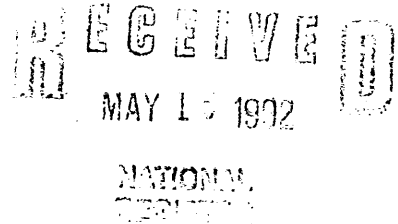


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United States Department of the Interior
National Park Service

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 Sargent Bridge
other name/site number Dawson Street Bridge; Middle Loup River Bridge; NEHBS Number CU00-73

2. Location

street & number Dawson Street over the Middle Loup River N/A not for publication
city, town 1 mile south of Sargent X vicinity
state NE county Custer code 041 zip code 68874

3. Classification

Ownership of Property Middle Loup Irrigation District Number of Resources within Property
Category of Property structure 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
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 1986, 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 Paschenberg DSHPS 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

I, hereby, certify that this property is:
✓ entered in the National Register Patricia Anderson 6/29/92
 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:)
for
Signature of the Keeper Date of Action

6. Function or Use

Historic Function (enter categories from instructions)

TRANSPORTATION/road-related

Current Function (enter categories from instructions)

TRANSPORTATION/road-related

7. Description

Architectural Classification (enter categories from instructions)

OTHER /pin-connected Pratt through truss

Materials (enter categories from instructions)

foundation N/A
walls N/A
roof N/A
other N/A

Describe present and historic physical appearance.

Situated about one mile south of Sargent, the Sargent Bridge carries an unpaved private road across the Middle Loup River, linking the north shore to an earth-fill, diversion, dam owned by the Middle Loup Irrigation District. The structure is located in a rural Custer 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 Sargent 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:	2	construction date:	1908
span length:	120.0'	construction cost:	\$4,556.64
total length:	136.0'	current condition:	good
roadway wdt.:	18.0'	alterations:	Timber-stringer approach spans added at undetermined date; in the east web of the north truss, the north counter is snapped.

superstructure: steel, pin-connected, 6-panel Pratt through truss, with timber stringer approaches

substructure: wood-pile abutments with plank backwalls and wingwalls; tubular steel piers

floor/decking: timber deck over I-beam stringers

other features: upper chord: back-to-back channels with cover plate and lacing; lower chord: paired, punched eyebars; hip vertical: square-section, looped eyerods; vertical: 2 back-to-back channels with lacing; diagonal: paired punched eyebars in end panels, paired looped square-section eyerods in middle panels; counter: 1 looped square-section eyerod with turnbuckle; portal bracing: back-to-back angles; overhead sway bracing: back-to-back angles with lacing; bottom- and top-lateral bracing: cross-braced cylindrical eyerods; floor beam: I-beam; railing: gaspipe (except north approach span, which has wood railing)

8. Statement of Significance

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	1908 (The period of significance is derived from the original construction date.)
Significant Dates	1908
Cultural Affiliation	N/A
Significant Person	N/A
Architect/Builder (Designer)	Nebraska State Engineer's Office
(Fabricator)	Illinois Steel Company
(Builder)	Standard Bridge Company, Omaha NE

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

According to the board minutes of the Custer County Supervisors, the Sargent Bridge was built in 1908 by Standard Bridge Company of Omaha, low bidder at \$4,556.64. The original plans and specifications, prepared by the State Engineer's Office, called for two, steel, 120-foot, pin-connected Pratt through trusses on tubular steel piers. Apparently, there was no provision for approach spans, the state engineer specifying instead 680 feet of fill "heading to the proposed bridge." At an undetermined date, two timber-stringer approach spans on timber-pile abutments were constructed, one at each end of the truss spans. In 1920 the county board petitioned the state highway authorities to use the State Aid Bridge Fund to rebuild the Sargent Bridge, then part of State Highway 63, "to conform to [prevailing] specifications of the Federal and State Highway Departments." Although funds were never made available for that purpose, the bridge eventually was taken over by the state and incorporated into U.S. Highway 183. In the 1960s, after U.S. Highway 183 was realigned to the east, the bridge was abandoned as a public thoroughfare and acquired by the Middle Loup Irrigation District, which currently maintains the structure as a private access to its diversion dam. Although a counter in the east web of the north truss has snapped, the bridge's overall design integrity remains high.

Constructed in 1908, the Sargent Bridge is significant as one of the few surviving early-twentieth-century, through-truss bridges in central Nebraska. Its technological significance is enhanced by its multiple-span configuration, and by the fact that it embodies one of the oldest surviving plans of the State Engineer's Office.

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."

9. Major Bibliographical References

"Bridge Record of [Custer County] Highway Commissioners, in Custer County Highway Department, Broken Bow, Nebraska; Custer County Supervisors' Record, Book 6: 15 April 1908 (pages 461-62), 12 June 1908 (pages 481-82), 14 November 1908 (page 543); Book 7: 21 January 1920 (page 29); Jeffrey A. Hess, interview with Harry Duryea, Custer County Highway Superintendent, 2 January 1991; field inspection by Jeffrey A. Hess, 17 April 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:)

10. Geographical Data

Acreage of Property less than one acre
Cadastral Reference S10, T19N, R18W
USGS Quadrangle Sargent East (7.5 Minute Series, 1952; photorevised 1978)
UTM References zone 14 easting 469030 northing 4608240

___ See continuation sheet

Verbal Boundary Description

The nominated property is a rectangular shaped parcel measuring 136 feet by 20 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

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

11. Form Prepared By

name/title	Jeffrey A. Hess, 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
