

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

_____
Name of Property
_____
County and State
_____
Name of multiple listing (if applicable)

Section number \_\_\_\_\_ Page \_\_\_\_\_ 1 \_\_\_\_\_

Supplementary Listing Record

NRIS Reference Number: SG100002959

Date Listed: 09/14/2018

Property Name: Tocaloma Bridge

County: Marin

State: CA

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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

*[Handwritten Signature]*  
\_\_\_\_\_  
Signature of the Keeper

*9/14/18*  
\_\_\_\_\_  
Date of Action

=====  
Amended Items in Nomination:

**Classification:**

Note--the bridge was previously listed in the National Register as a contributing structure within the Olema Valley Dairy Ranches Historic District (SG100002286; 4/9/2018, Agriculture, Architecture, Commerce). No new resources were added to the NR.

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The National Park Service FPO and the CA SHPO were notified of this amendment.

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**DISTRIBUTION:**

- National Register property file
- Nominating Authority (without nomination attachment)



United States Department of the Interior  
National Park Service

562959

# National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any 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.



### 1. Name of Property

Historic name: Tocaloma Bridge

Other names/site number: \_\_\_\_\_

Name of related multiple property listing: N/A

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

### 2. Location

Street & number: old segment of Sir Francis Drake Boulevard spanning Lagunitas Creek northwest of the intersection of Sir Francis Drake Boulevard and Platform Bridge Road, Golden Gate National Recreation Area

City or town: Tocaloma State: CA County: Marin

Not For Publication:  Vicinity:

### 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 at the following level(s) of significance:

\_\_\_ national \_\_\_ statewide x local

Applicable National Register Criteria:

x A \_\_\_ B x C \_\_\_ D

<u>8/7/2018</u>	
Signature of certifying official/Title: <u>Jurkeyla R. Rowe, Acting FPO</u>	Date
State or Federal agency/bureau or Tribal Government	
In my opinion, the property <u>x</u> meets ___ does not meet the National Register criteria.	
<u>25 Sept. 2017</u>	
Signature of commenting official:	Date
State Historic Preservation Officer	California Office of Historic Preservation
Title :	State or Federal agency/bureau or Tribal Government

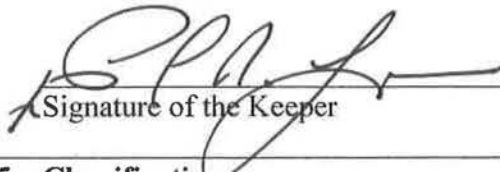
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**4. National Park Service Certification**

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:) \_\_\_\_\_

  
Signature of the Keeper

9/14/2014  
Date of Action

**5. Classification**

**Ownership of Property**

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

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**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
_____	_____	structures
_____	_____	objects
_____	_____	Total

Number of contributing resources previously listed in the National Register 1

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**6. Function or Use**

**Historic Functions**

TRANSPORTATION/road-related (vehicular)

**Current Functions**

TRANSPORTATION/road-related (vehicular)

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## 7. Description

### Architectural Classification

Other: reinforced concrete, through arch

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### Materials:

Principal exterior materials of the property: reinforced concrete

### Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

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### Summary Paragraph

Constructed in 1927, the Tocaloma Bridge is a reinforced concrete, through arch bridge that carries the original alignment of Sir Francis Drake Boulevard over Lagunitas Creek, just west of the unincorporated community of Tocaloma in western Marin County. County Surveyor John C. Oglesby designed the bridge as part of the construction of the 40-mile-long Sir Francis Drake Boulevard, which was completed in 1929. The bridge is nearly identical to the Alexandria-Acacia Bridge, another reinforced concrete, through arch bridge designed by Oglesby in Larkspur that same year. The Tocaloma Bridge features distinctive arched ribs with three vertical hangers that support the road deck with three vertical hangers. The bridge also includes a thick concrete balustrade with punched, rectangular openings characteristic of reinforced concrete bridges from that era. The bridge has suffered from deferred maintenance as evident in patches of concrete spalling and cracked and missing balusters. Despite the condition of the concrete, the bridge maintains integrity as it has been minimally altered since its construction in 1927. Its setting remains rural with a physical and visual connection to Lagunitas Creek. The heavily wooded creek banks provide a visual buffer from the replacement bridge constructed in 1964 directly to the south.

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## Narrative Description

The Tocaloma Bridge carries an abandoned segment of Sir Francis Drake Boulevard over Lagunitas Creek approximately 150 feet northwest of the intersection of the realigned Sir Francis Drake Boulevard and Platform Bridge Road. Platform Bridge Road begins at Sir Francis Drake Boulevard and runs north parallel to the creek until it terminates at Point Reyes Petaluma Road, approximately two miles east of Point Reyes Station. The abandoned section of concrete roadway west of the bridge remains for about 400 feet until joining the modern bypass, which includes a replacement bridge constructed in 1964. A residence stands just northwest of the bridge at the location of a well-known hotel dating to the late nineteenth century. At this location, Lagunitas Creek flows through a narrow ravine with steep slopes overgrown with riparian trees and groundcover plants. The bridge is located within the historic boundary of the McIsaac Ranch, which is a contributing ranch to the Olema Valley Dairy Ranches Historic District and within the Golden Gate National Recreation Area in western Marin County.

The bridge measures 56 feet long and 16 feet wide and carries a 15-foot-wide roadway with a concrete wearing surface patched with asphalt. The three-span reinforced concrete structure consists of two slab approach spans and a main through arch span (also known as a bowstring or rainbow arch span). All structural and safety components of the bridge (e.g., arches, piers, abutments, and guardrails) are fabricated with cast-in-place, steel-reinforced concrete. The spans are supported by three pairs of square piers emplaced in the stream channel and concrete abutments at each end of the bridge. The arches of the main span flank the roadway and are tied to the mid-channel piers by steel plates. A thick concrete railing runs continuously along the edge of the road from the east abutment, across all three spans and roughly 16 feet beyond the west abutment, where they flare outward. The railing has punched rectangular openings and vertical posts with shallow pyramidal caps spaced at 10-foot intervals. At the east approach, solid concrete wing walls extend along the north and south sides of the road from the edge of the railings, further defining the approach to the bridge.

The Tocaloma Bridge retains integrity of materials, workmanship, and design as it has been minimally altered since its construction in 1927. It retains its distinctive arched ribs, punched window railing, and reinforced concrete construction material. Two years after its construction, the concrete railings of the western span were rebuilt in the same dimensions and style to flare outward. The solid concrete wing walls at the east end were added subsequently. Sections of the concrete have deteriorated as evident in patches of spalling and in some cracked and missing balusters. However, this does not affect the overall appearance and design of the structure. Encroaching vegetation and construction of a new bridge to the south in 1964 to reroute Sir Francisco Boulevard somewhat diminished the old bridge's historic association with the highway. However, the old Tocaloma Bridge remains only partially visible from the new bridge (depending on the season) and an abandoned segment of the highway remains within the historic boundary of the McIsaac Ranch. As such, the association with Sir Francis Drake Boulevard has not been completely obscured.

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## 8. Statement of Significance

### Applicable National Register Criteria

(Mark "x" in one or more boxes 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" in all the boxes that apply.)

- 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 old or achieving significance within the past 50 years

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**Areas of Significance**

ENGINEERING

TRANSPORTATION

**Period of Significance**

1927-1964

**Significant Dates**

1927

**Significant Person**

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

**Cultural Affiliation**

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

**Architect/Builder**

Engineer – Oglesby, John C.

Builder – MacDougall & Son

\_\_\_\_\_



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**Statement of Significance Summary Paragraph** (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Tocaloma Bridge is eligible for listing in the National Register of Historic Places at the local level under Criterion A for its association with the mid- to late 1920s construction of Sir Francis Drake Boulevard, an important component in the expansion of the vehicular transportation system and the Good Roads Movement in Marin County. Sir Francis Drake Boulevard improved the mid-nineteenth century wagon road connecting the Point Reyes Peninsula with cities in eastern Marin County, thus serving both the emerging recreation industry and the established local agricultural industry. A \$1.25 million bond measure that passed in 1925 funded the upgrade or construction of 96 miles of roads, bridges, and culverts, thereby creating a system of continuous highways linking the county. In 1927, the concrete Tocaloma Bridge replaced an older wood bridge and featured an upgraded, modern design that could accommodate the flow of tourists traveling in automobiles to western Marin County. It also increased access to nearby rural communities and the Point Reyes Peninsula.

The Tocaloma Bridge is eligible under Criterion C as a rare example of a reinforced concrete, through arch bridge in California. There are only seven known to be remaining in the state of California, of which two are located in Marin County. Combining both aesthetics and function, arched bridges were typically constructed as showcase bridges as they were more expensive to build. The modified version with through arches was a later derivative that appeared in the 1910s as bridge engineers continued to improve concrete bridge design. The use of reinforced concrete, through arch bridges declined after the 1920s due to their cost. As such, the Tocaloma Bridge represents a brief, experimental phase in concrete arch bridge construction from the early twentieth century. Additionally, it is the most elaborately designed bridge on Sir Francis Drake Boulevard, as the remaining bridges are ubiquitous reinforced concrete slab bridges. Lastly, the Tocaloma Bridge is eligible under this criterion for its association with local surveyor and engineer, John C. Oglesby, who designed the Tocaloma Bridge and several other reinforced concrete, arched bridges in Marin County. These bridges include the Alexander-Acacia Bridge in Larkspur (also listed in the National Register of Historic Places) and the demolished Shafter Bridge, which spanned Lagunitas Creek on Sir Francis Drake Boulevard approximately four miles to the southeast. Oglesby significantly influenced the growth and development of Marin County in the early to mid-twentieth century through his prolific career designing countless roads, bridges, and postwar subdivisions countywide.

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**Narrative Statement of Significance** (Provide at least **one** paragraph for each area of significance.)

**Criterion A: Transportation and Growth in Marin County**

In 1848, the transfer of the California territory from Mexico to the United States and the subsequent Gold Rush, quickly followed by California's statehood in 1850, brought an influx of settlers to the newly formed Marin County.<sup>1</sup> By the early 1850s, a crude wagon road known as the San Rafael Trail accessed the rich pasture and timberlands of the Point Reyes Peninsula and Olema Valley in western Marin County.<sup>2</sup> The rapid growth of the dairy industry necessitated an improved road between the Point Reyes Peninsula and the county seat in San Rafael. As laid out by county surveyor Hiram Austin between 1865 and 1867, the new San Rafael-Olema Road diverged from the previous trail in the crossing of Bolinas Ridge, the topographic divide separating the Lagunitas and Olema creek drainages. Austin chose a new crossing of Lagunitas Creek at a site called Tocaloma and ran the road westward, up the adjacent drainage known as Curtis Gulch, over Bolinas Ridge and toward the community of Olema. The new road crossed Lagunitas Creek at Tocaloma on a simple wood "platform" bridge.<sup>3</sup>

In 1875, the North Pacific Coast Railroad built a narrow-gauge rail line along the west bank of Lagunitas Creek and installed a small depot and passenger platform directly west of the wood bridge. First called Grove, Tocaloma Station served dairymen on adjacent ranches and hunters and fishermen who frequented the area. In 1879, John Lycurgus built a hotel at Tocaloma, north of the 1867 county road and east of the rail line (at the location of the extant buildings directly northwest of the bridge). After the hotel burned in 1885, Joseph F. Bertrand constructed a new, larger 42-room facility known as the Bertrand Hotel in 1889. The modern hotel featured water and gas connections, billiard rooms, croquet grounds, and a dancing hall.<sup>4</sup> In December 1913, Caesar Ronchi of Caesar's Café in San Francisco assumed proprietorship of what was then known as the "famous" Hotel Tocaloma.<sup>5</sup> The *San Rafael Independent* reported that the summer resort would open in early 1914, feature a "first-class grill" serving French and Italian food, and

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<sup>1</sup> The following statement of significance incorporates and expands the history of the Tocaloma Bridge prepared by Historical Resource Associates in 2008. See Heather Lee Miller and Jenene Caywood, Draft National Register of Historic Places Nomination Form for Tocaloma Bridge, vicinity of Tocaloma, Marin County, California, prepared by Historical Research Associates, October 6, 2008, on file at the Point Reyes National Seashore.

<sup>2</sup> The trail may have been established by the Coast Miwok. John Nelson is credited as establishing the county's first stage line between San Rafael and Olema in 1852. He operated the stage line for over two decades until the arrival of the North Coast Pacific Railroad in 1875 and then operated a hotel in Olema until his death in 1898. "A Marin Pioneer Gone," *Sausalito News*, April 2, 1898.

<sup>3</sup> Tocaloma is likely a Coast Miwok word. Dewey Livingston, "West Marin's Past," *Point Reyes Light*, August 20, 1987; A.L. Kroeber, "California Place Names of Indian Origin," *University of California Publications in American Archaeology and Ethnology* 12, no. 2 (June 15, 1916): 62-63.

<sup>4</sup> "Tocaloma Station," *Marin County Journal*, September 11, 1879; "Tocaloma," *Sausalito News*, November 1, 1889; Bertrand Hotel advertisement, *San Francisco Call*, July 14, 1895; Meg Linden, "North Pacific Coast Railroad Towns," *Under the Gables* 20, no. 2 (Fall 2015): 8.

<sup>5</sup> "Hotel Tocaloma is Sold," *Petaluma Daily Morning Courier*, January 1, 1914; C.J. Flack, "Tocaloma," unpublished manuscript dated March 24, 1938, on file at the Point Reyes National Seashore Archives, Box 8062, Dewey Livingston, Ranches Box 2 of 2/Cultural Landscapes Box 1 of 3, Tocaloma/Jewell vertical file.

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cater to “automobilists,” the new generation of travelers. It would later be replaced with the extant housing at this location.<sup>6</sup>

As early as 1902, cars began arriving in Marin County via the ferry. Regarded with suspicion and disdain, vehicles were limited to speeds up to 15 miles per hour and were forbidden from traveling along narrow, winding, or mountainous roads. As a result, few people visited western Marin by car. A disastrous earthquake in 1906 brought new residents displaced from San Francisco and more cars, leading to a rise in automobile tours of the county. By the 1920s, increased automobile traffic and tourism created pressure on the county government for road improvements. Motorists desired improved access to recreation lands, and farmers required better roads to make use of the growing trucking industry and its increased efficiency in conveying products to market.<sup>7</sup> As Ben Blow noted in a 1920 survey of California’s roads, “Mount Tamalpais and Muir Woods [in Marin County] are vast play grounds and are visited by practically every tourist coming to California; all of which contributes to the wealth of the county which is further supplemented by vast dairying interests.”<sup>8</sup>

Concern in improving Marin County’s road system corresponded with the nationwide Good Roads Movement, which began in the 1890s when bicyclists advocated for hard-surfaced roads suitable for biking. Advocates for the Rural Free Delivery program, which provided free delivery of mail to isolated communities, soon joined the movement. The first large-scale implementation of the program began in 1899, with rural parcel delivery beginning in 1913. The U.S. Post Office, along with farmers, began to demand improved roads to deliver mail and products to market. Quality roads were regarded as a way to end rural isolation and to increase economic growth.<sup>9</sup> The Good Roads Movement reached Marin County in 1910 when residents formed the Marin County Good Roads Association to raise funds and advocate for the improvement and construction of roads countywide.<sup>10</sup>

Among the first improvements to the road system in western Marin County was the replacement of the wood Shafter Bridge spanning Lagunitas Creek adjacent the railroad stop (just over four miles southeast of Tocaloma) in 1924. County surveyor John C. Oglesby designed the modern, reinforced concrete, open spandrel arch bridge, and T.A. MacDougall & Son won the contract to construct it.<sup>11</sup>

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<sup>6</sup> “Hotel Tocaloma is Sold,” *Petaluma Daily Morning Courier*, January 1, 1914; “County Briefs,” *San Anselmo Herald*, January 12, 1917; “Contract Let for New Tocaloma Hotel,” *Petaluma Argus-Courier*, March 29, 1917.

<sup>7</sup> Anna Coxe Toogood, *Historic Resource Study: A Civil History of Golden Gate National Recreation Area and Point Reyes National Seashore, California*, vol. 2 (Lakewood, Colorado: National Park Service Denver Service Center, 1980), 33-34.

<sup>8</sup> Ben Blow, *California Highways: A Descriptive Record of Road Development by the State and by Such Counties as Have Paved Highways* (San Francisco: H.S. Crocker Company, 1920), 169.

<sup>9</sup> Peter J. Hugill, “Good Roads and the Automobile in the United States 1880-1929,” *Geographical Review* 72, no. 3 (July 1982): 328-329; Robert W. Hadlow, *Elegant Arches, Soaring Spans: C.B. McCullough, Oregon’s Master Bridge Builder* (Corvallis: Oregon State University Press, 2001), 21.

<sup>10</sup> “Good Roads Meeting Tonight,” *Marin County Tocsin*, June 18, 1910.

<sup>11</sup> The bridge was replaced in 1982. Carroll W. Pursell, *Historic American Engineering Record, Shafter Bridge, Marin County, California*, HAER No. CA-10 (Washington, D.C.: National Park Service, 1979).

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Concurrent with the construction of the new Shafter Bridge, farmers and dairymen in Nicasio, San Geronimo Valley, Point Reyes Station, Marshalls, Tomales, and other nearby communities formed the Northern and Central Marin County Good Roads Association to advocate for improved roads at the county level. The following year the organization changed its name to the Marin County Good Roads Association, although its relationship with the previously named organization is unclear.<sup>12</sup>

The Marin County Good Roads Association began petitioning the county to upgrade the old San Rafael-Point Reyes Road that had connected their communities since 1865. In response, the county authorized the construction of a 16-foot wide concrete road between Manor (present-day Fairfax) and White's Hill. This would be the first phase of a modern road traveling from Manor west to Point Reyes Station and then north to Tomales. In October 1924, Oglesby submitted the estimate of \$725,000 for improving the road from White's Hill through Tocaloma and Olema to Point Reyes Station and onward to Tomales in support of a proposed road bond issue. The cost included the construction of a concrete road from White's Hill to Tocaloma and then a gravel road from Tocaloma to Tomales, in addition to new concrete bridges and culverts.<sup>13</sup> The county required a \$600,000 bond to cover the majority of the cost. In September 1925, the county ultimately passed a \$1.25 million bond to fund the construction of 96 miles of roads, bridges, and culverts, largely due to widespread promotion by the Marin County Good Roads Association and the California State Automobile Association.<sup>14</sup> In 1926, construction of the modern road began with the grading completed the following year. It was allowed to settle for two years before concrete was poured. Dedicated in 1929, the road was renamed Sir Francis Drake Boulevard and highly regarded by road engineers across the country.<sup>15</sup> The railroad would cease running through Tocaloma by 1933, leaving the improved road system the only means of accessing western Marin by land.<sup>16</sup>

As part of the new road construction, the existing wood bridge at Tocaloma was replaced with a distinctive reinforced concrete, through arch bridge, also designed by John C. Oglesby. In 1926, the county accepted T.A. MacDougall & Son's bid of \$12,141 for the construction of the new Tocaloma Bridge on a right-of-way obtained from landowner Caesar Ronchi. The Marin County Board of Supervisors accepted the bridge, reportedly one of Oglesby's favorites, as finished in early 1927.<sup>17</sup> The new Tocaloma Bridge received praise as one of the "finest bridges in Marin

<sup>12</sup> "Road Association Now Takes in All County," *San Anselmo Herald*, March 27, 1925.

<sup>13</sup> "Oglesby Gives estimates on White's Hill Road Work," *San Anselmo Herald*, November 21, 1924.

<sup>14</sup> "Huge Bond Issue Put up to the People This Summer," *San Anselmo Herald*, June 19, 1925; "In Favor of Road Bond," *San Anselmo Herald*, September 18, 1925; "Marin Co. Road Bonds Not to Increase Tax," *Petaluma Daily Morning Courier*, September 22, 1925; full page road bond advertisement placed by the Marin County Good Roads Association, *San Anselmo Herald*, September 25, 1925; "Auto and Road Assn's Boost Marin Bonds," *Petaluma Daily Morning Courier*, September 26, 1925; "Marin Bonds Carry by Vote of 8 to 1," *Petaluma Daily Morning Courier*, September 27, 1925; "Marin to Spend \$1,250,000 on 96 Miles of Roads," *Oakland Tribune*, October 4, 1925.

<sup>15</sup> "Estimate Made on New Marin Road Work," *Petaluma Daily Morning Courier*, November 22, 1924.

<sup>16</sup> Dewey Livingston, "The Case of the Disappearing Highway," *The Fax* (Fairfax, California), October 29, 1985; Pursell, *Historic American Engineering Record*, Shafter Bridge, 7-8.

<sup>17</sup> Pursell, *Historic American Engineering Record*, Shafter Bridge, 13-18; John C. Oglesby, "Tocaloma Bridge, Marin County, California," undated drawing on file at the Marin County Department of Public Works.

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County.”<sup>18</sup> Soon thereafter, the railroad trestle was widened, and a local rancher removed the old wood platform bridge.<sup>19</sup>

For 30 years after its completion, the graceful Tocaloma Bridge was an attraction on the popular route to Point Reyes, with many motorists stopping to photograph the beautiful span. However, the narrow bridge was located such that the westbound approach on Sir Francis Drake Boulevard involved a sharp curve leading onto the bridge, creating a safety hazard. In 1964, the county replaced the Tocaloma Bridge with a new concrete span located approximately 100 feet south of the old bridge.<sup>20</sup> The county traded landowner and dairyman Don McIsaac the old bridge and roadway for the land on which to build the new bridge. McIsaac used the old Tocaloma Bridge to access his landholdings west of Lagunitas Creek, but the bridge was no longer used as part of a public throughway. In 1980, the federal government purchased McIsaac’s land and improvements, including the Tocaloma Bridge, for inclusion in the Golden Gate National Recreation Area.<sup>21</sup>

### **Criterion C: Concrete Bridge Design**

In the 1880s, the first reinforced concrete bridges were constructed in the United States when bridge designers began experimenting with different forms of construction. Solid unreinforced-concrete arches function well in compression but not in tension or during movement caused by live loads. Additional concrete can be used to increase the mass of the bridge, but it results in a less economical and efficient structure. By comparison, reinforced concrete adds stability without extra cost.<sup>22</sup> In 1884, Ernest Ransome devised a square twisted reinforcing bar that created a stronger bond between the steel and concrete. In 1889, the Alvord Lake Bridge in San Francisco’s Golden Gate Park was constructed using the Ransom system and is regarded as the first reinforced concrete arch bridge in the United States.<sup>23</sup>

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<sup>18</sup> “Bridge Nears Completion,” *Petaluma Argus-Courier*, November 19, 1926.

<sup>19</sup> The remains of the pilings for the platform bridge, consisting of concrete-filled iron cylinders, can be seen north of the east approach to the 1927 bridge.

<sup>20</sup> “New Tocaloma Bridge,” *Marin Daily Independent Journal*, March 13, 1963; “Tocaloma Bridge Due Replacement,” *Marin Daily Independent Journal*, September 13, 1963; “Something New in Tocaloma,” *Marin Daily Independent Journal*, April 30, 1964.

<sup>21</sup> Dewey Livingston, *A Good Life: Dairy Farming in the Olema Valley: A History of the Dairy and Beef Ranches of the Olema Valley and Lagunitas Canyon, Golden Gate National Recreation Area and Point Reyes National Seashore, Marin County, California* (San Francisco: National Park Service, 1995), 358, 373.

<sup>22</sup> Experimentation with reinforced concrete began in France in the 1860s and spread to the United States two decades later. Hadlow, *Elegant Arches, Soaring Spans*, 16-17; Jon Axline, *Monuments Above the Water: Montana’s Historic Bridges, 1860–1956* (Helena, Montana: Montana Department of Transportation, 1993), 59.

<sup>23</sup> In 1892, Austrian engineer Josef Melan Another invented another early concrete bridge system. Melan’s design used steel beams embedded in concrete, although they were more akin to steel arch bridges encased in concrete than true reinforced concrete bridges. Edwin Thacher became a proponent of this bridge construction and constructed over 200 Melan arch bridges between 1901 and 1912 in the United States. Hadlow, *Elegant Arches, Soaring Spans*, 16-17; Lichtenstein Consulting Engineers, *Delaware’s Historic Bridges: Survey and Evaluation of Historic Bridges with Historic Contexts for Highways and Railroads*, 2d ed., prepared for Delaware Department of Transportation, 2000, 151-152.

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Over the next two decades, American bridge engineers had begun developing plans for, and building bridges using this new material. The bridges took a variety of forms, both slab and closed spandrel arch, depending on the length of the span and other factors. The majority of reinforced concrete bridges are cast-in-place using wood forms or falsework, followed by reinforcing bars and then concrete.<sup>24</sup> Reinforced concrete structures especially were suited for areas with locally available aggregate (gravel) sources, which kept material costs low. However, the need for skilled carpenters to build the wood forms typically offset this savings.<sup>25</sup>

Most early concrete arch bridges mimicked the design of masonry arch bridges with closed spandrel arches supporting the road from below. By 1907, bridge engineers began designing open spandrel arch bridges that were used to support the deck slab rather than enclose earth fill. They were often used in longer spans where aesthetics played an important role as the extra framework required during construction was more expensive. Less common was the rainbow or bowstring arch bridge, with the arches rising above the running surface. In 1911, James Barney Marsh received a patent for the Marsh or rainbow arch bridge. Unique to Marsh's design was the use of reinforced concrete arches rising above the roadway akin to metal through truss bridges. Some of Marsh's rainbow arch bridges were constructed with extra top chords or ties that spanned the roadway from one arch to the other to stiffen the structure; others, like the Tocaloma Bridge, feature side arches unconnected by chords or ties. By the end of the 1920s, reinforced concrete arch bridges began to decline nationally due to the increased cost and construction time.<sup>26</sup>

Prominent bridge engineer John B. Leonard (1864-1945) influenced the use of concrete in buildings and bridges in California in the decades preceding John C. Oglesby's work in Marin County. Leonard grew up in Michigan and moved to San Francisco in 1889, the same year that the Alvord Lake Bridge was constructed in Golden Gate Park. He served as an associate editor of the *Architect and Engineer* from 1905 to 1912, publishing numerous articles on concrete bridges and buildings, and worked as an engineer for several firms or as an independent consultant.<sup>27</sup> Following his departure from the magazine, he partnered with William P. Day and published *The Concrete Bridge: How it Has Proved Itself in California*, which commended the virtue, beauty, and cost and time savings of reinforced concrete bridges as they required less maintenance in the long term.<sup>28</sup> The book features over 20 of Leonard's bridges, including three built in Ross, Marin County, in 1909. Leonard turned often to arched bridges, and "his designs reveal a concern for

<sup>24</sup> Lichtenstein Consulting Engineers, *Delaware's Historic Bridges*, 151-153.

<sup>25</sup> Axline, *Montana's Historic Bridges*, 77.

<sup>26</sup> Ibid.

<sup>27</sup> For example, see John B. Leonard, "The Use of Reinforced Concrete in San Francisco and Vicinity," *The Architect and Engineer* 24, no. 2 (March 1911): 43-61. Gary R. Arabak, Historic American Engineering Record, Van Duzen River Bridge (Upper Blue Slide Bridge, Bridge No. 4-94), Humboldt County, California, HAER No. CA-9 (Washington, D.C.: National Park Service, 1983); John W. Snyder, "Buildings and Bridges for the 20th Century," *California History* 63, no. 4 (Fall 1984): 282-283.

<sup>28</sup> John B. Leonard and W.P. Day, *The Concrete Bridge: A Book on Why the Concrete Bridge is Replacing Other Forms of Bridge Construction* (San Francisco: Leonard & Day, 1913).

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aesthetics, for fitting the design to the site, and for detail. His arch bridges, without exception, reveal graceful parabolic arches rising to a remarkably thin section at the apex.”<sup>29</sup>

In the early 1920s, Leonard began designing open spandrel arch bridges that were lighter in feeling and featured a refined aesthetic he long championed.<sup>30</sup> These included a three-span, open spandrel arch bridge crossing the Russian River in Healdsburg, Marin County (1921, not built) and a similar bridge spanning the American River at Chili Bar in El Dorado County (1922, non-extant). He also experimented with reinforced concrete, through arch bridges, one of which was constructed in 1925 to carry California State Highway 36 over the Van Duzen River in Humboldt County (Van Duzen or Lower Blackburn Grade Bridge). Leonard’s pioneering bridge designs and prolific publications greatly impacted the construction of reinforced concrete arch bridges throughout California.

As a county-funded project, the survey and design of Sir Francis Drake Boulevard, and its bridges and culverts, fell to Marin County Surveyor, John C. Oglesby (1885-1972). Oglesby was born in Alabama and obtained a civil engineering degree from the University of Alabama. He moved to Marin County in 1913 where he became an influential city and county engineer and surveyor. He was first appointed as the city engineer of the Town of Larkspur, which he held until 1962, and he went on to serve as the city engineer for every city in Marin County. From 1919 to 1927, when he lost the position to Rodney E. Messner, and from 1942 to 1954, when the office was dissolved, he served as the county surveyor. In this position, he laid out many of the major roads, including Panoramic and Shoreline highways, and designed several concrete bridges.<sup>31</sup>

After World War II, John C. Oglesby became heavily involved in the county’s postwar growth by surveying and platting numerous new subdivisions. He would later claim that he had platted so many subdivisions that he had lost count. In 1954, he founded a private civil engineering firm John C. Oglesby Engineering Company and four years later, took on two new partners, J. Donovan Jacobs and George E. Wickham. Oglesby served as director of the new venture, Oglesby, Jacobs and Wickham, while still maintaining his positions as city engineer for Larkspur, San Anselmo, and Ross.<sup>32</sup> As the designer of most of Marin County’s vehicular road system, he is known as “the most influential engineer and surveyor in the area’s history.”<sup>33</sup> He was also highly regarded by his staff, as recalled by employee Jerry Brunner:

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<sup>29</sup> John W. Snyder, National Register of Historic Places Nomination Form for Lower Blackburn Grade Bridge (18-Mile Bridge, Van Duzen River Bridge, Bridge No. 4-97), vicinity of Bridgeville, Humboldt County, California, National Register Information System No. 81000148 (Washington, D.C.: National Park Service, 1981).

<sup>30</sup> Bonnie Wehle Parks and John W. Snyder, Historic American Engineering Record, Chili Bar Bridge (South Fork American River Bridge), El Dorado County, California, HAER No. CA-137 (Washington, D.C.: National Park Service, 1993).

<sup>31</sup> Pursell, Historic American Engineering Record, Shafter Bridge, 5-6; “Messner Takes Office,” *San Anselmo Herald*, January 7, 1927.

<sup>32</sup> “Engineer Oglesby Sells Business; He’ll Stay on as Director,” *Marin Daily Independent Journal*, March 26, 1959.

<sup>33</sup> Pursell, Historic American Engineering Record, Shafter Bridge, 5.

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I couldn't want to meet a nicer, more honest, more really great person to work for. Always, always treated his men great. It's a very paternal organization, I guess you'd call it. I mean he knew everybody and you knew him...he was a very unique guy, really, really great person if you're lucky enough to know him.<sup>34</sup>

John C. Oglesby is associated with at least three reinforced concrete arch bridges in Marin County: Shafter Bridge (1924, demolished), Tocaloma Bridge (1927), and Alexander-Acacia Bridge (1927). As the first to be constructed, the Shafter Bridge was a reinforced concrete, open spandrel arch bridge; its arches supported the flat road deck. It was the only bridge of this design in Marin County (the others have closed spandrels) and was replaced in 1982.<sup>35</sup> The Tocaloma and Alexander-Acacia bridges were both built in 1927, featuring a nearly identical through arch design. The major difference is that the arch is integrated into the railing at the Alexander-Acacia Bridge, while it is located outside the railing at the Tocaloma Bridge. Otherwise, they both feature a similar arch profile with three vertical hangars and identical railings. Another major difference is that they were built for different purposes. The Tocaloma Bridge was constructed as part of the modernization of the road system connecting both sides of the county, while the Alexander-Acacia Bridge was constructed to facilitate transportation to a new subdivision in Larkspur. In 1929, the railing at the western span of the Tocaloma Bridge was reconstructed to flare outward; County Surveyor Rodney E. Messner oversaw the work.<sup>36</sup> The solid wing walls were added later to the east end of the bridge. Other than modifications to the railings, the Tocaloma Bridge remains unaltered since its construction in 1927.

The reinforced concrete, through arch is an extremely rare bridge type in California, with only seven known to be extant. The other six bridges include: Van Duzen Bridge (Lower Blackburn Grade Bridge) and Bridge over the North Fork of the Mad River in Humboldt County, Rumsey Bridge in Yolo County, Sierra Bridge in Placer County, Putah Creek Bridge in Solano County, and Alexander-Acacia Bridge in Marin County.<sup>37</sup> Only two are located in Marin County—Oglesby's Tocaloma and Alexander-Acacia bridges. All seven bridges were constructed between 1923 and 1930 in Northern California. The Van Duzen Bridge (Lower Blackburn Grade Bridge) and Alexander-Acacia Bridge are listed in the National Register of Historic Places, while the five other bridges have been determined eligible for listing in the National Register, signifying the importance of this bridge type in California.<sup>38</sup> In turn, the Tocaloma Bridge is the most

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<sup>34</sup> Jerry Brunner, Oral History Interview by Dewey Livingston, Oral History Project of the Marin County Free Library, February 19, 2017, on file at the Marin County Free Library, Anne T. Kent California Room, San Rafael, California.

<sup>35</sup> Pursell, Historic American Engineering Record, Shafter Bridge, 10.

<sup>36</sup> Rodney E. Messner, "Plans for the Reconstruction of the Tocaloma Bridge on the Manor Point Reyes Road, Marin County, California," August 20, 1929, on file at the Marin County Department of Public Works.

<sup>37</sup> Other examples of this bridge type may be located on private property in California that have not been subject to an intensive, statewide survey by the California Department of Transportation (Caltrans). JRP Historical Consulting, *Caltrans' Historic Bridges Inventory Update: Concrete Arch Bridges*, prepared for California Department of Transportation, 2004.

<sup>38</sup> Snyder, National Register of Historic Places Nomination Form for Lower Blackburn Grade Bridge; John W. Snyder, National Register of Historic Places Nomination Form for Alexander-Acacia Bridge (Alexander Avenue Overhead Bridge, Bridge No. 27C-150), Larkspur, Marin County, California, National Register Information System



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distinctive bridge from the original 1920s construction of Sir Francis Drake Boulevard. The remaining bridges from this era are all reinforced concrete slab bridges.<sup>39</sup> Thus, the Tocaloma Bridge, with its graceful arches spanning Lagunitas Creek, remains an exceptional example of a reinforced concrete, through arch bridge in California.

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No. 84000903 (Washington, D.C.: National Park Service, 1984); JRP Historical Consulting, *Caltrans' Historic Bridges Inventory Update: Concrete Arch Bridges*.

<sup>39</sup> Drawings of these bridges are on file at the Marin County Department of Public Works.

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\_\_\_\_\_. National Register of Historic Places Nomination Form for Lower Blackburn Grade Bridge (18-Mile Bridge, Van Duzen River Bridge, Bridge No. 4-97), vicinity of Bridgeville, Humboldt County, California, National Register Information System No. 81000148. Washington, D.C.: National Park Service, 1981.

Toogood, Anna Coxe. *Historic Resource Study: A Civil History of Golden Gate National Recreation Area and Point Reyes National Seashore, California*. Vol. 2. Lakewood, Colorado: National Park Service Denver Service Center, 1980.

### **Newspapers**

*Marin County Journal*, 1879.

*Marin County Tocsin*, 1910.

*Marin Daily Independent Journal*, 1959-1964.

*Oakland Tribune*, 1925.

*Petaluma Argus-Courier*, 1926.

*Petaluma Daily Morning Courier*, 1914-1925.

*Point Reyes Light*, 1987.

*San Anselmo Herald*, 1917-1927.

*San Francisco Call*, 1895.

*Sausalito News*, 1889-1898.

*The Fax* (Fairfax, California), 1985.

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**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 # \_\_\_\_\_
- recorded by Historic American Landscape Survey # \_\_\_\_\_

**Primary location of additional data:**

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository: Point Reyes National Seashore Archives; Jack Mason Museum, Inverness; Anne T. Kent California Room, Marin County Free Library, San Rafael; Marin County Department of Public Works, San Rafael; California Department of Transportation (Caltrans), Sacramento; Internet Archive; Online Archive of California; California Digital Newspaper Collection; Library of Congress Chronicling America; Ancestry.com; Newspapers.com; and David Rumsey Map Collection

**Historic Resources Survey Number (if assigned):** \_\_\_\_\_

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**10. Geographical Data**

**Acreeage of Property** less than one acre

Use either the UTM system or latitude/longitude coordinates

**Latitude/Longitude Coordinates (decimal degrees)**

Datum if other than WGS84: \_\_\_\_\_

(enter coordinates to 6 decimal places)

- |                        |                        |
|------------------------|------------------------|
| 1. Latitude: 38.050303 | Longitude: -122.759918 |
| 2. Latitude:           | Longitude:             |
| 3. Latitude:           | Longitude:             |
| 4. Latitude:           | Longitude:             |

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**Or**

**UTM References**

Datum (indicated on USGS map):

NAD 1927 or  NAD 1983

- |          |           |           |
|----------|-----------|-----------|
| 1. Zone: | Easting:  | Northing: |
| 2. Zone: | Easting:  | Northing: |
| 3. Zone: | Easting:  | Northing: |
| 4. Zone: | Easting : | Northing: |

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

The boundary for the bridge encompasses the bridge, railings, and eastern wing walls. It begins at the northeast corner where the wing wall terminates at Platform Bridge Road and then extends south along the width of the access road leading the structure. From there, it turns west and extends along the length of the bridge and railing. From the southwest corner of the railing it extends north and then back east along the north edge of the bridge to the starting point.

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

The boundary includes the full extent of the bridge from the outer extent of the railings and wing walls (east-west) and from the outer edge to outer edge (north-south).

---

**11. Form Prepared By**

name/title: Erica Schultz and Matthew Davis  
organization: Architectural Resources Group  
street & number: Pier 9, The Embarcadero, Suite 107  
city or town: San Francisco state: CA zip code: 94112  
e-mail: e.schultz@argsf.com, m.davis@argsf.com  
telephone: (415) 421-1680  
date: August 2017

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Tocaloma Bridge  
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### **Additional Documentation**

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

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**Figure 1. Location Map**

Latitude: 38.050303

Longitude: -122.759918





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**Figure 2. Sketch Map**

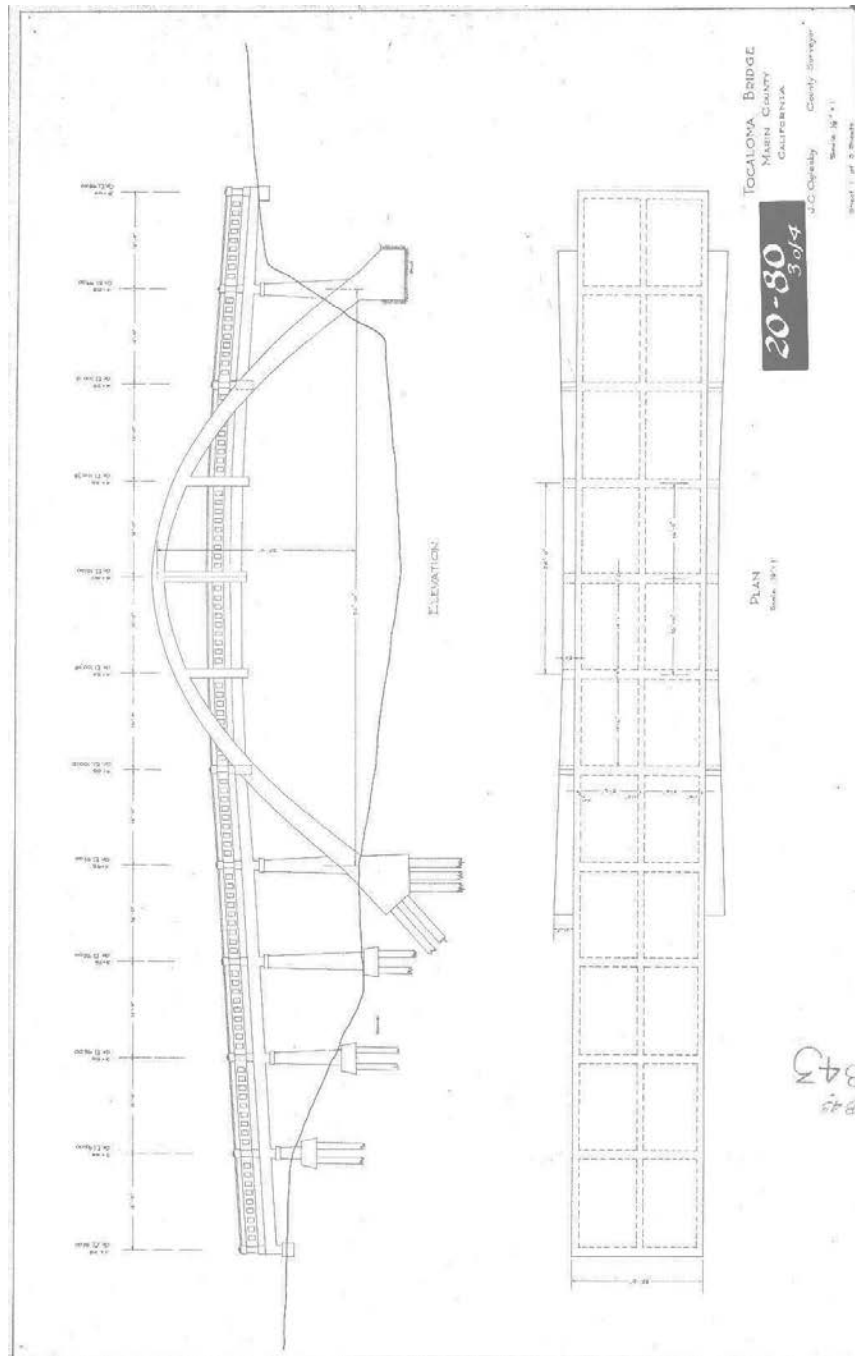




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**Figure 3. Drawing of the Tocaloma Bridge by John C. Oglesby (Marin County Department of Public Works)**



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**Figure 4. Photograph of the Tocaloma Bridge, 1959 (Dewey Livingston)**



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### Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

### Photo Log

Name of Property: Tocaloma Bridge  
City or Vicinity: Tocaloma  
County: Marin County State: California  
Photographer: Matt Davis, Architectural Resources Group  
Date Photographed: August 30, 2016

Description of Photograph(s) and number, include description of view indicating direction of camera:

- 1 of 5. View east toward the bridge.
- 2 of 5. View of the northern arch, looking northeast.
- 3 of 5. View of the southern arch, looking southeast.
- 4 of 5. View west toward the bridge.
- 5 of 5. Eastern end of the northern railing, looking west.

**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.460 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 100 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 Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.























UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

Requested Action: Nomination

Property Name: Tocaloma Bridge

Multiple Name:

State & County: CALIFORNIA, Marin

Date Received: 8/8/2018      Date of Pending List: 8/27/2018      Date of 16th Day: 9/11/2018      Date of 45th Day: 9/24/2018      Date of Weekly List:

Reference number: SG100002959

Nominator: State

Reason For Review:

<input type="checkbox"/> Appeal	<input type="checkbox"/> PDIL	<input type="checkbox"/> Text/Data Issue
<input type="checkbox"/> SHPO Request	<input type="checkbox"/> Landscape	<input type="checkbox"/> Photo
<input type="checkbox"/> Waiver	<input type="checkbox"/> National	<input type="checkbox"/> Map/Boundary
<input type="checkbox"/> Resubmission	<input type="checkbox"/> Mobile Resource	<input type="checkbox"/> Period
<input type="checkbox"/> Other	<input type="checkbox"/> TCP	<input type="checkbox"/> Less than 50 years
	<input type="checkbox"/> CLG	

Accept       Return       Reject      9/14/2018 Date

Abstract/Summary Comments: The Tocaloma Bridge is locally significant under National Register Criteria A and C in the areas of Transportation and Engineering. Completed in 1927, the bridge represents a fine local example of reinforced concrete, through arch (Rainbow Arch) vehicular bridge design. Designed by engineer John C. Oglesby, the bridge was an important component of the late 1920s, Sir Francis Drake Boulevard construction project, which served both the isolated agricultural areas of Marin County and the Point Reyes Peninsula and the emerging regional tourism industry. The bridge illustrates the significant local efforts in association with the Good Road Movement to develop modern vehicular transportation networks in Marin County during the early twentieth century.

Recommendation/ Criteria: Accept NR Criteria A and C

Reviewer: Paul Lusignan

Discipline: Historian

Telephone: (202)354-2229

Date: 09/14/2018

DOCUMENTATION: see attached comments : No      see attached SLR : **Yes**



# United States Department of the Interior

## NATIONAL PARK SERVICE

Point Reyes National Seashore  
Point Reyes, California 94956

IN REPLY REFER TO:

H4217

NOV 27 2017

### Memorandum

To: Federal Preservation Officer and Acting Deputy Associate Director, Park Programs and National Heritage Areas

From: Acting Superintendent, Point Reyes National Seashore

Subject: Tocaloma Bridge Nomination for the National Register of Historic Places

Please find enclosed concurrence letters from the California State Historic Preservation Officer (SHPO), the first two pages of the National Register nominations with signatures from the SHPO as commenting official, and archival CD-Rs with nomination documents and photos for the above-named National Register of Historic Places nomination.

We request your review of the enclosed documentation and, if approved, request your signature on the nomination form and recommend the nominations be forwarded to the Keeper of the Nation Register of Historic Places.

We appreciate your review. Please contact Archeologist Paul Engel at 415-464-5287 or paul\_engel@nps.gov if you have any questions or require further information.

Enclosures

**OFFICE OF HISTORIC PRESERVATION  
DEPARTMENT OF PARKS AND RECREATION**

1725 23<sup>rd</sup> Street, Suite 100  
SACRAMENTO, CA 95816-7100  
(916) 445-7000 Fax: (916) 445-7053  
calshpo@parks.ca.gov  
www.ohp.parks.ca.gov



RECEIVED

2017 SEP 29 PM 1:06

POINT REYES NS

September 25, 2017

Ms. Joy Beasley  
Federal Preservation Officer  
Deputy Associate Director  
Park Programs and National Heritage Areas  
National Park Service  
Washington Office  
1201 Eye St., NW, Room 804  
Washington DC 20005

**RE: Tocaloma Bridge Nomination for the National Register of Historic Places**

Dear Ms. Beasley:

I am responding to your request to comment on the National Register of Historic Places (National Register) nomination for Tocaloma Bridge, located in Marin County, California. I concur that the property identified and evaluated in the nomination is eligible for listing in the National Register. The nomination clearly associates the property with the historic context of transportation in Marin County. The property is also eligible under the historic context of Engineering (Criterion C) as an example of a rare and significant type, a reinforced concrete arch bridge, designed by engineer John C. Oglesby.

I have signed the application as commenting authority. If you have any questions, please contact William Burg of my staff at (916) 445-7004 or [wburg@parks.ca.gov](mailto:wburg@parks.ca.gov).

Sincerely,

A handwritten signature in blue ink, appearing to read "Julianne Polanco".

Julianne Polanco  
State Historic Preservation Officer



# United States Department of the Interior

NATIONAL PARK SERVICE  
1849 C Street, N.W.  
Washington, DC 20240



H32(2280)

## Memorandum

To: Keeper of the National Register of Historic Places

From: Acting, NPS Federal Preservation Officer *JK*

Subject: National Register Nomination for Tocaloma Bridge, Golden Gate National Recreation Area, Marin County, CA

I am forwarding the National Register Nomination for the Tocaloma Bridge. The Park History Program has reviewed the nomination and found it eligible under Criteria A and C, with Areas of Significance of Transportation and Architecture.

The State Historic Preservation Office (SHPO) and chief local elected official(s) were sent the documentation on August 19, 2018. Within 45 days, the SHPO   x   supported    supported with comments    did not respond. Any comments received are included with the documentation.

If you have any questions, please contact Kelly Spradley-Kurowski at 202-354-2266 or [kelly\\_spradley-kurowski@nps.gov](mailto:kelly_spradley-kurowski@nps.gov).