

United States Department of the Interior
National Park Service

RECEIVED 410

FEB 13 1995

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 *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Winnifred Street Bridge

other names/site number Bridge No. 1130

2. Location

street & number Winnifred Street, spanning the Burlington Northern rail- not for publication
road tracks

city or town Ruston vicinity

state Washington code WA county Pierce code 053 zip code 98407

3. State/Federal Agency Certification

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

Mary M. Sampson 2/1/95
Signature of certifying official/Title Date

State of Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the 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): _____

Edson H. Beall
Signature of the Keeper

entered in the National Register 3-24-95
Date of Action

Winnifred Street Bridge
Name of Property

Pierce, Washington
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property
(Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
_____	_____	buildings
_____	_____	sites
_____	_____	structures
_____	_____	objects
_____	_____	Total

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

"Bridges of Washington State, 1941-1950"
"Historic Bridges & Tunnels in Washington State"

Number of contributing resources previously listed in the National Register

6. Function or Use

Historic Functions
(Enter categories from instructions)

Transportation/road-related/bridge

Current Functions
(Enter categories from instructions)

Transportation/road-related/bridge

7. Description

Architectural Classification
(Enter categories from instructions)

Other: concrete box girder

Materials
(Enter categories from instructions)

foundation _____
walls _____
roof _____
other concrete _____

Narrative Description

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

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.)

Property is:

- A owned by a religious institution or used for religious purposes.
B removed from its original location.
C a birthplace or grave.
D a cemetery.
E a reconstructed building, object, or structure.
F a commemorative property.
G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

Engineering

Transportation

Period of Significance

1941-1945

Significant Dates

1941

Significant Person

(Complete if Criterion B is marked above)

n/a

Cultural Affiliation

n/a

Architect/Builder

W. H. Witt Co., designer/engineer

S. R. Gray, contractor

Narrative Statement of Significance

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

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
previously listed in the National Register
previously determined eligible by the National Register
designated a National Historic Landmark
recorded by Historic American Buildings Survey #
recorded by Historic American Engineering Record #

Primary location of additional data:

- State Historic Preservation Office
Other State agency
Federal agency
Local government City of Ruston, Town Hall, Ruston, WA; Archaeological & Historical Services, Eastern
Name of repository: Washington University, Cheney, WA

Winnifred Street Bridge
Name of Property

Pierce, Washington
County and State

10. Geographical Data

Acreage of Property less than one acre

UTM References

(Place additional UTM references on a continuation sheet.)

1	1, 0	5, 3, 6, 8, 9, 0	5, 2, 3, 8, 1, 5, 0
	Zone	Easting	Northing
2			

3			
	Zone	Easting	Northing
4			

See continuation sheet

Verbal Boundary Description The property is a bridge, measuring 215 feet, spanning the Burlington Northern Railroad tracks on Winnifred Street in the town of Ruston, Washington.
(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification The boundary of the property is the bridge itself.
(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Robert H. Krier, J. Byron Barber, Robin Bruce, Craig Holstine

organization AHS, Eastern Washington University date 9 December 1991

street & number MS-168 Monroe Hall telephone (509) 359-2284

city or town Cheney state WA zip code 99004

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name _____

street & number _____ telephone _____

city or town _____ state _____ zip code _____

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 1

7. Physical Description

Constructed in 1941, the Winnifred Street Bridge is located in Ruston, an incorporated town north of Tacoma on the Point Defiance Peninsula. The present bridge is perhaps the third structure to stand at its location. An earlier steel bridge is believed to have replaced the original timber structure built by the Northern Pacific Railroad across the deep chasm through which the Burlington Northern Railroad now passes (P. Parker and E. Garrison, personal communications). The bridge is on Winnifred Street, which runs north-south, providing Ruston residents their primary access to the Point Defiance-Tahlequah Ferry and connecting northern Pierce County with Vashon Island to the north. (The more heavily traveled Pearl Street two blocks west funnels Tacoma traffic to and from the ferry.)

The Winnifred Street Bridge is an indeterminate continuous concrete box girder structure with an overall length of 215 feet. It consists of two 60-foot-long end spans and a 75-foot-long center span with a 5-foot-long cantilever at one end and a 15-foot-long cantilever at the other end. The bridge features a two-cell box girder along the center line, a single cell box girder outboard under each curb and sidewalk. The center box girder section is 9 feet wide and 4 feet deep with webs varying from 6 to 9 inches wide. The outer boxes are 3 feet wide and 4 feet deep with webs varying from 6 to 7 inches wide. The boxes are connected by a 7.5-inch-thick continuous roadway slab. The design of the bridge represents a unique variation of box girder construction methods. Unlike early box girder construction where the slab and webs were poured separately, the plans for the Winnifred Street Bridge specified that the bottom slab and webs of the boxes be poured in one continuous pour to the lower side of fillets under the roadway slab.

The roadway width of the bridge is 24 feet with 4-foot-wide sidewalks on each side. A hollow space under the sidewalks accommodates electrical conduits for the bridge lighting fixtures and for a water line. The maximum distance from the bottom of the footings for the interior columns to the top of the roadway slab is 74 feet, thus distinguishing the Winnifred Street Bridge as an uncommonly high box girder design structure. The interior columns measure 4 feet square and are solid to a point approximately 20 feet above the bottom of the footings and then hollow from that point to the bottom of the cross beams supporting the box girders. The hollow portions of the columns have 6 inch exterior walls. In addition, the cross beams at piers 2, 3, and 4 are also hollow, with walls varying in thickness from 6 inches to slightly over 1 foot. These hollow places saved in material costs by reducing the amount of concrete including that used in the footings, which were reduced in size because of less dead load.

Original drawings for the Winnifred Street Bridge show timber handrails with light standards attached to the sidewalks. Before construction, however, a change in design resulted in concrete guardrails, with the light standards attached to the top of the guardrail. These original light standards have been replaced with more contemporary fixtures, which are attached to the bridge's sidewalks. In addition to the modified design of the guardrails, the design plans of the sidewalks were also changed. The top slab of the hollow sidewalk was originally designed as a precast slab, but was instead poured monolithically with the sides of the sidewalk.

Construction of the bridge no doubt posed a challenge for the contractor, S. R. Gray. The bridge site's rough terrain, the chasm's pronounced acclivity, the height of the bridge above the floor of the chasm, and the falsework necessary to span the railroad were among those challenges.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 1

8. Statement of Significance

The Winnifred Street Bridge is eligible for inclusion in the National Register of Historic Places under Criteria A and C. Constructed in 1941, the structure is significant for its unique design details, its role in facilitating vehicular traffic through Ruston and the Point Defiance Peninsula, and for the employment of innovative design variations in successfully spanning a difficult crossing. In addition to its importance to the transportation network of the area, the bridge is important for its association with U.S. President Franklin D. Roosevelt's New Deal economic recovery program, the Project Works Administration (PWA).

The Winnifred Street Bridge crosses a deep chasm through which the Burlington Northern Railroad passes and is believed to be the third structure to span that difficult crossing. The structure is the second oldest box girder bridge built in Washington State. (The Purdy Bridge is the oldest box girder bridge in the state.) The W. H. Witt Company designed both the Purdy Bridge and the Winnifred Street Bridge. The present structure is the only bridge in Ruston. It was a PWA project and the only federally funded, New Deal-sponsored structure in town.

A bronze plaque attached to the bridge attests to the community pride present when the structure was completed:

WINNIFRED STREET BRIDGE
ERECTED 1941 BY THE PEOPLE
OF THE
TOWN OF RUSTON
HARRY McCAMANT MAYOR

COUNCILMEN

JESSE WILLIAM, IVAN T. KRILIGH, TORGER TORGERSON,
SADIE T. WALLICK, SIGNEY FRALEY, THOMAS ALGED,
WELLESLEY BELL, STANLEY, H. ELLEFLOT

ROSE ADAMS, TREASURER
FORD H. DOWNIE, CLERK
JOHN H. BINNS, ATTORNEY
S. R. GRAY, CONTRACTOR
CARL OSTLUND, ENGINEER

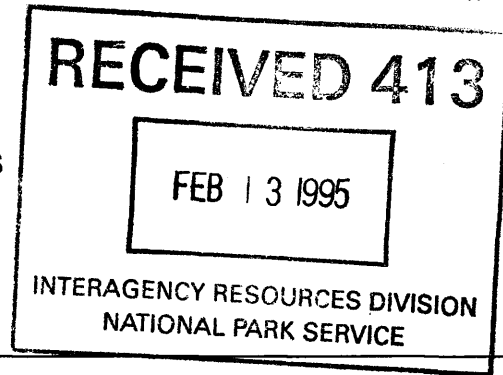
FOR A UNITED COMMUNITY

The emphasis on cost-effectiveness in the design and construction of the Winnifred Street Bridge and the community spirit associated with the bridge's construction are indicative of the novel ways in which New Deal programs led the country out of the Great Depression of the 1930s.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 9 Page 1



9. Major Bibliographic References

Garrison, Etta. 2 July 1991. Telephone conversation with Craig Holstine.

Parker, Philip R. 15 April 1991. Correspondence to Craig Holstine.

Ruston, Washington. Winnifred Street Bridge plans, dated 8 August 1938, on file at the Ruston Town Hall.