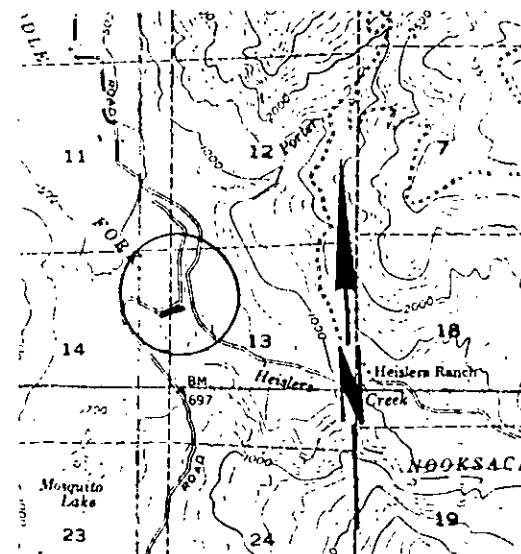


(CONT OVER)

Historic American Engineering Record
Department of the Interior, Washington, D.C.

FHR B 260 1/79

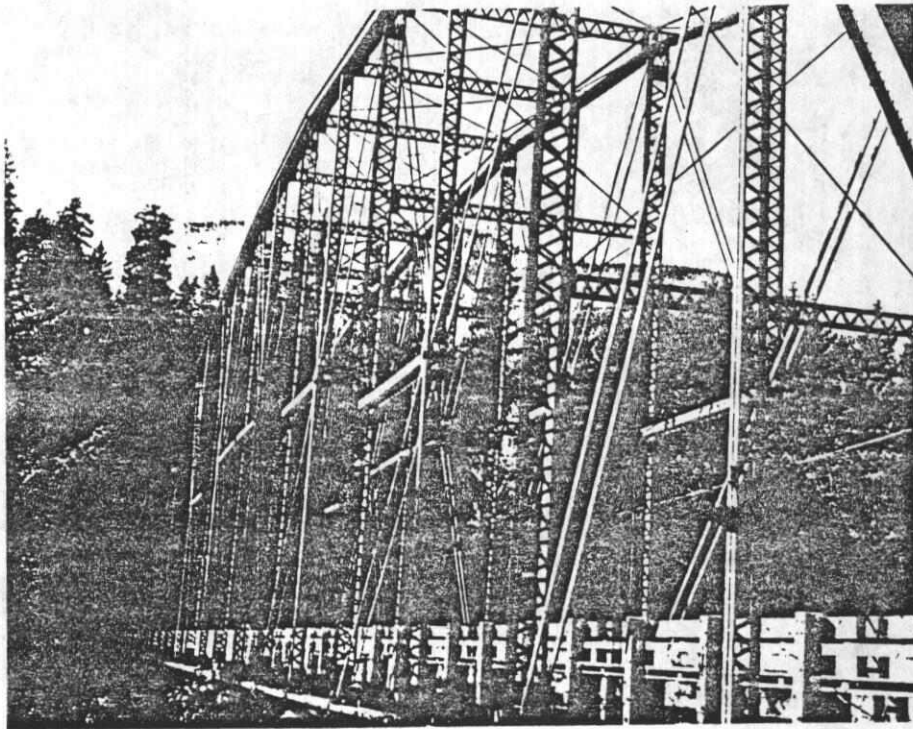


DESCRIPTION (CONTINUED)

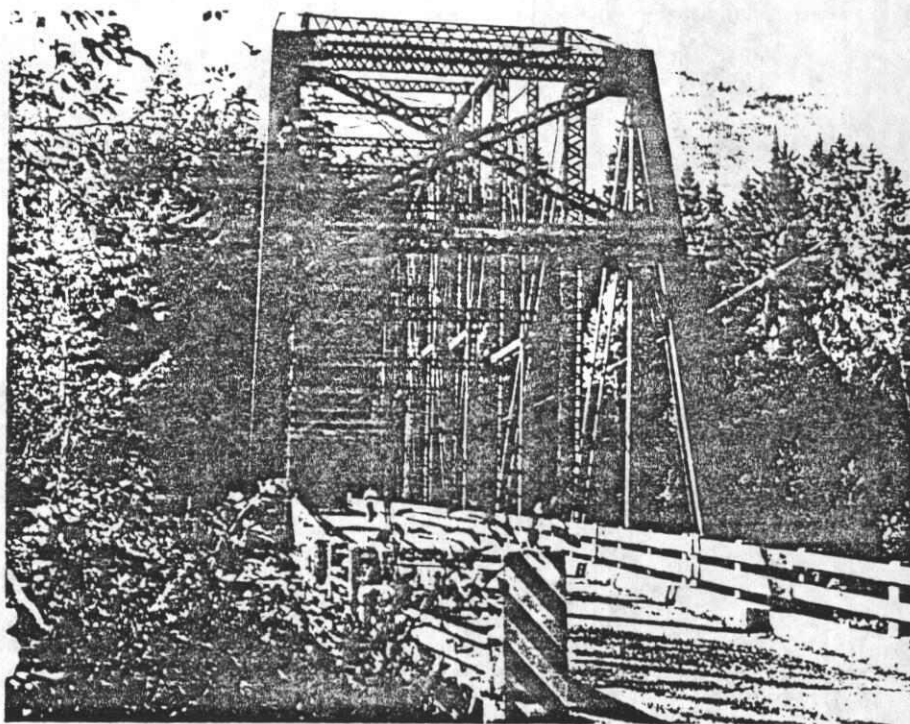
Fork Bridge are not subdivided, and there are horizontal struts intersecting the 4th, 6th, 8th, 9th and 11th panels. In contrast to the diverse structural members of the traditional Pennsylvania Petit truss, the verticals, diagonals and counters of the Middle Fork Bridge were uniform, which may have represented a means of standardizing the fabrication of the component parts, and consequently reducing the cost of the structure. This 416 foot bridge consists of sixteen 21 foot $1\frac{1}{2}$ inch panels and two approach spans. It rests on concrete abutments, and provides a roadway 14.5 feet wide, curb to curb.

The bridge is significant not only as the longest pinconnected highway bridge remaining within the State, but also as an example of the way in which the Pratt truss configuration was adapted and modified to create a long pinconnected structure.

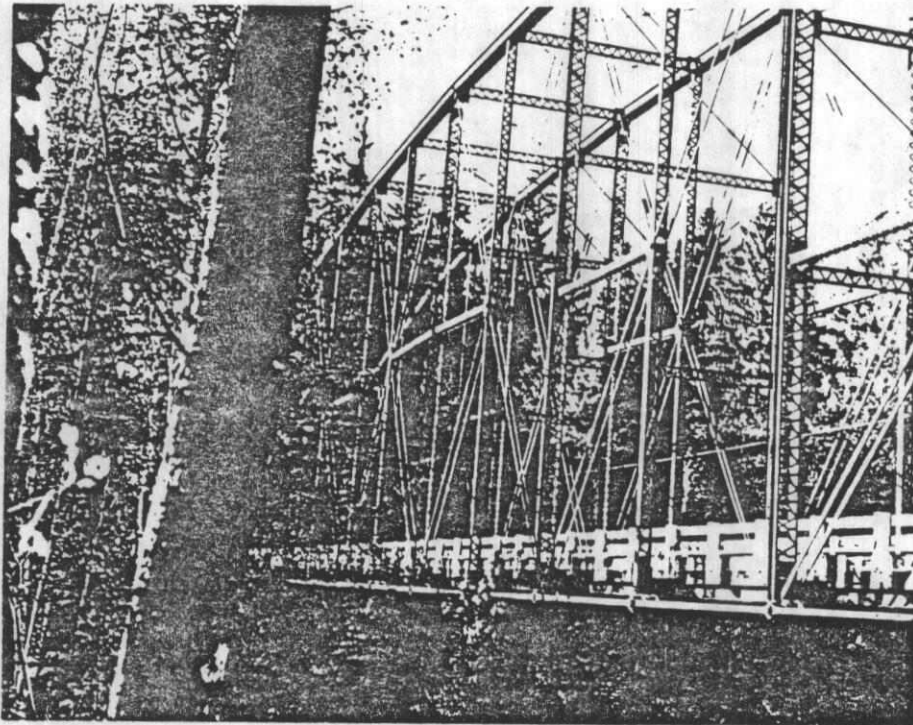
ABSTRACT		HAPP NO		LC	TECH REPORT	HIST REPORT	CONTEMP PHOTO	HIST PHOTO	CONTEMP DRWG	HIST DRWG	COLOR PLATE	PHOTOGRAM	SL	FILM



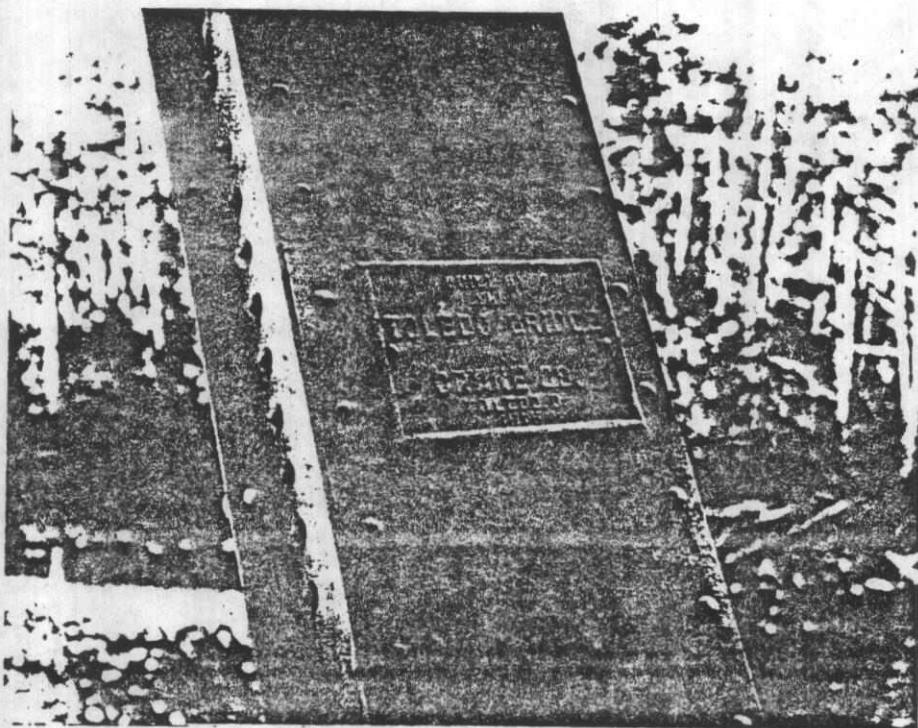
Middle Fork/Hooksack River Bridge



Middle Fork/Hooksack River Bridge



Middle Fork/Nooksack River Bridge



Middle Fork/Nooksack River Bridge

MOSQUITO LAKE ROAD BRIDGE

WH 00209

140

2

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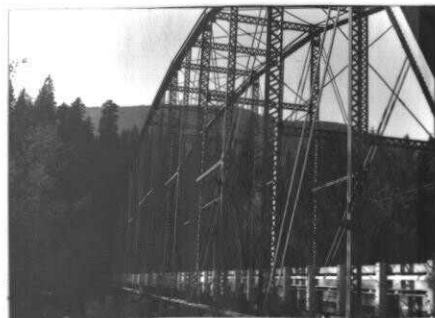
⑦



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Historic Register Report

Historic Name: Middle Fork Nooksack River
Bridge

Address: Mosquito Lake Road

City: Acme

County: Whatcom

[Download nomination form](#)

Historic Use: Transportation

Style: None

Built: 1915

Architect:

Builder: Toledo Bridge and Crane Co.,
Weymouth Construction Co.

Smithsonian Number: 45WH00209

Date Listed: 7/16/1982

Listing Status: WHR/NR

Classification: STR

Resource Count: 1

Area of Significance: Engineering

Level of Significance: Local

Listing Criteria: C

Statement of Significance

Photos

