

1. SITE I.D. NO

HAER INVENTORY

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

2. INDUSTRIAL CLASSIFICATION

Bridges, Trestles, and Aqueducts

3. PRIORITY

1

4. DANGER OF DEMOLITION?
(SPECIFY THREAT) YES NO UNKNOWN

TRUSS: steel

7 6 0 3

5. DATE
1905/72

6. GOVT SOURCE OF THREAT

OWNER

ADMIN

7. OWNER/ADMIN

City of Palouse

8. NAME(S) OF STRUCTURE

F Street Bridge

9. OWNER'S ADDRESS

City Hall, East 102 Main

P.O. Box 248

Palouse, Washington 99161

10. STATE

W A

COUNTY NAME

Whitman

CITY/VICINITY

Palouse

CONG. DIST.

0 5

STATE

COUNTY NAME

CITY/VICINITY

COUNTY

CONG. DIST.

11. SITE ADDRESS (STREET & NO)

Crossing: Palouse River

S.T.R. 6 16N 46E

12. EXISTING SURVEYS

 NR NHL HABS HAER-I HAER NPS CLB CONF STATE COUNTY LOCAL OTHER

13. SPECIAL FEATURES (DESCRIBE BELOW)

 INTERIOR INTACT EXTERIOR INTACT ENVIRONS INTACT

14. UTM ZONE

EASTING

NORTHING

SIGN

SCALE

 1:24 1:62.5 OTHER

QUAD NAME

Palouse, Washington/Idaho

UTM ZONE

EASTING

NORTHING

SIGN

SCALE

 1:24 1:62.5 OTHER

QUAD NAME

15. CONDITION

70 EXCELLENT71 GOOD72 FAIR73 DETERIORATED74 RUINS75 UNEXPOSED76 ALTERED82 DESTROYED85 DEMOLISHED

16. INVENTORIED BY

Lisa Soderberg

AFFILIATION

HAER/Washington State Bridge Inventory

DATE

October 1979

17. DESCRIPTION AND BACKGROUND HISTORY, INCLUDING CONSTRUCTION DATE(S), HISTORICAL DATE(S), PHYSICAL DIMENSIONS, MATERIALS, EXTANT EQUIPMENT, AND IMPORTANT BUILDERS, ENGINEERS, ETC.

The F Street Bridge which spans the Palouse River in the Town of Palouse is representative of a type that during the early 20th century was claimed to be the most commonly used bridge type in America for spans under 250 feet. The seven panel 140 foot bridge is a steel pinconnected Pratt truss, and has a timber deck 15.9 feet wide, curb to curb. The Engineer, J.A.L. Waddell, stated that the advantages of the Pratt truss were its simplicity, its economy of metal, and its suitability for connecting to the floor and lateral systems.

The diagonals of the F Street Bridge which carry the load in tension are double eyebars. The middle panel is braced by two adjustable counter-rods with turnbuckles. The verticals which consist of two channels connected with lacing bars, resist the load in compression. The hip verticals, however, are double eyebars. Unlike the other verticals they resist the load in tension.

The F Street Bridge is in an environment probably very similar to the one in which it was built in 1905. (CONT OVER)

18. ORIGINAL USE

vehicular

PRESENT USE

vehicular

ADAPTIVE USE

19. REFERENCES—HISTORICAL REFERENCES, PERSONAL CONTACTS, AND/OR OTHER

State Department of Transportation Bridge Files

J.A.L. Waddell, Bridge Engineering, 2 Vols., (New York, 1916), 1:

(CONT OVER)

20. URBAN AREA 50,000
POP. OR MORE? YES NO

21. HCRS REGION

N W

22. PUBLIC ACCESSIBILITY

 YES, LIMITED YES, UNLIMITED NO UNKNOWN

23. EDITOR

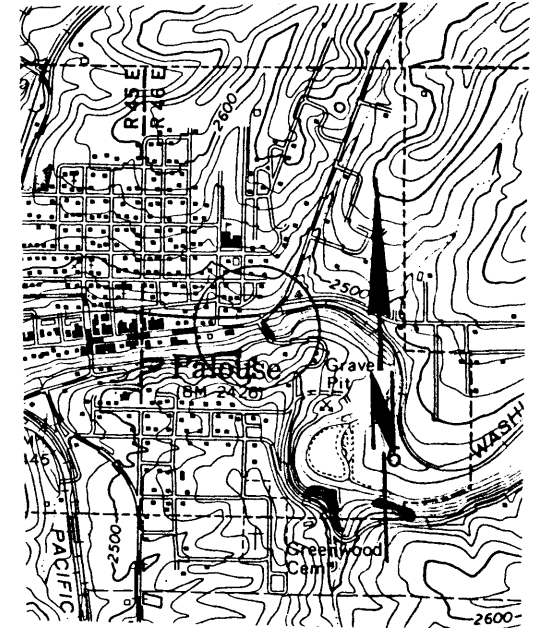
INDEXER

24. LOCATED IN AN HISTORIC DISTRICT?

 YES NO

NAME

DISTRICT I.D. NO



DESCRIPTION (CONTINUED)

It is significant as one of two of the oldest, unaltered steel Pratt through highway trusses within the State.

REFERENCES (CONTINUED)

ABSTRACT											
HAER NO	LC	TECH REPORT	HIST REPORT	CONTEMP PHOTO	HIST PHOTO	CONTEMP DRWG	HIST DRWG	COLOR PLATE	PHOTOGRAM	SW	FILM