

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

**National Register of Historic Places  
Continuation Sheet**

Section number \_\_\_\_\_ Page \_\_\_\_\_

**SUPPLEMENTARY LISTING RECORD**

NRIS Reference Number: 97000760

Date Listed: 7/25/97

Ririe B Pegram Truss

Railroad Bridge

Property Name

Jefferson

County

ID

State

Pegram Truss Railroad Bridges of Idaho MPS

Multiple Name

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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.

*Paul H. Super*  
x Signature of the Keeper

7/25/97  
Date of Action

Amended Items in Nomination:

**Significance:**

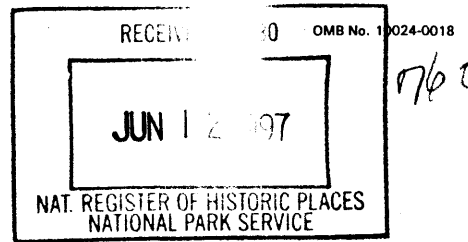
The current documentation fails to support the National Register eligibility of the property under Criterion B. [George H. Pegram is removed as a "Significant Person," and Criterion B is dropped. The lack of justification for Criterion B is discussed in the comments for the MPS cover.]

The Period of Significance encompasses the date of original construction and the significant relocation of the bridge to its current site.

This information was confirmed with Don Watts of the ID SHPO.

**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 of eligibility for individual properties or districts. See instructions in *How to Complete the National Register of Historic Places Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an 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 Ririe B Pegram Truss Railroad Bridge

other names/site number \_\_\_\_\_

### 2. Location

street & number Approx. 1/2 m. NNE of jct. Heise Rd. and East Belt Branch rail line N/A not for publication

city or town Ririe \_\_\_\_\_ x vicinity

state Idaho code ID county Jefferson code 051 zip code \_\_\_\_\_

### 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, 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. I recommend that this property be considered significant \_\_\_ nationally X statewide \_\_\_ locally. (\_\_\_ See continuation sheet for additional comments.)

Robert M. Yohe II 6/4/97  
Signature of certifying official/Title Date

Robert M. Yohe II, State Historic Preservation Officer

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 certifying official/Title 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:)

Paul B. Johnson 7/25/97  
Signature of the Keeper Date of Action

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Ririe B Pegram Truss Railroad Bridge  
Name of Property

Ririe, Jefferson County, Idaho  
City, 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	
1		buildings
		sites
		structures
		objects
1		Total

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

Pegram Truss Railroad Bridges of Idaho

**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  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Current Functions**  
(Enter categories from instructions)

TRANSPORTATION: rail-related  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**7. Description**

**Architectural Classification**  
(Enter categories from instructions)

OTHER: Pegram through truss bridge  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Materials**  
(Enter categories from instructions)

foundation CONCRETE  
walls \_\_\_\_\_  
roof \_\_\_\_\_  
other STEEL

**Narrative Description**

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

X See continuation sheet(s) for Section No. 7

Ririe B Pegram Truss Railroad Bridge  
Name of Property

Ririe, Jefferson County, Idaho  
City, County, and State

### 8. Statement of Significance

**Applicable National Register Criteria**  
(Mark "x" on one or more lines 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" on all 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 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.

**Areas of Significance**  
(Enter categories from instructions)

Engineering  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Period of Significance**

1894-1914  
\_\_\_\_\_  
\_\_\_\_\_

**Significant Dates**

1894, 1914  
\_\_\_\_\_  
\_\_\_\_\_

**Significant Person**  
(Complete if Criterion B is marked above)

George H. Pegram  
\_\_\_\_\_

**Cultural Affiliation**

N/A  
\_\_\_\_\_  
\_\_\_\_\_

**Architect/Builder**

George H. Pegram, Engineer  
\_\_\_\_\_  
\_\_\_\_\_

### Narrative Statement of Significance

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

X See continuation sheet(s) for Section No. 8

### 9. Major Bibliographical References

#### Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more 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:  
\_\_\_\_\_

X See continuation sheet(s) for Section No. 9

Ririe B Pegram Truss Railroad Bridge  
Name of Property

Ririe, Jefferson County, Idaho  
City, County, and State

**10. Geographical Data**

Acreege of property less than one

**UTM References**  
(Place additional UTM references on a continuation sheet.)

A 1/2 4/4/0/3/1/0 4/8/3/4/2/0/0  
Zone Easting Northing

B / / / / / / / / / /  
Zone Easting Northing

C / / / / / / / / / /

D / / / / / / / / / /

**Verbal Boundary Description**  
(Describe the boundaries of the property.)

The property is bounded by the exterior dimensions of the bridge and its supporting piers.  
\_\_\_\_ See continuation sheet(s) for Section No. 10

**Boundary Justification**  
(Explain why the boundaries were selected.)

The boundary is the minimal size necessary to convey the bridge's historic significance as an engineering structure.  
\_\_\_\_ See continuation sheet(s) for Section No. 10

**11. Form Prepared By**

name/title Donald W. Watts  
organization Idaho State Historic Preservation Office date February 20, 1997  
street & number 210 Main Street telephone (208) 334-3861  
city or town Boise state ID zip code 83702

**Additional Documentation**

Submit the following items with the completed form:

- **Continuation Sheets**
- **Maps:** A USGS map (7.5 or 15 minute series) indicating the property's location.  
A Sketch map for historic districts and/or properties having large acreage or numerous resources.
- **Photographs:** Representative black and white photographs of the property.
- **Additional items** (Check with the SHPO or FPO for any additional items.)

**Property Owner**

name Eastern Idaho Railroad Company  
street & number 618 Shoshone Street telephone (208) 736-9228  
city or town Twin Falls state ID zip code 83301

**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 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 Projects (1024-0018), Washington, DC 20503.

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County and State Jefferson County

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### NARRATIVE DESCRIPTION

The Ririe B railroad bridge is located on the East Belt branch line of the old Oregon Short Line (Union Pacific) railroad, crossing the flood channel of the Snake River at Ririe, Idaho. It supports a single track.

The bridge is comprised of a single pin-connected Pegram truss through span, 207 feet long by 18 feet wide. With the supporting concrete piers, the total length of the bridge is approximately 210 feet. The bottom of the structure is approximately six feet above the flood channel floor. The bridge provides a 21-foot clearance above the roadbed and is composed of seven panels.<sup>1</sup> Located approximately one-half mile to the north is the Ririe (A) bridge over the main channel of the Snake River.

The span was fabricated in 1894 by the Edge Moor Bridge Works (Wilmington, Delaware) and was originally part of the main line crossing of the Snake River near Nyssa, Oregon. The Nyssa bridge was disassembled in 1914 and this span reerected at this location the same year during construction of the East Belt branch.<sup>2</sup> The bridge does not appear to have undergone any major modifications (aside from its relocation); thus its historic physical integrity is good.

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<sup>1</sup> Union Pacific Railroad Company (Oregon Short Line); "Bridges 327 & 328 Over Snake River," Drawing No. 17882 (Sheets 3 - 11), 1894; Drawing No. 17832, July 17, 1913.

<sup>2</sup> UPRR (OSL) "Bridge No. 488-A (327) Over Snake River," Drawing No. 18003, 9-8-13; and "Bridge No. 489-A (328) Over Snake River," Drawing No. 18004, 9-8-13.

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County and State Jefferson County

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### STATEMENT OF SIGNIFICANCE

The Ririe B Pegram truss railroad bridge is significant under Criterion C for its engineering design and under Criterion B for its association with civil engineer George H. Pegram. This bridge is included in the Pegram Truss Railroad Bridges of Idaho Multiple Property Listing. For a full discussion of the bridge type and significance, see the Multiple Property Documentation Form.

The Pegram truss is a design patented in 1885 by George H. Pegram (1855-1937), an enterprising civil engineer who developed the design early in his professional career. The principal concept of the truss was to standardize the lengths of the top chord members as well as the longer bottom chord members. Visually, this resulted in the compression posts radiating outward from the center of the truss at increasing angles from the vertical. The intent of the design was to minimize fabrication costs by using standardized member lengths. By saving construction time in both fabrication and erection of the bridge, Pegram intended that this would be a more economical bridge design than other polygonal bridges of the time (Parker truss and others).

The use of the Pegram truss in bridge construction was directly attributed to Pegram himself. As a patented design, only he had the unrestricted right to utilize the truss; although other engineers were free to construct Pegram truss bridges (and pay appropriate royalties on the patented design), it appears that only Pegram used the truss. All known surviving Pegram bridges were constructed while Pegram was chief consulting engineer for the Missouri Pacific Railway Company and while chief engineer for the Union Pacific Railroad Company. The truss design was used for virtually all new bridges constructed on new lines and all replacement bridges on the old lines while he was with the Missouri Pacific from 1889 to 1893 (primarily constructed in Louisiana, Arkansas, Nebraska, and Kansas). While he was with the Union Pacific from 1893 to 1898, the truss design was used for bridges in Idaho and Utah, and possibly Wyoming. Over time, the bridges were replaced to accommodate larger loads, and there appear to be only a few surviving examples left in the United States--in Idaho, Washington, Utah, and Kansas.

#### The Ririe B Bridge

The Ririe B Pegram truss bridge is composed of a single span that was originally erected as part of the five-span crossing of the Snake River near Nyssa, Oregon, in 1894. The Nyssa crossing was disassembled in 1914 and the spans used to build bridges in eastern Idaho that same year. Two other Nyssa spans were erected a half-mile to the north (Ririe A) over the main channel, and two were used at Menan (no longer extant).

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County and State Jefferson County

Begun in 1914 and placed in partial operation the same year, the Belt Branch (also known as the Loop) of the Oregon Short Line was designed to provide an important rail line linking the newly developing farmlands flanking the Snake River in eastern Idaho. The West Belt Branch connected St. Anthony, through Menan, to Ucon and was on the west side of the primary line between Idaho Falls and Yellowstone. The East Belt branch connected St. Anthony, through Ririe, to the line near Lincoln just north of Idaho Falls. Generally, the Belt Branch paralleled the main route approximately six to eight miles to either side.

The Ririe B bridge is one of several reassembled Pegram truss structures constructed on the Belt Branch in 1914.<sup>3</sup> On the East Belt is this bridge and its companion over the main channel a half-mile to the north (Ririe A), and a one-span through truss was used near Newdale. On the West Belt, two Pegram spans were used at St. Anthony and two at Menan. Both the Newdale and Menan bridges were destroyed in 1976 by the collapse of the Teton Dam and its ensuing flood. Descriptions and histories of these bridges is described in more detail in the MPDF and the individual nomination forms.

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<sup>3</sup> UPRR (OSL); "Bridge Over Channel of South Fork of Snake River," Drawing No. 18973, July 29, 1914.



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### BIBLIOGRAPHY

Beal, Merrill D., and Merle W. Wells; History of Idaho (New York: Lewis Historical Publishing Company, Inc.), 2 vols, 1959.

Beal, Merrill D.; Intermountain Railroads: Standard and Narrow Gauge (Caldwell, ID: Caxton Printers, Ltd.), 1962.

Beran, J. R., Chief Engineer - Design, Union Pacific Railroad, letter to Donald W. Watts, Idaho State Historical Society, June 8, 1990.

-----; letter dated September 13, 1990.

Idaho Bridge Inventory (SHPO Report #17); Idaho Transportation Department, 1983.

*Idaho Register* (Idaho Falls, Idaho); Jan 30, Apr 10, Aug 7, Aug 21, Sep 18, Sep 25, Sep 29, Nov 17, Dec 12, Dec 29, 1914.