRESENT NAME(S) Franklin Bridge
7. SPECIFIC LEGAL LOCATION TOWNSHIP 45 RANGE 7 SECTION Survey 2037 Chas. Gratiot ROUTE NO. IF CITY OR TOWN, STREET ADDRESS Wells Drive, Forest Park		16. DATE(S) Constructed 1898-99		
8. CITY OR TOWN IF RURAL, VICINITY St. Louis		17. BUILDER Park Commissioner, City of St. L.		
9. DESCRIPTION OF LOCATION Placed NW-SE over the old bed of the River Des Peres on Wells Drive, which makes roughly a J-shaped curve from Grand Drive on the north to Jefferson Drive on the south.		18. TRUSS DESIGN AND/OR STRUCTURAL DESIGN Reinforced concrete		24. OWNER'S NAME AND ADDRESS Board of Public Service Rm. 301 City Hall, Market & Tucker, St. L. MO 63103 25. ORIGINAL SITE? yes MOVED? WHEN MOVED?
10. COORDINATES UTM LAT. 15/737660/4280200 LONG.		19. NO. OF SPANS 1		
11. ON NATIONAL REGISTER? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		20. NO. OF ROADWAYS 2 lanes		26. LEGAL LOAD CONDITION
12. IS IT ELIGIBLE? YES <input type="checkbox"/> NO <input type="checkbox"/>		21. NO. OF WALKWAYS 2		
13. PART OF ESTAB. HIST. DISTRICT? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		22. LENGTH: OVERALL 95' CLEAR SPAN 40'		27. PRESERVATION UNDERWAY? YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> 28. ENDANGERED? BY WHAT? YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> deterioration
14. DISTRICT POTENTIAL? YES <input type="checkbox"/> NO <input type="checkbox"/>		WIDTH: OVERALL 36' ROADWAY 32'		
15. NAME OF ESTABLISHED DISTRICT		HEIGHT: 12'		29. OTHER SURVEYS IN WHICH INCLUDED
30. HISTORY AND SIGNIFICANCE The first bridges in Forest Park were "wholly of wood and rustic in design." The Franklin Bridge was destroyed by the flood of April 1, 1897, and was rebuilt by 1899. Wells Drive was then part of the Grand Drive carriage circuit; and the new bridge, located on a curve where it could easily be seen, was given what the Park Commissioner called an "ornamental and picturesque structure." Although constructed of concrete, the bridge had a dark red-brown color and a Beaux-Arts design with classical moldings, vase-shaped balusters, and (see p. 2)				
31. DESCRIPTION OF ENVIRONMENT Since the actual course of the River Des Peres has been diverted through culverts, the level of the water in the old channel has been raised substantially, submerging about half the height of the arch. The old channel curves sharply at this point, creating one of the more picturesque corners of the park. Wells Drive gives access to Steinberg Skating (see p. 2)				6. OTHER NAME(S) Wells Drive Bridge
32. SOURCES OF INFORMATION Forest Park Board of Commissioners 1875 Report, p. 21. Annual Report of the Park Commissioner, 1896-97; 1899-1900 (photo) 1900-1901. (see p. 2)		33. PREPARED BY: Esley Hamilton		7. TOWNSHIP 45 RANGE 7
RETURN THIS FORM WHEN COMPLETED TO: OFFICE OF HISTORIC PRESERVATION P.O. BOX 176 JEFFERSON CITY, MISSOURI 65102 PHONE (314) 751-4096		34. ORGANIZATION: Team Four		
IF ADDITIONAL SPACE IS NEEDED, ATTACH SEPARATE SHEET(S) TO THIS FORM		35. DATE 4/84		SECTION
		36. REVISION DATE(S)		


Franklin Bridge continued, p. 2

30. elaborately scrolled wrought-iron light standards. It was often photographed, and was suggested as the design of other park bridges. Unfortunately, the balustrade and lights were removed at some point not recorded in annual park reports, but presumably in the 1940s, and replaced by the present fieldstone wall.
31. Rink, with its large parking lot, but is otherwise one of the quieter parts of Forest Park.
32. Picturesque St. Louis (St. Louis, 1909), p. 41.  
Missouri Historical Society, Pictorial Department.



# MISSOURI OFFICE OF HISTORIC PRESERVATION

## BRIDGE INVENTORY SURVEY FORM

1. NO.		4. TYPE OF BRIDGE METAL TRUSS <input checked="" type="checkbox"/> COVERED WOODEN TRUSS <input type="checkbox"/> STONE <input type="checkbox"/> CONCRETE <input type="checkbox"/> OTHER <input type="checkbox"/>		1. NO.
2. COUNTY St. Louis City		5. PRESENT NAME(S) Lafayette Bridge		
3. LOCATION OF NEGATIVES St. Louis Board of Public Service		6. OTHER NAME(S) Union Drive Bridge		5. PRESENT NAME(S) Lafayette Bridge
7. SPECIFIC LEGAL LOCATION TOWNSHIP 45 RANGE 7 SECTION Survey 2037 Chas. Gratiot ROUTE NO. IF CITY OR TOWN, STREET ADDRESS Union Drive, Forest Park		16. DATE(S) originally built in 1883; rebuilt, 1935		
8. CITY OR TOWN IF RURAL, VICINITY St. Louis		17. BUILDER Wm. C. E. Becker, Div. Engr. Bridge & Building Section, Bd. of Public Serv., City of St. Louis - 1935.		DECK MATERIAL asphalt
9. DESCRIPTION OF LOCATION Placed NW-SE over old channel of River Des Peres, near north end of drive connecting Union Avenue entrance to Forest Park with Grand Drive.		18. TRUSS DESIGN AND/OR STRUCTURAL DESIGN Three structural steel trussed three hinged arches		
10. COORDINATES UTM LAT. 15/737170/4280470 LONG.		19. NO. OF SPANS 1		25. ORIGINAL SITE? 63103 yes MOVED? WHEN MOVED?
11. ON NATIONAL REGISTER? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		20. NO. OF ROADWAYS 2 lanes		
12. IS IT ELIGIBLE? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		21. NO. OF WALKWAYS 2		27. PRESERVATION UNDERWAY? YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>
13. PART OF ESTAB. HIST. DISTRICT? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		22. LENGTH: OVERALL 103' CLEAR SPAN 73'		
14. DISTRICT POTENTIAL? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		WIDTH: OVERALL 38' ROADWAY 30'		29. OTHER SURVEYS IN WHICH INCLUDED
15. NAME OF ESTABLISHED DISTRICT		HEIGHT: 12'		
30. HISTORY AND SIGNIFICANCE When Forest Park opened in 1876, its bridges were "wholly of wood and rustic in design." The Lafayette Bridge, the first one on the park approach from Union Avenue and one of the most frequently used, was rebuilt in 1883. (The first surviving Annual Report dates from 1892.) It was frequently photographed as a symbol of the park. In 1935, however, the bridge appeared to be weakened; and, beginning in September of that year, the center span was replaced by the Superintendent of Construction, using designs prepared by the (see p. 2)				7. TOWNSHIP 45
31. DESCRIPTION OF ENVIRONMENT Since the River Des Peres has been diverted into culverts, the water in its old channel has been substantially raised, destroying the illusion of height the bridge once gave. The originally-sought effect of picturesque nature has also been replaced by smooth lawns, with shrubs and low-lying plants totally eliminated. Lying near the Union Boulevard (see p. 2)				
32. SOURCES OF INFORMATION Annual Report of the Park Commissioner. Annual Report of the Division of Parks and Recreation, 1936. Paul Kjorlie, Planning Section, Park Construction Office, Board of Public Service (see p. 2)		33. PREPARED BY: Esley Hamilton		SECTION
TURN THIS FORM WHEN COMPLETED TO: OFFICE OF HISTORIC PRESERVATION P.O. BOX 176 JEFFERSON CITY, MISSOURI 65102 PHONE (314) 751-4096		34. ORGANIZATION: Team Four		
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Lafayette Bridge continued, p. 2

30. Division of Bridges and Buildings. The original stone abutments remain, surmounted by pairs of cast-iron posts and connecting railings. The bridge seems always to have been painted a very light color, probably white.
31. entrance to the park, Union Drive is relatively heavily traveled. Nearby drives afford several distant views of the bridge.
32. Arthur R. Kruger, Special Assignments Division, Dept. of the Pres., Board of Public Service.  
Missouri Historical Society, Pictorial Department, Forest Park Collection.  
Forest Park Board of Commissioners, 1875 Report.  
World's Fair Bulletin, August, 1901, p. 9.



# MISSOURI OFFICE OF HISTORIC PRESERVATION

## BRIDGE INVENTORY SURVEY FORM

1. NO.		4. TYPE OF BRIDGE STONE <input type="checkbox"/> METAL TRUSS <input checked="" type="checkbox"/> COVERED WOODEN TRUSS <input type="checkbox"/> CONCRETE <input type="checkbox"/> OTHER <input type="checkbox"/>		1. NO.
2. COUNTY St. Louis City		5. PRESENT NAME(S) Manufacturers Bridge		
3. LOCATION OF NEGATIVES St. Louis Board of Public Service		6. OTHER NAME(S) Lagoon Drive Bridge		3. PRESENT NAME(S) Manufacturers Bridge
7. SPECIFIC LEGAL LOCATION TOWNSHIP 45 RANGE 6 SECTION Survey 2037 Charles ROUTE NO. Gratiot IF CITY OR TOWN, STREET ADDRESS Lagoon Drive, Forest Park		16. DATE(S) Constructed c. 1908 Redecked 1939-1940		
8. CITY OR TOWN IF RURAL, VICINITY St. Louis		17. BUILDER Louisiana Purchase Exposition Company		5. PRESENT NAME(S) Manufacturers Bridge
9. DESCRIPTION OF LOCATION Placed roughly E-W over the former channel of the River Des Peres on Lagoon Drive, which skirts the north edge of the large basin at the foot of Art Hill.		18. TRUSS DESIGN AND/OR STRUCTURAL DESIGN Steel composite beams		
10. COORDINATES UTM LAT. 15/736020/4280360 LONG.		19. NO. OF SPANS 1 w/ supplementary pier		7. TOWNSHIP 45
11. ON NATIONAL REGISTER? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		20. NO. OF ROADWAYS 2 lanes		
12. IS IT ELIGIBLE? YES <input type="checkbox"/> NO <input type="checkbox"/>		21. NO. OF WALKWAYS 2		9. SECTION
13. PART OF ESTAB. HIST. DISTRICT? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		22. LENGTH: OVERALL 44' CLEAR SPAN 40' (original)		
14. DISTRICT POTENTIAL? YES <input type="checkbox"/> NO <input type="checkbox"/>		WIDTH: OVERALL 35' ROADWAY 35'		11. SECTION
15. NAME OF ESTABLISHED DISTRICT		HEIGHT: 8'		
30. HISTORY AND SIGNIFICANCE At the close of the Louisiana Purchase Exposition of 1904, the channel of the River Des Peres was realigned, and "four bridges of particular design, having concrete abutments and iron superstructures, with the exception of the flooring, were built at the principal crossings." This work was done by the Louisiana Purchase Exposition Company and then turned over to the City. Three of those bridges were this bridge, the Manufacturer's Bridge, and the Liberal Arts Bridge, whose plans are still extant. No descriptions or illustrations of these bridges have (see p. 2)		33. PREPARED BY: Esley Hamilton		13. SECTION
31. DESCRIPTION OF ENVIRONMENT The channel of the River Des Peres dead-ends just north of this bridge, making it seem somewhat superfluous. To the north is the featureless expanse of the golf course to the east heavily-traveled Washington Drive, and to the south a bend in the lagoon, with its picturesque suspension footbridge dating from 1916.		34. ORGANIZATION: Team Four		
32. SOURCES OF INFORMATION David R. Francis, <u>The Universal Exposition of 1904</u> (St. Louis, 1913), p.669. Annual Report of the Division of Parks and Recreation, 1936;1940. (see p.2)		35. DATE 4/84		15. SECTION
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IF ADDITIONAL SPACE IS NEEDED, ATTACH SEPARATE SHEET(S) TO THIS FORM				17. SECTION




Manufacturers Bridge continued, p. 2

30. been found, which suggests that they were never considered ornamental; but, like most of the park restoration work done by the Exposition Company, were primarily utilitarian. The Exposition Company saved its available funds for the World's Fair Pavilion and the Jefferson Memorial, its most notable contributions to the restored park. Indeed, the low-lying positions and deep support structures of these bridges make their balustrades their only readily visible components. In 1936, it was reported that these 3 bridges were in need of major repairs; and in 1939-1940, their wooden decks were replaced with reinforced concrete. It is possible that the present balustrades date from that time.
32. Paul Kjorlie, Planning Section, Park Construction Office, Board of Public Service.



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## BRIDGE INVENTORY SURVEY FORM

<b>1. NO.</b> 	<b>4. TYPE OF BRIDGE</b> METAL TRUSS <input type="checkbox"/> COVERED WOODEN TRUSS <input type="checkbox"/> STONE <input type="checkbox"/> CONCRETE <input checked="" type="checkbox"/> OTHER <input type="checkbox"/>	<b>1. NO.</b> 
<b>2. COUNTY</b> St. Louis City	<b>5. PRESENT NAME(S)</b> Old Stable Bridge	2. COUNTY St. Louis City
<b>3. LOCATION OF NEGATIVES</b> St. Louis Board of Public Service	<b>6. OTHER NAME(S)</b> Theatre Drive Bridge	
<b>7. SPECIFIC LEGAL LOCATION</b> TOWNSHIP 45 RANGE 7 SECTION Survey 2037 Charles Gratio ROUTE NO. IF CITY OR TOWN, STREET ADDRESS Theatre Drive, Forest Park	<b>16. DATE(S)</b> Constructed 1922	5. PRESENT NAME(S) Old Stable Bridge
<b>8. CITY OR TOWN</b> IF RURAL, VICINITY St. Louis	<b>17. BUILDER</b> L.R. Bowen, Chief Engineer, Div. of Bridges & Bldgs., Bd. of Public Serv., City of St. L.	
<b>9. DESCRIPTION OF LOCATION</b> Placed roughly E-W over old channel of the River Des Peres on drive connecting Municipal Opera to the W with Grand Drive and the main E entrance to Forest Park.	<b>18. TRUSS DESIGN AND/OR STRUCTURAL DESIGN</b> Reinforced concrete beams at 12'-9" on center	<b>23. ABUTMENT AND PIER MATERIAL</b> reinforced concrete  <b>DECK MATERIAL</b> concrete and asphalt
<b>10. COORDINATES</b> UTM LAT. 15/736930/4280300 LONG.	<b>19. NO. OF SPANS</b> 1	<b>24. OWNER'S NAME AND ADDRESS</b> Bd. of Public Service Rm. 301 City Hall, Market & Tucker, St. L. 63103
<b>11. ON NATIONAL REGISTER?</b> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	<b>20. NO. OF ROADWAYS</b> 2 lanes	<b>25. ORIGINAL SITE?</b> yes  MOVED? WHEN MOVED?
<b>12. IS IT ELIGIBLE?</b> YES <input type="checkbox"/> NO <input type="checkbox"/>	<b>21. NO. OF WALKWAYS</b> 2	<b>26. LEGAL LOAD CONDITION</b>
<b>13. PART OF ESTAB. HIST. DISTRICT?</b> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	<b>22. LENGTH:</b> OVERALL 108' CLEAR SPAN 44'  WIDTH: OVERALL 52' ROADWAY 46'  HEIGHT: 14'-6"	<b>27. PRESERVATION UNDERWAY?</b> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>
<b>14. DISTRICT POTENTIAL?</b> YES <input type="checkbox"/> NO <input type="checkbox"/>	<b>28. ENDANGERED BY WHAT?</b> YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> deterioration	6. OTHER NAME(S) Theatre Drive Bridge
<b>15. NAME OF ESTABLISHED DISTRICT</b>	<b>29. OTHER SURVEYS IN WHICH INCLUDED</b>	
<b>30. HISTORY AND SIGNIFICANCE</b> A bridge was first constructed near this point in 1892 when a new park stable was constructed nearby. It was replaced by the Louisiana Purchase Exposition Company after the 1904 World's Fair. Both were wooden. Theatre Drive was constructed in 1922 to facilitate access to the Municipal Opera, which had opened in 1919. The present bridge "of modern design" was erected in connection with this road and was illustrated in the Annual Report of 1923. Its yellow color and arched balustrade were apparently intended to harmonize with the other (see p. 2)		
<b>31. DESCRIPTION OF ENVIRONMENT</b> The water level in the old River Des Peres channel under the bridge is considerably higher than it was at the time of construction. The bank southeast of the bridge is occupied by a parking lot, and other roads and paths are laid out in such a way that a clear view of the span is not readily obtainable. Because of its proximity to the Municipal Opera, however, (see p. 2)	<b>33. PREPARED BY:</b> Esley Hamilton	
<b>32. SOURCES OF INFORMATION</b> Annual Report of the Park Commissioner, 1892-93. Annual Report of the Division of Parks and Recreation, 1923. David R. Francis, The Universal Exposition of 1904 (St. Louis, 1913) p. 669. (see p. 2)	<b>34. ORGANIZATION:</b> Team Four	
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IF ADDITIONAL SPACE IS NEEDED, ATTACH SEPARATE SHEET(S) TO THIS FORM	7. TOWNSHIP 45 RANGE 7 SECTION	

Old Stable Bridge continued, p. 2

30. vaguely Spanish buildings in the park, including the World's Fair and Lindell Pavilions.
31. the bridge might become much better known if paths were relocated.
32. Leland Hammel, "Forest Park, 8-24-57" (watercolor in collection of Missouri Historical Society).  
Paul Kjørlie, Planning Section, Park Construction Office, Board of Public Service.

