

OAHP INVENTORY

1. SITE I.D. NO		3. PRIORITY 1		4. DANGER OF DEMOLITION? (SPECIFY THREAT) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> UNKNOWN abandoned	
2. Classification Bridges, Trestles, and Aqueducts		5. DATE 1896		6. GOVT SOURCE OF THREAT	
TRUSS: timber				OWNER ADMIN	
				7. OWNER/ADMIN Thomas J. Murphy	
8. NAME(S) OF STRUCTURE Red Mountain Railroad Bridge		9. OWNER'S ADDRESS Northport, Washington 99157			
10. STATE W A	COUNTY NAME Stevens	CITY/VICINITY Northport	CONG. DIST. 05	STATE	COUNTY NAME
COUNTY 065				COUNTY	CITY/VICINITY
11. SITE ADDRESS (STREET & NO) Crossing: Little Sheep Creek S.T.R.: 24 40N 39E			12. EXISTING SURVEYS <input type="checkbox"/> NR <input type="checkbox"/> NHL <input type="checkbox"/> HABS <input type="checkbox"/> HAER-1 <input type="checkbox"/> HAER <input type="checkbox"/> NPS <input type="checkbox"/> CL6 <input type="checkbox"/> CONF <input type="checkbox"/> STATE <input type="checkbox"/> COUNTY <input type="checkbox"/> LOCAL <input type="checkbox"/> OTHER		
			13. SPECIAL FEATURES (DESCRIBE BELOW) <input type="checkbox"/> INTERIOR INTACT <input type="checkbox"/> EXTERIOR INTACT <input type="checkbox"/> ENVIRONS INTACT		
14. UTM ZONE 11	EASTING 440370	NORTHING 5423950	SIGN	SCALE <input checked="" type="checkbox"/> 1:24 <input type="checkbox"/> 1:62.5 <input type="checkbox"/> OTHER	QUAD NAME Northport, Washington
UTM ZONE 11	EASTING 440480	NORTHING 5423900	SIGN	SCALE <input checked="" type="checkbox"/> 1:24 <input type="checkbox"/> 1:62.5 <input type="checkbox"/> OTHER	QUAD NAME Northport, Washington
15. CONDITION 70 <input type="checkbox"/> EXCELLENT 71 <input type="checkbox"/> GOOD 72 <input type="checkbox"/> FAIR 73 <input type="checkbox"/> DETERIORATED 74 <input type="checkbox"/> RUINS 75 <input type="checkbox"/> UNEXPOSED 76 <input type="checkbox"/> ALTERED 82 <input type="checkbox"/> DESTROYED 85 <input type="checkbox"/> DEMOLISHED					
16. INVENTORIED BY Lisa Soderberg		AFFILIATION HAER/Washington State Bridge Inventory		DATE January 1980	

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

The deteriorated timber deck Howe truss spanning Little Sheep Creek is one of the last surviving structures of the 18-mile Columbia and Red Mountain Railroad constructed between Northport and Rossland in 1896-97 to link the rich Canadian mineral deposits of the Kootenay district to the smelters in the United States.

In 1890 prospectors discovered ore in the Red Mountains of Western Canada. However, it was D.C. Corbin, the veteran railroad builder, who understood that the mining business could only be cornered through the construction of smelters and a transportation system. In 1893 D.C. Corbin's railroad was incorporated with the stipulation that the line be completed within four years. Because of financial constraints, the line was not opened until 1896, only weeks before the deadline set by the provincial charter.

On December 16, 1896 passengers were finally subjected to the "twisting roller-coaster ride through the (CONT OVER)

18. ORIGINAL USE railroad		PRESENT USE abandoned		ADAPTIVE USE	
19. REFERENCES—HISTORICAL REFERENCES, PERSONAL CONTACTS, AND/OR OTHER John Fahey, <u>Inland Empire D.C. Corbin and Spokane</u> , (Seattle, 1965), pp. 157-166, 178. Steel, <u>History of North Washington</u> , 1904, pp. N.W. Durham, <u>History of the City of Spokane and Spokane Co.</u> , (Spokane, 1912), pp. 617-618. (CONT OVER)					
20. URBAN AREA 50,000 POP. OR MORE? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		21. HCRS Region N W		22. PUBLIC ACCESSIBILITY <input type="checkbox"/> YES, LIMITED <input type="checkbox"/> YES, UNLIMITED <input checked="" type="checkbox"/> NO <input type="checkbox"/> UNKNOWN	
23. EDITOR INDEXER		24. LOCATED IN AN HISTORIC DISTRICT? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO NAME DISTRICT I.D. NO			

Description (continued)

mountains" as "the Red Mountain Railway train pitched on log trestles across deep chasms." The Little Sheep Creek Bridge was originally one of five large trestles on the line which ranged from two to three hundred feet in length and from fifty to seventy feet in height. Because of the light weight of the rail, and the high grade and great curvature of the roadbed, the trains were restricted to speeds of 15 to 18 miles per hour.

The completion of the Columbia River Bridge in 1897 solidly connected the Red Mountain Railway to D.C. Corbin's Spokane Falls and Northern mainline, establishing the physical link that confirmed that Rossland had become an economic satellite of Spokane. The railroad which had cost \$555,400 was reported to be the most expensive segment of D.C. Corbin's transportation system between Spokane and the commerce of the northern tributaries. However, the earnings from the delivery of the ore to the United States, and the earnings from the delivery of supplies to Canada paid for the line within a short period of time.

Spokane grew as a result of its link to Rossland. Because the mining center in the Coeur d'Alenes was incapacitated by labor conflict, the Rossland mines became the primary source of Spokane's wealth for two short years (1896-97). Spokane's population rose to more than forty thousand by 1898, and its bank clearances, which reflected the volume of business transacted, doubled between 1894-1897. In 1898 the British Columbia legislature passed a resolution urging the denial of future charters that would divert Canadian traffic to the United States. Consequently, the American domination of the Kootenay's ended. Shortly after this time, D.C. Corbin's railroad was sold to the Great Northern Railroad. Within a decade Spokane was to forget Rossland, deriving its sustenance from lumbering, farming, and the mines in the Coeur d'Alene region. The Little Sheep Creek Bridge which is the oldest extant timber Howe truss within the state is a silent reminder of the rapid and momentary expansion that occurred in northeastern Washington during the late 19th century, bringing great wealth to the city of Spokane for a few short years.

References (continued)

- Sharon Jones, "Historic Bridge Collapses," Statesman Examiner, Colville, 16 November, 1978.
 Van B. Putman, "The End of Red Mountain Bridge," The Spokesman Review, 25 June 1951.

ABSTRACT																				
HAER NO	LC	TECH REPORT	HIST REPORT	CONTEMP PHOTO	HIST PHOTO	CONTEMP DRWG	HIST DRWG	COLOR PLATE	PHOTOGRAM	SW	FILM									

Red Mountain Railroad Bridge

25. Photos and Sketch Map of Location

