

1. SITE I.D. NO

## HAER INVENTORY

Department of the Interior, Washington, D.C. 20240

2. INDUSTRIAL CLASSIFICATION

Bridges, Trestles, and Aqueducts

3. PRIORITY

1

4. DANGER OF DEMOLITION?  
(SPECIFY THREAT) YES NO UNKNOWN

TRUSS: timber

7 6 0 0

5. DATE

circa  
1918

6. GOVT SOURCE OF THREAT

OWNER

ADMIN

8. NAME(S) OF STRUCTURE

Manning-Rye Covered Bridge

9. OWNER'S ADDRESS

Route #2, Box 170  
Colfax, Washington 99111

10. STATE

WA

COUNTY NAME

CITY/VICINITY

CONG. DIST.

0 5

STATE

COUNTY NAME

CITY/VICINITY

CONG. DIST.

11. SITE ADDRESS (STREET &amp; NO)

Crossing: Palouse River

12. EXISTING SURVEYS

 NR NHL HABS HAER-I HAER NPS CL6 CONF STATE COUNTY LOCAL OTHER

13. SPECIAL FEATURES (DESCRIBE BELOW)

 INTERIOR INTACT EXTERIOR INTACT ENVIRONS INTACT

14. UTM ZONE

EASTING

NORTHING

SIGN

SCALE

 1:24 1:62.5

QUAD NAME

Diamond, Washington

UTM ZONE

EASTING

NORTHING

SIGN

SCALE

 1:24 1:62.5

QUAD NAME

15. CONDITION

70  EXCELLENT71  GOOD72  FAIR73  DETERIORATED74  RUINS75  UNEXPOSED76  ALTERED82  DESTROYED85  DEMOLISHED

16. INVENTORIED BY

Lisa Soderberg

AFFILIATION

HAER/Washington State Bridge Inventory

DATE

October 1979

17. DESCRIPTION AND BACKGROUND HISTORY, INCLUDING CONSTRUCTION DATE(S), HISTORICAL DATE(S), PHYSICAL DIMENSIONS, MATERIALS, EXTANT EQUIPMENT, AND IMPORTANT BUILDERS, ENGINEERS, ETC.

The Manning-Rye Covered Bridge crosses the Palouse River outside of Colfax. It was constructed about 1918 by the Spokane and Inland Empire Railroad, an expansive interurban electric railroad line scheme that extended from the Palouse to Spokane. In contrast to most railroads, the electric railways could provide a frequent, rapid service with numerous stops. Because it was most feasible to construct the electric railroads in well developed areas, the promoters focused on areas like the Palouse, rather than on areas that had no railroad service at all. By the summer of 1907, the electric line to Colfax was completed.

Presumably, the Manning-Rye Covered Bridge replaced the original structure constructed over the Palouse River in 1907. The timber housing protects a single span timber Howe truss which rests on timber pile abutments, encased with timber cribs. Because it was necessary to provide for the connection between the locomotive and the overhead electric lines, the top of the bridge was left uncovered. There are doors in the housing to provide access for the

(CONT OVER)

18. ORIGINAL USE

railroad

PRESENT USE

vehicular

ADAPTIVE USE

19. REFERENCES—HISTORICAL REFERENCES, PERSONAL CONTACTS, AND/OR OTHER

Gary Penrod, State Inventory form, Washington State University, September 1974.  
D.W. Meinig, The Great Columbia Plain, (Seattle, 1968), p. 382.

(CONT OVER)

20. URBAN AREA 50,000 POP. OR MORE?

 YES  NO

21. NPS REGION

NW

22. PUBLIC ACCESSIBILITY

 YES, LIMITED YES, UNLIMITED NO UNKNOWN

23. EDITOR

INDEXER

24. LOCATED IN AN HISTORIC DISTRICT?

 YES NO

NAME

DISTRICT I.D. NO

