

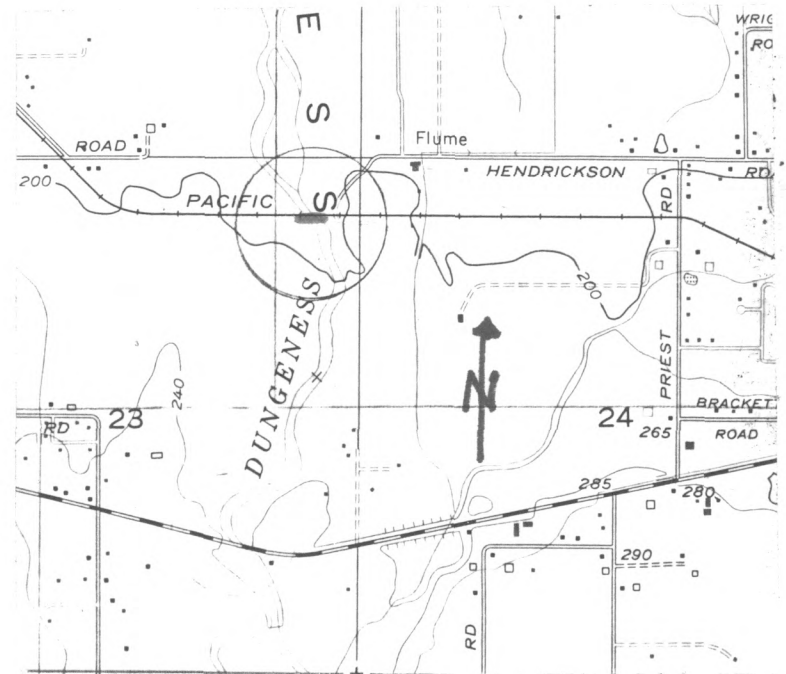
OAHIP INVENTORY

Office of Archeology and Historic Preservation
Department of the Interior, Washington, D.C. 20240

1. SITE I.D. NO																											
2 Classification Bridges, Trestles and Aqueducts										7	6	0	0	3. PRIORITY 1		4. DANGER OF DEMOLITION? (SPECIFY THREAT) <input type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> UNKNOWN											
TRUSS: timber										5. DATE 1930		6. GOVT SOURCE OF THREAT OWNER ADMIN															
PA-130B										7. OWNER/ADMIN Chicago, Milwaukee, St. Paul and Pacific Railroad Co.																	
8. NAME(S) OF STRUCTURE Dungeness River Bridge										9. OWNER'S ADDRESS 516 West Jackson Boulevard Chicago, Illinois 60606																	
10. STATE COUNTY		W	A	COUNTY NAME Clallam						CITY/VICINITY Sequim		CONG. DIST. 0 3		STATE - COUNTY		COUNTY NAME CITY/VICINITY CONG. DIST.											
11. SITE ADDRESS (STREET & NO) over Dungeness River										12. EXISTING SURVEYS <input type="checkbox"/> NR <input type="checkbox"/> NHL <input type="checkbox"/> HABS <input type="checkbox"/> HAER-I <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		EASTING				NORTHING				SIGN		SCALE		QUAD NAME													
1 0		4 8 9 1 2 0				5 3 2 5 6 0 0						<input checked="" type="checkbox"/> 1:24 <input type="checkbox"/> 1:62.5		Carlsborg, Washington													
												<input type="checkbox"/> OTHER															
UTM ZONE		EASTING				NORTHING				SIGN		SCALE		QUAD NAME													
												<input type="checkbox"/> 1:24 <input type="checkbox"/> 1:62.5															
												<input type="checkbox"/> OTHER															
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 June 1979							
17. DESCRIPTION AND BACKGROUND HISTORY, INCLUDING CONSTRUCTION DATE(S), HISTORICAL DATE(S), PHYSICAL DIMENSIONS, MATERIALS, EXTANT EQUIPMENT, AND IMPORTANT BUILDERS, ENGINEERS, ETC. The 156 foot timber Howe truss spanning the Dungeness River near Sequim was first constructed in 1916 as part of the Seattle, Port Angeles and Western Railway Company's line between Port Angeles and Discovery Junction. Like much of the railroad construction on the Olympic Peninsula, the Seattle, Port Angeles, and Western Railway line was incorporated by Chicago, Milwaukee and St. Paul Railroad interests. The railway company operated independently using Milwaukee railroad equipment until it was sold to the Chicago, Milwaukee and St. Paul railroad on December 31, 1918. Although the Dungeness River Bridge has been rebuilt since it was constructed by the Seattle, Port Angeles and Western Railway Company, it is similar to its predecessor. The existing Howe truss is 22 feet high, and was constructed in 1930. The east approach, constructed in 1961 consists of a 15 span pile trestle, 251 feet long, and 19 feet high. The west approach was built in 1964, and consists of a 38 span pile trestle, 610 feet long, and 20 feet high. (CONT OVER)																											
18. ORIGINAL USE railroad bridge										PRESENT USE railroad bridge										ADAPTIVE USE							
19. REFERENCES—HISTORICAL REFERENCES, PERSONAL CONTACTS, AND/OR OTHER Bruce Bissell Cheever, "The Development of Railroads in the State of Washington," (Master's Thesis, Western Washington College of Education, 1949). Chicago, Milwaukee, St. Paul and Pacific Railroad Company Bridge List. (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 checked="" type="checkbox"/> YES, UNLIMITED <input 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)

The Dungeness River Bridge is significant as one of two remaining examples in the State of the Milwaukee Railroad Standard timber Howe truss design. These standard trusses were approximately 150 feet long. Timber continued to be used for the construction of railroad bridges throughout Washington during the first quarter of the century because of the abundance of the resource and its initial economic advantages. However now, the Dungeness River Bridge is one of three uncovered timber Howe through truss railroad bridges remaining in the State.



REFERENCES (CONTINUED)

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