

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: 97000758

Date Listed: 7/25/97

Grace Pegram Truss

Railroad Bridge

Property Name

Caribou

County

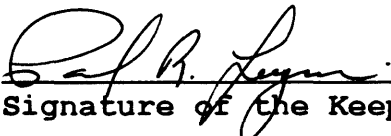
ID

State

Pegram Truss Railroad Bridges of Idaho MPS

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

7/25/97
Date of Action

Amended Items in Nomination:

Significance:

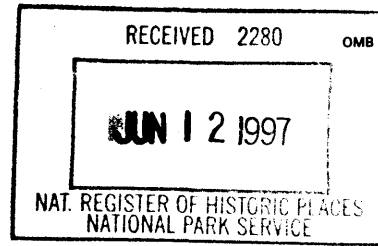
The current documentation fails to support the National Register eligibility of the property under Criterion B. [George H. Pegram is removed as a "Significant Person," and Criterion B is dropped. The lack of justification for Criterion B is discussed in the comments for the MPS cover.]

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)



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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 Grace Pegram Truss Railroad Bridge

other names/site number _____

2. Location

street & number Approx. 1/2 m. NNW of jct. SH 34 and Turner Road N/A not for publication

city or town Grace x vicinity

state Idaho code ID county Caribou code 051 zip code _____

029

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:)

Dal B. [Signature] 7/25/97
Signature of the Keeper Date of Action

Grace Pegram Truss Railroad Bridge
Name of Property

Grace, Caribou 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	
_____	_____	buildings
_____	_____	sites
<u>1</u>	_____	structures
_____	_____	objects
<u>1</u>	_____	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

Grace Pegram Truss Railroad Bridge
Name of Property

Grace, Caribou 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

1894-1913

Significant Dates

1894, 1913

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.)

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:

See continuation sheet(s) for Section No. 9

Grace Pegram Truss Railroad Bridge
Name of Property

Grace, Caribou County, Idaho
City, County, and State

10. Geographical Data

Acreeage of property less than one

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

A	<u>1/2</u>	<u>4/3/9/7/0/0</u>	<u>4/7/1/4/7/8/0</u>	B	<u>/</u>	<u>/</u>	<u>/</u>	<u>/</u>	<u>/</u>	<u>/</u>
	Zone	Easting	Northing		Zone	Easting	Northing			
C	<u>/</u>	<u>/</u>	<u>/</u>	D	<u>/</u>	<u>/</u>	<u>/</u>	<u>/</u>	<u>/</u>	<u>/</u>

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 May 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 Union Pacific Railroad Company
street & number 1416 Dodge Street, Room 1000 telephone (402) 271-5061
city or town Omaha state NE zip code 68179-1000

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 Caribou County, Idaho

NARRATIVE DESCRIPTION

The Grace bridge is a pin-connected Pegram through truss located approximately one mile northwest of Grace, Idaho, crossing the Bear River. The single-span bridge is comprised of seven panels, is supported at either end by concrete abutments, and totals 172 feet in length and is about 15 feet wide. It supports a single track and is approximately 12 feet above the riverbed. The bridge has been painted silver.

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County and State Caribou County, Idaho

STATEMENT OF SIGNIFICANCE

The Grace Pegram truss railroad bridge is significant under Criterion C for its engineering design and under Criterion B for its association with George H. Pegram. It is one of seven Pegram truss bridges in Idaho. 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 and 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 less than a dozen surviving examples left in the United States--(in Idaho, Washington, Utah, and Kansas).

The Grace Bridge

Construction of the Oregon Short Line (OSL) through southern Idaho westward from Granger, Wyoming, began in 1881, and the Idaho border was crossed in 1882. Relatively little is known about this bridge compared to the other Pegram truss structures. It was originally

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County and State Caribou County, Idaho

constructed over the Bear River at Georgetown on the main line of the OSL.¹ It is assumed that it was constructed in 1894 when the other main line crossings were built over the Snake River.

According to Union Pacific, disassembly of the Georgetown bridge and its reerection at Grace probably occurred during the major upgrading of the main line beginning in 1913. The Grace Industrial Lead was constructed in 1913 as a six-mile long spur line running from the main Oregon Short Line route south from Alexander to Grace, and it was there that the Pegram truss bridge was reerected.

¹ J. R. Beran, Chief Engineer - Design, Union Pacific Railroad Company, letter dated June 8, 1990, to Donald W. Watts, Idaho SHPO.

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County and State Caribou County, Idaho

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.

Ehernberger, James L., and Francis G. Gschwind; Smoke Down the Canyons (Callaway, NE: E. & G. Publications), 1966.

Watts, Donald W.; "Mr. Pegram's Bridges: Engineering Legacies in Idaho," *Journal of the West*, Vol. XXXI, No. 1, January 1992, pp 79-87.