

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: 89000945

Date Listed: 8/4/89

Guerneville Bridge

Sonoma

CA

Property Name

County

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.

*Carol D. Shull*

8-4-89

Signature of the Keeper

Date of Action

=====  
Amended Items in Nomination:

The areas of significance, "Community Planning and Development" and "Commerce" should be deleted because they have not been justified.

Discussed and concurred in by the California SHPO on August 4, 1989.

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 *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

### 1. Name of Property

historic name The Guerneville Bridge  
other names/site number Russian River Bridge No. 20-91

### 2. Location

street & number Route 116 between Postmiles 12.1 and 12.7 n/a not for publication  
city, town Guerneville n/a vicinity  
state California code CA county Sonoma code 097 zip code 95446

### 3. Classification

<b>Ownership of Property</b>	<b>Category of Property</b>	<b>Number of Resources within Property</b>	
<input type="checkbox"/> private	<input type="checkbox"/> building(s)	<b>Contributing</b>	<b>Noncontributing</b>
<input type="checkbox"/> public-local	<input type="checkbox"/> district	_____	_____ buildings
<input checked="" type="checkbox"/> public-State	<input type="checkbox"/> site	_____	_____ sites
<input type="checkbox"/> public-Federal	<input checked="" type="checkbox"/> structure	<u>1</u>	_____ structures
	<input type="checkbox"/> object	_____	_____ objects
		<u>1</u>	<u>0</u> Total

Name of related multiple property listing: n/a  
Number of contributing resources previously listed in the National Register 0

### 4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, 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.  See continuation sheet.  
Kathryn Gualtieri 6-15-89  
Signature of certifying official Date  
State or Federal agency and bureau \_\_\_\_\_

In my opinion, the property  meets  does not meet the National Register criteria.  See continuation sheet.  
\_\_\_\_\_  
Signature of commenting or other official Date  
State or Federal agency and bureau \_\_\_\_\_

### 5. 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:)  
Coraed Shuel 8-4-89  
Signature of the Keeper Date of Action

**6. Function or Use**

Historic Functions (enter categories from instructions)

Transportation: road-related

Transportation: pedestrian-related

Current Functions (enter categories from instructions)

Transportation: road-related

Transportation: pedestrian-related

**7. Description**

Architectural Classification

(enter categories from instructions)

Other: Pratt through truss

Materials (enter categories from instructions)

foundation concrete

walls n/a

roof n/a

other steel

concrete

Describe present and historic physical appearance.

The Guerneville Bridge (Russian River Bridge No. 20-91, 04-Son-116, P.M. 20-91), is a part of State Highway 116's section between leaving U.S. 101 at Cotati and ending at State Highway 1 near the mouth of the Russian River. This road is the major route between the San Francisco Bay area and the Russian River resorts area, and it crosses the river only once, at Guerneville. On the south side of the bridge, the roadway continues straight from the bridge onto the highway; on the north side the bridge empties directly into the main intersection of the town of Guerneville, and there the highway turns west to follow the course of the river for the remainder of its length. The Guerneville Bridge is 948 ft. long and about 50 ft. above the river bed; it runs at a slight diagonal to the flow of water. It consists of 21 spans: seven approach spans on the south side, three main spans, and 11 approach spans on the north side. The main spans are pin-connected steel through Parker trusses, each 180 ft. long, on reinforced concrete piers. The approach spans are reinforced concrete girders, each 22 ft. long, on reinforced concrete (5) pile bents. The roadway is 17 ft. wide, and the trusses rise nearly 30 ft. above it. On the downstream or west side of the bridge, a 4.5-ft. wide pedestrian sidewalk was added six years after the main construction, but still during the period of significance; its structure is cantilevered out from the main bridge. An original latticework steel fence, about 3 ft. high, lines the east or upstream side of the main spans and the entire downstream side of the sidewalk. (Originally such a latticework railing also lined the other side of the main spans, but it appears to have been moved when the sidewalk was constructed.) The approach spans are lined with a two-rail, 3-ft. high reinforced concrete fence on both sides of the roadway. The piers also carry a flood level gauge and a U. S. Geological Survey plaque dated 1932. The bridge possesses a high degree of integrity of location, design, setting, materials, workmanship, feeling, and association.

The integrity of the Guerneville Bridge is compromised only by five minor and reversible alterations, and by one very minor but irreversible alteration. The addition of the sidewalk and the moving of the steel latticework railing are not here considered exceptions to integrity because they occurred during the period of significance and have acquired historical significance in their own right. The exceptions to integrity are:

1. In 1952, to protect the structure from logging trucks, a pair of skid rails was added to each vehicular side of the trusses ("two parallel Armco Company flex beam rails set about 5'-0" and about 6'-8" above roadway gutter grade" [Supplementary Bridge Report, 30 March 1954]).

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7. DESCRIPTION (Continued):

2. A third skid rail, low and of similar design, was added to the south-bound lane in 1959 (Rogers to Bridge File, 31 December 1958).
3. Four bunches of miscellaneous telephone and electrical cables are suspended from the upstream side of the truss; four conduits (two 8-in. ones and two 2-in. plastic ones) are attached to the underside of the bridge (Supplementary Bridge Report, 18 February 1982).
4. The bridge was originally lit at night by twelve electroliers about 7 ft. above the roadway, raised on posts centered on each pier and above the bridge ends. The electroliers are now missing, but two of their posts survive; in their stead modern cobra-head street lamps have been suspended from the trusswork above the center of the roadway.
5. In 1986 a chain-link fence was added above the original steel latticework on the west or downstream side of the sidewalk (Supplementary Bridge Report, 7 January 1987).
6. Various minor incidents of spalled concrete have been opened, cleaned, rust-protected, and re-concreted. Most of these seem to be located on the (5) pile bents of the approach spans (per Bridge Maintenance Book).

**8. Statement of Significance**

Certifying official has considered the significance of this property in relation to other properties:

nationally  statewide  locally

Applicable National Register Criteria  A  B  C  D

Criteria Considerations (Exceptions)  A  B  C  D  E  F  G n/a

Areas of Significance (enter categories from instructions)  
entertainment/recreation  
commerce  
transportation  
community planning and development

Period of Significance  
1922-1939

Significant Dates  
1922

Cultural Affiliation  
n/a

Significant Person  
n/a

Architect/Builder  
Hook, W. Lloyd

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

The Guerneville Bridge appears eligible for the National Register of Historic Places under Criterion A, because it is associated with events that have made a significant contribution to the history of the Russian River resorts. Specifically, throughout the 17-year period of significance, the bridge provided the only practical auto access to the important Guerneville segment of the summer resort area. The bridge's significance began with its construction in 1922 and continues to the present, but, since its significance is not shown to be exceptional, the period of significance is arbitrarily being ended at 1939, 50 years ago. Because the bridge is located at the hub where the main road arrives at the river and vacationers scatter in all directions to their destinations, the bridge has had a significant impact on Guerneville's commerce: the groceries, hardware stores, auto repair shops, gas stations, bars, restaurants, hairdressers and the like all concentrated on the hub where they could be convenient to the greatest number of customers. As one of the oldest features of Guerneville's infrastructure (buildings and streets have been repeatedly destroyed by fire and flood) the bridge is significant to the community's planning and development because its north end is the convergence of five roads: clockwise, the Pocket Canyon/State Highway from San Francisco and Santa Rosa, Main Street from the local beach, Second Street from downriver resort areas, Armstrong Wood Road from the State Park of that name to the north, and River Road/Old River Road from upriver resort areas; and consequently the bridge has influenced the location of commercial uses. The bridge is significant for entertainment/recreation because it is a critical link for vacationers coming from the urban areas of San Francisco and Santa Rosa to the Russian River summer resorts, which feature warm water for swimming, fishing and boating, sandy beaches, a combination of sun and shady redwoods, beautiful scenery, campgrounds, and, in the 1920s and 1930s, organized nightly community entertainment and dancing to live bands; cumulatively the resorts have been an important source of money brought into the economy of Sonoma County. The Guerneville Bridge is significant for transportation as the oldest auto bridge over the Russian River on a major road to the resorts (the Wohler Bridge is of the same age and of greater engineering significance, but it serves at best a very little-traveled route from Healdsburg to Forestville, and its present badly rusted condition demonstrates its lack of importance for transportation; the Hacienda Bridge is older and serves the River Road to U.S. 101 at Fulton, but it was a railroad bridge until 1935, remodeled for auto use only in 1947; the Monte Rio Bridge dates from 1934). The Guerneville Bridge has a high level of integrity of location, design, setting, materials, workmanship, feeling, and association, marred only by the six minor and mostly reversible alterations noted in section 7 above.

See continuation sheet

**9. Major Bibliographical References**

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 # \_\_\_\_\_

See continuation sheet

Primary location of additional data:

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository:

CALTRANS

**10. Geographical Data**

Acreage of property Less than one acre

UTM References

A 

1	0	5	0	0	4	9	0	4	2	6	1	2	1	0
Zone				Easting				Northing						

B 

Zone				Easting				Northing						

C 

Zone				Easting				Northing						

D 

Zone				Easting				Northing						

See continuation sheet

Verbal Boundary Description

The nominated property consists of the bridge itself, which is about 22 ft. x 948 ft. x more than 60 ft. high from the river bed.

See continuation sheet

Boundary Justification

Please refer to enclosed Sketch Map.

See continuation sheet

**11. Form Prepared By**

name/title Anne Bloomfield, consultant  
organization The Guerneville Bridge Club date 2 February 1989  
street & number 2229 Webster Street telephone (415) 922-1063  
city or town San Francisco state California zip code 94115

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8. SIGNIFICANCE (continued):

The Guerneville Bridge is significant within the theme of Russian River resorts, which for many years contributed significantly to the economy of Sonoma County by bringing in outside money and providing a good living to hotel- and resort-keepers, restaurateurs, grocers and other shop-keepers, and providers of sporting equipment, personal services and transportation. Hart's Companion to California said in 1978 that the Russian River "region is best known for its summer resorts." In 1969 the Bicentennial California Information Almanac's first report of Sonoma County recreation was that, "The Russian River is crowded with resorts featuring camping, steelhead fishing, swimming and boating." The annual population influx was witnessed by a 1964 study noting that Guerneville's regular police force of a sergeant and three deputies was usually augmented in season by nine additional deputies. The 1936 W.P.A. County history noted that, "From Healdsburg to the mouth of the Russian River at Jenner is a continuous resort section. Many fine hotels are found along the River at Guerneville, Monte Rio and Rio Nido. Hotels in these resort towns are Social Centers. Guests can enjoy gol[f], tennis, swimming, boating, fishing and horseback riding in this noted redwood vacation region." A 1937 county history confirmed that "along [the Russian River's] course are scattered many deep pools of sufficient length to permit splendid boating, while bathing and fishing attract many thousands of visitors in season. In summer the river entices throngs to the Healdsburg district. Guerneville, Guerneville park, Monte Rio, Rio Nido, Rio Campo, Mirabel and other popular places along the Russian river annually see an influx of thousands of people from all over the coast, principally from the bay region." (All the "popular places" mentioned, except Mirabel, are within 4.5 miles of the Guerneville Bridge, and the "thousands of people" should be compared with U.S. Census figures for the local township of 887 in 1930, 842 in 1920, and 950 in 1910.) In 1928 \$750,000-worth of improvements were anticipated in the resort area. (1)

The history of the Russian River as a resort area extends well back into the 19th century. Guerneville had been founded in 1860 as a lumbermill town. As soon as enough trees had been cut down to reveal the sun and require an oxcart trail for shipping out the lumber, the recreation potential must have appeared: here were and are sandy beaches on warm and reasonably safe water, located in sunshine amid beautiful scenery. What a contrast to northern California's ocean beaches, with their frigid water, dangerous undertows, and perpetual high summer fog! Probably the first vacationers came to fish and hunt; picnickers followed. By the time a railroad reached Guerneville in 1877, the area's recreation business was already developed enough to require a Sunday excursion as well as a daily passenger train. By 1890, passenger traffic was such that two daily trains were scheduled. In 1894 one railroad opened "an extensive advertising campaign" which resulted in greatly increased traffic by "picnickers and summer travel to Vacationland along the Russian River." As the virgin timber began to give out in the 1890s, Guerneville's continued existence was assured by "local agriculture and summer recreation." In the 20th century the Northwestern Pacific, as the railroad had become, advertised a sightseeing Triangle Trip: from Sausalito via Point Reyes to Monte Rio, along the Russian River via Guerneville, and back via Fulton and Santa Rosa. The railroad also published an annual booklet called Vacation that featured advertising for Russian River

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8. SIGNIFICANCE (continued):

resorts. Already before World War I the youth of Guerneville "were aware of some mid-night summer resort rowdyism." (2)

Perhaps the golden age of Russian River vacationing came during the years directly after World War I. The trains were now running regular excursions, cabins were going up right and left and a variety of resort facilities were opening to take care of the vacationists. . . .

Along the track resorts sprang up, beginning at Mirabel, Hilton, Rio Nido, Guerneville, Guerneville Park and so on down to Monte Rio. With the towns came dance halls and pavilions and in their duels to attract the customers the proprietors spent more and more money to bring in bigger and greater bands. This was the era of the great name bands -- Ted Fio Rito, Jan Garber, The Dorseys -- the list could go endlessly.

It was the ritual in those days to gather at the station when the train came in. . . . Summer had begun --two weeks of wild, delirious joy and romance which may probably never be found again. . . . In the golden days of the 20s and the 30s the season started on Memorial Day and closed with Labor Day. Now . . . there just isn't anything exciting about going to the Russian River anymore. This is not to infer that it isn't fun -- it is just that youth doesn't try to jam a lifetime of love, romance, excitement and delight into two weeks. (3)

Typical attractions of the resort area were described in a 1926 advertising brochure for Guerneville Park and Village, which is two miles downriver from the Guerneville Bridge. After mentioning access by train and auto, and after describing the various accommodations in hotel, "housekeeping bungalows and camps" and in "Guerneville Auto Park," the brochure describes activities that must have been typical of the area:

In the park ground along the river is an exceptionally fine bathing beach completely equipped with chutes, slides, springboards, rafts, boats and canoes, buoys, piers, boardwalk, bath-house, etc. . . .

Guerneville Village is a complete little city to serve the vacationists' requirements. One need not leave Guerneville to supply any ordinary want. There is a general market, handling groceries, meats, vegetables, bakery goods, milk, drug sundries, notions, some drygoods and hardware, fishing tackle and swimmers' supplies, candy, tobacco, periodicals, etc. There is a postoffice named Guerneville Park, Barber Shop, Beauty Parlor, Soda Fountain, Coffee Shop, Pool Room, Box Ball and Bowling Alleys, Service Station, Community Club House, well equipped free Children's Playground, Public Telephone, and last but far from least, the Guerneville Village Bowl, the dance with its ten-piece orchestra which gained so much popularity in 1925. There is dancing every night. The entire "Village" is brightly lighted by countless Oriental lanterns and a beautiful electric fountain. A large



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8. SIGNIFICANCE (continued):

bonfire is kept burning in the Club Center around which are many high-back comfortable seats.

The outstanding pleasure during the day is bathing, saddle horse riding and hiking. In the evening everyone gathers in the "Village" for a care-free good time. There is, first, a half hour of interesting entertainment staged on the Club House veranda. Community songs with the words flashed on a large screen are very popular. Then there are many stunts and other features. Everyone takes part. There is no restraint. You will want to be in it, too. Bring along your music, make a note of your best jokes and gags, practice up your fancy dancing. The evening entertainment is our melting pot where everyone forgets their dignity and becomes acquainted. After the entertainment is the dance with music of the best in a setting you will long remember. The "Village" has been built just far enough from the sleeping cabins so as to not interfere with those who want to retire early. The best way to learn of the attractiveness of Guerneville Village is to see it yourself at night. (4)

Popular travel to the Russian River resorts arrived by train beginning in 1876-1877, but in the 20th century the automobile gradually took over this function. Symbolizing the new transportation is the fact that in Guerneville, "Around 1927 the blacksmith shop was closed permanently. And the hardware store was converted into a garage to repair the increasing number of gasoline powered vehicles." The train's peak passenger year was 1923, when it carried 30,000 people on the July Fourth weekend alone. The train's peak year coincided with the Guerneville Bridge's first year of operation, and many train tourists must have seen a new possibility symbolized by the existence of the bridge. Then in September of 1923 a forest fire burned everything between Guerneville and the coast. The trains never really recovered, dropping various runs in the late 1920s and ceasing forever in the fall of 1935. Researching the phenomenon of tourism in the American West, Pomeroy wrote in 1957 of "a general decentralization in American society over the last half century, dictated or facilitated in large part by the automobile." "The big change came in the 1920s and thirties, as the cheaper automobiles multiplied and the paved highways extended to take the new traffic. . . . [S]uddenly there were vastly more tourists and vastly more of them in their own cars -- in California nearly four times as many in 1923 as there had been in 1920. By 1929 there were more than twice as many again, and the increase continued during the thirties after a brief dip in one year, 1930." "The growing Western highways systems, growing in response to [the tourist's] demands, represented his expanding opportunity and the opportunity of the sections that they fed. . . . Traffic regularly exceeded expectations as new routes opened up, and not only diverted travel but created it. An almost revolutionary expansion in week-end and holiday travel took place as auto ferry service developed between 1921 and 1927 on San Francisco Bay itself, long a major bottleneck for automobiles." (5)

The new highway system in the Russian River area was part of an ambitious county highway building program approved by the Sonoma County voters in 1919, and the Guerneville Bridge was an integral part of this program. The program was based on a report ca. 1918 by

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S. SIGNIFICANCE (continued):

William L. Lynch, U. S. Senior Highway Engineer, who "noted the importance of new and better roads in those 'portions of the county devoted to tourist and pleasure seekers.' The roads 'in these sections should be made attractive and a pleasure to travel, as a large amount of money is spent in the county each year by these tourists.'" (6) The present State highway 116 accounted for nearly one-fifth of the 178 miles of roads budgeted by the County Supervisors. Actual road construction began in January 1920, and by November 1922 half the work was done and 82% of the bond money had been spent. Nearly 70% of it went for four steel bridges, including the one at Guerneville. Whether the county ever completed its roads program is not known, but some work on the highway that runs over the Guerneville Bridge was scheduled in 1931 in a joint effort by the State, Sonoma and Mendocino Counties. In August 1933, the Sonoma County highway system was taken over by the State of California. In the 1930s and 1940s, road maps showed the highway via the Guerneville Bridge as the only major road to the Russian River resort area, or on some maps the only through road there. Thus, after the trains ceased, the Guerneville Bridge became the resort area's critical link to the outside, a real economic necessity. (7)

The bridge was constructed in 1922 to designs by W. Lloyd Hook, Sonoma County Bridge Engineer working under County Surveyor R. Press Smith. The contract was awarded to the Mercer-Fraser Company of Eureka on 16 March 1922, and the official grand opening day took place on 27 December 1922. The location of the bridge had been noted as a river crossing as early as 1861, in a recorded land claim, and subsequently wagons carrying out the lumber via Pocket Canyon (route 116), crossed near here on a low "summer bridge" that had to be dismantled annually because of winter floods. The first year-round bridge had been constructed in 1885, on the present location, a wooden bridge with two iron spans of Pratt combination truss. After 35 years of wear, the 1885 bridge was seriously damaged in the flash flood of November 1920, and the newspaper was later to declare it could not make it through the winter of 1922-1923. So it was torn down, a temporary one was constructed, and Mercer-Fraser went to work on the present bridge. (8)

In 1928, within the period of significance, there was a major alteration which has acquired historical significance in its own right: a sidewalk was added to the bridge's west or downstream side, cantilevered out beyond the trusswork. For its outer fence there is a steel latticework railing along the entire length of the sidewalk. The railing matches the one built in 1922, and in fact some of it is probably the original fence re-located, for the 1927 plans show the railing and related pieces with the legends, "Remove from roadway as shown on Sh[heet] #1," and "Remove present rail to sidewalk." Addition of the sidewalk indicates that the bridge was so successful in attracting autos (as Pomeroy said above) that a separate sidewalk became necessary for the safety of local pedestrian traffic between different resort and town destinations. (Guerneville has suburbs and additional entertainment on the south bank.) The bridge has served both distance and local circulation purposes, and the sidewalk was a "method of solving pedestrian protection." Designed by Guerneville native Edward A. Peugh, County Surveyor and supervisor of the 1922 construction, the sidewalk construction began in April 1928 and was to be ready for the summer traffic. (9)

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8. SIGNIFICANCE (continued)

There remains the bridge's significance as one of the oldest and most dominant manmade resources in the Guerneville area. Repeated floods, together with nine major fires (in 1883, 1889, 1894, 1896, 1919, 1923, 1937, 1963, 1973) have destroyed much of Guerneville's fabric older than the 1922 bridge. The town's architectural resources have not been officially surveyed beyond the boundaries of Gross's very limited Historic Properties Report for Caltrans, but local historian John Schubert has identified about 30 buildings in Guerneville which probably date before 1923, many of them shortly after the 1894 fire. Most of them are very modest residences probably not eligible for the National Register. A few stand out. The Congregational Church at 16335 First St. is a bell-towered wooden structure of about 1905; it has been converted to commercial use and is now vacant. Belden House (popularly called The Estate) at 13555 Highway 116, noted by the County as historic, is a large Mission Revival residence of about 1920, now converted to a bed and breakfast inn. The Bank of Guerneville, northeast corner of Main and Church Streets, has Classical Revival elements; Clar dates its construction as 1922. Clar's own boyhood home on Woodland Avenue is Craftsman style. The Railroad Station from Northwood, now at 16434 Main Street, was moved to Guerneville and two bay windows have been added. Historian Schubert gives the town's oldest buildings as the resort now called Riverlane at 16320 First Street, by 1872, and the John French House at 14123 Buttner Road, possibly Creek Revival in style. Of pre-1923 buildings, Gross's Caltrans survey noted and rejected Register eligibility of: Johnson's Beach Lodge just downstream from the bridge, the shop-faced ex-residence called River Travel Service on Armstrong Woods Road, a very modest lumber company office from 1917 at 16095 River Road, the Baldens! Craftsman bungalow at 13600 Highway 116, and the old but altered Southside Resort buildings at 13811 Highway 116. About a small, turn-of-the-century, 2-story wood frame structure just east of 16190 River Road, Gross and Schubert disagree. The former assigns it no significance; the latter maintains it was the town's whorehouse, perhaps the only survivor of its type in the whole county. It is located just behind the site where the Guerneville Hotel stood. (10)

In comparison to all these buildings, the bridge is the largest, the most visible, and the most commonly experienced. It is part of every local beachgoer's visual memory because one of its piers sits on the beach. It was featured in two of the photos advertising Guerneville in the 1929 edition of the Northwestern Pacific's Vacation publication. Nowadays every driver, every pedestrian, every shopper and every pee-wee golfer touching Guerneville has an impression of its bridge. As one correspondent to the Sonoma County Historical Society wrote:

When someone says "Guerneville," the first thing that comes to mind is the old, green bridge in the center of town. Its solid, low spans seem to say, "I belong here" — Guerneville's identify.

It links the town of today with the past — the only link. It evokes a time in history of gentle folk coming to the Russian River to happy, memorable vacations.

There is no other landmark in Guerneville to compare with the bridge. It and the river it crosses are the heart of Guerneville's charm. (11)

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8. SIGNIFICANCE (concluded):

ENDNOTES. For full citations, please see bibliography, pages 9.1-9.3.

1. Hart, 1978, 361. Salitore, 1969, 598. Zion, 1964, 4. Wolf et al., 1936, 427-428. U. S. Department of Commerce, 1920, 357. Idem., 1930, 284. "Russian River Improvements," 1928.
2. Stindt, 1974, 42, 46, 31, 13, 46. Clar, 1984, 41, 103.
3. Cook, 1977, 15.
4. Maize, 1926, 3, 4, 6, 9. Similar material in Northwestern Pacific, 1929.
5. Stindt, 1974, 56, 28. Clar, 1984, 101. Pomeroy, 1957, 29, 127-130.
6. Harris, 1988, 9-10 (quoting Lynch from Healdsburg Tribune, 2 Jan. 1919, 1, and/or 23 Jan. 1919, 7).
7. Harris, 1988, 12, 15-19. California State Automobile Association, 1934. California . . . Division of Forestry, 1945.
8. Harris, 1988, 21-27. Clar, 1984, 21, 18, 31. Schubert, 3-1988, 10-11.
9. Peugh, 1927, 1 and 3. "Work is Scheduled . . ."
10. Clar, 1984, 43, 44, 54, 58, 60, 65, 66, 114, 130. Gross, 1984, Survey # 5, 10, 12, 13, 27, 32, and passim. Schubert, interview 11 May 1989.
11. Northwestern Pacific, 1919, 12. Hechtman, 1988.

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9. BIBLIOGRAPHY

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National Park Service

National Register of Historic Places  
Continuation Sheet

Section number 9 Page 9.2

The Guerneville Bridge, Guerneville, CA

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**National Register of Historic Places  
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Section number 9 Page 9.3

The Guerneville Bridge, Guerneville, CA

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National Park Service**

**National Register of Historic Places  
Continuation Sheet**

Section number          Photos          Page          P.1

The Guerneville Bridge, Guerneville, CA

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PHOTOGRAPH CAPTIONS

The Guerneville Bridge  
Guerneville, California

All negatives are with the respective photographers, who live in Guerneville.

1. Photo by Mary Robertson  
Summer 1987  
View of bridge looking upriver  
Photo 1 of 8
2. Photo by Mary Robertson  
December 1988  
View from bridge looking at downtown Guerneville  
Photo 2 of 8
3. Photo by John Schubert  
June 1988  
View of bridge from downtown Guerneville  
Photo 3 of 8
4. Photo by Mary Robertson  
December 1988  
View of bridge's sidewalk, looking toward the south bank  
Photo 4 of 8
5. Photo by John Schubert  
June 1988  
Bridge detail with lightolier stand, looking upriver  
Photo 5 of 8
6. Photo by John Schubert  
June 1988  
View of bridge and one pier, looking downriver  
Photo 6 of 8
7. Photo by John Schubert  
April 1988  
Bridge detail looking upriver: townside pier showing connection to trusswork and roadway, structural support of sidewalk, and river depth gauge  
Photo 7 of 8
8. Photo by John Schubert  
April 1988  
Bridge detail showing underside and (5) pile bents  
Photo 8 of 8

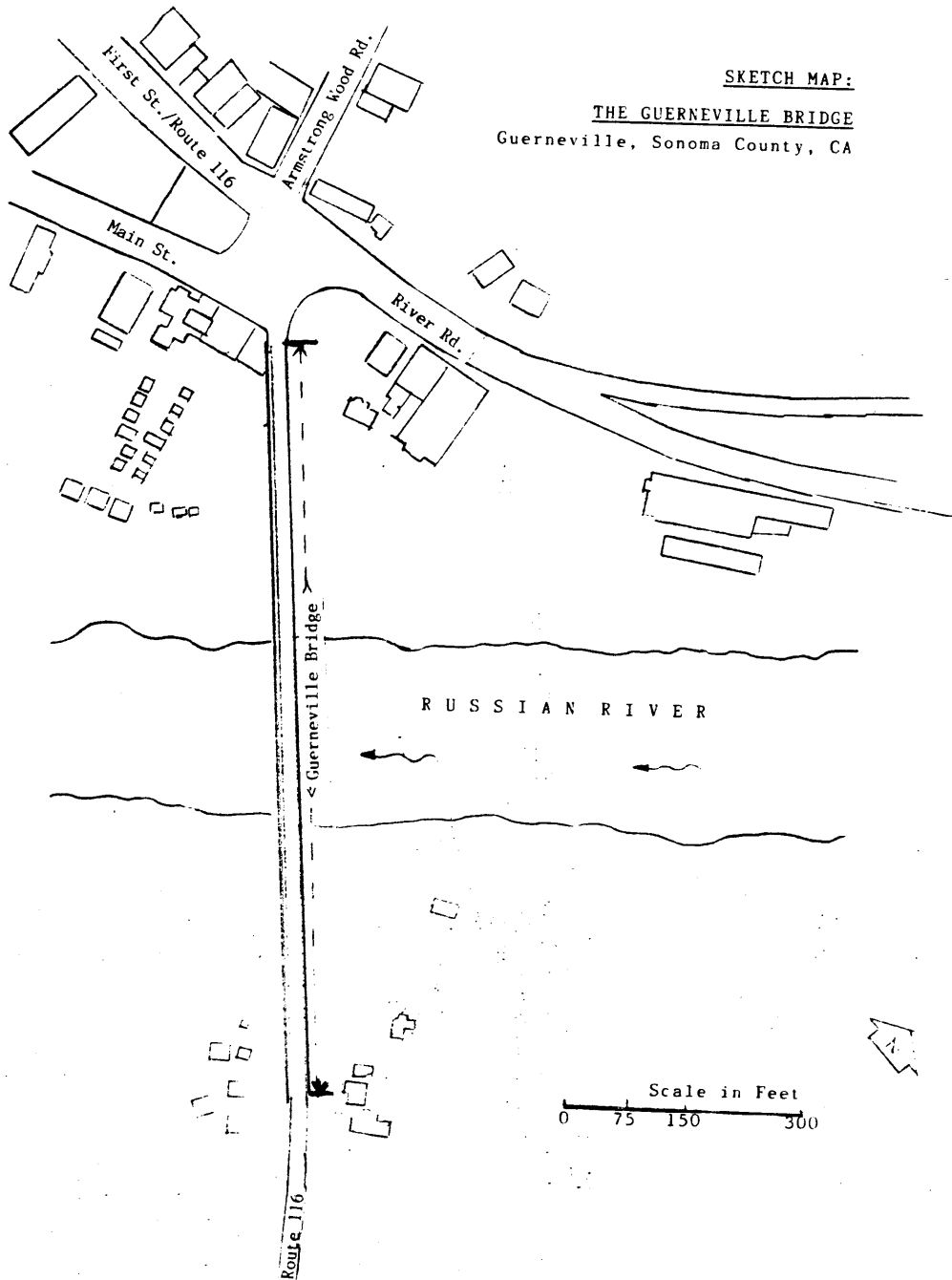


United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Section number Sketch Map Page SM.1

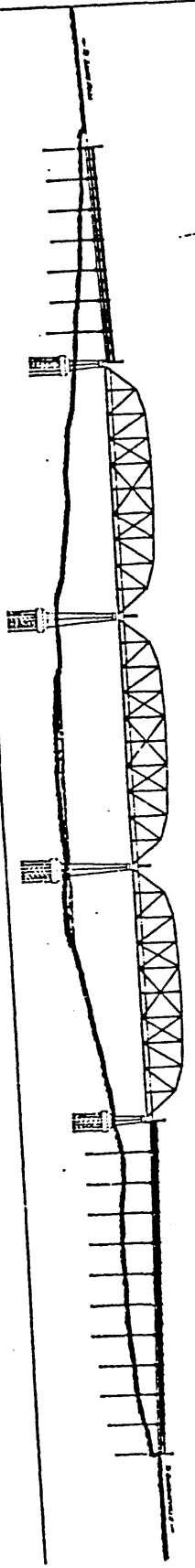
The Guerneville Bridge, Guerneville, CA



SKETCH MAP:  
THE GUERNEVILLE BRIDGE  
Guerneville, Sonoma County, CA

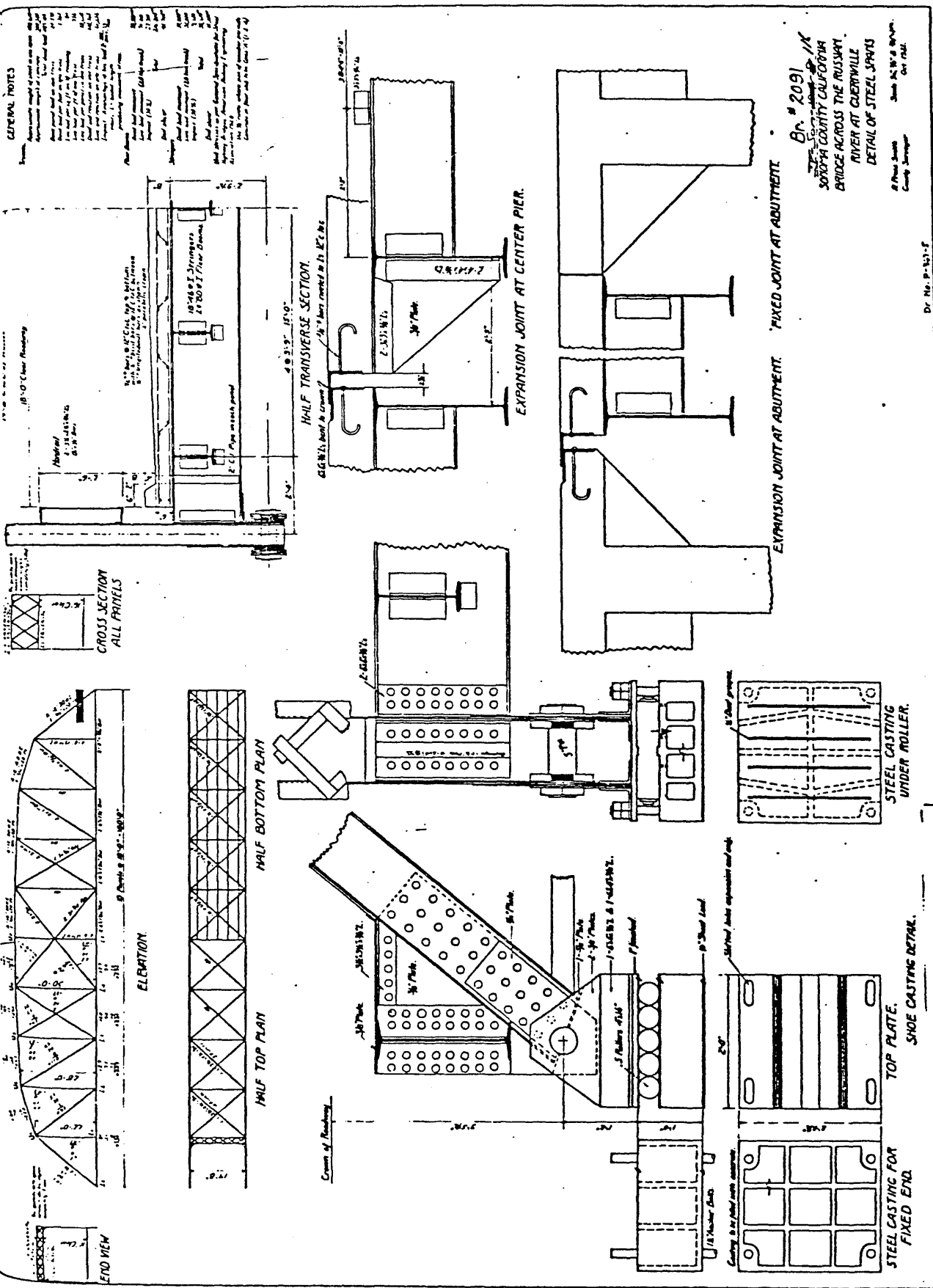
SONOMA COUNTY CALIFORNIA  
 Steel Pin Truss Bridge  
 Over Russian River  
 At Guerneville  
 R. Ross Smith  
 Designer  
 Dec. 1921  
 W. Lloyd Hook  
 Designer  
 Dec. 1921

East Elevation of Bridge  
 Scale: 1 in. = 40 ft.



AS BUILT PLANS  
 Contract No. 64-0000000000  
 Date Completed 7/1/30  
 Document No. 74630

Br. # 2091  
 IV-501-1921  
 SWEET'S ARCHITECTURE



Dr. # 2091  
 SOUTHERN CALIFORNIA  
 BRIDGE ACROSS THE RUSSMAN  
 RIVER AT GUERRILLA  
 DETAIL OF STEEL SPANS

Dr. No. P-151-F  
 Sheet 2 of 4 sheets

AS BUILT PLANS

SAN YOMA COUNTY-CALIFORNIA

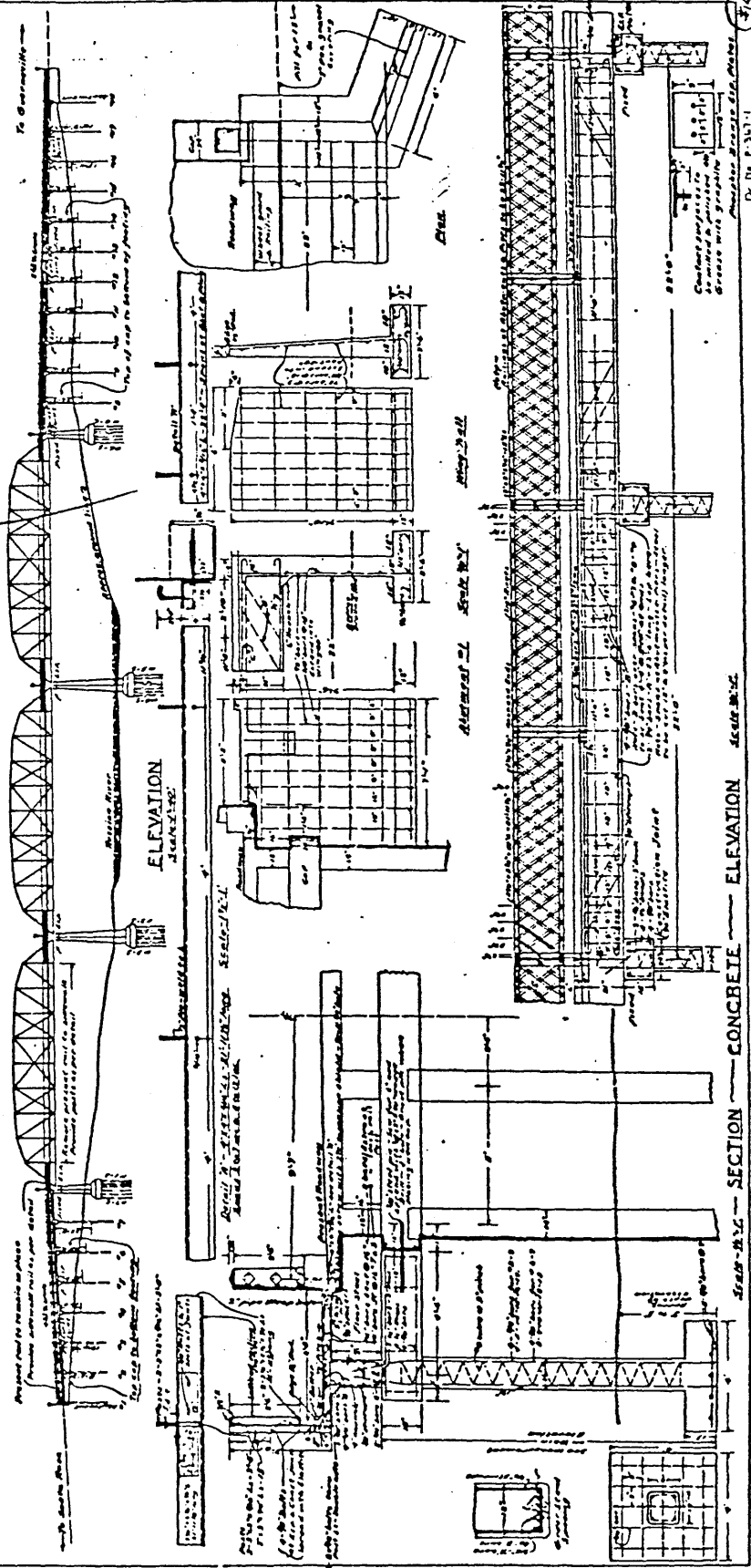
PLAN OF SIDEWALK FOR RIVER BRIDGE AT GUERNEVILLE

PERMITS 1242  
12-1-12

E.A. PUGH  
GRADY ARCHITECTS

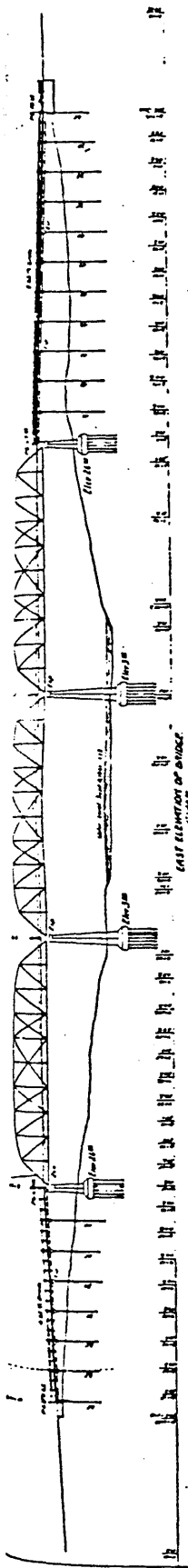
Br. # 2091  
12-500-404-0

ALL CONCRETE TO BE CAST IN PLACE  
AND CURED BY COVERING WITH  
MATERIAL TO RETAIN MOISTURE  
UNTIL THE CONCRETE HAS GAINED  
SUFFICIENT STRENGTH TO BE  
REMOVED WITHOUT DAMAGE TO  
THE SURFACE.

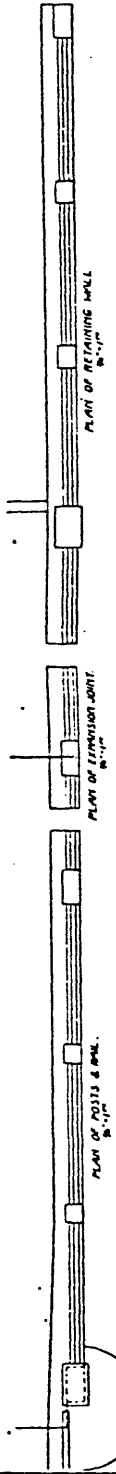


SECTION CONCRETE ELEVATION Scale 1/2" = 1'-0"

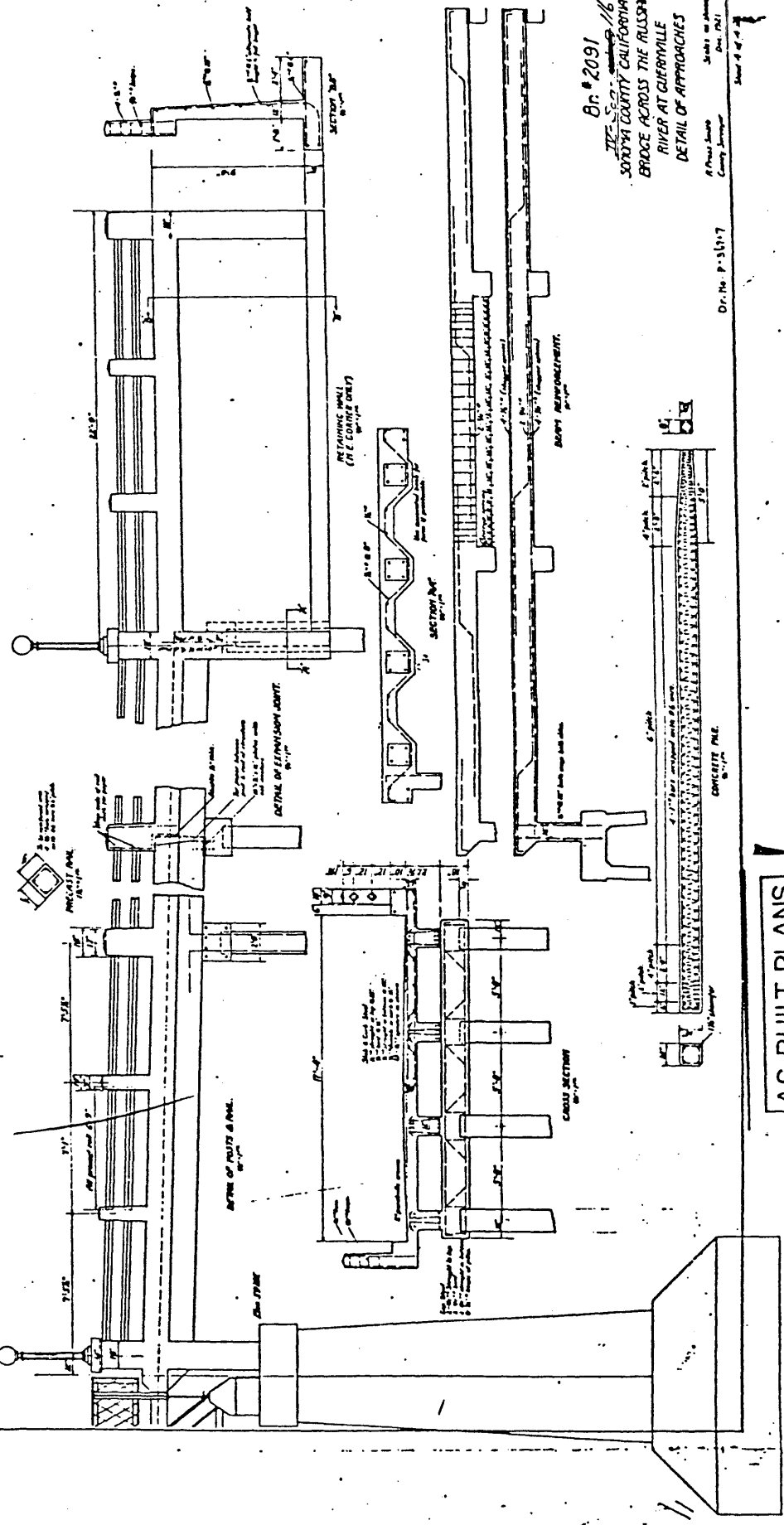
Dr. No. P-3171



WEST ELEVATION OF BRIDGE  
EAST ELEVATION OF BRIDGE



PLAN OF PILES & BENT  
PLAN OF LEMINGTON JOINT  
PLAN OF RETAINING WALL



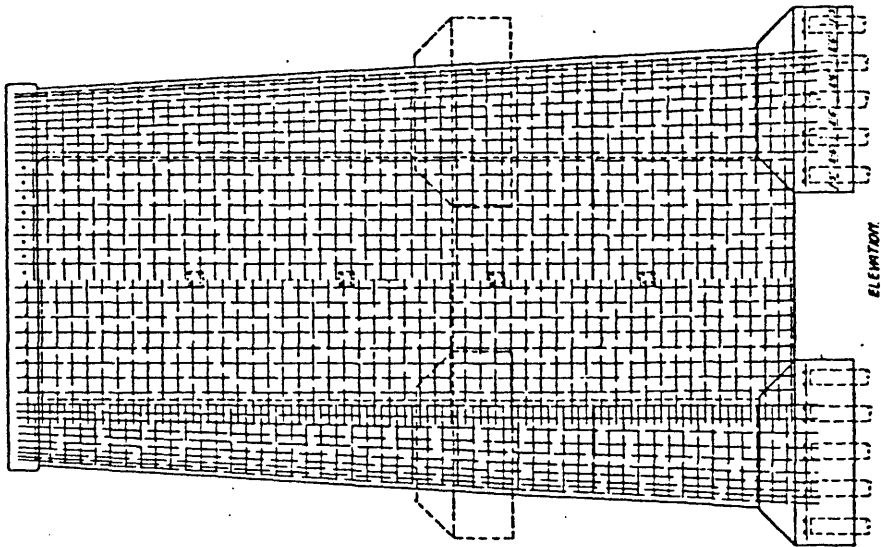
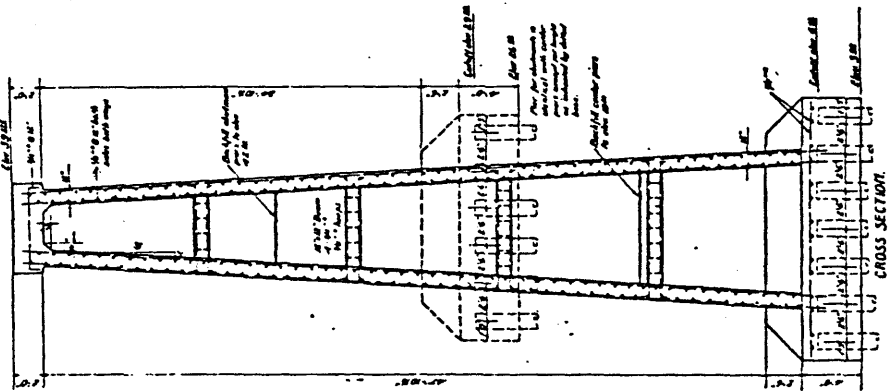
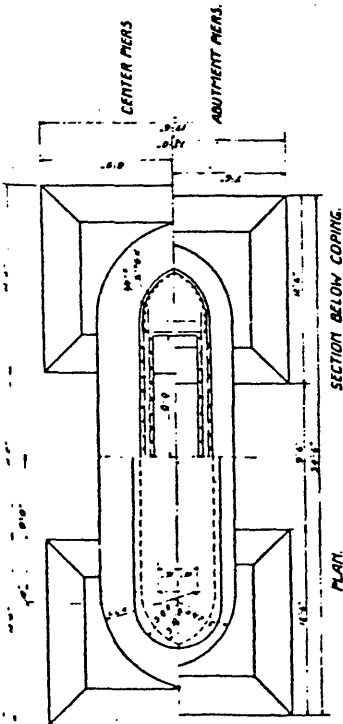
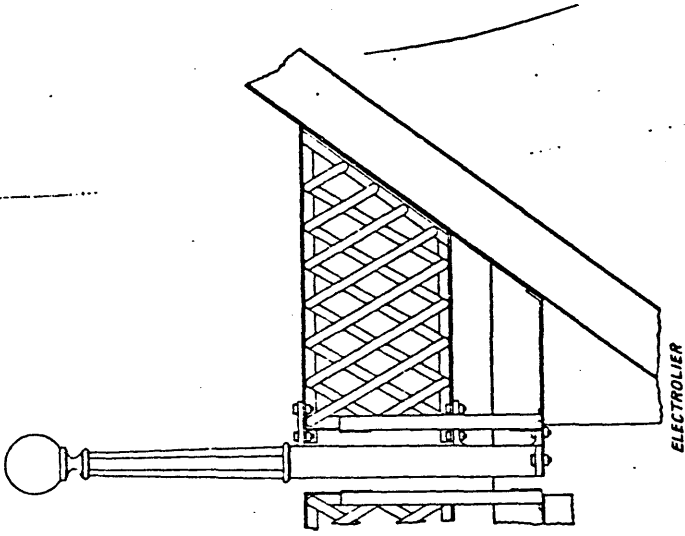
Dr. # 2091  
THE STATE OF CALIFORNIA  
SANTA BARBARA COUNTY  
BRIDGE ACROSS THE ALLSBY RIVER AT GERRIMVILLE  
DETAIL OF APPROACHES  
A. P. Smith  
County Engineer  
Dec. 1911  
Sheet 4 of 4

AC PIUIT DI ANS

Br. # 2091  
SOUTH COUNTY CALIFORNIA  
RIVER AT GUERRAVILLE  
DETAIL OF PIERS

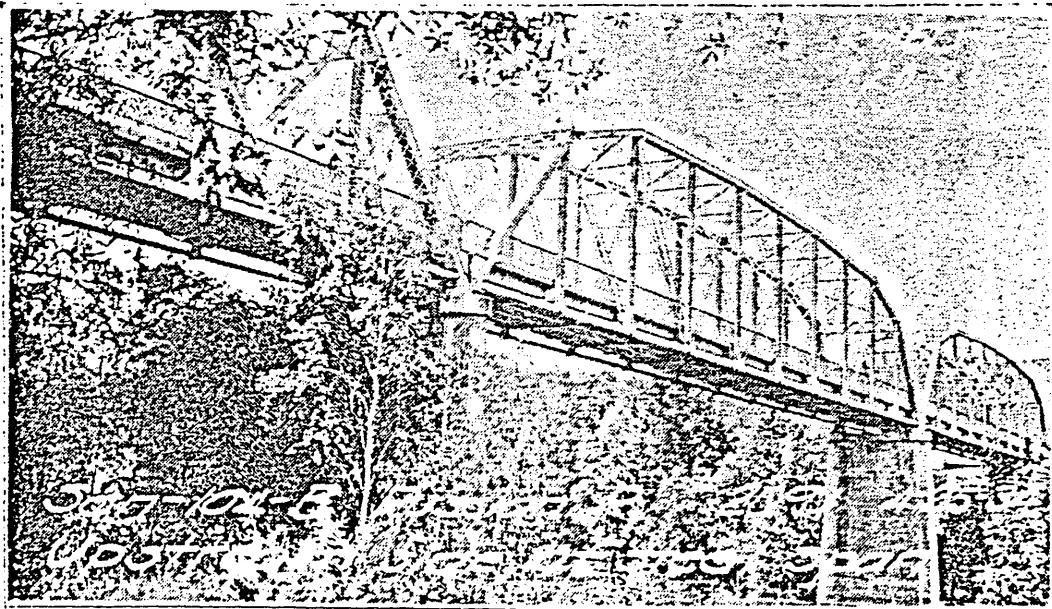
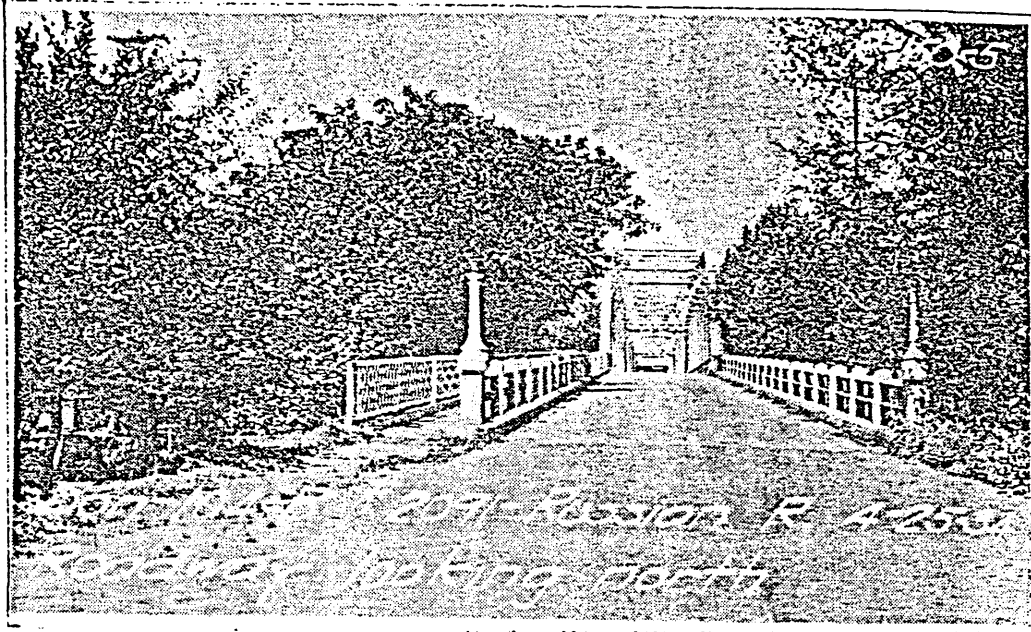
Dr. No. P. 347-4  
County Engineer  
February 1922

Sheet 2 of 4 attached

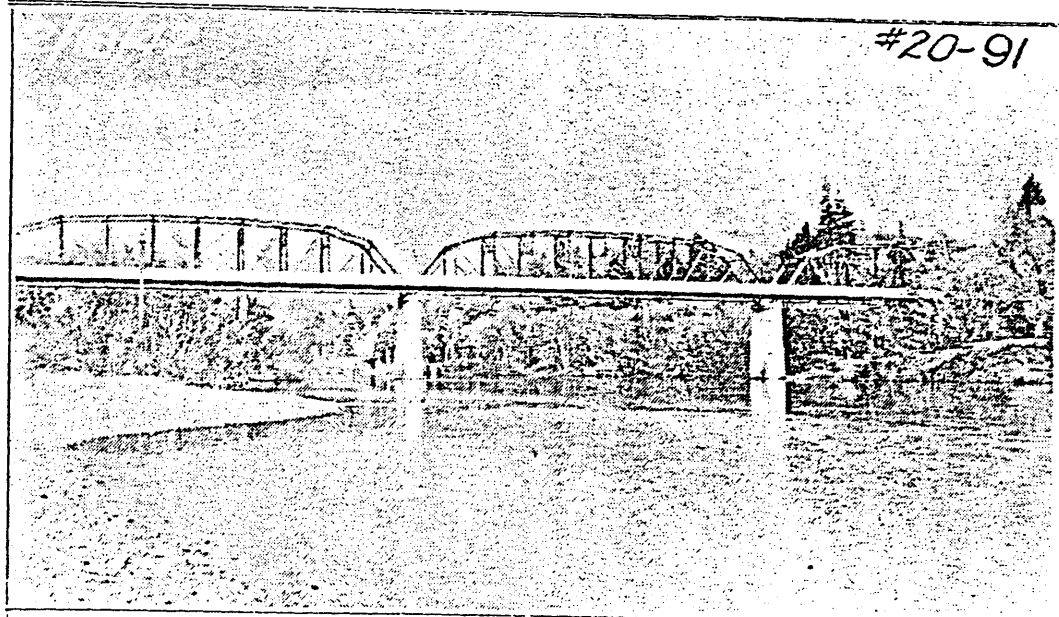
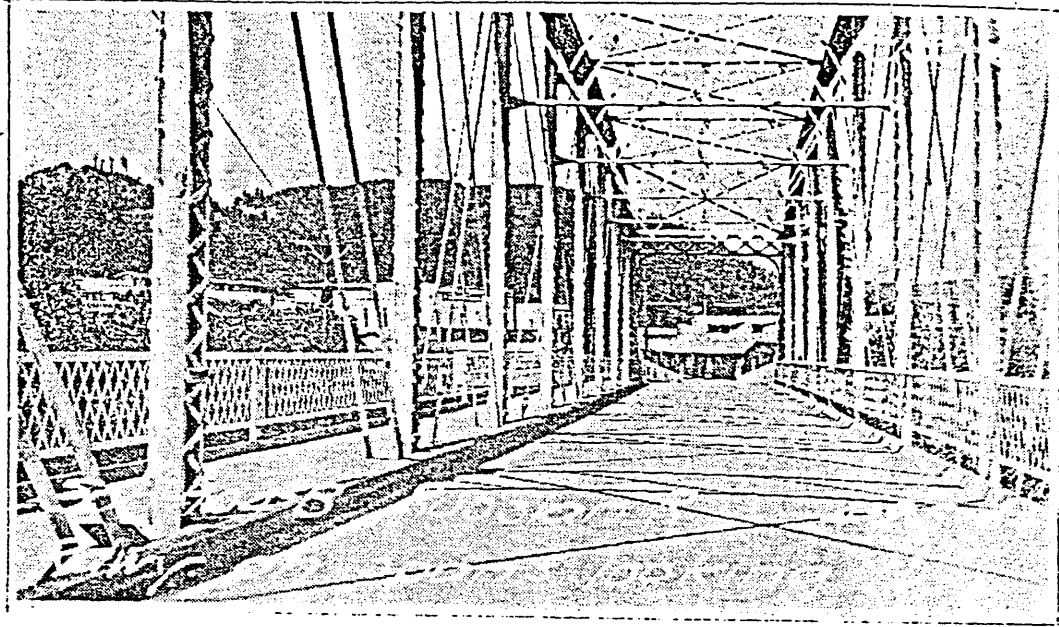


AS BUILT P.I. ANCS

ATTACHMENT B

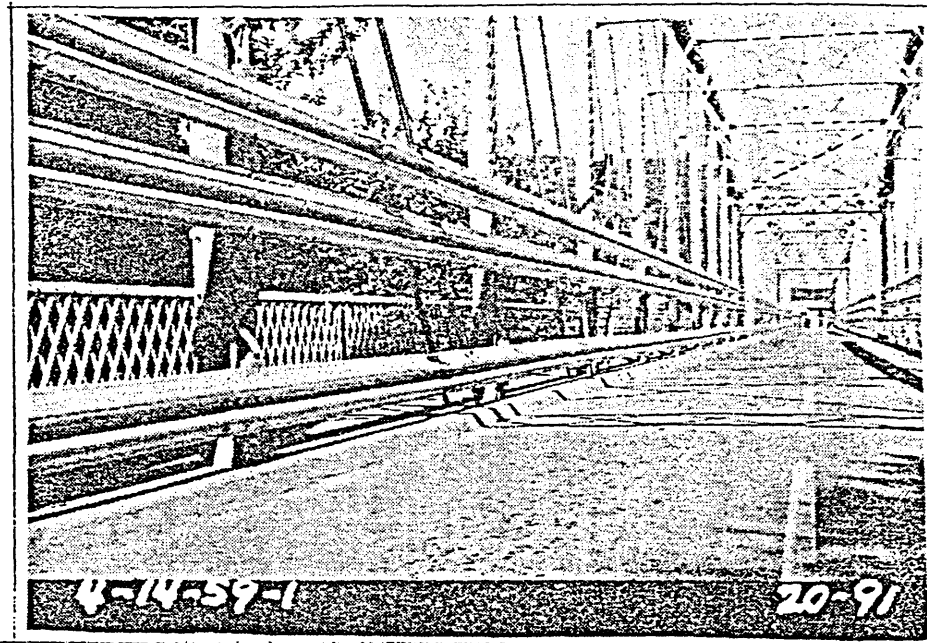


ATTACHMENT B





ATTACHMENT B



**SONOMA COUNTY CALIFORNIA**  
**Steel Pin Truss Bridge**  
**Over [unclear] River**

**HEALSBORO-FULLERTON AVENUE HIGHWAY**

Express from  
 County Eng'g

W. H. [unclear]  
 July 1921

**WOHLER BRIDGE**

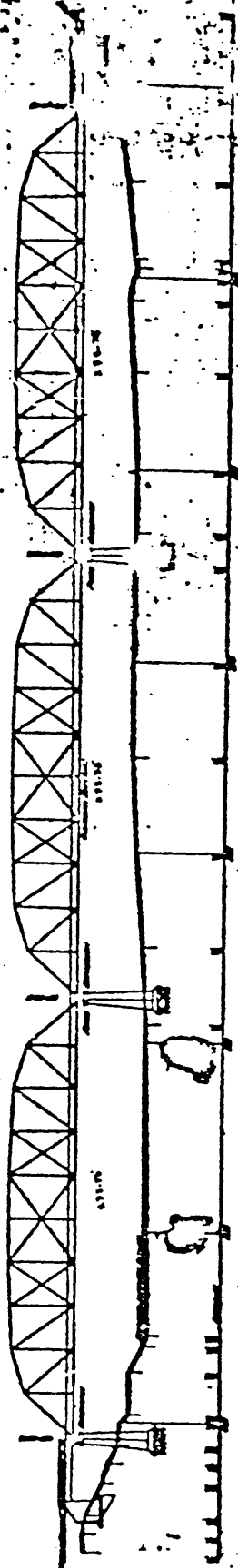
*[Handwritten notes and calculations]*

$$\frac{110}{24} = 4.583$$

$$\frac{100}{24} = 4.167$$

$$\frac{150}{24} = 6.25$$

$$\frac{150}{24} = 6.25$$



**South Elevation of Bridge**  
 8061113-3011

200-155 RUS  
 24-507-C:2