



United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
REGISTRATION FORM

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1. Name of Property

historic name Pryor Creek Bridge

other names/site number Structure #66E0332N4260002

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2. Location

street & number Carries First St. over Pryor Creek, SW of intersection with SR 66 not for publication N/A  
city or town Chelsea vicinity x  
state Oklahoma code OK county Rogers code 131  
zip code 74016

3. 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. I recommend that this property be considered significant \_\_\_ nationally X statewide \_\_\_ locally. ( N/A See continuation sheet for additional comments.)

[Signature] 7-24-06  
Signature of certifying official                      Date

Oklahoma Historical Society, SHPO  
State or Federal agency and bureau

In my opinion, the property \_\_\_ meets \_\_\_ does not meet the National Register criteria. ( \_\_\_ See continuation sheet for additional comments.)

\_\_\_\_\_  
Signature of commenting or other official                      Date

\_\_\_\_\_  
State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

entered in the National Register [Signature] 9-6-06  
\_\_\_ See continuation sheet.  
 determined eligible for the \_\_\_\_\_  
National Register  
\_\_\_ See continuation sheet.  
 determined not eligible for the \_\_\_\_\_  
National Register  
\_\_\_ removed from the National Register \_\_\_\_\_

\_\_\_ other (explain): \_\_\_\_\_

[Signature] \_\_\_\_\_  
Signature of Keeper                      Date of Action

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5. Classification

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Ownership of Property (Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property (Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

Contributing	Noncontributing
<input type="checkbox"/>	<input type="checkbox"/> buildings
<input type="checkbox"/>	<input type="checkbox"/> sites
<input checked="" type="checkbox"/> 1	<input type="checkbox"/> structures
<input type="checkbox"/>	<input type="checkbox"/> objects
<input checked="" type="checkbox"/> 1	<input type="checkbox"/> Total

Number of contributing resources previously listed in the National Register 0

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.) Route 66 and Associated Historic Resources in Oklahoma

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6. Function or Use

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Historic Functions (Enter categories from instructions)

Cat: TRANSPORTATION Sub: road-related (vehicular)

_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

Current Functions (Enter categories from instructions)

Cat: TRANSPORTATION Sub: road-related (vehicular)

_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

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7. Description

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Architectural Classification (Enter categories from instructions)

OTHER: Modified Pratt Through Truss Bridge

\_\_\_\_\_  
\_\_\_\_\_

Materials (Enter categories from instructions)

foundation CONCRETE

roof \_\_\_\_\_

walls \_\_\_\_\_

other STEEL

\_\_\_\_\_

Narrative Description (Describe the historic and current condition of the property on one or more continuation sheets.)

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**8. Statement of Significance**

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Applicable National Register Criteria (Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- 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.
- 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 (Mark "X" in all the boxes that apply.)

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or a grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)

ENGINEERING

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

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\_\_\_\_\_

Period of Significance 1926-1932

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\_\_\_\_\_

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8. Statement of Significance (Continued)

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Significant Dates 1926, 1932

\_\_\_\_\_  
\_\_\_\_\_

Significant Person (Complete if Criterion B is marked above)

N/A

Cultural Affiliation N/A

\_\_\_\_\_  
\_\_\_\_\_

Architect/Builder E.G. Fike & Son, Contractor

\_\_\_\_\_

Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.)

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9. Major Bibliographical References

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(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

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

Name of repository: Oklahoma Historical Society

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10. Geographical Data

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Acreege of Property Less than one acre

UTM References (Place additional UTM references on a continuation sheet)

	Zone Easting	Northing	Zone Easting	Northing
1	<u>15</u>	<u>283800E</u>	<u>4046170N</u>	<u>3</u>
2	<u>                    </u>	<u>                    </u>	<u>4</u>	<u>                    </u>

N/A See continuation sheet.

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.)

Boundary Justification (Explain why the boundaries were selected on a continuation sheet.)

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11. Form Prepared By

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name/title Anna Eddings, Historian/Architectural Historian

organization Oklahoma Department of Transportation Cultural Resources Program date February 26, 2006

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street & number 111 East Chesapeake, room 102 telephone (405)325-8665

city or town Norman state OK zip code 73019

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Additional Documentation

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Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.

A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items (Check with the SHPO or FPO for any additional items)

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Property Owner

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(Complete this item at the request of the SHPO or FPO.)

name Rogers County

street & number 219 S Missouri, room 1-109 telephone (918) 341-0585

city or town Claremore state OK zip code 74017



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Pryor Creek Bridge

name of property

Rogers County, Oklahoma

county and State

Route 66 and Associated Historic Resources in Oklahoma

name of multiple property listing

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Description

Summary

The Pryor Creek Bridge is located in Rogers County approximately a quarter of a mile east of the northeastern edge of the small town of Chelsea. This single span, modified Pratt through truss bridge was constructed in 1926 and carries First Street, which was on the alignment of the original path of US Highway 66, through Chelsea. First Street extends in a southwesterly direction from its eastern intersection with State Highway 66; the current highway is on the path of the US Highway 66 alignment constructed in 1932 which bypassed this bridge. The setting of the bridge is a wooded stream valley with no nearby buildings.

**Pryor Creek Bridge**

The nominated bridge is 123 feet in length, with a total width of 19 feet and a curb-to-curb width of 18 feet. It is in the modified Pratt through truss design and has riveted connections. Its top chord is flat, which is one defining feature of a Pratt truss. In describing metal truss bridges, the web is the area between the top and bottom chords, and it is divided into panels; a panel refers to the area between any two vertical beams which reach from the top to the bottom chord, and the area between a vertical and the inclined end post at the end of the truss. The Pryor Creek Bridge is six panels long. Diagonals are the beams that run diagonally between the top and bottom chords within panels. Modified Pratt through trusses have horizontal struts within some of the panels; the standard modified Pratt through trusses built in Oklahoma have these struts in the two center panels, and each strut reaches half-way across a panel, from the vertical to intersection with the diagonal. The truss members, or the beams that make up the truss, are each composed of different types of beams tied together. Following is a description of each of the truss members in the Pryor Creek Bridge:

Top Chord: Pair of C-beams with a riveted top plate and zig-zag lacing on bottom

Inclined End Posts: Same as the top chord

Bottom Chord: Pair of C-beams connected with stay plates

Verticals: Center verticals: two pairs of L-beams with solid plate in between

Hip verticals (on ends): Two pairs of L-beams connected with stay plates

Diagonals: Center diagonals: Two pairs of L-beams with solid plate in between

End diagonals: One heavier pair of L-beams connected with stay plates

Horizontal Struts: Pair of C-beams connected with stay plates

The corners of the truss structure are seated on metal bearing plates on the concrete abutments. Concrete wing walls extend out from the abutments, and the bridge has a concrete deck and curb. Inscribed in the concrete top of the

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northwest abutment is "OKLA S.H.C. 1926," referring to the Oklahoma State Highway Commission. Top lateral struts are the beams that are over the top of the roadway, reaching from one top chord to the other. Below these lateral struts, the sway bracing on this bridge takes an "X" pattern. The portal bracing is also in this "X" pattern, and there are curved portal brackets (between the portals and the inclined end posts) as well. A single-intersection lattice guardrail is intact throughout the entire length. The bridge is rusted and lacks paint, but there are no bent truss members and overall it retains its historic integrity.

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Narrative Statement of Significance

**Summary**

As a bridge that was formerly on US Highway 66, the Pryor Creek Bridge falls within the scope of the Multiple Property Nomination "Route 66 and Associated Historic Resources in Oklahoma." It was constructed in 1926, nearly concurrent with the route it carried being designated as US 66 in late 1926. Soon, in 1932, a new alignment of US 66 bypassed this bridge. It fits the property type classification "Bridges," and as such it is significant under Criterion C in Engineering, being a good example of a modified Pratt through truss, a bridge design associated with US Highway 66, and commonly used on this and other highways in Oklahoma.<sup>1</sup>

**Historical Background**

The design of this Pryor Creek Bridge, the modified Pratt design, is a variation of the Pratt design, one of the most basic and common metal truss bridge types. The defining features of a Pratt truss are a top chord that is flat, and extending below this topmost beam, vertical beams that carry compressive (pushed together) forces, and diagonal beams that carry tensile (pulled apart) forces. Early Pratt trusses in Oklahoma were lightweight, their main junctures were pin-connected, and they were most often built by bridge companies for county commissioners throughout the state. By the 1920s, with the increase in automobile traffic and the need for heavier bridges to carry the greater loads, came a State Highway Commission in Oklahoma with authority to build bridges and roads. The Commission had standard plans and specifications for bridges built on state and federal highways. A standard design for metal truss bridges in span lengths of around 120 feet was the modified Pratt through truss. In contrast to the earliest Pratt trusses, these modified Pratts had riveted connections at their main junctures, and had horizontal struts for greater strength, in addition to their vertical and diagonal beams.<sup>2</sup> Other examples of modified Pratt through trusses built on the state's highways include a 120-foot long bridge built in 1929 in Pontotoc County that carries State Highway 1 over the Blue River, and a bridge in Carter County

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<sup>1</sup> Kathy Anderson, Jim Ross, and Gary Ray Howell, Oklahoma Route 66 Association, *Oklahoma Route 66 Roadbed Documentation project (1926-1970): A Survey of Roadbed and Integral Structures* (Oklahoma City: Oklahoma State Historic Preservation Office, 2002), 14, Map #9; Michael Cassity, "Oklahoma Route 66 Historic Resources, 1926-1970," *Route 66 in Oklahoma: Statement of Historical Context, National Register of Historic Places, Multiple Property Documentation Form*, (On file at the Oklahoma State Historic Preservation Office, Oklahoma City, Oklahoma, 2003), 11.

<sup>2</sup> Joseph E. King, *Spans of Time: Oklahoma's Historic Highway Bridges* (Oklahoma City, OK: Oklahoma Department of Transportation, 1993), 23, 34, 51; *Annual Report of the State Highway Commission for the Years 1919 to 1924 Inclusive to the Governor of Oklahoma* (Oklahoma City, January 1, 1925), 18.

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built in 1930 made up of three modified Pratt through trusses at 120 feet each that carries US Highway 77 over Caddo Creek. Although there are some minor variations, the modified Pratt design of these two bridges is identical to the Pryor Creek Bridge.<sup>3</sup>

The Pryor Creek Bridge is a good example representing one type of bridge out of the variety of those used on US Highway 66. It is a through truss, which means it has beams bracing it over the top of the roadway, so that vehicles travel through it as through a tunnel. In contrast, pony trusses have truss beams only on the sides of the roadway, not over the top. Through truss spans are longer and taller than pony trusses, and so were used when conditions made longer spans necessary. There is only one other modified Pratt through truss remaining on the former US Highway 66 in Oklahoma. It is across Timber Creek in Beckham County and was built in 1926. While the Pryor Creek Bridge is unaltered, the Timber Creek Bridge has undergone the removal of its curved portal brackets, and it has a modern W-guardrail affixed to its original lattice guardrail. There are two through truss bridges on the former US 66 in Oklahoma representing the Parker design, which is much like the Pratt; the difference is that the Parker has a curved rather than flat top chord. Parker trusses are usually longer as well. The Rock Creek Bridge west of Sapulpa in Creek County (National Register-listed, Number 95000031) is a 144-foot Parker through truss with approach spans built in 1921; it has some evident damage. The Lake Overholser Bridge in Oklahoma County (National Register-listed, Number 04000133) is made up of four modified Parker through trusses at 140 feet each, and two camelback pony trusses. Examples of larger metal truss bridges of a later design are two bridges that carried US Highway 66 over Bird Creek (former Verdigris River channel) near Catoosa in Rogers County. Nearly identical, each is made up of three K through trusses and three camelback pony trusses. The bridge that carries the westbound traffic dates from 1936, and the bridge that carries eastbound traffic was built in 1957, when the highway was expanded to four lanes.<sup>4</sup>

The Pryor Creek Bridge in its design, construction, and replacement is tied to engineering significance within the context of US Highway 66 bridges as outlined in the Multiple Property Nomination. Contract for this bridge's construction was let in early 1926; at that time it would carry State Highway 7, which was designated as US Highway 66 in late 1926. In 1926 there were also several projects for grading and completing drainage structures on State Highway 7 in the area of the towns of Claremore, Chelsea, and Vinita, as well as projects on other roads nearby—a highway engineer even had an office in Vinita at the time. Bond issues approved by Rogers County had been partially responsible for this construction. By the 1930s there was increased traffic on US Highway 66 which, when combined

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<sup>3</sup> Bridge Survey Files, Oklahoma Department of Transportation Cultural Resources Program, Norman, Oklahoma.

<sup>4</sup> King, *Spans*, 34; Bridge Survey Files, Oklahoma Department of Transportation Cultural Resources Program; Anderson, Ross, and Howell, *Roadbed Documentation*, 15, Map #15.

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with the evolving traffic engineering standards of straighter alignments and fewer stops, led in 1932 to the bypass of the Pryor Creek Bridge and the city street it carried with a straighter, paved alignment to the north, and a new bridge over Pryor Creek.<sup>5</sup>

**Summary**

The Pryor Creek Bridge carried US Highway 66 traffic from 1926 to 1932; therefore, it is directly related to this highway during its period of significance. It is significant under National Register Criterion C in Engineering, and fits in the Multiple Property Nomination "Route 66 and Associated Historic Resources in Oklahoma" in the property type "Bridges" as they demonstrate the evolution of bridge-building technology and changing traffic patterns on US Highway 66.

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<sup>5</sup> Cassity, "Oklahoma Route 66," 10-11, 24-25, 27, 37, 61, 63-65; *Vinita Daily Journal*, 25 January, 4 February, 4 March, 30 November 1926; *Report of the State Highway Commission of Oklahoma, 1925-1926* (Oklahoma City, January 1, 1927), 38, 41, 66, 75, 78, 154; *Claremore Weekly Progress*, 13 May 1926; Anderson, Ross, and Howell, *Roadbed Documentation*, Map #9.

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Major Bibliographical References

Anderson, Kathy, Jim Ross, and Gary Ray Howell, Oklahoma Route 66 Association. *Oklahoma Route 66 Roadbed Documentation Project (1926-1970): A Survey of Roadbed and Integral Structures*. Oklahoma City, OK: Oklahoma State Historic Preservation Office, 2002.

*Annual Report of the State Highway Commission for the Years 1919 to 1924 Inclusive to the Governor of Oklahoma*. Oklahoma City, January 1, 1925.

Bridge Survey Files. Oklahoma Department of Transportation Cultural Resources Program, Norman, Oklahoma.

Cassity, Michael. "Oklahoma Route 66 Historic Resources, 1926-1970," Route 66 in Oklahoma: Statement of Historical Context, National Register of Historic Places, Multiple Property Documentation Form. On file at the Oklahoma State Historic Preservation Office, Oklahoma City, Oklahoma, 2003.

*Claremore Weekly Progress*, 31 December 1925 through 30 December 1926.

King, Joseph E. *Spans of Time: Oklahoma's Historic Highway Bridges*. Oklahoma City, OK: Oklahoma Department of Transportation, 1993.

*Report of the State Highway Commission of Oklahoma, 1925-1926*. Oklahoma City, January 1, 1927.

*Vinita Daily Journal*, 12 September 1925 through 31 December 1926.

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Verbal Boundary Description

The property boundary consists of a rectangle forty five feet wide and one hundred and fifty three feet long centered on the Pryor Creek Bridge. It is located on First Street, approximately 230 feet southwest of its intersection with State Highway 66.

Boundary Justification

This boundary includes the area historically associated with the bridge.