

United States Department of the Interior  
National Park Service

072



NATIONAL REGISTER OF HISTORIC PLACES  
REGISTRATION FORM

1. Name of Property

historic name Little Cabin Creek Bridge

other names/site number Structure #1806 0724 X

2. Location

street & number Carries US Highway 60/69 over Little Cabin Creek, SE of junction with Interstate 44

not for publication N/A

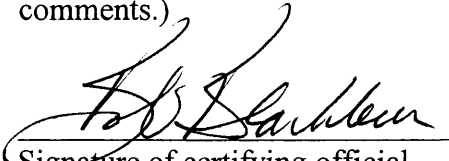
city or town Vinita vicinity x

state Oklahoma code OK county Craig code 035

zip code 74301

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, 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 \_\_\_ nationally  statewide \_\_\_ locally. ( N/A See continuation sheet for additional comments.)

 1-20-09  
\_\_\_\_\_  
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 \_\_\_\_\_  
\_\_\_ 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 of Keeper                      Date of Action

5. Classification

---

---

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

---

---

6. Function or Use

---

---

Historic Functions (Enter categories from instructions)

Cat: TRANSPORTATION Sub: road-related (vehicular)

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

Current Functions (Enter categories from instructions)

Cat: TRANSPORTATION Sub: road-related (vehicular)

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

---

---

7. Description

---

---

Architectural Classification (Enter categories from instructions)

OTHER: Parker Pony 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.)

=====  
8. Statement of Significance  
=====

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

Period of Significance 1934-35  
\_\_\_\_\_  
\_\_\_\_\_

=====  
8. Statement of Significance (Continued)  
=====

Significant Dates 1934-35  
\_\_\_\_\_  
\_\_\_\_\_

Significant Person (Complete if Criterion B is marked above)  
N/A

Cultural Affiliation N/A  
\_\_\_\_\_  
\_\_\_\_\_

Architect/Builder Nims & Frost, Contractor  
\_\_\_\_\_

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

9. Major Bibliographical References  
=====

(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 Department of Transportation

=====  
10. Geographical Data  
=====

Acreage 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>264760</u>	<u>3</u>	<u>          </u>	<u>          </u>
2	<u>          </u>	<u>          </u>	4	<u>          </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.)

=====  
11. Form Prepared By  
=====

name/title Anna Marie Eddings, Historian/Architectural Historian

organization Oklahoma Department of Transportation Cultural Resources Program date October 20, 2008

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

city or town Norman state OK zip code 73019

=====  
Additional Documentation  
=====

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)

=====  
Property Owner  
=====

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

name Oklahoma Department of Transportation

street & number 200 Northeast 21<sup>st</sup> St. telephone (405) 521-2606 (Bridge Division)

city or town Oklahoma City state OK zip code 73105-3204



United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section 7 Page 9 Little Cabin Creek Bridge  
name of property  
Craig County, Oklahoma  
county and State

---

---

Description

**Summary**

The Little Cabin Creek Bridge is located in Craig County approximately one and one-half miles southeast of Vinita, the county seat, and approximately one mile southeast of the Interstate 44 (Will Rogers Turnpike) junction. It carries US Highway 60/69 over Little Cabin Creek and was constructed in 1934-35 by Nims & Frost general contractors. At that time, it carried US Highway 66. The bridge consists of a Parker pony truss span and eight I-beam steel stringer approach spans. A rural landscape with wooded stream valley, pasture, cultivated fields, and a pecan grove comprise the bridge's setting.

**Little Cabin Creek Bridge**

The Little Cabin Creek Bridge has a total length of 388 feet and it combines a 95-foot Parker pony truss with eight I-beam steel stringer approach spans, each 36 feet long. Two approach spans are east of the truss and six approach spans are west of the truss. The approach spans are over the creek's primary and secondary terraces, while the truss is over the creek channel.

Concrete deck and curbs are present the entire length of the bridge. The curbs have metal pipe drains. The bridge's driving surface width (between the curbs) is 24 feet, and the total width inclusive of curbs and guardrail is 25 feet. The steel stringer approach spans have concrete post-and-beam guardrail, while the guardrail on the truss is a pair of I-shaped beams.

The truss is in the Parker pony truss design and has riveted connections. A pony truss is defined as a truss bridge which has no bracing over the top of the roadway, while the Parker design indicates that the bridge's top chord is curved. In describing metal truss bridges, the topmost beam of the truss is called the top chord, the bottom beam is called the bottom chord, and linking the top and bottom chords are vertical and diagonal beams. Following is a description of the truss members of the Little Cabin 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 batten plates

Diagonals: I-beams

Verticals: I-beams

Underneath the deck there are I-beams running longitudinally the length of the truss, and larger I-beam floor beams spanning the width of the truss. The bottom lateral bracing consists of L-beams in an "X" pattern between the floor beams. The approach spans are constructed of I-beam stringers running longitudinally the length of each span. Smaller

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section 7 Page 10 Little Cabin Creek Bridge  
name of property  
Craig County, Oklahoma  
county and State

=====

I-beam diaphragms inserted between the stringers span the width of the bridge.

The bridge's substructure elements are constructed of reinforced concrete. The truss rests on column piers with solid web wall. The I-beam stringer approach spans rest on pile bents, each composed of a bent cap on top of four piles. The bridge's abutments are classified as stub abutments because they are relatively short and sit at the top of the stream terrace. The wing walls are extensions of the abutment walls that retain roadway fill at each side of the abutment. The Little Cabin Creek Bridge's wing walls are called flared because they form an acute angle with the roadway leading to the bridge. Concrete wing posts, slightly larger than the concrete posts in the guardrail, sit atop the abutments at all four corners of the bridge.

**Alterations/Condition**

The bridge has no alterations other than minor repair work, such as wood planks inserted to contain spalling concrete. The bridge retains integrity because the truss members are all intact and undamaged, and the post-and-beam guardrail on the approach spans is also intact. There are numerous areas of cracking and spalling concrete, of sufficient severity to expose the metal reinforcing bars in some places. Although paint coverage on the truss and I-beam stringers is good, there are some areas of rust especially at the beam ends. The bridge has a sufficiency rating of 48.6 on a scale of 100 and is classified as structurally deficient by the state bridge inspection process.

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section 8 Page 11 Little Cabin Creek Bridge  
name of property  
Craig County, Oklahoma  
county and State

---

---

Narrative Statement of Significance

**Summary**

As a bridge that was formerly on US Highway 66, the Little Cabin Creek Bridge falls within the scope of the Multiple Property Nomination "Route 66 and Associated Historic Resources in Oklahoma." It was constructed in 1934-35 on US Highway 66 and remained on this highway through 1970, the end date of the period of significance for the Multiple Property Nomination. It fits the property type classification "Bridges," and as such it is significant under Criterion C in Engineering, being a good example of a Parker pony truss, a bridge design associated with US Highway 66, and commonly used on this and other highways in Oklahoma.

**Historical Background**

Bridges, on the former US Highway 66 as well as other roads statewide, are among the resources that represent the development of road building and the highway department in Oklahoma. Although the state's 1907 constitution contained a provision for a state highway department, it was not until 1911 that lawmakers passed legislation activating this provision and creating the Oklahoma Department of Highways. Initially, the department lacked the funds and authority to build and maintain highways. This responsibility remained with county governments. Rather, the main functions of the department were collecting information about road building and setting standards for road and bridge construction. Before, counties had relied on the standard bridge designs provided by private bridge companies, but the new highway department developed their own designs for bridges and encouraged the counties to use these improved state standards. The influence of the highway department gradually increased, aided by 1915 legislation strengthening it, the 1916 Federal Aid Road Act which required the states to put up matching funds to receive federal aid for road construction, and a similar grant-in-aid program providing state funding to counties for road projects. A significant turning point came in 1924, when a measure passed the state legislature that re-organized the Department of Highways, creating a three-member State Highway Commission with full authority to construct and maintain a state highway system. The state's bridge standards continued evolving to accommodate the increasing number and greater weight of vehicles on the roads. During the 1929-1930 biennium, the commission revised the bridge specifications, which now included designs for bridges in lengths of 10 to 210 feet—concrete slabs and girders and steel I-beams for the shorter spans, metal truss bridges for longer spans.<sup>1</sup>

The design of the Little Cabin Creek Bridge, the Parker pony truss, is a variation of the Pratt design, which is 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, while

---

<sup>1</sup> Maryjo Meacham, "Route 66 and Associated Historic Resources in Oklahoma," National Register of Historic Places, Multiple Property Documentation Form, (On file at the Oklahoma State Historic Preservation Office, Oklahoma City, Oklahoma, 1994), section F, pages 8-9; William Paul Corbett, "Oklahoma's Highways: Indian Trails to Urban Expressways," (Ph.D. dissertation, Oklahoma State University, 1982), 173, 197, 202-03, 205-06, 216-17; *Report of the State Highway Commission of Oklahoma, 1929-1930* (Oklahoma City, December 31, 1930), 52.

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section 8 Page 12 Little Cabin Creek Bridge  
name of property  
Craig County, Oklahoma  
county and State

=====

extending below this topmost beam are vertical beams that carry compressive (pushed together) forces and diagonal beams that carry tensile (pulled apart) forces. A Parker truss, likewise, has verticals in compression and diagonals in tension, but its top chord is curved, or polygonal, rather than flat. Because a truss bridge's stresses are greater at mid-span than at the ends, a curved top chord allowed for more depth (that is, taller verticals and diagonals) at the center of the truss where stresses were highest, and less depth (that is, shorter verticals and diagonals) at the ends of the truss where the stresses were lighter and the extra metal was not needed. Thus polygonal top chord-bridges brought about a reduction in weight compared to flat top chord-bridges, which made the curved top chord-design favorable for longer spans. The standard designs that the Oklahoma State Highway Commission was using for pony truss (trusses with no overhead bracing) bridges during the 1920s through the 1950s, the years many US Highway 66 bridges were built, illustrate this design/length correlation: flat top chord-pony trusses were used for 60- to 80-foot lengths, while polygonal top chord-pony trusses were used for 80- to 100-foot lengths.<sup>2</sup>

The Little Cabin Creek Bridge, more specifically, is a five-panel Parker pony truss with five slopes in its top chord. In describing a truss bridge, a panel refers to the area between any two vertical beams, and the area between a vertical and the inclined end post at the end of the truss. The vast majority of the Parker pony trusses built from State Highway Commission designs had five panels, although there are some six-panel versions. In most instances, a Parker truss with exactly five slopes in the top chord is called a camelback truss. However, it is uncertain whether the five-panel, five-slope top chord design can be accurately described as a camelback for this reason: with five panels there will of necessity be five slopes in the top chord, because with a polygonal top chord, the top chord changes angle in each panel. The five-panel, five-slope top chord design is more like a Parker in this relation of its top chord to its panels.<sup>3</sup> Generally in truss bridge literature, the camelback designation refers to a bridge with more than five panels.

<sup>2</sup> FRASERdesign, *Missouri Historic Bridge Inventory : Draft Inventory Report, vol. 1* (n. p.: Missouri Highway and Transportation Department, April 1996), 102; Clayton B. Fraser, "Highway Bridges in Colorado," National Register of Historic Places, Multiple Property Documentation Form, (On file at the Office of Archaeology and Historic Preservation, Denver, Colorado, 2000), 95; Larry Jochims, "Metal Truss Bridges in Kansas, 1861-1939," National Register of Historic Places, Multiple Property Documentation Form, (On file at the Kansas State Historic Preservation Office, Topeka, Kansas, 1990), section E, page 2; James L. Cooper, *Iron Monuments to Distant Posterity: Indiana's Metal Truss Bridges, 1870-1930* (n.p.: DePauw University, Federal Highway Administration, Indiana Department of Highways, Indiana Department of Natural Resources, National Park Service, 1987), 70; Joseph E. King, *Spans of Time: Oklahoma's Historic Highway Bridges* (Oklahoma City, OK: Oklahoma Department of Transportation, 1993), 42; Obsolete Bridge Standards, on file at Printing Services, Oklahoma Department of Transportation, Oklahoma City, Oklahoma; Bridge Survey Files, Oklahoma Department of Transportation Cultural Resources Program, Norman, Oklahoma; Wes Kinsler, "Oklahoma's state-standard designs: The search for the perfect truss," unpublished web page, copy in the hands of Anna Marie Eddings, Norman, Oklahoma.

<sup>3</sup> Bridge Survey Files, Oklahoma Department of Transportation Cultural Resources Program; Kinsler, "Oklahoma's state standard designs,"; Wes Kinsler, e-mail to Anna Marie Eddings, 10 October 2008, copy in the hands of Anna Marie Eddings, Norman, Oklahoma.

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section 8 Page 13 Little Cabin Creek Bridge  
name of property  
Craig County, Oklahoma  
county and State

---

---

The five-panel Parker pony truss was a favorite of the state's highway engineers, evidenced by its use from the 1920s through the 1950s. As noted above, there were standard specifications for its design in 80- and 100-foot lengths. It was preferred because the five-angle top chord allowed for easy standardization and predictability under loads. This bridge design was also strong and versatile, commonly constructed in combination with other types of trusses, especially K-through trusses. Multiple five-panel Parker pony trusses were often used for wide river crossings instead of larger and more expensive bridges.<sup>4</sup>

Along US Highway 66 as it was being paved and improved throughout Oklahoma, engineers frequently called for the use of the five-panel Parker pony truss. Besides the Little Cabin Creek Bridge, there are four other bridges of this type remaining on the former US Highway 66 in Oklahoma. Two are contributing resources in the NRHP-listed Bridgeport Hill-Hydro Route 66 Segment (NR #04000129). These are the Dead Woman Creek Bridge, a single-span 83-foot structure, and the William H. Murray Bridge over the South Canadian River, a bridge utilizing thirty-eight, 100-foot Parker pony trusses and two steel stringer approach spans. The 1931 Pryor Creek Bridge (distinguished from the nearby 1926 Pryor Creek Bridge on former US Highway 66, a through truss) near Chelsea is an 80-foot Parker pony truss flanked by two steel stringer approach spans. These three bridges have no alterations that would diminish their integrity. The Captain Creek Bridge (NR #04000134) near Wellston is a 100-foot skewed Parker pony truss flanked by two steel stringer approach spans; it has been altered by the removal of the original concrete post-and-beam railing on the approach spans. The Little Cabin Creek Bridge ranks as one of the more significant of these because of its size, being composed of a 95-foot truss and eight steel stringer approach spans, and its integrity.<sup>5</sup>

The Little Cabin Creek Bridge in its design and construction is tied to engineering significance within the context of US Highway 66 bridges as outlined in the Multiple Property Nomination. This bridge was part of project number NRH149-B, which included the construction of three bridges on US Highway 66 east of Vinita in Craig County. It was linked with another project for paving approximately three miles of this highway east of Vinita. The contractor for the project as a whole was Harrison Engineering and Construction, while the contractor responsible for building the three bridges was Nims & Frost General Contractors. The contract price for these three bridges was \$42,760.37. The State Highway Commission awarded the contract on February 13, 1934, and the official completion date for the project was February 28, 1935, although other sources indicate that the bridges were probably completed in late 1934, before the paving was finished. The Little Cabin Creek Bridge replaced a bridge built only a short time previously, 1926. During these years,

---

<sup>4</sup> Obsolete Bridge Standards, on file at Printing Services, Oklahoma Department of Transportation; Bridge Survey Files, Oklahoma Department of Transportation Cultural Resources Program; King, *Spans*, 24-25, 32, 42-43; *Report of the State Highway Commission of Oklahoma, 1931-1932*, (Oklahoma City, December 31, 1932), 51; Wes Kinsler, e-mail to Anna Marie Eddings, 10 October 2008.

<sup>5</sup> King, *Spans*, 24; Bridge Survey Files, Oklahoma Department of Transportation Cultural Resources Program; 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, OK: Oklahoma State Historic Preservation Office, 2002), 14, 21, 25, 26.

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section 9 Page 14 Little Cabin Creek Bridge  
name of property  
Craig County, Oklahoma  
county and State

---

the bridge standards were changing rapidly to provide for bridges that were wider and stronger in design as the number of trucks carrying heavy loads grew, and the speed of vehicles traveling on the highways increased. By the 1930s, it was the policy of the State Highway Commission to replace outdated bridges in conjunction with paving projects affecting the roadbed adjacent to them. Standard bridge widths in 1926 were approximately 18 feet, while by 1934 the standard width was approximately 24 feet. The need for wider, stronger bridges also reflects the increasing amount of traffic on US Highway 66.<sup>6</sup>

Conclusively attributing the design of the Little Cabin Creek Bridge to a particular engineer is difficult. On its construction plans, only the initials of the draftsmen or engineers who drew, revised, and checked the plans are listed. These plans indicate that the bridge was to be built to the Oklahoma state standards and specifications of 1932 for abutments, I-beam spans, and the 95-foot truss. Upon examination of the Oklahoma state bridge standards of 1932, however, no plans for a 95-foot, five-panel Parker pony truss were found, only plans for 80- and 100-foot trusses of this design. These standards were drawn under the supervision of the State Bridge Engineer Homer X. White, who continued in this office through 1935 when the Little Cabin Creek Bridge was completed. Therefore, it seems probable that he or his staff members were ultimately responsible for the design the bridge.<sup>7</sup>

### Summary

The Little Cabin Creek Bridge carried US Highway 66 traffic from its construction in 1934-35 through 1970, the end date of the period of significance for the Multiple Property Nomination. 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.

---

<sup>6</sup> *Report of the State Highway Commission of Oklahoma, 1935-1936* (Oklahoma City, December 31, 1936), 10-11; *Report of the State Highway Commission of Oklahoma, 1933-1934* (Oklahoma City, December 31, 1934), 20-21, 132; *Vinita Leader*, 1, 8, 22 February, 19 April 1934; *Report of the State Highway Commission of Oklahoma, 1931-1932*, 13, 37; Anderson, Ross, and Howell, *Roadbed Documentation*, 14; *Report of the State Highway Commission of Oklahoma, 1927-1928* (Oklahoma City, January 1, 1928), 36; Obsolete Bridge Standards, on file at Printing Services, Oklahoma Department of Transportation; Meacham, "Route 66," section F, page 8.

<sup>7</sup> State of Oklahoma Department of Highways, "Plan and Profile of Proposed State Highway, US Public Works Project NRM 149A, NRH 149B, U.S. Highway No. 66," sheet 21, plans on file at Printing Services, Oklahoma Department of Transportation; Obsolete Bridge Standards, on file at Printing Services, Oklahoma Department of Transportation.

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section 10 Page 15 Little Cabin Creek Bridge  
name of property  
Craig County, Oklahoma  
county and State

=====

**Bibliography**

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.

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

es L. *Iron Monuments to Distant Posterity: Indiana's Metal Bridges, 1870-1930*. N. p.: DePauw University, Federal Highway Administration, Indiana Department of Highways, Indiana Department of Natural Resources, National Park Service, 1987.

ett, William Paul. "Oklahoma's Highways: Indian Trails to Urban Expressways," Ph.D. dissertation. Oklahoma State University, 1982.

Fraser, Clayton B. "Highway Bridges in Colorado," National Register of Historic Places Multiple Property Documentation Form. On file at the Office of Archaeology and Historic Preservation, Denver, Colorado, 2000.

FRASERdesign. *Missouri Historic Bridge Inventory: Draft Inventory Report*. Vol. 1. N. p.: Missouri Highway and Transportation Department, April, 1996.

Jochims, Larry. "Metal Truss Bridges in Kansas, 1861-1939," Multiple Property Documentation Form. On file at the Kansas State Historic Preservation Office, Topeka, Kansas, 1990.

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

Kinsler, Wes. E-mail to Anna Marie Eddings, 10 October 2008. Copy in the hands of Anna Marie Eddings, Norman, Oklahoma.

\_\_\_\_\_. "Oklahoma's state-standard designs: The search for the perfect truss." Unpublished web page, copy in the hands of Anna Marie Eddings, Norman, Oklahoma.

Meacham, Maryjo. "Route 66 and Associated Historic Resources in Oklahoma," National Register of Historic Places, Multiple Property Documentation Form. On file at the Oklahoma State Historic Preservation Office, Oklahoma City, Oklahoma, 1994.

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section 10 Page 16 Little Cabin Creek Bridge  
name of property  
Craig County, Oklahoma  
county and State

---

---

Obsolete Bridge Standards. On file at Printing Services, Oklahoma Department of Transportation, Oklahoma City, Oklahoma.

*Report of the State Highway Commission of Oklahoma, 1927-1928.* Oklahoma City, January 1, 1928.

*Report of the State Highway Commission of Oklahoma, 1929-1930.* Oklahoma City, December 31, 1930.

*Report of the State Highway Commission of Oklahoma, 1931-1932.* Oklahoma City, December 31, 1932.

*Report of the State Highway Commission of Oklahoma, 1933-1934.* Oklahoma City, December 31, 1934.

*Report of the State Highway Commission of Oklahoma, 1935-1936.* Oklahoma City, December 31, 1936.

State of Oklahoma Department of Highways. "Plan and Profile of Proposed State Highway, US Public Works Project NRM 149A, NRH 149B, U.S. Highway No. 66." Plans on file at Printing Services, Oklahoma Department of Transportation, Oklahoma City, Oklahoma.

*Vinita Leader* (weekly), 4 January through 28 June, 1934.

**Verbal Boundary Description**

The bridge carries US Highway 60/69 over Little Cabin Creek approximately one mile southeast of the Interstate 44 (Will Rogers Turnpike) junction. Its legal location is on the southern section line of Section 24, Township 25 North, Range 20 East. The property boundary extends twenty-five feet on either side of the centerline of the road as it crosses the bridge, and fifteen feet from each end (abutment) of the bridge.

**Boundary Justification**

This boundary includes the area historically associated with the bridge.