

**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: 97000757

Date Listed: 7/25/97

Gimlet Pegram Truss

Railroad Bridge

Property Name

Blaine

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.

Paul R. Ferguson
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 Criteria A or B. [George H. Pegram is removed as a "Significant Person," and both Criteria A & B are dropped. The lack of justification for Criterion B is discussed in the comments for the MPS cover; the Criterion A notation was erroneously included since the MPS does not address significance in this area.]

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.

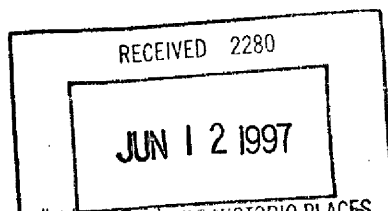
DISTRIBUTION:

National Register property file
Nominating Authority (without nomination attachment)

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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 for 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 Gimlet Pegram Truss Railroad Bridge

other names/site number _____

2. Location

street & number Approx. 1/2 m. S. of jct. US 93 and East Fork Wood River Rd. N/A not for publication
city or town Ketchum _____ X vicinity
state Idaho code ID county Blaine code 013 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. 1 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:)

2 Signature of the Keeper Date of Action
Paul R. Lynn 7/25/97

Gimlet Pegram Truss Railroad Bridge
Name of Property

Ketchum, Blaine 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: pedestrian-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

Gimlet Pegram Truss Railroad Bridge
Name of Property

Ketchum, Blaine 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

1894-1917

Significant Dates

1894, 1917

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

Gimlet Pegram Truss Railroad Bridge
Name of Property

Ketchum, Blaine County, Idaho
City, County, and State

10. Geographical Data

Acreage of property less than one

UTM References

(Place additional UTM references on a continuation sheet.)

A 1/1 7/1/4/2/8/0 4/8/3/0/4/3/0
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 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 Idaho Transportation Department, District 4

street & number P.O. Box 2-A

telephone (208) 886-7801

city or town Shoshone

state ID zip code 83352-0820

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 Blaine County, Idaho

NARRATIVE DESCRIPTION

The Gimlet bridge is located about six miles south of Ketchum, Idaho, crossing the Big Wood River immediately east of U.S. Hwy 93. The bridge is composed of a single span pin-connected Pegram through truss, eight panels, and accommodated a single track.

The bridge is 217 feet long by 17 feet wide; each of the eight panels has a base length of 27 feet. The bridge is supported by concrete piers at either end, and provides 21-foot clearance above the roadbed. A lattice portal strut is at either end. The bridge was fabricated in 1894 by the Edge Moor Bridge Works (Wilmington, Delaware).¹

In the late 1980s the Union Pacific Railroad Company abandoned the rail line, and ownership of the bridge was transferred to the Idaho Transportation Department. Removal of the tracks and ties occurred shortly thereafter, and the bridge has been modified slightly with the addition of a pedestrian/equestrian path and guard rails on the inside of the truss. These alterations do not affect the bridge's significant engineering integrity.

¹ Union Pacific Railroad Company; Drawing #21467, "Bridge 67-A over Wood River," Oregon Short Line RR, Ketchum Branch, May 23, 1917. See also, Union Pacific System, O.S.L. & U.N. Ry. Co., Contract No. 6535 drawings, Bridges No. 334 & 335 -- Idaho Division, 1894.

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County and State Blaine County, Idaho

STATEMENT OF SIGNIFICANCE

The Gimlet Pegram truss railroad bridge is significant under Criterion C for its engineering design, under Criterion B for its association with George H. Pegram, and under Criterion A for its association with the history of railroad development in southern 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 few surviving examples left in the United States--in Idaho, Washington, Utah, and Kansas.

The Gimlet Bridge

Construction of the Oregon Short Line through southern Idaho westward from Granger, Wyoming, began in 1881 and the Idaho border was crossed in 1882. When the new line reached Shoshone, however, westward construction was halted for six months while the Wood River Branch was built northward to reach the developing silver mining regions near Hailey and Ketchum. After

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County and State Blaine County, Idaho

completion of the branch in 1883, westward construction of the main line was resumed, and the final crossing of the Oregon border was accomplished in 1884.²

The Pegram bridge at Gimlet was originally one of the five spans crossing the Snake River on the main line near Ontario, Oregon. Erected in 1894, the Ontario crossing was replaced in 1914 and the Pegram spans disassembled.

Upgrading of the Wood River line began in 1917 with the replacement of two bridges across the Wood River with two reassembled Ontario Pegram spans; one at Gimlet and one at Cold Springs about two miles south of Ketchum.³ Both bridges are included in the Multiple Property nomination. It is unknown what became of the remaining three Ontario Pegram spans.

² Beal, Merrill D., and Merle W. Wells; History of Idaho, (New York: Lewis Historical Publishing Company, Inc.), Vol. 1, p. 521.

³ "Railroad Bridges Being Built;" *Wood River Times*, July 9, 1917, p. 1. The article cited here erroneously referred to the Cold Springs bridge as being 208 feet long. In fact, it is identical to the 217-foot Gimlet bridge further south.

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County and State Blaine 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.

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

"Railroad Bridges Being Built," *Wood River Times*, July 9, 1917.