

**United States Department of the Interior
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section _____ Page _____

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SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 06000913

Date Listed: 9/25/2006

Fair Oaks Bridge, Old
Property Name

Sacramento
County

CA
State

N/A

Multiple Name

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.


Signature of the Keeper

9/25/2006
Date of Action

=====

Amended Items in Nomination:

Significance:

The correct Level of Significance is: *Local*
[The nomination form certification block and transmittal letter differed from the narrative text.]

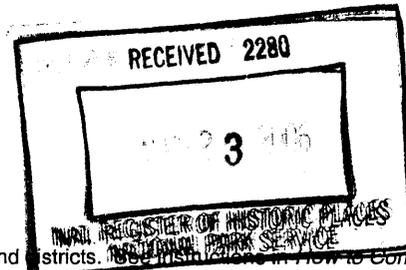
Description:

The Architectural Classification should read: *Pennsylvania Petit truss bridge*

These clarifications were confirmed with the CA SHPO office.

DISTRIBUTION:

- National Register property file
- Nominating Authority (without nomination attachment)



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 for individual properties and districts. *How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A).* Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Old Fair Oaks Bridge

other names/site number American River Bridge at Fair Oaks

2. Location

street & number Crosses American River at Bridge St. to American River Parkway N. of Upper Sunrise Dr. in Gold River not for publication N/A

city or town Fair Oaks vicinity N/A

state California code CA county Sacramento code 067 zip code 95628

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, 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. (See continuation sheet for additional comments.)

[Signature] 21 AUG 2006
Signature of certifying official Title Date

California Office of Historic Preservation
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 the Keeper

Date of Action

[Signature] 9/25/2006

Old Fair Oaks Bridge
Name of Property

Sacramento, CA
County and State

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

(Do not include previously listed resources in the count.)

Contributing		Noncontributing	
_____	_____	_____	_____
			buildings
			sites
1			structures
			objects
1		0	Total

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register

N/A

6. Function or Use

Historic Functions

(Enter categories from instructions)

Transportation / Rail-related

Transportation / Road-related (vehicular)

Transportation / Pedestrian-related

Current Functions

(Enter categories from instructions)

Transportation / Pedestrian-related

7. Description

Architectural Classification

(Enter categories from instructions)

Other

Materials

(Enter categories from instructions)

foundation Concrete piers

roof N/A

walls N/A

other Bridge: Metal (steel)

Fencing: Metal

Pathway: Trex Decking, which is made a combination of reclaimed wood and plastic

Narrative Description

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

❖ See attached Continuation Sheets

Old Fair Oaks Bridge
Name of Property

Sacramento, CA
County and State

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.)

Property is:

- 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.

Narrative Statement of Significance

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

❖ See attached Continuation Sheets

Areas of Significance

(Enter categories from instructions)

Transportation

Engineering

Community Planning and Development

Period of Significance

1907-1955

Significant Dates

1907

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Designer: Givan, A., C.E. and Phinney, C.M., SacCS

Contractor: Western Bridge and Construction

Company of Omaha

Old Fair Oaks Bridge
Name of Property

Sacramento, CA
County and State

9. Major Bibliographical References

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

California Department of Transportation
1120 N Street
Sacramento, California 95814
Sacramento Archives and Museum Collection Center
551 Sequoia Pacific Blvd.
Sacramento, CA 95814

10. Geographical Data

Acreege of Property Less than 1 acre

UTM References

(Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing		Zone	Easting	Northing
1	10	651000	4277824	3	_____	_____	_____
2	_____	_____	_____	4	_____	_____	_____

See continuation sheet.

Verbal Boundary Description

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

- ❖ See attached Continuation Sheets

Boundary Justification

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

- ❖ See attached Continuation Sheets

11. Form Prepared By

name/title Paul J. P. Sandul, PhD Candidate/Part-Time Faculty (Lecturer-U.S. History)

organization California State University, Sacramento date January 26, 2006

street & number 10741 Fair Oaks Blvd. # 39 telephone 916-966-0751

city or town Fair Oaks state CA zip code 95628

Old Fair Oaks Bridge
Name of Property

Sacramento, CA
County and State

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

- ❖ See attached Continuation Sheets:
 - Narrative Description (Section 7)
 - Narrative Statement of Significance (Section 8)
 - Major Bibliographical References (Section 9)
 - Verbal Boundary Description (Section 10)
 - Boundary Justification (Section 10)
 - Copies of selected material from Caltrans' 1985 Request for Determination of Eligibility for Inclusion in the National Register. A Report submitted to, and on file with, the California State Historic Preservation Officer, California Office of Historic Preservation, Sacramento, CA.
 - Truss Bridge Rating Sheet for Fair Oaks Bridge (1 page)
 - SHPO letter from Kathryn Gualtieri (1 page)
 - FHWA letter from Bruce E. Cannon (1 page)
 - Determination of Eligibility by the Keeper of the National Register (3 pages)
 - A 7.5 USGS Map
 - Sketch Map
 - Photographs

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.

- ❖ See attached Continuation Sheets

Photographs

Representative **black and white photographs** of the property.

- ❖ See attached Continuation Sheets

Additional items

- ❖ See attached Continuation Sheets

Property Owner

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

name Sacramento County Department of Regional Parks, Recreation and Open Space/ Ronald Suter, Director

street & number 3711 Branch Center Rd. telephone 916-875-6961

city or town Sacramento state CA zip code 95827

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

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National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES
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Section number: 7 Page: 1

**Old Fair Oaks Bridge
Sacramento County, CA**

Narrative Description

NARRATIVE DESCRIPTION

The Old Fair Oaks Bridge is an excellent example of an all-metal Pennsylvania Petit through truss bridge form. In addition, a small pony truss (Pratt) bridge form, approximately 60 feet long, connects on the northern side. The bridge is situated at a wide bend on the American River creating a crossing of approximately 483 feet across a river that in 1907 had extremely high winter and spring runoff. Minimizing the number of piers, three in all, in this dangerous current necessitated long main spans. The Pennsylvania Petit, essentially a polygonal top chord Pratt with stiffening sub-struts, specifically applied to such situations. The bridge is also a rare example of the work of the Western Bridge and Construction Company that built truss bridges throughout the west but only rarely in California. Once a major crossing, the Old Fair Oaks Bridge today continues to serve as a pedestrian and bicycle crossing.¹

The Old Fair Oaks Bridge consists of two Pennsylvania Petit through truss spans of approximately 211 feet and 4 inches in length each and a Pratt Pony truss span of 60 feet in length, giving the structure a total length of approximately 482 feet and 8 inches. The bridge spans the lower American River on the southern end of Fair Oaks, approximately 15 miles from Sacramento. The bridge extends from the vicinity of the unincorporated town of Fair Oaks on the north side to the unincorporated town of Gold River on the south side. The Old Fair Oaks Bridge, built in 1907, was the only crossing over the lower American River in the vicinity until a bridge was constructed at Sunrise Boulevard, approximately ½ mile west of the Fair Oaks Bridge, in 1955. The Sunrise Boulevard Bridge now carries the east and westbound automobile traffic that the Old Fair Oaks Bridge had predominately carried from 1915, when the first motorized vehicle crossed the bridge, to 1967 when the bridge closed to automobile traffic.² The Old Fair Oaks Bridge is currently used as a pedestrian and bicycle crossing and connects to the American River Parkway in Gold River.

The Old Fair Oaks Bridge is a Pennsylvania Petit that consists of a through truss in which the deck is carried on the lower chord, with overhead lateral supports connecting the top chords. The Pennsylvania Petit is a Pratt truss with a polygonal top chord and includes reinforcing sub-struts and sub-ties. These half-length members reinforce the diagonals and help resist stresses. The Fair Oaks Bridge's 60-foot Pratt Pony truss is also a truss bridge, however, unlike the Pennsylvania Petit truss, traffic travels between parallel superstructures that are not cross-braced at the top.³ The Old Fair Oaks Bridge has two main spans, twin Pennsylvania Petit trusses, and a smaller Pratt Pony truss, that are supported by three concrete piers, piers on both the north and south side of the structure and one between the Pennsylvania Petit trusses in the American River.

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**Old Fair Oaks Bridge
Sacramento County, CA**

Narrative Description

The three bridge piers are numbered consecutively from north to south. Pier 1 is located on the embankment of the north side of the river in Fair Oaks between the northern end of the Pennsylvania Petit truss and the southern end of the Pratt Pony truss. This pier, along with the other two, is an original solid wall concrete structure that slightly tapers as it rises. All the piers are approximately 30 feet in width and 6 feet in depth. Pier 2 is located in the middle of the American River and rests on a concrete and metal shelf supported by a structure made of masonry, wood, and steel, which penetrates to the river's bedrock. Pier 3 is located on the embankment of the south side of the river in Fair Oaks at the southern end of the Pennsylvania Petit truss. The Pratt Pony truss extends 60 feet from pier 1 to a concrete abutment that rests within the Fair Oaks Bluffs. An original concrete abutment exists on the southern side in Gold River. This abutment, which once connected a wooden trestle approach to pier 3, is not included in the bridge's boundaries since a modern concrete and asphalt structure replaced the wooden trestle approach in 1990.

The main spans of the Old Fair Oaks Bridge each consist of parallel Pennsylvania Petit through trusses. The bottom chords consist of box members held together with lacing bars for the first two panels on the north side (the south side, being the Pratt Pony Truss, also has square bottom chord members). These connect to eyebars that span the rest of the bridge. The top chords of the Pennsylvania Petit trusses consist of two C channel members held together with lacing bars. The Pennsylvania Petit trusses have both major and minor vertical members. The major vertical members are box members with lacing bars while the minor vertical members are 4 L-shaped members held together with lacing. The truss diagonals are eyebars and, along with the bottom chords, are the only members that are bolted and not riveted. Cross bracing (struts) connect each vertical member to the top chords. Every major vertical member is also connected by sway bracing along the struts connected to the top chords. The top lateral bracing between the top chords form an X-shape along each panel (12 in all) and consists of small steel rods. Small steel rods also make up an X-shaped bracing between every two floor beams that support seven parallel stringers. Older wooden planks, possibly the original decking, rest atop the stringers. The current decking, Trex Decking, is a combination of plastic and wood materials and rests diagonally atop the wooden planks with timber curbs.

The spans of the twin Pennsylvania Petit through trusses are approximately 211 feet and 4 inches in length each. The twin Pennsylvania Petit trusses are each 12 panels long. The panels, excluding the end panels, are approximately 17 feet and 10 inches long from the center lines of the vertical members. The end panels are approximately 16 feet and 6 inches long

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**Old Fair Oaks Bridge
Sacramento County, CA**

Narrative Description

between the center lines of the inclined end post and the vertical member. The width of the Fair Oaks Bridge, measured from the center lines of the parallel trusses, is approximately 19 feet and 6 inches. From curb to curb, the width is approximately 16 feet and 3 inches.

The small span of the Fair Oaks Bridge, on the northern side in Fair Oaks, is a Pratt Pony truss. The bottom chords consist of box members held together with lacing bars. These connect to eyebars that span the rest of the bridge until they connect with the box members underneath the southern Pennsylvania Petit truss. The top chords consist of two C channel members held together with lacing bars. The vertical members are 4 L-shaped members held together with lacing. The truss diagonals are 2 L-shaped members held together with lacing. Like the Pennsylvania Petit trusses, small steel rods make up an X-shaped bracing between every two floor beams that support seven parallel stringers. The older wooden planks rest atop the stringers, which support the Trex Decking. The Pratt Pony truss is approximately 60 feet long. It has 5 panels that are each 12 feet long from the center lines of the vertical members.

The Old Fair Oaks Bridge is situated just west of the Fair Oaks Bluffs and connects Fair Oaks to the American River Parkway that runs from Folsom Lake to the American River's confluence with the Sacramento River. The bluff at Fair Oaks is the last piece of scenic bluff accessible to the public along the American River Parkway and allows all who visit to stroll quietly and enjoy the beauty that once helped to promote a colony, provide enjoyment and relaxation, and become a symbol of a proud and treasured history. The Fair Oaks Bluff at the American River has been called "The Crown Jewel of the American River Parkway" and offers perhaps the most spectacular vista in all of Sacramento County. Residents and visitors of the Sacramento Valley have enjoyed this historic scenic spot since the 1800s. Its vegetation includes California prairie and a dense blue and interior live oak forest where wildlife and wildflowers abound. Deer, wild turkeys, raccoons, hawks, and opossums currently inhabit the area.⁴

The Old Fair Oaks Bridge has maintained a high standard of integrity. The bridge has remained in the same location for nearly 100 years and its setting has likewise remained, in a large degree, unchanged, particularly the Fair Oaks Bluffs. The actual location of the Fair Oaks Bridge, complemented by its setting, is particularly important because it reflects a sense of historic events and persons. The bridge's design and workmanship has remained intact and reflects the historic function and technology of the Pennsylvania Pettit truss bridge form at a particular period and point along the American River. Likewise, the bridge's materials have a high degree of integrity. The actual structure that is the bridge has remained unchanged, with the exception of a paint job, from the piers to the floor beam to the panels to the struts to the chords.

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**Old Fair Oaks Bridge
Sacramento County, CA**

Narrative Description

The only changes to materials associated with the bridge are the replacement of wooden planks on the pathway with Trex Decking, which is made of a combination of reclaimed wood and plastic that maintains the feel of wooden planks. In addition, a small wooden railing was replaced with a metal fence, approximately 6 ½ feet tall. Finally, a wooden trestle approach on the south side that provided access to the bridge was replaced by concrete and asphalt in 1990.⁵ Again, the actual structure that is the Old Fair Oaks Bridge has remained unaltered. The Old Fair Oaks Bridge conveys significance in regard to “feeling” and “association.” The Fair Oaks Bridge, unmarred by changes and alterations, evokes a “feeling” of early twentieth century life.

Notes

¹ California Department of Transportation (Caltrans), *Historic Highway Bridges of California* (Sacramento, CA: Caltrans, 1990), 54.

² Jason Marty, “Old Fair Oaks Bridge,” memorial plaque, located at the northern end of the Fair Oaks Bridge on Bridge Street, Fair Oaks, CA, sponsored by the American River Bank, Fair Oaks, CA, dedicated February 20, 1989.

³ Caltrans, *Historic Highway Bridges of California*, 43-46.

⁴ Citizens to Save the Bluffs, “History,” SaveTheBluffs.org, December 31, 2005, Citizens to Save the Bluffs, Fair Oaks, CA, accessed via the internet at <http://www.savethebluffs.org/pages/321131/index.htm> on January 3, 2006.

⁵ Sacramento County Department of Regional Parks, Recreation and Open Space, <mailto:info@sacparks.org> “Fair Oaks Bridge,” July 19, 2005, personal e-mail (July 19, 2005). Sylvia “?” responded to an inquiry I posted on bridge materials. She responded with information on the pathway and confirmation that Sacramento County Parks had not altered the bridge, as well as a webpage that gave the exact material that was provided by Trex: <http://trex.com/products/decking/origins/default.asp>.

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**Old Fair Oaks Bridge
Sacramento County, CA**

Narrative Statement of Significance

NARRATIVE STATEMENT OF SIGNIFICANCE

STATEMENT OF SIGNIFICANCE

The Old Fair Oaks Bridge is one of the finest surviving early twentieth century examples of truss bridge construction in California. The Old Fair Oaks Bridge is historically significant at the local level under Criterion A of the National Register of Historical Places because it is associated with events that have made a significant contribution to the broad patterns of Sacramento County history, particularly for its associative importance with the local history of Fair Oaks. Specifically, the bridge is significant under criterion A for its stimulation of community development in Fair Oaks and its major role in transportation. From the time of its construction in 1907, the Old Fair Oaks Bridge served as the only crossing over the lower American River in the vicinity for nearly 50 years until the construction of a bridge at Sunrise Boulevard in 1955. The Old Fair Oaks Bridge connected with the Southern Pacific Railroad Company's Fair Oaks Train Depot after Southern Pacific built a railway there after the construction of a bridge. The bridge gave Fair Oaks and the surrounding communities, such as Orangevale, access to the railroad and, thus, greater access and ability to transport their agricultural goods to markets in the East, as well as for both citizens of Fair Oaks to reach surrounding areas and for Sacramentans to relocate to Fair Oaks. Likewise, the construction of a bridge over the American River at Fair Oaks facilitated community development as churches, schools, a library, a post office, hotel, blacksmith shop, lumber yard, pharmacy, bank, cemetery, newspaper, and a number of small dry-goods and grocery stores began to appear by the 1910s.¹ As Fair Oaks continued to grow, which a bridge at Fair Oaks helped to foster, other community services began to develop, such as The Fair Oaks Civic Club in 1918 and the Fair Oaks Recreation and Park District in 1945.²

Built by the Western Bridge and Construction Company of Omaha, Nebraska, the Old Fair Oaks Bridge is also significant at the state level under Criterion C as an embodiment of a distinctive characteristic of a type, period, and method of construction in California. Specifically, the Old Fair Oaks Bridge is an historic truss bridge built in 1907 and is significant for its engineering.³ The bridge is only one of ten Pennsylvania Petit truss bridge forms in California and, of these, is the second oldest.⁴

The California Department of Transportation (Caltrans) conducted a bridge survey in 1985-86 and concluded that the Old Fair Oaks Bridge was significant under both Criterion A and C. This declaration is important for several reasons. First, it verifies the importance of the Old

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Fair Oaks Bridge when compared to 432 other truss bridges built in the state. Second, the survey and Caltrans' findings were based on an evaluation system agreed to by Caltrans, the Federal Highway Administration (FHWA), and the California State Historic Preservation Officer (SHPO). Indeed, according to the report on file with California's Office of Historic Preservation (OHP), Caltrans, FHWA, and SHPO "agreed to utilize a quantitative evaluation system to help determine eligibility for the 432 truss structures." The quantitative evaluation system assigned points for various attributes, such as the date of construction, number of spans, and special features, to name few. For a truss bridge to be considered eligible by this system approved by Caltrans, FHWA, and SHPO it had to score 43 points or more. The Old Fair Oaks Bridge tallied 53 points in this system and was determined eligible for listing on the National Register of Historic Places.⁵

The Caltrans report, already on file with OHP, contains letters from both the FHWA and SHPO confirming and declaring that the 72 bridges identified by the Caltrans survey are eligible for listing on the National Register. Indeed, in a letter from Bruce E. Cannon, the Division Administrator for the U.S. Department of Transportation, Federal Highway Administration, Region Nine (California Division), to Jerry Rogers, Keeper of the National Register, file 430.82, on December 4, 1985, FHWA states that it and SHPO "recommend that these seventy-two bridges be found eligible." Likewise, in a letter from Kathryn Gualtieri, California's State Historic Preservation Officer, to Bruce E. Cannon on September 19, 1985, Gualtieri states that not only was she "delighted that the Office of Historic Preservation was able to play a role in completing" the survey, but also that it was her "great pleasure to concur in your [Cannon's] determination that the seventy-two historic California truss bridges . . . are eligible for inclusion in the National Register of Historic Places." Finally, a letter from the Keeper of the National Register, Department of the Interior, National Park Service, dated December 27, 1985, identifies and declares that the Old Fair Oaks Bridge was determined eligible for listing on the National Register on December 24, 1985. Copies of these letters are attached as continuation sheets.

HISTORICAL BACKGROUND

Historical Background/Significance for Criterion A:

Communications and transportation, as well as their maintenance, have been a major concern of people from ancient times to the present. In California, the rapid increase in population during the hectic years of the Gold Rush created an enormous demand for infrastructure improvements, including roads and bridges. This demand, however, arose before

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**Old Fair Oaks Bridge
Sacramento County, CA**

Narrative Statement of Significance

the state joined the union and long before county and state transportation agencies existed to provide adequate services. Thus, private entrepreneurs met the need, however imperfectly, by developing a patchwork system of toll roads, ferries, and toll bridges. A few counties built public bridges as early as 1855, however, the State Legislature did not adopt a comprehensive program through which counties could establish road districts, road commissioners, and property taxes earmarked for road construction until 1874. An 1893 state law mandating each county to seek the advice of its county surveyor on bridge design indirectly helped counties build bridges. The "Good Roads Movement" underscored this spate of activity and gained statewide exposure with the State Road Convention of 1893, followed by the appearance of large numbers of automobiles on county roads after the turn of the twentieth century.⁶

The Sacramento County Chamber of Commerce's decision to incur the costs for the construction of a bridge over the American River at Fair Oaks in both 1901 and 1907 occurred during the epoch of county supported bridge building in California. The earliest county owned bridges were often former private bridges, acquired by the counties and converted to free bridges. Other counties constructed small timber spans during the 1860s. Most California counties had built some bridges to carry the traffic of county owned roads by the 1870s. County government, slow to develop the expertise to design and build bridges themselves, relied upon private firms for both design and construction services. To be sure, an out-of-state construction company designed and built the Old Fair Oaks Bridge in 1907. By 1910, however, most county governments were able to design their own bridges. Indeed, the ranks of county surveyor in California produced some of the more innovative and competent bridge designers in the state, particularly in the use of new technologies, such as reinforced concrete.⁷

The current bridge, built in 1907, is the third manifestation of an overpass over the American River designed to connect Fair Oaks and neighboring Orangevale to the greater Sacramento region. The first, built in 1901, washed out in a flood and the current bridge replaced the second, temporary bridge in 1907. A bridge at Fair Oaks helped to transform the small semi-rural communities of Fair Oaks and Orangevale into early twentieth century agricultural powerhouses. The Old Fair Oaks Bridge also helped to transform the former citrus colonies into two of the leading bedroom communities of Sacramento by the 1940s. A bridge at Fair Oaks, moreover, served "the heart of California" faithfully for nearly 50 years as the major crossing over the lower American River before the construction of bridges at Sunrise, Watt, and Hazel in 1955, 1961, and 1967.⁸

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**Old Fair Oaks Bridge
Sacramento County, CA**

Narrative Statement of Significance

The advertising of Fair Oaks as a rural Eden and the construction of a bridge over the American River developed because of the need to transport fruit faster from the newly established colonies at Orangevale and Fair Oaks to markets in the East. A group of local Sacramento businessmen formed the Orange Vale Colonization Company in 1887 to rival southern California's booming citrus industry. While deciduous fruit trees were planted during the 1880s and 1890s, hopes of competing with southern California as the citrus center of the world stimulated many valley farmers along the eastern foothills to plant oranges. They planted over 250,000 orange trees and 50,000 lemon trees north of Sacramento between 1888 and 1891. The orange trees began to bear about 1893 when four carloads of fruit shipped out from Folsom. The figure jumped to 81 carloads in 1896, 286 in 1897, and 589 in 1898.⁹

The need to transport fruit more effectively from Orangevale had inspired the Orange Vale Colonization Company, which incorporated in 1887, to have a bridge constructed over the American River to connect Orangevale to Folsom.¹⁰ The charter members of the company included Thomas B. Hall, George M. Mott, Philip C. Drescher, Harris Weinstock, and Valentine S. McClatchy. In July 1892, the San Francisco Bridge Company began constructing a steel truss bridge and completed it in February 1893.¹¹ Orangevale, therefore, gained quicker and easier access to the Folsom train depot for the transportation of fruit that had just begun to bear for the first time. The need for a bridge and rail line at Fair Oaks, however, still loomed in the background as fruit trees and residents had yet to materialize and, in any way, become fruitful.

The formation, development, and promotion of Fair Oaks as a colonial citrus paradise advanced the need for a bridge and railway at that site. In August 1873, a real estate firm headed by California State Senator Frederick K. Cox and Sacramento businessman Crawford W. Clarke acquired the large tract of land that became Fair Oaks and began to parcel land out for further purchase. According to Grant Vail Wallace's reminiscence printed in the *San Juan Record* in 1948, General Charles H. Howard and James W. Wilson of the Howard-Wilson Publishing Company of Chicago secured rights to sell land in the tract in 1895. The publishing company developed a contractual relationship with Cox and Clarke to market the land although it does not appear that they received title to the land.¹² Howard, a former Civil War veteran, christened the colony with the name Fair Oaks after a Civil War battle in Fair Oaks, Virginia.¹³ The Howard-Wilson Company had the land surveyed and mapped and began to promote Fair Oaks as one of their "Sunset Colonies."

The Howard-Wilson Company advertised Fair Oaks as an innovative and growing citrus colony and promised the construction of a bridge, suburban railway, and water system to help

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sustain and promote the blossoming citrus colony. They also highlighted the successes of the neighboring citrus colony of Orangevale and their own previously established colonies in Louisiana, North Carolina, and Florida.¹⁴ The Howard-Wilson Company advertised Fair Oaks in their quarterly publication, *Farm, Field and Fireside*, as a place with no frosts, perpetually blooming flowers, temperatures rarely above ninety degrees or below thirty degrees, and a morally upright anti-saloon clause.¹⁵ The publishers also created a romantic, yet false, history about the origins of the land that included a noble fictional Spaniard—Señor San Juan—for whom the original grant of land received its name.¹⁶ While the advertising at first succeeded, many of the purchasers were employees of the associated Pullman Rail Car Company in Illinois and other friends of the investors. The Fair Oaks community, therefore, became initially composed of mostly executives and other professionals, including bankers and engineers.¹⁷ By 1897, 300 permanent settlers resided in Fair Oaks and bought land in 5, 10, and 20-acre tracts at an average of \$30 per acre—\$10 of which went to a fund for the building of a railway. Although the majority of these pioneers had little experience with farming, they planned to sustain themselves by planting and cultivating fruit orchards. To fulfill the promises of the promoters, a bridge had to cross the American River at Fair Oaks and connect to a railway. Without access to a railroad, which only a bridge over the American River could do, the promises of reaching markets in the East and the high profitability of farming in Fair Oaks would never materialize. By 1898, in the midst of a national depression precipitated by the Panic of 1893, few came to Fair Oaks or Orangevale and investment began to diminish and the Howard-Wilson Company withdrew from the colony, taking with them unfulfilled promises of a bridge, water system, and railroad service from Sacramento.¹⁸

When the Howard-Wilson Company withdrew, a group of local and out-of-state businessmen and investors formed the Chicago-Fair Oaks Association to seek support for the “Sunset Colony” by lobbying government and other potential investors and succeeded in realizing the construction of a bridge at Fair Oaks.¹⁹ With their combined influence and financial backing, these businesspersons, along with the Fair Oaks Development Company, successfully lobbied the Sacramento Chamber of Commerce to finance the construction of a bridge at Fair Oaks in 1901. Introduced by William Schaw, president of the Sacramento Chamber of Commerce, a delegation of Fair Oaks residents appeared before the Sacramento Chamber of Commerce’s Board of Supervisors on August 7, 1900, in the interests of a bridge across the American River. Schaw pointed out that the Chicago contingent owning property at Fair Oaks had considered the bridge such a necessity that they had sent one of their members, George Staith (from the wholesale clothing company), to represent them. Schaw maintained that executives from Sacramento agreed with the petitioners and realized that a bridge would benefit

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everyone in the county. Staith pleaded that the Chicago-Fair Oaks investors simply wanted a chance to market their fruit without a long haul. Supervisors approved the proposed bridge, which gave promise of opening extensive producing areas to marketing. Within six weeks, the Pacific Improvement Company won the bid for the Old Fair Oaks Bridge at a cost of \$24,800—with another \$1,500 added for a trestle approach. Construction of the bridge began five months later in January of 1901 and spanned out for travel by early March that same year.²⁰

The Fair Oaks Development Company, much like the Howard-Wilson Company only a few years before, rigorously advertised Fair Oaks as an innovative and growing citrus colony. The company highlighted the fruit market and claimed that the Sacramento region shipped “seven-eighths of all the Californian deciduous fruits seen in Eastern markets.”²¹ “Fair Oaks is also in the early fruit belt,” they proclaimed, “much smaller in exact, which grows and ships fruit earlier than all other sections of California.”²² Land in the “Promised Land” also came cheap for those of “moderate means” and easily rose in value.²³ Furthermore, the booster tract claimed “Sacramento City is a great jobbing centre, supplying the northern portion of the State and Nevada with goods of all descriptions,” and the department stores were “equal to anything in San Francisco.”²⁴ The promotional company even accounted for those who only wanted to invest and not stay in Fair Oaks. They offered to cultivate land for investors at \$15 to \$25 per acre to prep ground and \$12 to \$15 to care for it, including irrigation. For planting oranges, lemons, and pomelos, however, the investor had to pay \$75 to \$125 per acre with care and cultivation at \$17 to \$20 per acre.²⁵ The major advertising point, however, involved the construction of a bridge, which the Sacramento Chamber of Commerce had just approved, and the pending construction of a rail line:

Railroad communication will be made between Fair Oaks and Sacramento City. The railroad, while intended mainly for a quick suburban passenger traffic, will be also so built as to permit of the loading at the orchards of the regulation fruit cars, so that they can be drawn direct to Sacramento, and there attached to the eastbound fruit trains without the loss of time or the expense incurred in double handling.²⁶

Fair Oaks and Orangevale grew rapidly with the completion of the Fair Oaks Bridge, in both 1901 and 1907, and a railroad line. Orangevale had 3,200 acres irrigated by 1913 and two years later, the citrus colony had 2,000 acres in orange trees. Orangevale finally succeeded in becoming one of the leading producers of early oranges, reaching its peak in 1925. Fair Oaks also experienced a steady growth with over 2,200 acres of land sold with 1,200 acres planted with primarily lemons, oranges, olives, and almonds—the first grapefruit planted in northern

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California reportedly came from Fair Oaks as well.²⁷ The Fair Oaks Fruit Company incorporated in 1902 and built a warehouse in Fair Oaks to export its fruit. The young fruit company produced 743 tons of fruit by 1906 according to their record book and anticipated growth in the future. John E. Holst, an early pioneer of the colony, reported that the fruit company eventually shipped out a yearly average of 150 carloads of oranges and 50 carloads of lemons until a big freeze essentially destroyed the citrus industry in Fair Oaks in 1932.²⁸

The increase in agricultural productivity that a bridge and railway caused attracted the development of other community services. Reminiscences of Fair Oaks residents in *Fair Oaks and San Juan Memories* indicate that Fair Oaks experienced a boom at the end of the nineteenth century and early part of the twentieth. Along Main Street, a variety of stores and services arose. Shoppers could stop by the blacksmith's shop to watch the smith shape shoes and fit them to the plow horses. Customers could visit Leonard Shelton's combination post office and general store to mail letters while picking up essential sundries. In the back of Clayton Vaughn's mother's home one could even get a nice haircut at Fair Oaks' first barbershop. Lumber and tools were available at Charles H. Slocum's lumberyard or hardware store. In fact, Slocum also helped to start Fair Oaks' first bank in 1905 and ran a general store with W. Ralph Gore. Indeed, Fair Oaks grew at a steady pace throughout the small town's inaugural years as a pharmacy, cemetery, and a number of small dry goods and grocery stores also opened. The Murphy Building, built by Frances Murphy in 1901, served as a store building and public hall where Fair Oaks residents and visitors throughout the years have been able to buy groceries, visit a doctor, get a mouthful of ice cream, cut loose in the upstairs dance hall, buy hardware, or purchase some insurance. As Fair Oaks continued to grow it developed services to meet the changing times and technology. Residents wanting to visit the "Big City" of Sacramento could pay for a ride on one of Fair Oaks' auto stage lines, choosing to cruise in Ollie Beauchamp's Rambler or Bill Stowell's Reo. Service and repair stations began to appear as automobiles became more predominant and affordable. Indeed, 1909 E-M-F or Ford Model Ts were repaired at Dewey Rice's Highway Garage located where the current Oaks Hardware Store lies along Fair Oaks Boulevard.²⁹

The formation and growth of other Fair Oaks services and institutions, such as a library, schools, churches, and clubs, also highlights the growth and community development the Old Fair Oaks Bridge helped to facilitate. The Fair Oaks Library Association formed in 1908 and established a permanent building in 1912. The community had built its first schoolhouse in 1898 at the corner of Watkins and Fair Oaks Boulevard. Nevertheless, facilitated by the completion of a bridge, the community quickly grew out of this building by 1902 and the town erected a second

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schoolhouse in what is today known as the Community Clubhouse. A third schoolhouse appeared in 1912 and Fair Oaks then opened a high school in 1913 that was originally housed in the upper rooms of the second schoolhouse until San Juan High School opened in Citrus Heights in 1915. Fair Oaks continued to build schools as it grew, including, among others, the Fair Oaks Elementary School in 1928 and the John Holst Elementary School in 1952.³⁰ Fair Oaks' first houses of worship also appeared due to the growth of the community that a bridge over the American River helped to facilitate. Fair Oaks citizens could choose from a number of Christian denominations, including Methodist, Presbyterian, and Roman Catholic. Fair Oaks' first church, a Methodist Church, was built in 1897. Nevertheless, as Fair Oaks grew, so did the need for more, and diverse, places of worship. For example, the Fair Oaks Presbyterian Church dates its roots back 1903 and built a sanctuary by 1907.³¹ Likewise, Fair Oaks' first Catholic Church, St. Mel's, first opened its sanctuary doors for worship in 1921. Fair Oaks also began to form clubs, including, among others, the Woman's Thursday Club and the San Juan Social and Improvement Club. In 1902, the Woman's Thursday Club of Fair Oaks organized for the purpose of "social intercourse and intellectual betterment of its members." The Woman's Thursday Club enthusiastically participated in a variety of activities to benefit the community, such as donations to child welfare services, mental health services, and schools.³² Not to be outdone by the women, on November 23, 1912, Harold Dewey, Charles Heidt, Florence Ricketts, and Charles Peck were elected officers for the newly established San Juan Social and Improvement Club. According to the club's constitution, the group formed for "the promotion of social functions and good times." For three and half years that is just what they did as the club sponsored picnics, masquerade parties, and trips to the river.³³

The history of Fair Oaks has not always been a pleasant tale. A big freeze hit in 1932 at the height of the Great Depression and nothing could be done to save the fruit trees. The freeze, followed by a similar one in 1934, effectively wiped out Fair Oaks and the other surrounding citrus colonies as a major producer of citrus fruit in California.³⁴ Fair Oaks continued to grow, however, especially with the rise of the defense firm Aerojet General.³⁵ Indeed, the rise of the defense product company Aerojet General (founded in 1942, with a branch opening in Rancho Cordova in 1953) as a major employer had a persuasive influence on the growth rate of Fair Oaks from the 1950s to the mid 1960s. In 1957, for example, Fair Oaks had over 750 families with one or more members employed by Aerojet General—second only to the more heavily populated Arden-Arcade area. The Old Fair Oaks Bridge originally provided access to the defense company for the benefit of many of Fair Oaks' citizens until the Sunrise Bridge began assisting in 1955. Indeed, in the way the Sunrise and Hazel Bridges have allowed for both residents of Fair Oaks to find greater employment in the connecting areas and for Sacramentans

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to relocate to Fair Oaks more easily since the mid 1950s, the Old Fair Oaks Bridge allowed for the development and expansion of Sacramento's suburban dreams in the first half of the twentieth century and proved to be the impetus for growth that sparked and demanded the development of community services.³⁶

The Fair Oaks Bridge's value to serve traffic and facilitate the growth of Fair Oaks, however, diminished with the construction of bridges at Sunrise, Watt, and Hazel in 1955, 1961, and 1967.³⁷ Indeed, with the completion of the Hazel Bridge in 1967, the Old Fair Oaks Bridge closed to automobile traffic altogether and became the property of the Sacramento County Department of Regional Parks, Recreation, and Open Space after serving as the major crossing over the American River in the vicinity. Sacramento County Regional Parks re-decked and painted the bridge in 1973 and opened it as a pedestrian and bicycle crossing that currently connects to the American River Parkway Trail along the lower banks of the American River.³⁸

The closing of the Old Fair Oaks Bridge to automobile traffic in 1967 because of the construction of other bridges in the vicinity underscores the important role the bridge played in the transportation history of Fair Oaks and surrounding communities, such as Orangevale and Citrus Heights, in the first half of the twentieth century. While a bridge over the American River at Orangevale linked to Folsom and helped Orangevale to access the Folsom railroad line more easily, a bridge over the American River at Fair Oaks not only provided easier access to Sacramento via railway, but also easier access to Highway 50 and Sacramento for automobile traffic.

As Fair Oaks' population grew and developed various services to meet the changing times and technology, residents wanting to visit Sacramento could pay for a ride on one of Fair Oaks' auto stage lines.³⁹ The first automobile reported to have crossed the Old Fair Oaks Bridge was in 1915 as it and the many cars and travelers that followed found an easy access route to U.S. Highway 50 approximately 1.8 miles away.⁴⁰ The only route connecting to Sacramento from Fair Oaks and surrounding communities, such as Orangevale, Citrus Heights, and Carmichael, other than U.S. Highway 50 was Fair Oaks Boulevard. Fair Oaks Boulevard connected Fair Oaks and its surrounding communities to the City of Sacramento. It was the primary road leading to J Street in downtown Sacramento, however, it remained largely a rural thoroughfare until World War II. Since then, as Fair Oaks and the surrounding communities expanded, Fair Oaks Boulevard witnessed the conversion of residential and traditional commercial development into auto-oriented uses.⁴¹ The Old Fair Oaks Bridge provided Fair Oaks and its surrounding communities and easy, faster, and more convenient access to

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Sacramento via U.S. Highway 50 for more than 50 years until the bridge closed to traffic in 1967. Furthermore, for 40 years, from 1915 to 1955, the Old Fair Oaks Bridge provided the only access for Fair Oaks to U.S. Highway 50 until a bridge was built at Sunrise Boulevard in 1955.⁴²

Historical Background/Significance for Criterion C:

Recognizing the general trends in the early history of the California truss bridge also underscores the significance of the Old Fair Oaks Bridge. To be sure, the history of truss bridges developed by Caltrans for the purposes of establishing the historical context for understanding the significance of the 72 truss bridges they found eligible for listing on the National Register in their 1985 bridge survey, which is already on file with OHP, illuminates the significance of the Old Fair Oaks Bridge. Caltrans states that the history of truss bridges in California intertwines with the larger history of California, as well as the history of bridge technology. The state of California developed along with the American truss building industry. Today, examples of all phases of truss bridge design appear on California's highways, from the pioneering truss types of the 1840s (although the oldest in California dates to 1888) to the bold long-span cantilevers of the 1930s and 1940s to the movable truss spans of the early-to-mid twentieth century. The history of California trusses is an intertwining of three threads: the technological history of truss design, the political and administrative history of public road building agencies in California, and the economic and social development of California into the most populous state in the Union.⁴³

In California, as elsewhere, the nineteenth century truss bridge primarily served as a railroad bridge. California counties built few bridges before 1880 and public agencies did not construct any substantial number of highway bridges until the automobile age of the early twentieth century. Not surprisingly, then, such highway truss bridges that still exist from the nineteenth century are essentially railroad-type structures. This group gives a picture of the types of trusses constructed during this era. These bridges can be classified in three basic groups: covered bridges, metal railroad trusses converted to highway use, and metal trusses originally built by counties for highway use. These structures, however, primarily appear in remote areas of the Coast Range Mountains or in the foothills of the Sierra Nevada. Likewise, California-based bridge building companies built the majority of nineteenth century metal trusses. California supported more than a dozen such companies, although these companies appear to have been much less specialized than their eastern counterparts. Indeed, most known California bridge builders were diversified metal fabricators, in most cases specializing in products other than bridges. The Dyer Brothers-Golden West Iron Works, for example, specialized in bank vaults and metal roofing material while also building bridges. The San

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Francisco Bridge Company, despite its name, fabricated mining equipment and the Dundon Bridge Company manufactured brewery equipment. Since bridge building was often a sideline for these firms, nineteenth century trusses by California manufacturers tend to be quite conservative, using popular truss types developed elsewhere. In bridges as in architecture, it would be well into the twentieth century before California designers would develop a distinctive regional "style."⁴⁴

Three powerful forces collectively changed the design and construction of truss bridges in California around 1900. First, the organization of the American Bridge Company as a subsidiary of U.S. Steel created a national firm capable of prevailing over the natural advantages enjoyed by California-based builders. American Bridge, at the time of its organization, controlled 50 percent of America's bridge fabricating capacity and would soon dominate truss fabrication throughout the United States. Second, county surveyors, and later state bridge designers, played increasingly active roles in bridge design after 1900. Bridge companies commonly designed, as well as built, nineteenth century trusses. Public officials, or private consultants for public officials, however, usually designed twentieth century bridges. In fact, while a private company, the Western Bridge and Construction Company of Omaha, built the Old Fair Oaks Bridge, the Sacramento County Surveyor, C. M. Phinney, and the County Engineer, Albert Givan, designed the bridge. Third, after 1900, the truss fell into disfavor among county, city, and state bridge designers for use in cities or sensitive rural areas. To be sure, the truss was anathema to "City Beautiful" advocates like Charles Mulford Robinson, who in 1909 advised the City of Los Angeles that existing trusses were "about as ugly as they can be" and should be replaced with a "handsome" bridge, which almost always was a reinforced concrete arch.⁴⁵

These three developments, coupled with a large increase in the number of bridges built, changed the role of the truss bridge in California. The typical truss built after 1900, such as the Old Fair Oaks Bridge, was designed by a county surveyor and was located across a major crossing in a remote area. Further, the truss occupied a decreasing proportion of the total number of bridges being built. By the 1930s, the truss was used very rarely for "ordinary" spans—fixed bridges of small to moderate length.

Trusses continued to be used, however, for extraordinary situations and a large proportion of these trusses are of an extraordinary character. Examples of such special-purpose trusses are swing bridges, bascules, and long-span cantilevers. Trusses of this sort are exceptional in their engineering achievements and in their contribution to transportation history because they span

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crossings that call for extraordinary engineering solutions. The actual structure that is the Old Fair Oaks Bridge is an excellent example of bridge construction and technology advancement. A truss bridge, a bridge style that dates back to at least the sixteenth century, is a bridge whose individual members are connected in a triangular pattern. For practical purposes, however, the metal truss bridge, such as the Old Fair Oaks Bridge, dates only to the 1840s. These metal truss bridges, especially the Pratt and Warren trusses, facilitated the enormous expansion of railroad lines in the late nineteenth century and were instrumental in turn-of-the-century highway construction as well. The trusses form vertical sides to the bridge, connected to one another by traverse beams, and by stingers and other members that support the deck. Each truss always includes a top and bottom chord, the major beams that resist the bending induced by stresses on the bridge. The top and bottom connect by some combination of vertical and/or diagonal members, usually both. The Pratt truss form, invented in 1844 by Thomas and Caleb Pratt, is the most common truss form in California and the United States. This form first appeared as a "combination truss" built in wood and iron with wooden vertical members, chords, and endposts, and iron tension diagonals. The basic form changed to all-metal construction by the 1880s. It retained the light metal diagonals but substituted heavier metal beams, posts, and chords for the wooden members. The most common Pratt type is the through truss in which the deck is carried on the lower chord, with overhead lateral supports connecting the top chords. The Pennsylvania Petit is a Pratt truss with a polygonal top chord and includes reinforcing sub-struts and sub-ties. These half-length members reinforced the diagonals and helped resist stresses.⁴⁶ The Old Fair Oaks Bridge is a Pennsylvania Petit through Pratt truss that extends nearly 500 feet across a wide bend in the American River. The Sacramento County Surveyor hoped to minimize the number of piers in this dangerous current that necessitated very long main spans. The Pennsylvania Petit specifically addressed such applications. The bridge is also a rare example of the Western Bridge and Construction Company of Omaha that built truss bridges throughout the West but only rarely in California—indeed, the Old Fair Oaks Bridge is the only California truss bridge built by an out-of-state company during this time.

As mentioned before, Caltrans identified 72 historic truss bridges out of 432 surveyed in California eligible for listing on the National Register during its California Bridge Survey in 1985-86, including the Old Fair Oaks Bridge. To be sure, Caltrans' report underscores the significance of the Old Fair Oaks Bridge. Of the 72 truss bridges Caltrans determined eligible for the National Register in 1985, the Old Fair Oaks Bridge is only one of 15 built between 1900 and 1909 and one of 15 with a pony truss. More specifically, the bridge was the only Pennsylvania Petit built between 1900 and 1909 and only one of six identified in the report. Likewise, the Old Fair Oaks Bridge was the only historic truss bridge built by an out-of-state

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builder between 1900 and 1909 and only one of seven identified in all. More importantly, however, in Caltrans' updated bridge survey in 2002-2004, the bridge was found to be only one of ten Pennsylvania Petit bridges left in the state. The Old Fair Oaks Bridge is also the second oldest of these bridges with the bridge in Folsom dating back to 1893.⁴⁷ Altogether, these unique attributes of the bridge make it an embodiment of a distinctive characteristic of a type, period, and method of construction in California. Likewise, the Caltrans Bridge Survey concluded that the Old Fair Oaks Bridge was significant under both Criterion A and C. This declaration verifies the importance of the bridge when compared to other truss bridges built in the state.⁴⁸

Notes

¹ Immer O. Rice. "Immer O. Rice Recounts Early Fair Oaks Buildings, Life Here," *San Juan Record*, January 23, 1958, in Selden Menefee, Patricia Fitzgerald, and Geraldine Fitzgerald, ed., *Fair Oaks and San Juan Area Memories* (Fair Oaks, CA: San Juan Record Press, 1960), 9; Lee M. A. Simpson and Paul J. P. Sandul, *Fair Oaks, CA* (San Francisco: Arcadia Publishing, 2006), 33, 71, 81, 103.

² Simpson and Sandul, *Fair Oaks, CA*, 103, 121.

³ California Department of Transportation, Request for Determination of Eligibility for Inclusion in the National Register. Report submitted to the California State Historic Preservation Officer, California Office of Historic Preservation, Sacramento, CA (Sacramento: California Department of Transportation, 1985). Report on file with the California State Historic Preservation Officer, California office of Historic Preservation, Sacramento, CA.

⁴ California Department of Transportation, *Caltrans Historic Bridges Inventory Update: Metal Truss, Movable, and Steel Arch Bridges, Volume I: Report and Figures*, prepared by JRP Historical Consulting, revisions by Andy Hope, Caltrans (Sacramento: California Department of Transportation, 2004), 50-55.

⁵ Stephen D. Mikesell's article "Historic Preservation that Counts: Quantitative Methods for Evaluating Historic Resources" [*The Public Historian* 8:4 (Fall 1986): 61-74] offers a case study on how Caltrans worked to create the quantitative standards for evaluating California's vast system of truss bridges. He concluded that creating off-the-shelf quantitative evaluation methods of cultural resources was feasible where historic property management agencies were willing to share quantitative survey results with one another and commended Caltrans' analysis on the bridge survey.

⁶ Donald E. Thompson and John V. Murra, "The Inca Bridges in the Huanuco Region," *American Antiquity* 31:5, part I (July 1966): 632; California Department of Transportation (Caltrans), *Historic Highway Bridges of California* (Sacramento, CA: Caltrans, 1990), 3.

⁷ Caltrans, *Historic Highway Bridges of California*, 3-4, 54.

⁸ William C. Dillinger, ed., *A History of the Lower American River* (Sacramento: Sacramento History Center, 1991).

⁹ *Sacramento Union*, December 16, 1891, 3; *Sacramento Bee*, June 17, 1957, CC-18; Joseph A. McGowan, *History of the Sacramento Valley*, vol. 2 (New York: Lewis Historical Publishing Company, 1961), 5.

¹⁰ Sacramento County Recorder Collection (SCRC), Articles of Incorporation of the Orange Vale Colonization Company, case file no. 505, Sacramento Archives and Museum Collections Center, Sacramento, California, 1.

¹¹ "New Steel Truss Bridge at Orangevale Stood Hard Test," *Sacramento Union*, February 23, 1892, 2.

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¹² Sacramento County Planning Department (SCPD), *The Fair Oaks Community Plan*, adopted by the Sacramento County Board of Supervisors, resolution no. 75-12, January 8, 1975 (Sacramento: Sacramento County Planning Department), 2; *Sunset Colonies: Fair Oaks and Olive Park, In the Heart of California / Farm, Field and Fireside and Western Rural, Colony Department* (Chicago: Farm, Field and Fireside and Western Rural, Colony Department, 1896), 1-3.

¹³ Grant Vail Wallace, "Memories of Fair Oaks," in Selden Menefee, Patricia Fitzgerald, and Geraldine Fitzgerald, ed., *Fair Oaks and San Juan Area Memories* (Fair Oaks, CA: San Juan Record Press, 1960), 85. See also, Joseph A. McGowan, *History of the Sacramento Valley*, vol. 1 (New York: Lewis Historical Publishing Company, 1961), 410.

¹⁴ SCPD, *The Fair Oaks Community Plan*, 2; J. Murray Broadley, "Broadley Family Arrives in Fair Oaks with Father from Canada in 1897," *San Juan Record*, March 6, 1958, in Selden Menefee, Patricia Fitzgerald, and Geraldine Fitzgerald, ed., *Fair Oaks and San Juan Area Memories* (Fair Oaks, CA: San Juan Record Press, 1960), 12.

¹⁵ Fair Oaks Development Company, *Fair Oaks, California*, 21; See also *Sunset Colonies and Heart of California*.

¹⁶ *Sunset Colonies*, 36; Wallace, "Memories of Fair Oaks," 85; Walter W. Hinsey, "What's the Matter with Fair Oaks: One Time a Part of the Famous San Juan Grant," in Selden Menefee, Patricia Fitzgerald, and Geraldine Fitzgerald, ed., *Fair Oaks and San Juan Area Memories* (Fair Oaks, CA: San Juan Record Press, 1960), 83. See also Howard-Wilson Publishing Company, *The Heart of California* (Chicago: Howard-Wilson Publishing Company, 1897), Sacramento Collection, Sacramento Room, Central Library, Sacramento, California.

¹⁷ Wallace, "Memories of Fair Oaks," 85-88; Fair Oaks Development Company, *Fair Oaks, California*, 38. See also the city directories for 1901 and 1902 to get a list of residents in Fair Oaks at the time: *Sacramento City and County Directory, 1901* (Dallas, Texas: R.L. Polk & Co., 1901) and *Sacramento City and County Directory, 1902* (Dallas, Texas: R.L. Polk & Co., 1902).

¹⁸ John E. Holst, "Tales of the Early Days: Fair Oaks in Retrospect," in Selden Menefee, Patricia Fitzgerald, and Geraldine Fitzgerald, ed., *Fair Oaks and San Juan Area Memories* (Fair Oaks, CA: San Juan Record Press, 1960), 91-93; SCPD, *The Fair Oaks Community Plan*, 2; Stephen E. Kieffer, "Fair Oaks: A Factor in a New Empire," *The High School Advocate* 1 (December 1902), in Selden Menefee, Patricia Fitzgerald, and Geraldine Fitzgerald, ed., *Fair Oaks and San Juan Area Memories* (Fair Oaks, CA: San Juan Record Press, 1960), 81; "Wallace, "Memories of Fair Oaks," 86.

¹⁹ Fair Oaks Development Company, *Fair Oaks, California*, 38; Holst, "Tales of the Early Days: Fair Oaks in Retrospect," 100; Lord, *A Sacramento Saga*, 250-51.

²⁰ Fair Oaks Development Company, *Fair Oaks, California*, 39; Holst, "Tales of the Early Days: Fair Oaks in Retrospect," 93; Emma E. Bramhall, "Young Chicago Man Was First Doctor To Practice Here, 1902," *San Juan Record*, January 9, 1958, in Selden Menefee, Patricia Fitzgerald, and Geraldine Fitzgerald, ed., *Fair Oaks and San Juan Area Memories* (Fair Oaks, CA: San Juan Record Press, 1960), 6; Lord, *A Sacramento Saga*, 250-51; Kieffer, "Fair Oaks: A Factor in a New Empire," 82.

²¹ Fair Oaks Development Company, *Fair Oaks, California*, 8.

²² Fair Oaks Development Company, *Fair Oaks, California*, 8-9.

²³ Fair Oaks Development Company, *Fair Oaks, California*, 4.

²⁴ Fair Oaks Development Company, *Fair Oaks, California*, 9.

²⁵ Fair Oaks Development Company, *Fair Oaks, California*, 20-21.

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Narrative Statement of Significance

²⁶ Fair Oaks Development Company, *Fair Oaks, California*, 24.

²⁷ McGowan, *History of the Sacramento Valley*, vol. 1, 411.

²⁸ "Fair Oaks Fruit Company Holds Annual Meeting," unidentified newspaper clipping, October 12, 1906, in Fair Oaks Fruit Company, *A Record Book of Director's Meetings for the Fair Oaks Fruit Company, 1902-1908*, Sacramento Collection, Sacramento Room, Central Library, Sacramento, California, attached between pages 104-05.; Holst, "Tales of the Early Days: Fair Oaks in Retrospect," 102.

²⁹ See Menefee, Fitzgerald, and Fitzgerald, *Fair Oaks and San Juan Area Memories*.

³⁰ See Selden Menefee, Patricia Fitzgerald, and Geraldine Fitzgerald, ed., *Fair Oaks and San Juan Area Memories* (Fair Oaks, CA: San Juan Record Press, 1960); Simpson and Sandul, *Fair Oaks, CA*, 71-78.

³¹ See Menefee, Fitzgerald, and Fitzgerald, *Fair Oaks and San Juan Area Memories*; Simpson and Sandul, *Fair Oaks, CA*, 81.

³² See Menefee, Fitzgerald, and Fitzgerald, *Fair Oaks and San Juan Area Memories*; Simpson and Sandul, *Fair Oaks, CA*, 91.

³³ See Menefee, Fitzgerald, and Fitzgerald, *Fair Oaks and San Juan Area Memories*; Simpson and Sandul, *Fair Oaks, CA*, 91.

³⁴ SCPD, *The Fair Oaks Community Plan*, 2.

³⁵ SCPD, *The Fair Oaks Community Plan*, 2.

³⁶ SCPD, *The Fair Oaks Community Plan*, 2, 9.

³⁷ Dillinger, ed., *A History of the Lower American River*, 72.

³⁸ Dillinger, ed., *A History of the Lower American River*, 72.

³⁹ See Menefee, Fitzgerald, and Fitzgerald, *Fair Oaks and San Juan Area Memories*; Simpson and Sandul, *Fair Oaks, CA*, 33.

⁴⁰ Jason Marty, "Old Fair Oaks Bridge," February 20, 1989, memorial plaque located on the north side of the Fair Oaks Bridge on Bridge Street in Fair Oaks, CA, sponsored by American River Bank, Fair Oaks, CA.

⁴¹ Sacramento County Planning Department, "Fair Oaks Boulevard Concept Plan: Carmichael's Main Street," prepared with RACESTUDIO (Sacramento: Sacramento County Planning Department, 2005), 1-1.

⁴² Dorene Clement, "Historic Resource Evaluation Report for Improvements on U.S. Highway 50 East of Echo Summit in El Dorado County" (Sacramento: California Department of Transportation, 1997), 3-5; Dana Supernowicz, "Surmounting the Sierra: An Historical Narrative and Determination of Eligibility for the Highway 50 Corridor Between Union Hill and Lake Valley," in cooperation with George Petershagen (Placerville, CA: El Dorado National Forest, 1993), 62-64.

⁴³ California Department of Transportation, "History of Truss Bridges in California" in Request for Determination of Eligibility for Inclusion in the National Register, 15.

⁴⁴ California Department of Transportation, "History of Truss Bridges in California" in Request for Determination of Eligibility for Inclusion in the National Register, 15-16.

⁴⁵ California Department of Transportation, "History of Truss Bridges in California" in Request for Determination of Eligibility for Inclusion in the National Register, 16.

⁴⁶ California Department of Transportation, *Historic Bridges of California* (Sacramento: California Department of Transportation, 1990), 43-46.

⁴⁷ California Department of Transportation, *Caltrans Historic Bridges Inventory Update: Metal Truss, Movable, and Steel Arch Bridges, Volume I: Report and Figures*, 50-55.

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⁴⁸ California Department of Transportation, Request for Determination of Eligibility for Inclusion in the National Register.

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**Old Fair Oaks Bridge
Sacramento County, CA**

BOUNDARY DESCRIPTION

The Fair Oaks Bridge's northern boundary begins at the concrete abutment within the Fair Oaks Bluffs at the end of Bridge Street in Fair Oaks. The Fair Oaks Bridge's southern boundary begins at the southern end of pier 3. The Fair Oaks Bridge's western and eastern boundaries extend across the width and length of the bridge. The piers underneath the spans are included in the boundary.

BOUNDARY JUSTIFICATION

The Fair Oaks Bridge's boundary includes the actual structure itself—the two Pennsylvania Petit trusses and the Pony Pratt truss that extend approximately 483 feet in length across the American River and 20 feet in width. Also included in the boundary is the northern abutment that connects to the Pratt Pony truss and the three original concrete piers that support the structure because they were constructed along with, and to support, the bridge. The boundary is limited to the width of the northern abutment in Fair Oaks, which is approximately 60 feet, and the width of the southern pier, which is approximately 30 feet, that connects to the asphalt and concrete pathway from the American River Parkway Trail's Upper Sunrise Recreation Area.

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Old Fair Oaks Bridge
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Photographic Documentation

PHOTOGRAPHIC DOCUMENTATION

Paul J. P. Sandul photographed all loose photographs, #1-9, on June 1, 2006 and the negatives for these pictures are in his possession. Photographs 10-15 are historic photos included on continuation sheets with dates and repository location cited.

Loose photographs by Paul J. P. Sandul:

- **Photograph #1:** Old Fair Oaks Bridge, view from the west looking east.
- **Photograph #2:** Old Fair Oaks Bridge, view from the northeast looking southwest.
- **Photograph #3:** Old Fair Oaks Bridge, view from the south looking north.
- **Photograph #4:** Old Fair Oaks Bridge, view from the southeast looking northwest.
- **Photograph #5:** Old Fair Oaks Bridge, view of the eyebars on the lower chord, as well as the vertical truss members and the diagonal truss members, view from the southwest looking northeast.
- **Photograph #6:** Old Fair Oaks Bridge, view of the cross bracing, top lateral bracing, and sway bracing.
- **Photograph #7:** Old Fair Oaks Bridge, view of the Pratt Pony truss, which is located on the north side of the bridge, looking northeast to southwest.
- **Photograph #8:** Old Fair Oaks Bridge, view of a pier (pier 2) from the southwest looking northeast.
- **Photograph #9:** Old Fair Oaks Bridge, view of the abutment, looking east to west, on the northern side that connects with the Pratt Pony truss on Bridge Street in Fair Oaks.

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Photographic Documentation

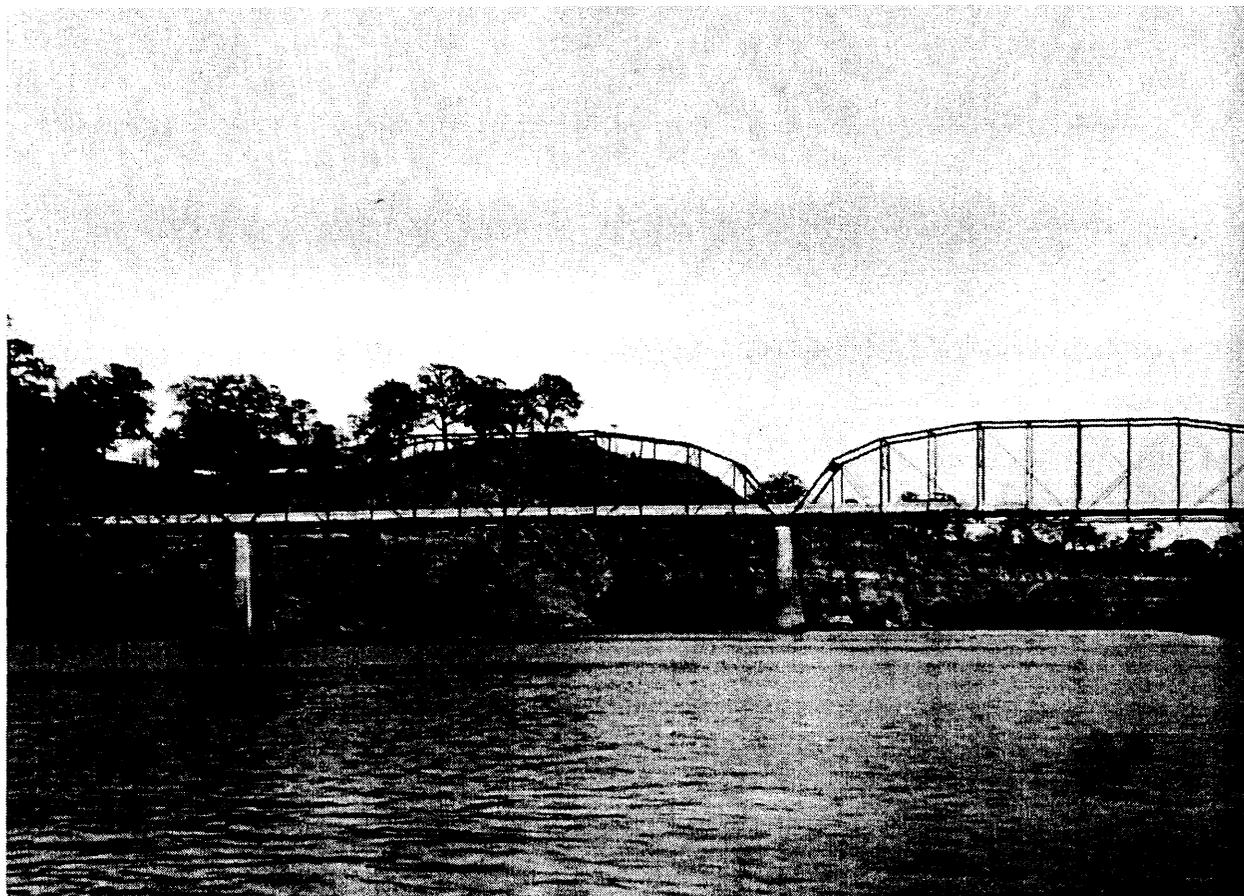


Photo # 10: Old Fair Oaks Bridge, view from the west looking east, 1912, United States Geological Survey, Water Resources, accession #84/59/48, Sacramento Archives and Museum Collection Center, Sacramento, California.

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Photo # 11: Old Fair Oaks Bridge, view from the northeast looking southwest, June 17, 1983, Sacramento Bee Photo Morgue, accession #SBPM 1105, Sacramento Archives and Museum Collection Center, Sacramento, California.

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Photo # 12: Old Fair Oaks Bridge, view from the south looking north, March 18, 1978, Sacramento Bee Photo Morgue, accession #SBPM 1101, Sacramento Archives and Museum Collection Center, Sacramento, California.

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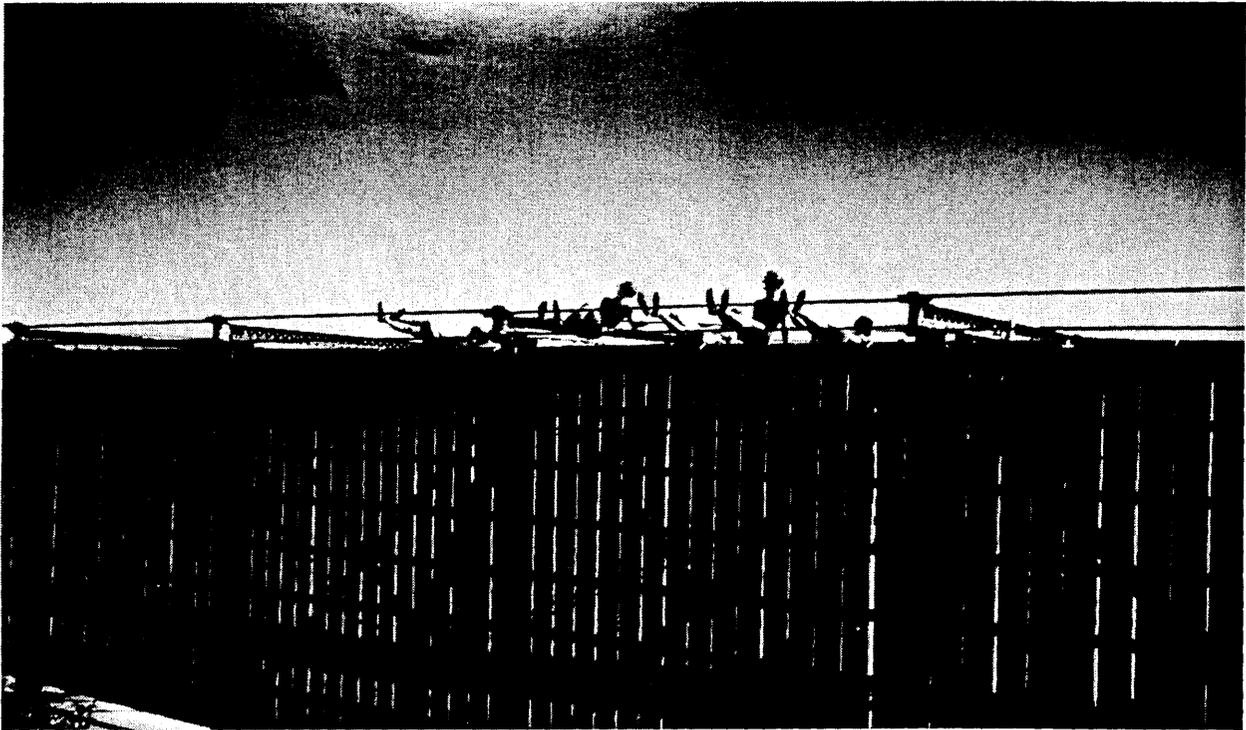


Photo # 13: Old Fair Oaks Bridge, view from underneath the bridge, August 11, 1980, Sacramento Bee Photo Morgue, accession #SBPM 1098, Sacramento Archives and Museum Collection Center, Sacramento, California.

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Photographic Documentation

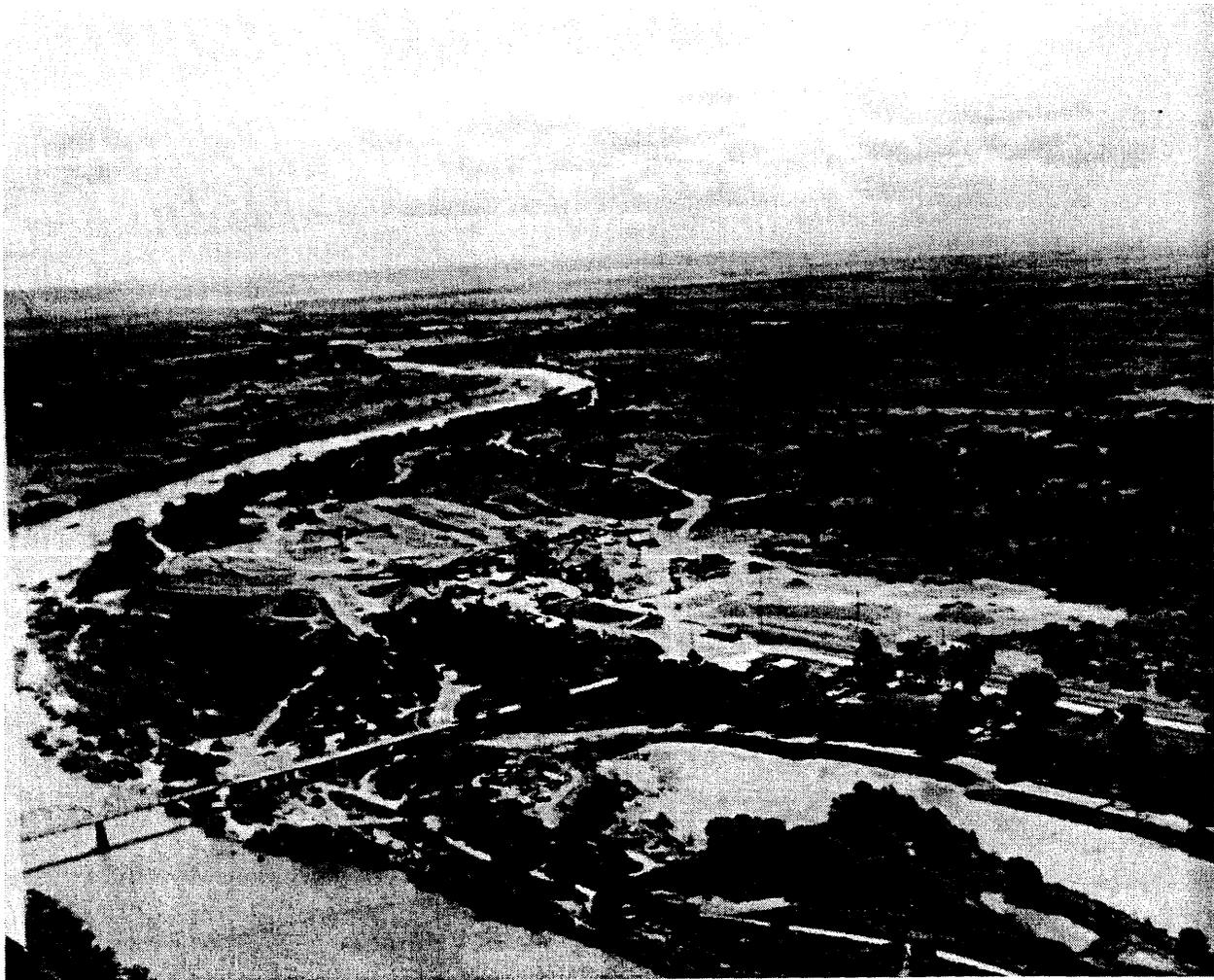


Photo # 14: Old Fair Oaks Bridge, aerial view of the bridge, view from the northwest looking southeast, 1958, accession #77/24/51, Sacramento Archives and Museum Collection Center, Sacramento, California.

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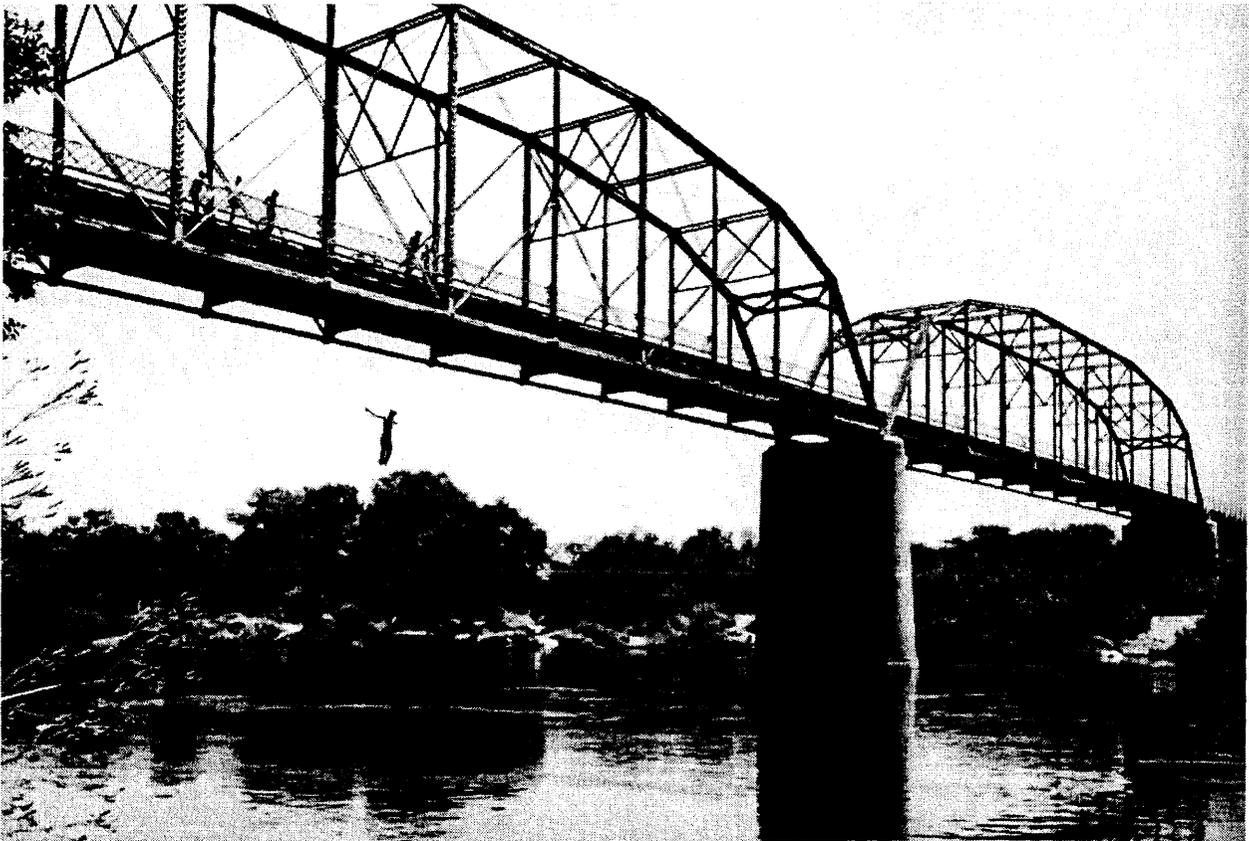


Photo # 15: Old Fair Oaks Bridge, view from the northwest looking southeast, August 4, 1971, Sacramento Bee Photo Morgue, accession #SBPM 1097, Sacramento Archives and Museum Collection Center, Sacramento, California.

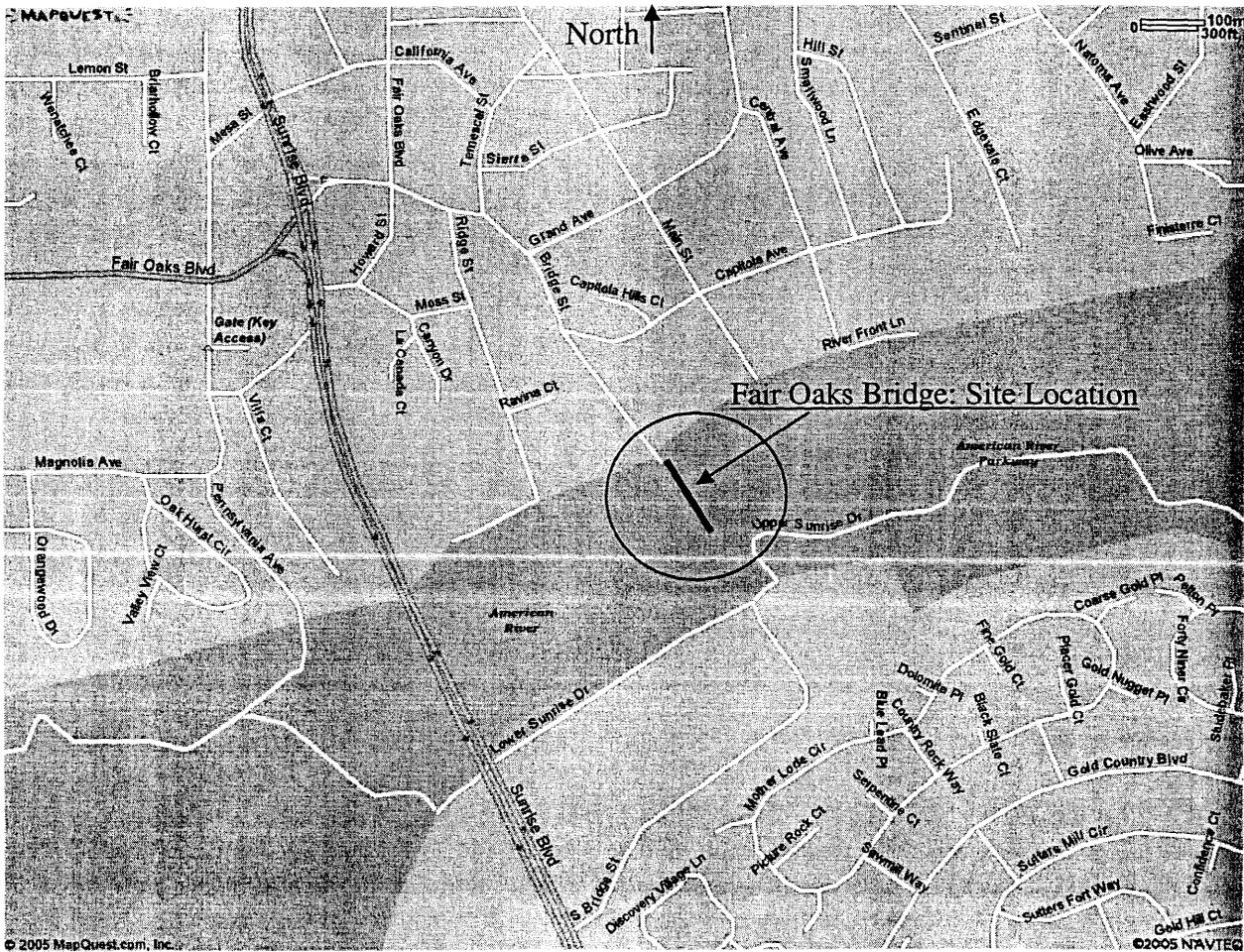
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Old Fair Oaks Bridge
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LOCATION MAP



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**Old Fair Oaks Bridge
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SKETCH MAP

