



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).

1. Name of Property

historic name Bridge other name/site number NEHBS Number AP00-252

2. Location

street & number township road over unnamed stream city, town 6.8 miles northeast of Royal state NE county Antelope code 003 zip code 68773

3. Classification

Table with 2 columns: Ownership of Property, Category of Property and Number of Resources within Property (Contributing, Noncontributing). Includes counts for buildings, sites, structures, objects, and 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 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.

Signature of certifying official: Bob Pusateri, DSHPO Date: 5/6/92 State or Federal agency and bureau: Nebraska State Historical Society

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 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 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-/rigid-connected kingpost pony truss

Materials (enter categories from instructions)

foundation N/A

walls N/A

roof N/A

other N/A

Describe present and historic physical appearance.

Located 6.8 miles northeast of Royal, this small-scale structure spans an unnamed stream in a rural Antelope County setting that has changed little since the structure's period of significance. Other than maintenance-related repairs, noted below, the bridge remains essentially unaltered as it continues to carry vehicular traffic. The 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:	1	construction date:	1911
span length:	30.0'	construction cost:	\$1149.00
total length:	32.0'	current condition:	good
roadway wdt.:	16.0'	alterations:	none

superstructure: steel, pin- / rigid-connected kingpost pony truss

substructure: wood piles with concrete infill

floor/decking: timber deck over I-beam stringers

other features: upper chord: 2 channels with cover and batten plates; lower chord: 2 looped eyebars; vertical: 2 angles with lacing; floor beam: I-beam; lateral bracing: round rod with threaded ends; guardrail: 2 angles; endpost-mounted builder's plate: **Built by the Western Bridge & Construction Company Omaha, Neb.**

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	1911 (The period of significance is derived from the original construction date.)
Significant Dates	1911
Cultural Affiliation	N/A
Significant Person	N/A
Architect/Builder (Designer)	unknown
(Fabricator)	Lackawanna Steel Company, Pittsburgh PA
(Builder)	Western Bridge & Construction Company, Omaha NE

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

In March 1911 the Western Bridge and Construction Company was awarded an annual contract to erect Antelope County's bridges, as it had in the previous three years. One of the small-scale steel structures erected by the Omaha-based firm was this kingpost pony truss across an intermittent stream almost seven miles northeast of Royal, in north-central Antelope County. Comprised of steel components rolled by Lackawanna, the bridge featured a rigid-connected upper chord connection and pinned lower chords. Western Bridge built the steel pile bent abutments and erected this bridge in 1911 for \$1149.00. This bridge has carried traffic since, in essentially unaltered condition.

With its roots extending to the Middle Ages, the kingpost pony truss is the most rudimentary truss type. Numerous kingposts were built on Nebraska's early roads in the late 19th and early 20th centuries, executed first as timber/iron combination structures and later in all-metal configurations. The kingpost as a structural type was limited to relatively short-span applications, however, and as steel beam bridges received widespread acceptance after the turn of the century, erection of kingpost trusses declined rapidly. This bridge in Antelope County is an unusually late example of all-steel kingpost fabrication. Its technological significance is enhanced by its well-preserved physical condition and by the fact that almost all of the once-numerous kingpost trusses in Nebraska have since been demolished. Only two kingpost trusses are known to remain on Nebraska's roads: this structure and the Verdigris Creek Bridge (NEHBS No. AP00-253), also in Antelope County.

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

Nebraska Department of Roads, Structure Inventory and Appraisal: Structure Number C000212505; Antelope County Supervisors' Record, 7 March 1911 (page 65), located at the Antelope County Courthouse, Neligh, Nebraska; "Bridge No. 6, Eden Township," Bridge Record, located at the Antelope County Courthouse, Neligh, Nebraska; builder's plate on bridge; field inspection by Lon Johnson, 27 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:)

10. Geographical Data

Acreage of Property less than one acre
Cadastral Reference S7/12, T28N, R6/7W
USGS Quadrangle Orchard Northeast (7.5 Minute Series, 1963; photorevised 1986)
UTM References zone 14 easting 576740 northing 4695930

___ See continuation sheet

Verbal Boundary Description

The nominated property is a rectangular shaped parcel measuring 32 feet by 18 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

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