

MP 3278



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 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. Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).

1. Name of Property

historic name Spokane, Portland & Seattle Railway Company - Cow Creek Viaduct (304.4)

other names/site number Bridge 304.4

2. Location

street & number Milepost 304.4, former Spokane, Portland & Seattle Railway Co. line. not for publication

city or town Ankeny vicinity

state Washington code WA county Adams code 001 zip code 99105

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 at the following level(s) of significance:

national statewide local

Applicable National Register Criteria

A B C D

Allyson M 11.13.18
Signature of certifying official/Title Date

WASHINGTON STATE SHPO
State or Federal agency/bureau or Tribal Government

In my opinion, the property meets does not meet the National Register criteria.

Signature of commenting official Date

Title State or Federal agency/bureau or Tribal Government

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] 12/31/2018
Signature of the Keeper Date of Action

SP&S Cow Creek Viaduct
Name of Property

Adams Co., WA
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply.)

Category of Property
(Check only **one** box.)

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

- private
- public - Local
- public - State
- public - Federal

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

Contributing	Noncontributing	
		buildings
		district
		site
1		structure
		object
1		Total

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

Number of contributing resources previously listed in the National Register

Bridges of the Spokane, Portland & Seattle
Railway Company, 1906–1967

n/a

6. Function or Use

Historic Functions
(Enter categories from instructions.)

Current Functions
(Enter categories from instructions.)

Transportation/rail-related

Recreation and Culture/Outdoor Recreation

7. Description

Architectural Classification
(Enter categories from instructions.)

Materials
(Enter categories from instructions.)

Other: steel tower and deck plate girder viaduct.

foundation: Concrete.
walls:
roof:
other: Steel truss tower supports; steel plate girder spans. Concrete abutments.

SP&S Cow Creek Viaduct
Name of Property

Adams Co., WA
County and State

Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

The Cow Creek Viaduct is one of over one hundred bridges built by the Spokane, Portland & Seattle Railway Company (SP&S) along their line between Portland, Oregon and Spokane, Washington. The north end of the bridge deck provides a sweeping view of the Cow Creek Valley, an area of flatlands named for a modest stream that cuts through part of eastern Washington's Channeled Scablands. The bridge is one of five similar types within a 40-mile section composed of deck plate girder (DPG) spans supported by steel towers set on concrete footings or pedestals. As it stands, the 1,755 foot (ft)-long viaduct with a peak height of 121.5 ft built at a cost of \$220,643, is one of the longest and highest extant railroad bridges in Washington.¹

The Cow Creek Viaduct consists of fourteen steel towers of variable height supporting alternating lengths of DPGs measuring 75 ft and 45 ft s in length. There are 15 75' DPGs and 14 45' DPGs. The 45's DPG's set atop the towers and the 75 DPGs span the distance between the towers. The overall length of the structure is 1,755 ft between concrete abutments. Each of the steel towers, rectangular in plan, consist of four-steel posts resting on concrete pedestals. The width of the towers vary between 29 and 45 ft — shorter towers located toward each end of the span have shorter widths. The steel tower posts follow a slope of approximately 16 percent up from footings to the top where they meet the DPGs.² The approximately 75-ft spacing between towers follows a typical Northern Pacific Railway Company (NP) approach that combined shorter DPGs sized to match the width of the tower with longer DPGs that spanned the gap between towers (usually between 60 and 100 ft long).³ The DPGs are based on a standardized NP design composed of riveted web plates, angle iron bracing, and gusset plates that form a rectangular box— made up of two parallel built-up girders connected by top and bottom lateral bracing in the form of a Warren truss. The total DPG unit is approximately 6 ft 10-inches (in) high and 8 ft wide from the centerline of the plate girders. The DPGs are bolted to the top of the steel towers and to cast-iron bridge bearings on the concrete abutments at each end. Railroad ties are affixed directly to the top of the DPGs. Six inch by ten inch, 20 ft long wood guard timbers (rails) are bolted to the top of the ties and run the length of the bridge on either side. Small wood platforms, 6 ft long by 3 ft wide with wood railings, project out from the northern edge of the deck at roughly the center point of each 45 ft span. These platforms originally supported water barrels for use in case of a fire. A single larger wood platform at about midpoint of the overall span, a "refuge bay" 8 ft wide by 12 ft long with a wood railing, originally provided a place for workers on the bridge to place hand cars, tools, and themselves to avoid oncoming trains. The platforms are supported by long rail ties that extend out from the bridge deck.

¹ BNSF, "Cow Creek Canyon, Br. 304-4," in *Spokane, Portland & Seattle Railway Company Bridge Records*, n.d., Pacific Northwest Railroad Archives, Burien, Washington (PNWRR Archives). A 1972 BNSF DPG viaduct supported by concrete towers at Latah Creek near Spokane, is the longest railroad bridge in Washington, at 3,950 ft long and up to 175 ft high. "Latah Creek Viaduct," Bridgehunter.com, accessed March 10, 2018, <https://bridgehunter.com/wa/spokane/bh69528/>; 3,920 ft long steel-tower Joso Bridge over the Snake River is nearly as long. At a peak height of 347 ft, the abandoned steel arch railway bridge constructed by the Simpson Logging Company over Vance Creek on the Olympic Peninsula is the reportedly the highest railroad bridge in the state. "Vance Creek Bridge," Highestbridges.com, accessed March 10, 2018, http://www.highestbridges.com/wiki/index.php?title=Vance_Creek_Bridge.

² Bridge specifications taken from SP&S original drawing set held at PNWRR Archives.

³ The NP steel tower viaduct at Lawyer's Canyon, for example combined 60, 80, and 100 ft DPG spans with 40 ft DPGs at the towers. "Erection of the Lawyer's Canyon Viaduct," 592. The Hi-Line viaduct used 45 ft and 75 ft DPGs in combination, with three special 101 ft sections. Dakota, "Road Work in the Wheatfields," 110.

SP&S Cow Creek Viaduct
Name of Property

Adams Co., WA
County and State

Towers are composed of built-up riveted and laced channels for posts and beams, and X-form bracing in panels of various sizes. Lengthwise bracing uses laced channels, riveted web plates, and a half-vertical post; and widthwise bracing uses "ladder" bracing, also with half-vertical posts.

Each tower post stands on a battered rectangular concrete pedestal, 6 ft by 6 ft square in plan at the top, of variable height depending on the terrain. The tallest pedestal is over 20 ft high from bedrock to its top, flat surface. The SP&S contracted with the Twohy Brothers of Spokane, Washington to furnish materials for and to construct concrete abutments and pedestals for the bridge. Twohy Brothers agreed to begin work by July 26, 1907, and to complete the job by May 1, 1908.⁴ The American Bridge Company fabricated the steel towers and DPGs, and sent Emmet Crotsley from their Pittsburgh, PA office to oversee construction at Cow Creek. McCreary & Willard, another Spokane-based firm and veteran of several bridge projects in the West, was hired to erect the bridge.⁵

In 2018, the viaduct remains remarkably true to the original construction. Railroad ties have undergone periodic replacement over time, the tracks are no longer extant, and the water barrel platforms and the refuge bay are showing signs of deterioration, but the concrete and steel elements appear in relatively good condition and show few signs of alterations.

⁴ Portland & Seattle Railway Company, "Twohy Brothers Cow Creek Contract," 1908, Subject Files, 1871-1970, 134.I.9.10F, Box 69, Folder No. 2241, Northern Pacific Railway Company Records, Minnesota Historical Society, St. Paul, Minnesota.

⁵ M. F. Kinkaid, "Spokane, Portland and Seattle Railway Company; Memoranda of Construction History; Pasco, Washington to Marshall, Washington," n.d., 12, Box 03-09-02-34A, Folder SP&S 303-027, PNWRR Archives.

SP&S Cow Creek Viaduct
Name of Property

Adams Co., WA
County and State

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 old or achieving significance within the past 50 years.

Areas of Significance

(Enter categories from instructions.)

Transportation

Engineering

Period of Significance

1908

Significant Dates

1908

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

NP Office of Bridge Engineering (architect)

McCreary & Willard (builder/superstructure)

Twohy Brothers (builder/concrete work)

American Bridge Company (fabricators)

SP&S Cow Creek Viaduct
Name of Property

Adams Co., WA
County and State

Narrative Statement of Significance

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

The Cow Creek Viaduct is nominated for the National Register of Historic Places (NRHP) under the accompanying Multiple Property Documentation Form (MPD), Bridges of the SP&S, 1906–1967, which provides a historic context both for the SP&S and its bridge construction efforts, and NRHP registration requirements. As described in MPD Section F.2.5 Viaduct, the Cow Creek Viaduct is individually eligible at a state level under Criterion A, for its association with the history of the railroad industry, both as a unique example of collaboration between two major railway companies and as an exemplar of the role high engineering standards played in the SP&S's fortunes; and Criterion C on a state level, as an outstanding example of an early twentieth-century steel-tower railroad viaduct, by meeting Requirement 1, for representing prominent bridge engineer Ralph Modjeski's standardized design; and Requirement 4, for representing the high engineering standards set for the line in terms of grade and curvature. The period of significance for the bridge begins and ends in 1908, the year of its construction, which captures the significant elements of its design, fabrication and construction history, and role within the larger rail road system.

Cow Creek Viaduct Context

The SP&S, formed by the Great Northern Railway Company and Northern Pacific Railway Company in 1905, represented an unusual collaboration by competitors to challenge the Union Pacific interests for rail traffic in the Pacific Northwest. Reputedly the best engineered railroad ever built in the United States when completed in 1909, the many bridges reflected a commitment to a low maximum grade and degree of curvature, part of chief executive James J. Hill's strategy for competing with rival lines.⁶ Hill was willing to spend more money on a well-engineered line, even a longer or higher line, if it meant a given locomotive could pull more cars faster.

That the line had yet to be fully surveyed when construction began on the line in late 1905 testified to the urgency of completing the line as quickly as possible. Although in principle construction moved west and east simultaneously from each terminus (Portland and Spokane), in practice crews worked on individual sections of the line as conditions permitted.⁷ Whereas much of the construction in 1906 focused on the western portion of the track between Vancouver and Kennewick, in 1907 preliminary preparations began on one of the most difficult sections of the entire line: a 40-mile stretch between Burr Canyon and Cow Creek that would require several tunnels, sections of fill, and long bridges.

By August 4, 1908, track layers had reached the bridge site at Cow Creek, and laid a side track to bring in the steel for the bridge, which was "rushed to the site as fast as possible."⁸ Within two weeks, crews had 50 cars filled with steel components at the siding ready for construction. The general method of erecting these steel tower viaducts made use of a "traveler", a specially constructed, rail-mounted car with a boom apparatus often powered by a steam hoisting engine. As one engineering manual described it, "this traveler works from one end; it lifts and sets in place the members of the tower just ahead, then lifts the intermediates span to place, and so progresses forward. The simplicity of this erection method is a main reason for the use of the plate-

⁶ William Denison Lyman, *The Columbia River: Its History, Its Myths, Its Scenery, Its Commerce* (New York: G. P. Putnam's Sons, 1909), 263.

⁷ S.F. Diether, "Report of Progress Work and Force on Portland & Seattle Ry, from Big Eddy to Vancouver, Wash.," April 25, 1907, Subject Files, 1871–1970, 134.I.8.2F, Box 46, Minnesota Historical Society, St. Paul, MN (MHS).

⁸ Kinkaid, "Spokane, Portland and Seattle Railway Company; Memoranda of Construction History," 11.

SP&S Cow Creek Viaduct
Name of Property

Adams Co., WA
County and State

girder type of viaduct.”⁹ Despite the bridge builders McCreary & Willard being “slow in assembling their outfit,” the Cow Creek viaduct was ready for track laying on November 5, 1908 after about 12 weeks of construction.¹⁰

The companies involved in the bridge project, from funding and design to concrete work, fabrication, and assembly represented a common pattern emerging in the early twentieth-century railway industry whereby an in-house railroad engineering team produced a design, sometimes with the assistance of expert consultants, for a fabricator, and put out separate bids for concrete work and the erection of the steel components. In some cases, the railroad’s engineering team worked closely with or even relied on the fabricator’s specifications and design. The NP, for example, used a basic tower design developed by the American Bridge Company for many of their steel tower viaducts.¹¹ Bridge construction contractors faced a decision on whether to use union or “open shop” labor on their jobs. Some contractors such as Kelly-Atkinson gained good reputations for using union workers; others, like McCreary & Willard, were reviled by the unions for use of “scabs.”¹²

The Cow Creek Viaduct was part of a section of the mainline between Pasco and Spokane known as the “third sub-division” that served a sparsely populated, agricultural area outside of the terminus at Spokane. The SP&S shipped grain and collected passengers from small depots in the vicinity at Washtucna, Hooper, Bengé, and Lamont eastbound to Spokane and westbound to Vancouver and Portland.¹³

In 1970, the Burlington Northern Railroad Company (BN), formed by a merger between the SP&S, GN, NP, and Chicago, Burlington, and Quincy, took over all assets of the former SP&S line including the bridge. To consolidate their operations, the BN closed the route between Pasco and Spokane (the third sub-division) in 1987, removed the rails, and four years later transferred the alignment to the Washington State Parks for conversion to a trail under the terms of the 1983 amendment to the National Trails System Act.¹⁴ In the interest of public safety, the Washington State Parks and Recreation Commission fenced off the bridge. No longer in use, the bridge spanning the Cow Creek Valley now stands as a monument to the high standards of grade adopted by the SP&S.

Criterion A

The Cow Creek Viaduct has significance under Criterion A as one example of the collaboration between two major railway companies to meet the high engineering standards adopted by the SP&S as a business strategy.

The longest of the steel-tower viaducts built by the SP&S, one that required massive fill projects at either end, the Cow Creek Viaduct exemplifies the commitment of the SP&S to maintaining high standards of grade. In contrast, the line of the Oregon-Washington Railroad & Navigation Company that ran adjacent to the SP&S at Cow Creek was built on fill at a much lower elevation. The two railroad crossings at Cow Creek illustrate the nature of competition in the westward expansion of the railroad industry in the United States, where lines built

⁹ Daniel Coit Gilman, Harry Thurston Peck, and Frank Moore Colby, eds., *The New International Encyclopedia*, vol.3 (New York: Dodd, Mead and Company 1914), 475.

¹⁰ Kinkaid, “Spokane, Portland and Seattle Railway Company; Memoranda of Construction History,” 12.

¹¹ “Erection of the Lawyer’s Canyon Viaduct,” 592.

¹² B.M. Paris, “Local Union No. 86,” *Bridgemen’s Magazine* 7 (August 1907): 742.

¹³ W.W. Judson, “General Description of and Report on the Physical Characteristics, Organization and Operation of the Spokane, Portland and Seattle Railway Company,” June 1931, Northern Pacific Railway Company Engineering Department Files, 134.H.4.5B, Box 33, MHS.

¹⁴ Bruce Beyerl, “Columbia Plateau Trail State Park Management Plan,” June 5, 2006, 7, <http://parks.state.wa.us/DocumentCenter/View/1206/Columbia-Plateau-Trail-Management-Plan>.

SP&S Cow Creek Viaduct
Name of Property

Adams Co., WA
County and State

at great expense through difficult terrain and with different approaches to engineering could lie in close proximity to one another.

Hill's commitment to a well-engineered—and expensive—line came with some risk. For many years, the SP&S struggled under the debt of construction, which at more than \$57 million far exceeded initial estimates.¹⁵ The joint ownership also presented some challenges, as the two parent companies negotiated nearly every aspect of operations, including executive appointments, hiring crews, assignment of rolling stock, and trackage rights. Throughout its existence, the SP&S had to factor NP and GN traffic into scheduling, lease equipment from the parent companies, and rely on their facilities for maintenance.¹⁶ After weathering the Great Depression, the World War II years finally brought profitability to the SP&S. Over the next several decades, the SP&S adapted to and reflected significant developments in the railroad industry, including the nationwide decline in private passenger service, the merger movement and consolidation, the abandonment of many rail alignments, and the conversion of former alignments to trails. Ironically, the maintenance costs of the many steel bridges such as the Cow Creek Viaduct factored in the decision to close the former SP&S line between Pasco and Spokane, originally designed to give the railroad a competitive edge.¹⁷

Criterion C

The Cow Creek Viaduct has significance under Criterion C as an outstanding example of an early twentieth-century steel-tower railroad viaduct, by meeting Requirement 1, for representing prominent bridge engineer Ralph Modjeski's standardized design; and Requirement 4, for representing the high engineering standards set for the line in terms of grade and curvature.

Although the SP&S had an engineering department, the bridge design came from the Northern Pacific's (NP) Office of Bridge Engineering in St. Paul, Minnesota, a drawing set approved by Chief Bridge Engineer Howard E. Stevens.¹⁸ The design followed a template developed for other similar NP bridges, such as the "Hi-Line" Bridge over the Cheyenne River in North Dakota and the Lawyer's Canyon Bridge in Lewis County, Idaho—both completed earlier in 1908—that emphasized standardized components.¹⁹ The DPG spans derived from a design developed by Ralph Modjeski at the turn of the twentieth century, as described in more detail in the MPD. In addition to the challenges of erecting the steel structure in a remote area, massive fill projects were needed to meet the bridge at each end, reflecting in part a cost analysis of where fill was more economical than a longer viaduct.

Steel-tower viaducts of this basic type, widely built in the United States between 1890 and 1920 by railroad companies such as the Union Pacific, Northern Pacific, Southern Pacific and many others, represented an era when steel dominated railroad bridge construction in the United States, whether truss, arch, I-beam, or DPG

¹⁵ Gaetner, *North Bank Road*, 20.

¹⁶ Gaetner, *North Bank Road*, 21–29, 42.

¹⁷ "Capacity Between Spokane and Pasco—SP&S Story," April 8, 2014, <https://www.trainorders.com/discussion/read.php?11,3374585>.

¹⁸ H.E. Stevens, "Cow Creek Viaduct – General Plan, Drawing 047-304.4-304.4," November 6, 1907, Pacific Northwest Railroad Archives, Burien, WA.

¹⁹ "Erection of the Lawyer's Canyon Viaduct," *Bridgemen's Magazine* 8 (October 1908): 592–595. Dakota, "Road Work in the Wheatfields," *Bridgemen's Magazine* 8 (March 1908): 110–112.

SP&S Cow Creek Viaduct
Name of Property

Adams Co., WA
County and State

span.²⁰ Standardization of bridges by these railroad companies reflects efforts to gain economies and efficiencies of scale, and facilitate fabrication and construction in the difficult conditions of the western frontier.

In addition to illustrating national developments in railroad bridge engineering, the Cow Creek Viaduct expresses the SP&S's high standards of grade, which required several bridges, sections of fill, and tunnels to maintain along a route that carried it through Devil's Canyon, above the Cow Creek Valley, and across the Channeled Scablands toward Spokane.

²⁰ Brian Solomon, *North American Railroad Bridges* (St. Paul, MN: Voyageur Press, 2008), 69; examples include the Union Pacific's Jaso Bridge over the Snake River, completed in 1912 and the Southern Pacific Viaduct across Weber Creek, built in 1903; Melville Baker Wells, *Steel Bridge Designing* (Chicago: Myron C. Clark Publishing Co., 1913), 210–212.

SP&S Cow Creek Viaduct
Name of Property

Adams Co., WA
County and State

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

- Dakota. "Road Work in the Wheatfields." *Bridgemen's Magazine* 8 (March 1908): 110–12.
- "Erection of the Lawyer's Canyon Viaduct." *Bridgemen's Magazine* 8 (October 1908): 592–95.
- Gaertner, John T. *North Bank Road: The Spokane, Portland & Seattle Railway*. Pullman: Washington State University Press, 1990.
- Gilman, Daniel Coit, Harry Thurston Peck, and Frank Moore Colby, eds. *New International Encyclopedia*, vol. 3. New York: Dodd, Mead & Co., 1914.
- Lyman, William Denison. *The Columbia River: Its History, Its Myths, Its Scenery, Its Commerce*. New York: G. P. Putnam's Sons, 1909.
- "Miscellaneous Engineering Construction." *Western Engineering* 3 (September 1913): 241.
- Paris, B. M. "Local Union No. 86." *Bridgemen's Magazine* 7 (August 1907): 742.
- Solomon, Brian. *North American Railroad Bridges*. St. Paul, MN: Voyageur Press, 2008.
- Sneddon, Matthew. "Bridges of the Spokane, Portland & Seattle Railway Company, 1906–1967." National Register of Historic Places Multiple Property Documentation Form, 2018.
- Wells, Melville Baker. *Steel Bridge Designing*. Chicago: Myron C. Clark Publishing Co., 1913.

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: _____

Historic Resources Survey Number (if assigned): _____

SP&S Cow Creek Viaduct
Name of Property

Adams Co., WA
County and State

10. Geographical Data

Acreage of Property Approximately 1.8
(Do not include previously listed resource acreage.)

UTM References NAD 1927 or NAD 1983

(Place additional UTM references on a continuation sheet.)

1
Zone Easting Northing

3
Zone Easting Northing

2
Zone Easting Northing

4
Zone Easting Northing

Or Latitude/Longitude Coordinates

(enter coordinates to 6 decimal places)

1 46.842168 -118.142961
Latitude Longitude

3
Latitude Longitude

2 46.845913 -118.147466
Latitude Longitude

4
Latitude Longitude

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

Beginning at milepost 304.4 at the southernmost concrete abutment on the abandoned BNSF railroad right of way, the former SP&S rail line between Portland, Oregon and Spokane, Washington, now part of the Columbia Plateau Trail State Park, an area 1,765 ft long and as wide as the railroad right of way easement (approximately 50 ft wide) extending to the end of the northernmost abutment of the bridge, near Ankeny, Adams County, Washington.

Boundary Justification (Explain why the boundaries were selected.)

Boundaries encompass entire bridge, including the southern and northern abutments, to capture structural elements integral to conveying the significance of the bridge's design and history.

11. Form Prepared By

name/title Matthew Sneddon (DAHP Staff Edits)

organization Historical Research Associates date October, 2018

street & number 1904 3rd Avenue, Suite 240 telephone (206) 343-0226

city or town Seattle state WA zip code 98101

e-mail hra@hrassoc.com

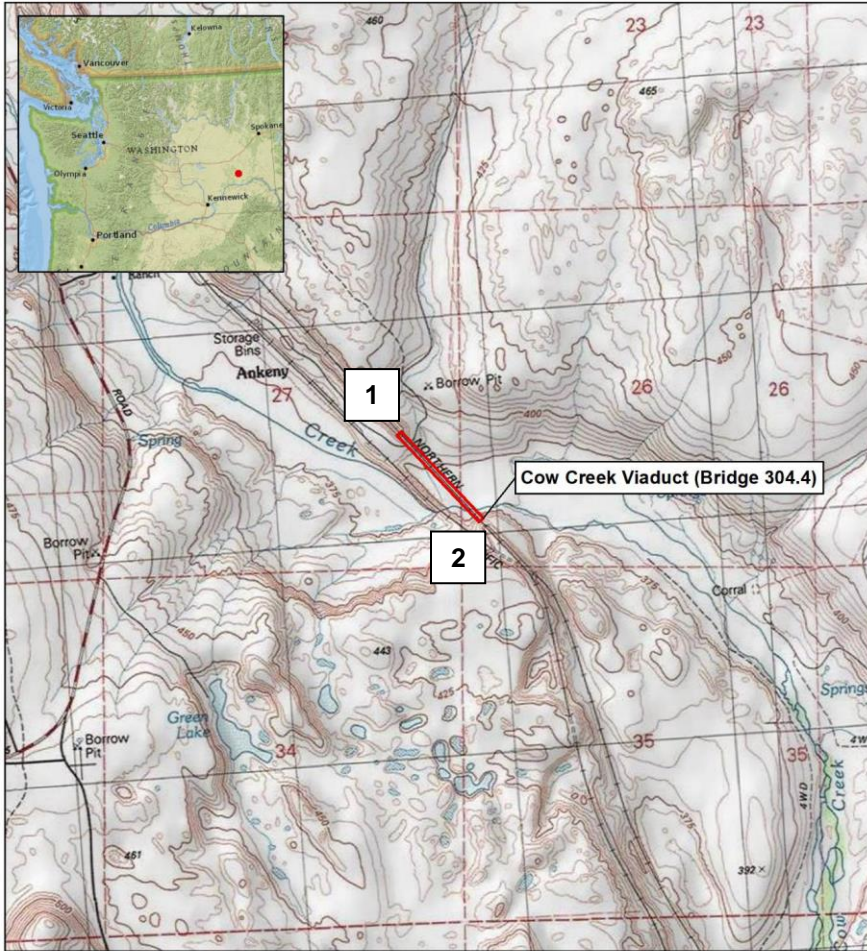
SP&S Cow Creek Viaduct
Name of Property

Adams Co., WA
County and State

Additional Documentation

Submit the following items with the completed form:

- **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. Key all photographs to this map.
- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items.)



Bridge Location Cow Creek Viaduct (Bridge 304.4)		Topographic Bridge Location Date: 4/16/2018		 <small>HISTORICAL RESEARCH ASSOCIATES, INC.</small>	
Bridge Location		Coord/Projection NAD 1983 UTM Zone 10N Transverse Mercator	Datum NAD83		Scale 1:24,000
		Township/Range T16N R37E	Quadrangle Hooper, WA		
<small>Service Layer Credits: Copyright © 2013 National Geographic Society, i-cubed Content may not reflect National Geographic's current map policy. Sources: National Geographic, Esri, DeLorme, HERE, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, increment P Corp.</small>					

1	<u>46.842168</u>	<u>-118.142961</u>	3	<u> </u>	<u> </u>
	Latitude	Longitude		Latitude	Longitude
2	<u>46.845913</u>	<u>-118.147466</u>	4	<u> </u>	<u> </u>
	Latitude	Longitude		Latitude	Longitude

SP&S Cow Creek Viaduct
Name of Property

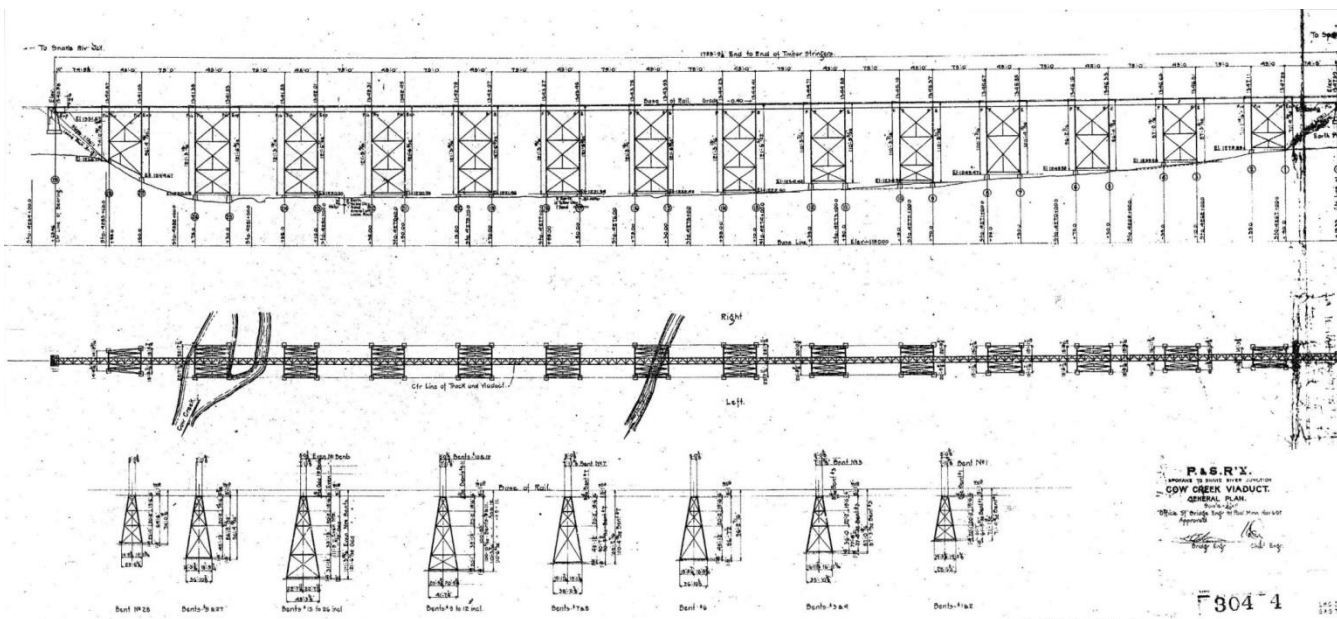
Adams Co., WA
County and State



Photographer: unknown

Date Photographed: unknown

Description of Photograph(s) and number: Replacing railroad ties, SP&S Cow Creek Viaduct.



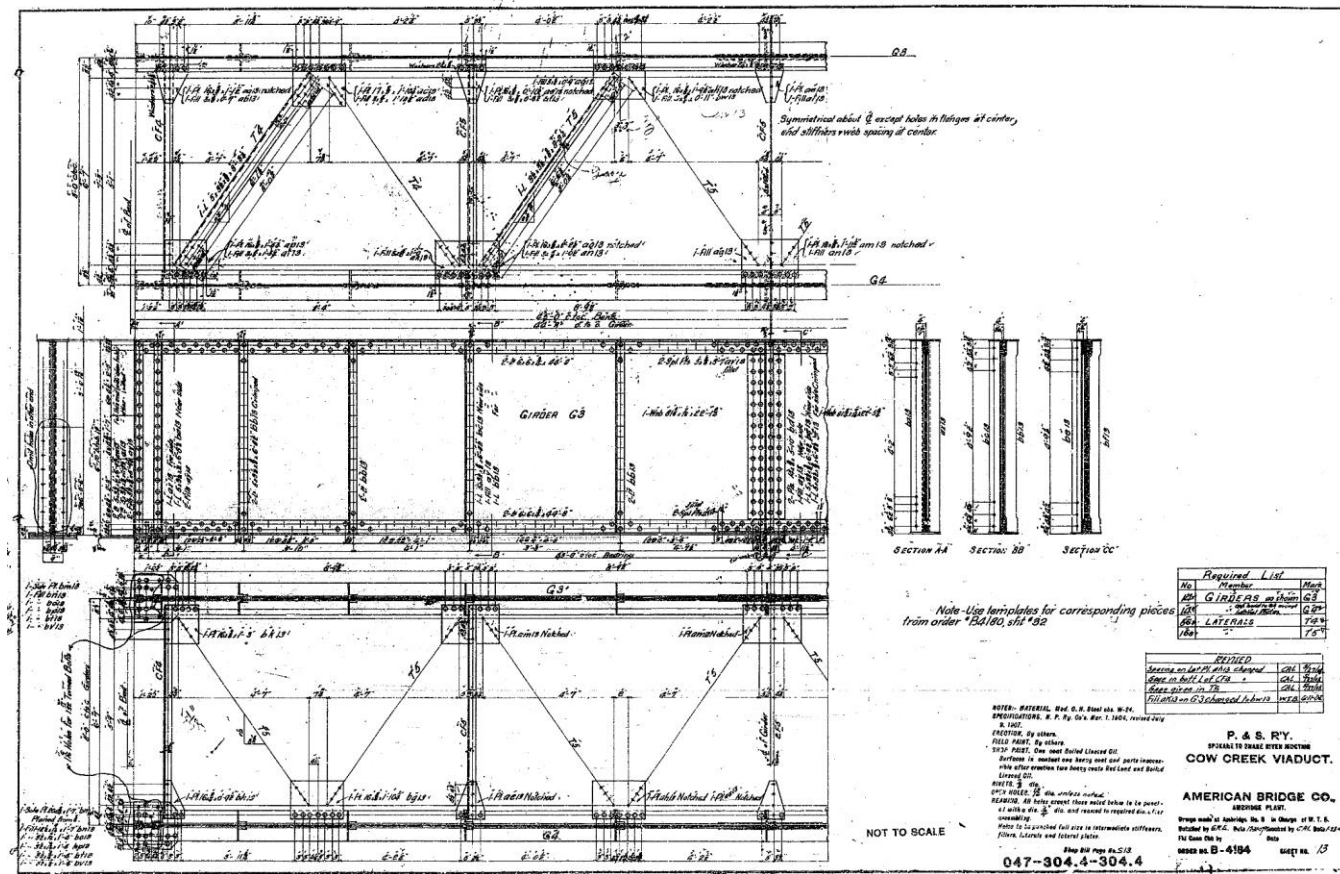
Description: Cow Creek Viaduct, profile and elevation drawing.

Drawing Date: 1907

Source: Northern Pacific Railway Company, Office of Bridge Engineering, PNWRR Archives.

SP&S Cow Creek Viaduct
 Name of Property

Adams Co., WA
 County and State



Description: Cow Creek Viaduct, deck plate girder drawing, American Bridge Company.

Drawing Date: 1908

Source: Northern Pacific Railway Company, Office of Bridge Engineering, PNWRR Archives.

SP&S Cow Creek Viaduct
Name of Property

Adams Co., WA
County and State

Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property: SP&S Cow Creek Viaduct (304.4)

City or Vicinity: Ankeny

County: Adams

State: Washington



Photographer: Matthew Sneddon

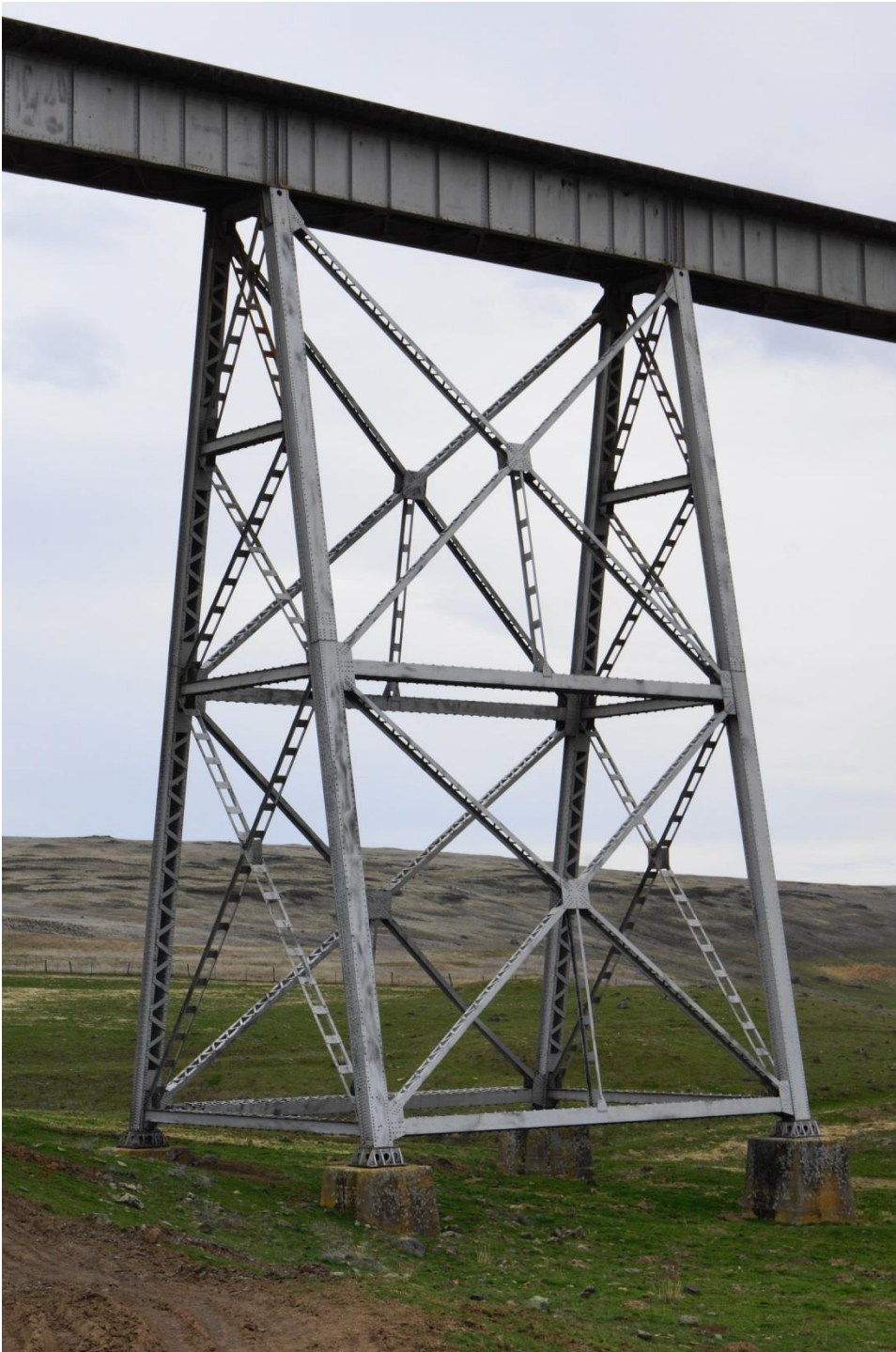
Date Photographed: 2018

Description of Photograph(s) and number: SP&S Cow Creek Viaduct, view southwest showing Cow Creek Valley.

1 of 6.

SP&S Cow Creek Viaduct
Name of Property

Adams Co., WA
County and State



Photographer: Matthew Sneddon

Date Photographed: 2018

Description of Photograph(s) and number: SP&S Cow Creek Viaduct, steel tower detail, view east.

2 of 6.

SP&S Cow Creek Viaduct
Name of Property

Adams Co., WA
County and State



Photographer: Matthew Sneddon

Date Photographed: 2018

Description of Photograph(s) and number: SP&S Cow Creek Viaduct, bridge deck detail showing water barrel platforms on left, view south.

3 of 6.

SP&S Cow Creek Viaduct
Name of Property

Adams Co., WA
County and State



Photographer: Matthew Sneddon

Date Photographed: 2018

Description of Photograph(s) and number: SP&S Cow Creek Viaduct, showing Cow Creek and southern abutment and fill, view southeast.

4 of 6.

SP&S Cow Creek Viaduct
Name of Property

Adams Co., WA
County and State



Photographer: Matthew Sneddon

Date Photographed: 2018

Description of Photograph(s) and number: SP&S Cow Creek Viaduct, northern abutment detail, view west.

5 of 6.

SP&S Cow Creek Viaduct
Name of Property

Adams Co., WA
County and State



Photographer: Matthew Sneddon

Date Photographed: 2018

Description of Photograph(s) and number: SP&S Cow Creek Viaduct, view southwest.

6 of 6.

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

name Washington State Parks and Recreation Commission; contact Alex McMurry

street & number 111 Israel Road S.W. telephone (360) 902-8502

city or town Tumwater state WA zip code 98501

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 18 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: Spokane, Portland and Seattle Railway Company--Cow Creek Viaduct

Multiple Name: Bridges of the Spokane, Portland and Seattle Railway Company, 1906-1967 MPS

State & County: WASHINGTON, Adams

Date Received: 11/16/2018 Date of Pending List: 12/10/2018 Date of 16th Day: 12/26/2018 Date of 45th Day: 12/31/2018 Date of Weekly List:

Reference number: MP100003278

Nominator: SHPO

Reason For Review:

Accept Return Reject 12/31/2018 Date

Abstract/Summary Comments: Automatic listing due to lapse in appropriations.

The Cow Creek Viaduct is of statewide significance under National Register Criteria A and C in the areas of Transportation and Engineering. Designed by the Northern Pacific's Office of Bridge Engineering, the 1755' long viaduct is one of the state's longest and highest extant railroad bridges. Completed in 1908, the bridge served as a major component of the Spokane, Portland, and Seattle Railway's cross state line and reflects the firm's high design standards. A deck plate girder span with steel towers, the bridge represents an outstanding example of early twentieth century steel tower railroad viaduct design. The structure meets the Registration Requirements of the SP&S Railway MPS.

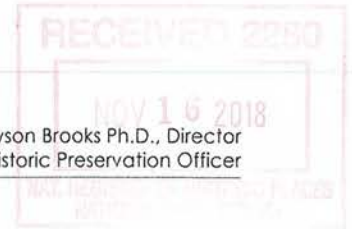
Recommendation/ Criteria: Accept NR Criteria A and C

Reviewer Paul Lusignan Discipline Historian

Telephone (202)354-2229 Date 12/31/2018; 1/28/2019

DOCUMENTATION: see attached comments : No see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.



Allyson Brooks Ph.D., Director
State Historic Preservation Officer

Paul Lusignan
Keeper of the National Register
National Register of Historic Places
1849 "C" Street NW, MS 7228
Washington, D.C. 20240

November 14, 2018

RE: Washington State NR Nominations

Dear Paul:

Please find enclosed three new National Register Nomination form for:

- **Cow Creek Viaduct – Adams County, WA**
(an all-electronic nomination)
- **OWR & N Crossing-Washtucna – Adams County, WA**
(an all-electronic nomination)
- **Box Canyon Viaduct – Franklin County, WA**
(an all-electronic nomination)

These resources are being nominated under a new MPD – **Bridges of the Spokane, Portland & Seattle Railway Co.: 1906-1967** also enclosed.

Should you have any questions regarding these nominations or the MPD please contact me anytime at (360) 586-3076. I look forward to hearing your final determination on these properties.

Sincerely,

Michael Houser
State Architectural Historian, DAHP
360-586-3076

E-Mail: michael.houser@dahp.wa.gov

