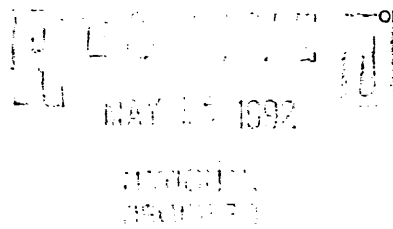


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United States Department of the Interior  
National Park Service



# National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

### 1. Name of Property

historic name Kilgore Bridge  
other name/site number Platte River Bridge; NEHBS Number BF00-2

### 2. Location

street & number State Highway 10 over North Channel Platte River N/A not for publication  
city, town 7.1 miles southeast of Kearney X vicinity  
state NE county Buffalo code 019 zip code 68847

### 3. Classification

Ownership of Property	<u>Nebraska Department of Roads</u>	Number of Resources within Property	
Category of Property	<u>structure</u>	Contributing	Noncontributing
		<u>0</u>	<u>0</u> buildings
		<u>0</u>	<u>0</u> sites
		<u>1</u>	<u>0</u> structures
		<u>0</u>	<u>0</u> objects
		<u>1</u>	<u>0</u> Total

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

Name of related multiple property listing: Highway Bridges in Nebraska, 1870-1942

### 4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this X 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 X meets        does not meet the National Register Criteria.

Bob Fischer DSHPO 5/6/92  
Signature of certifying official Date

Nebraska State Historical Society  
State or Federal agency and bureau

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

Signature of commenting or other official Date

State or Federal agency and bureau

### 5. National Park Service Certification

entered in the National Register

I, hereby, certify that this property is:

<input checked="" type="checkbox"/> entered in the National Register	<u>Arlene Byers</u>	<u>6/29/92</u>
<u>      </u> see continuation sheet	_____	_____
<u>      </u> determined eligible for the National Register	_____	_____
<u>      </u> see continuation sheet	_____	_____
<u>      </u> determined not eligible for the National Register	_____	_____
<u>      </u> removed from the National Register	_____	_____
<u>      </u> other (explain:)	_____	_____

Signature of the Keeper Date of Action

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**6. Function or Use**

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Historic Function (enter categories from instructions)  
TRANSPORTATION/road-related

Current Function (enter categories from instructions)  
TRANSPORTATION/road-related

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**7. Description**

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Architectural Classification (enter categories from instructions)  
OTHER / pin-/rigid-connected Pratt pony truss

Materials (enter categories from instructions)  
foundation N/A  
walls N/A  
roof N/A  
other N/A

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Describe present and historic physical appearance.

Located 7.1 miles southeast of Kearney, the Kilgore Bridge spans the North Channel of the Platte River in a rural Buffalo County setting that has changed little since the structure's period of significance. Other than maintenance-related repairs, the bridge remains essentially unaltered as it continues to carry vehicular traffic. The Kilgore Bridge today retains a high degree of integrity of location, design, setting, materials, workmanship, feeling and association. A description of the structure follows:

span number:	3	construction date:	1915
span length:	87.0'	construction cost:	\$8590.00
total length:	259.0'	current condition:	good
roadway wdt.:	15.8'	alterations:	none

superstructure: steel, 3-panel, pin- / rigid-connected Pratt pony truss with gussets  
substructure: concrete abutments and wingwalls; steel pile bent piers with concrete caps  
floor/decking: concrete decking over I-beam stringers  
other features: upper chord: 2 channels with cover plate and lacing; bottom chord: 2 punched rectangular eyebars; vertical: 4 angles with batten plates; diagonal: 2 punched rectangular eyebars; lateral bracing: round bar; floor beam: I-beam field bolted to vertical; guardrail: 2 channels

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**8. Statement of Significance**

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Certifying official has considered the significance of this property in relation to other properties:

	statewide
Applicable National Register Criteria	C
Criteria Considerations (Exceptions)	N/A
Areas of Significance	Engineering
Period of Significance	1915 (The period of significance is derived from the original construction date.)
Significant Dates	1915
Cultural Affiliation	N/A
Significant Person	N/A
Architect/Builder (Designer)	Nebraska Department of Roads
(Fabricator)	Lackawanna Steel Company, Pittsburgh PA
(Builder)	Omaha Structural Steel Works, Omaha NE

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State significance of property, and justify criteria, criteria considerations and areas of significance noted above.

By 1915 Buffalo County had spent years maintaining and repairing the long timber pile Kilgore Bridge over the North Channel of the Platte River southeast of Kearney. That February the board of supervisors voted for the structure's replacement. The board adopted standard plans developed by the state engineer, awarded an annual bridge construction contract to the Omaha Structural Steel Works, and then solicited the state engineer's advice on the "most advisable method" to construct a new span at the site of the existing bridge. In June the county placed an order with Omaha Structural Steel for the new Kilgore Bridge: a three-span pony truss on 36-foot steel piling foundations, designed by the state highway department. The contractor began substructural work that summer; in August the supervisors solicited bids for 810 feet of earth fill to constrict the river on the bridge's south end. (They awarded the fill contract to local contractor J. Sherman Bowker in November.) Using components rolled by Lackawanna, Omaha Structural Steel completed the structure by December 1915. The fill work proved more problematic, however, and it was not until the following December that the work was finally accepted by the board. Total cost of the bridge: \$8590; fill work, \$3240. The Kilgore Bridge was later taken over by the state as part of State Highway 10. Though no longer on the highway, it still functions in essentially unaltered condition as a secondary crossing.

A noteworthy example of the state's then-newly formulated pin/rigid connection technology, the Kilgore Bridge is one of the few remaining multiple-span pinned pony trusses in Nebraska. It is further distinguished as the only pinned truss remaining on the state's primary system.

For further contextual information regarding bridge building in Nebraska, registration requirements, and property types, see related multiple property listing "Highway Bridges in Nebraska, 1870 - 1942."

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**9. Major Bibliographical References**

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Nebraska Department of Roads, Structure Inventory and Appraisal: Structure Number S010 04736R; Proceedings of the Buffalo County Board of Supervisors, Book 8: 24 February 1915 (page 202), 26 March 1915 (page 209), 14 June 1915 (pages 221-222), 27 August 1915 (page 251), 29 September 1915 (page 258), 4 November 1915 (page 261), 14 December 1915 (page 273), 6 January 1916 (page 290), located at the Buffalo County Courthouse, Kearney, Nebraska; field inspection by Clayton Fraser, 11 July 1989.

\_\_\_ See continuation sheet

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:

- State historic preservation office
- \_\_\_ Other State agency
- \_\_\_ Federal agency
- \_\_\_ Local government
- \_\_\_ University
- \_\_\_ Other (specify repository:)

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**10. Geographical Data**

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Acreage of Property    less than one acre  
Cadastral Reference    S12, T8N, R15W  
USGS Quadrangle       Newark (7.5 Minute Series, 1962; photorevised 1974)  
UTM References        zone 14    easting 504150    northing 4503450

\_\_\_ See continuation sheet

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Verbal Boundary Description

The nominated property is a rectangular shaped parcel measuring 259 feet by 17.8 feet, which is centered on the UTM point listed above. Included within this rectangular parcel are the bridge's superstructure, substructure, floor system, and approach spans.

\_\_\_ See continuation sheet

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Boundary Justification

The nominated structure includes the bridge's superstructure, substructure, floor system, any approach spans and the property on which they rest. These boundaries encompass, but do not exceed, all of the property that has been historically associated with this bridge.

\_\_\_ See continuation sheet

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**11. Form Prepared By**

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name/title	Clayton B. Fraser, Principal	date	30 June 1991
organization	Fraserdesign and Hess, Roise and Company	telephone	303-669-7969
street & number	1269 Cleveland Avenue	state	Colorado
city or town	Loveland	zip code	80537

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