



United States Department of the Interior

NATIONAL PARK SERVICE
1849 C Street, N.W.
Washington, D.C. 20240

The attached property, Wildcat Creek Bridge in Lane County, OREGON, reference number 79002089 and part of the Oregon Covered Bridges Thematic Resource, was listed in the National Register of Historic Places by the Keeper of the National Register on 11/29/1979, as evidenced by the FEDERAL REGISTER/WEEKLY LIST Vol. 45 number 54, notice of Tuesday, March 18, 1980, page 17475. The attached nomination form is a copy of the original documentation provided to the Keeper at the time of listing.

For the Keeper: *Ron L. Smith* 2-3-2010
Keeper of the National Register of Historic Places Date

THEMATIC GROUP NOMINATION
OR. CN COVERED BRIDGES

Bridge Name and Number Wildcat Creek Bridge, Index No. 17

County Lane

Stream or River Wildcat Creek

Location Austa Road off Highway 126, ca. 33 miles W of Eugene

NE $\frac{1}{4}$ SE $\frac{1}{4}$ Sec. 16, T.18S., R.8W., W.M.

Zone 10 E447680 N4872280 Blachly Quadrangle

Acreage and Boundary Description Full width of road right-of-way
for the distance between abutments and ten feet additional
at either end, containing in all approximately 5700 square feet.

Present Owner Lane County Board of Commissioners

Lane County Courthouse

Eugene, OR 97401

Date of Construction 1925

Description of Bridge

Length of span	75 feet
Truss type	Howe truss
Cladding	Board and batten, vertical side walls
Roofing	Metal-clad gable roof
Decking	Wood

Other salient features Semi-elliptical portal arches. Ribbon openings extend length of side walls under eaves. A 3 X 18-foot opening in east wall above deck provides view of on-coming traffic. Concrete piers. Decorative, solid S-curve brackets "carry" eaves at bridge ends. Roadway width: 16'.

The bridge crosses Wildcat Creek at its junction with the Siuslaw River. It was erected by Lane County.

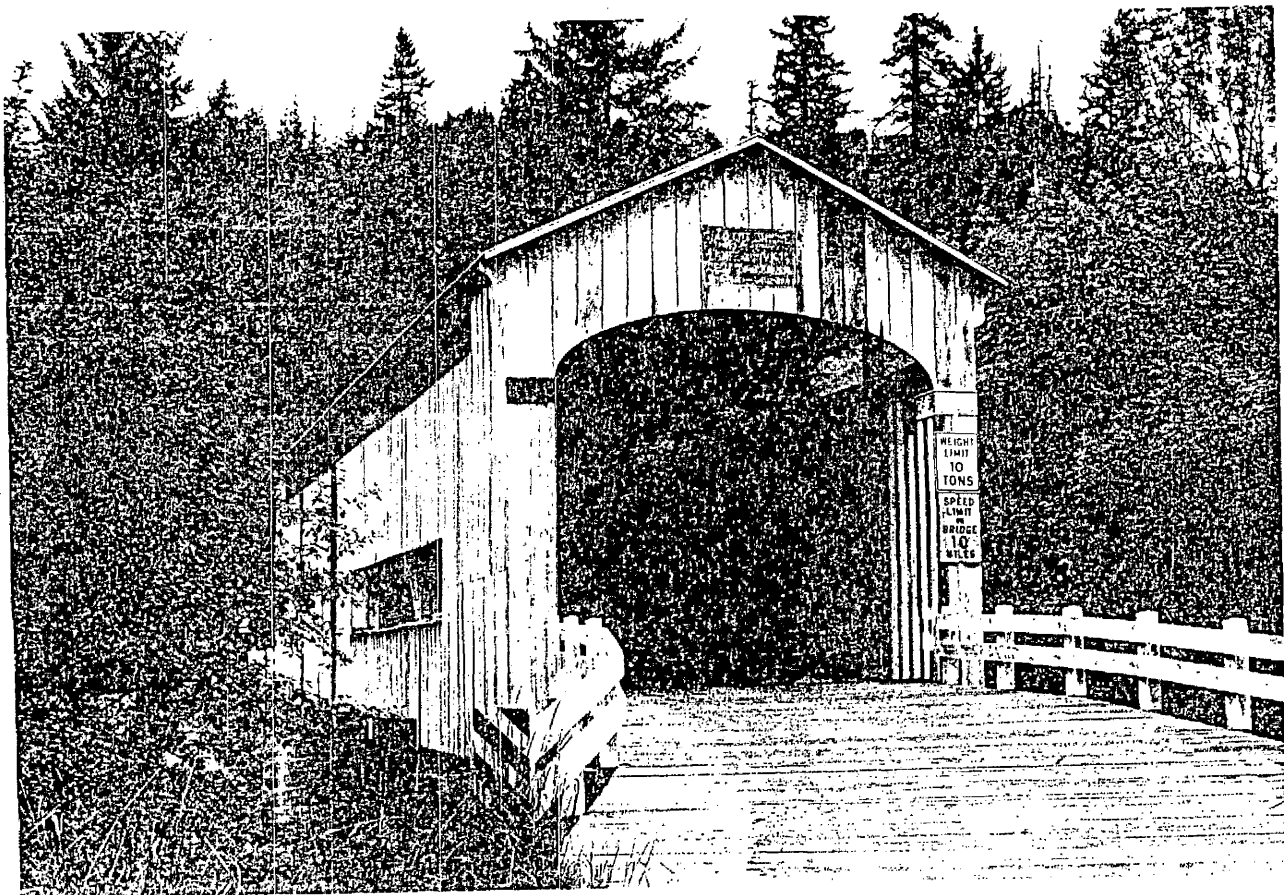
Approaches rebuilt in 1970. Bridge considered in poor condition. Rot in truss and floor beams; insects in truss. Load limit is 10 tons.

Legal description is included in the appropriate County Road Department right-of-way files and County Deed Records.

Information based on following sources: Statewide Inventory Form prepared by Stephen Dow Beckham, 1976. Typescript on Oregon Covered Bridges by Nick and Bill Cockrell, 1977. Lane County Department of Public Works Covered Bridge Data Sheet, October 1976.

Bridge Index No. 17
Wildcat Covered Bridge
Vicinity of Walton
Lane County, Oregon
South East Elevation

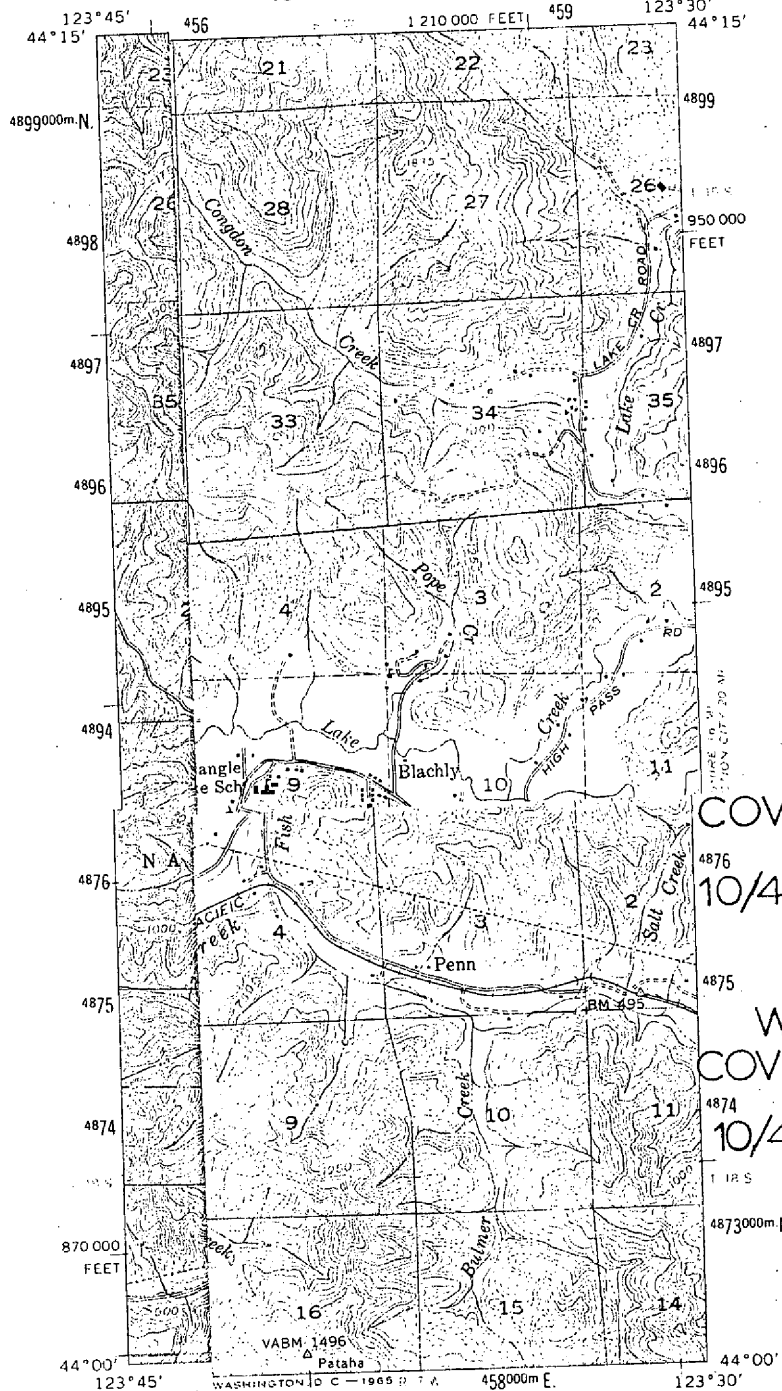
Stephen Dow Beckham Photo, 1976
History Department
Lewis and Clark College
615 SW Palantine Hill Road
Portland, OR 97219



1272 IV
(TIDEWATER)

DEPA
BLACHLY QUADRANGLE
OREGON-LANE CO.
15 MINUTE SERIES (TOPOGRAPHIC)

1372 IV
(MONROE)



COVERED BRIDGE
10/442510/4887790

WILDCAT #17
COVERED BRIDGE
10/447680/4872280

(GOODWIN PEAK)
1271 IV

Mapped by
Edited and
Control by
Topography
taken 1935
photograph
Polyconic p
10,000-foc
south zone
1000-mete
zone 10, st
Dashed lan
Unchecked

ROAD CLASSIFICATION

Medium-duty ——— Light-duty ———

Unimproved dirt - - - - -

○ State Route

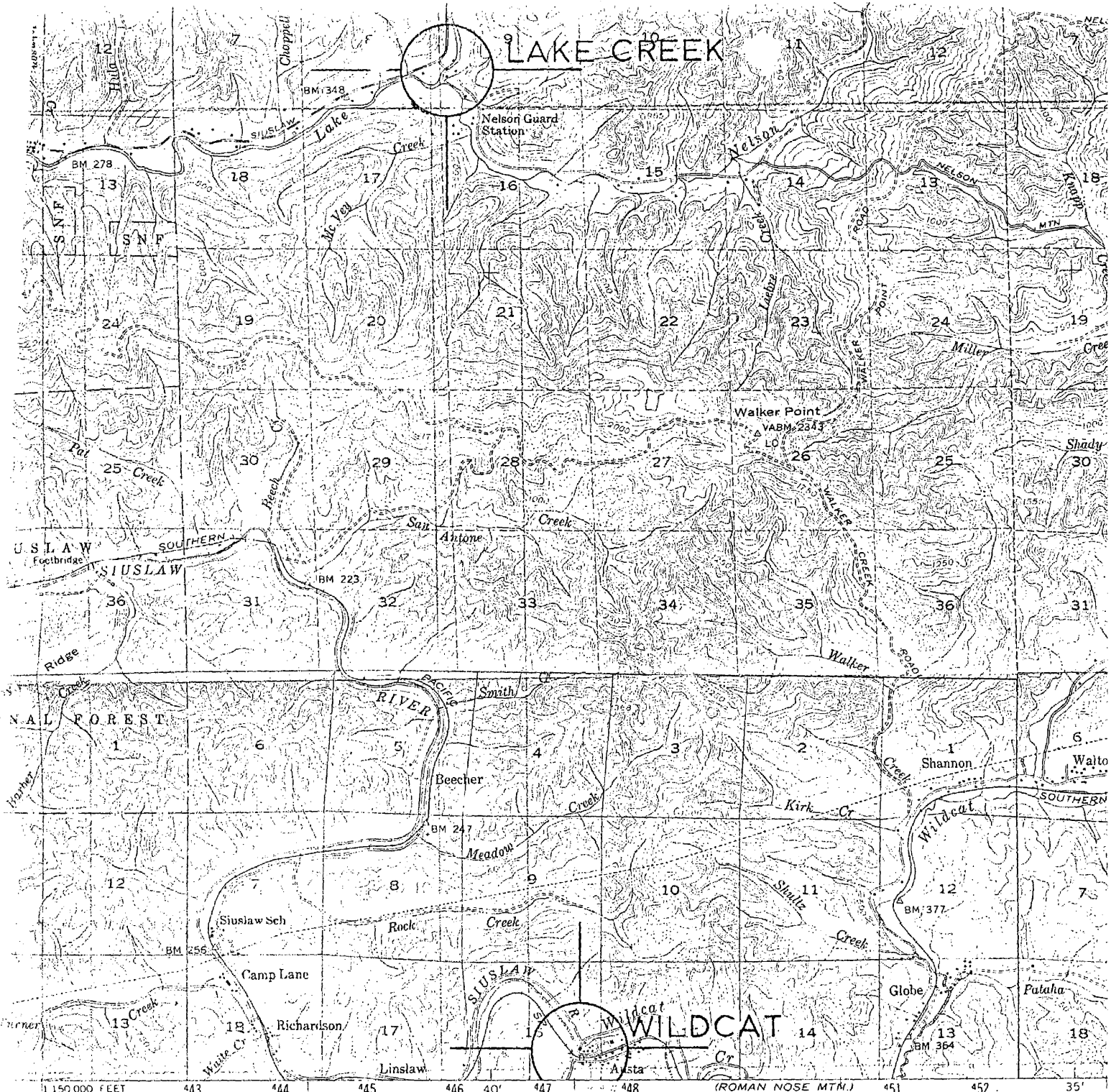
LAKE CREEK COVERED BRIDGE # 18

BLACHLY, OREG.
N4400-W12330/15

1956

AMS 1272 II-SERIES V792
10/446190/4883450

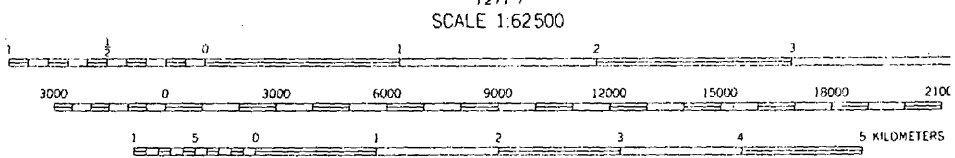
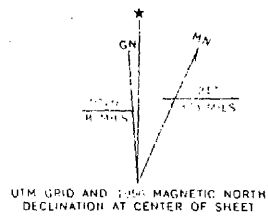
(CROW)
1371 IV



LAKE CREEK

WILDCAT

Army Map Service
 used by the Geological Survey
 USCS&GS, and USCE
 Methods from aerial photographs
 were revised by USGS from aerial
 in 1954. Field check 1956
 1927 North American datum
 based on Oregon coordinate system,
 Transverse Mercator grid ticks,
 indicate approximate locations
 are shown in brown



CONTOUR INTERVAL 50 FEET
 DATUM IS MEAN SEA LEVEL

FOR SALE BY U. S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225 OR WASHINGTON, D. C. 202
 A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

Wildcat Bridge
Stream: Wildcat Creek
Built: 1925
World Guide No.: 37-20-04

T18S R8W S16
Truss: Howe
Length: 75 feet

#17

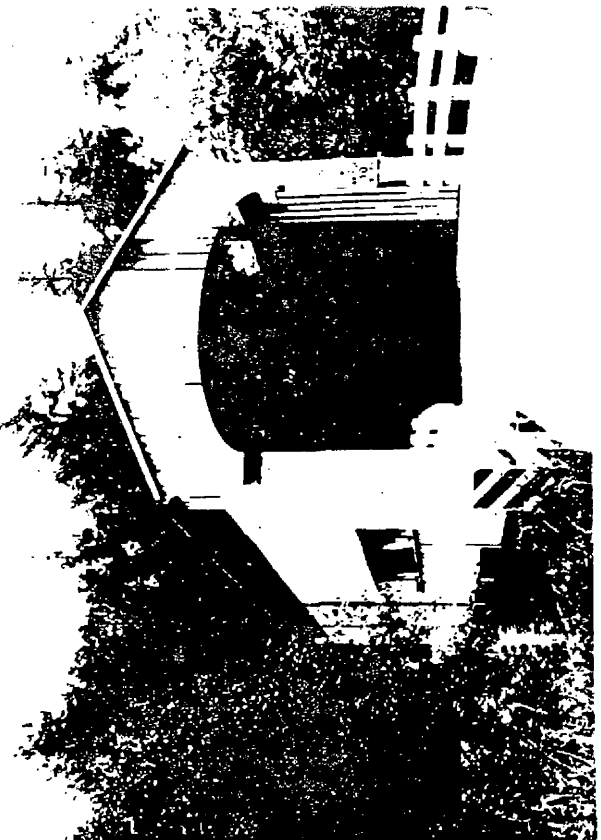
The Wildcat Bridge is located on a small winding road only a stone's throw from Highway 126 (Route F). From the point where Wildcat Creek flows into the Siuslaw River, Stagecoach Road hugs the hillside until it drops into the narrow plain at Swisshome. Stagecoach Road was the original road to the coast, by-passed in the mid-thirties after the Linslaw tunnel and Mapleton Bridge were built.

As with many of the bridges built in this era, the Wildcat Bridge boasts of one piece lower chords which are 16" x 16" x 113', the upper chords also of one piece fir 12" x 12" x 47'.

The span is closed to trucks and has a posted weight limit of 10 tons. An 18 x 3' window on the east side provides a view of on-coming traffic. The roof is covered with corrugated tin. Nearby Austa boat ramp provides access to the river for fishermen on the Siuslaw River.

TO GET THERE:

Travel 33 miles west of Eugene on Oregon Highway 126. At this intersection, Stagecoach Road connects from the north, Wolf Creek Road to the south.



#17

County Lane

Theme 6-A

Name (Common) Wildcat Creek Covered Bridge

(Historic) (same)

Address Route F at junction of Wildcat Creel
with Siuslaw River

Present Owner Lane County

(Address) _____

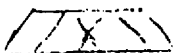
Original Use Bridge

Date of Construction 1925

Physical description of property and statement of historical significance:

The Wildcat Covered Bridge was erected in 1925 by Lane County. This span of seventy-five feet crosses Wildcat Creek at its junction with the Siuslaw River near the site where Route F crosses the river. The bridge has wooden ramps on the north and south ends. It is covered with a structure with a gable roof and vertical board and batten exterior. A rectangular window on the west elevation overlooks the Siuslaw River. Long openings along the eaves on the east and west elevations provide lighting. The bridge is of Howe truss construction and is in fair condition.

A faded sign on the south end of the bridge above the entrance gives the date of construction, its name, and the name of the bridge engineer.



Truss Arrangement

Continue back if necessary

Recorded by Stephen Dow Beckham Date 17 May 1976 Sources Consulted:

For Oregon State Historic Preservation Office Barber, Lawrence. "Oregon's Ancient, Recent Covered Bridges Begin to Fade," Oregonian
Please enclose map Township 18 ^N _S Range 8 ^E _W Section 16 July 7, 1963, (p. 26, photo).

(over)

BRIDGE REPAIRS, REBUILDING COMPLETED IN 1990



Once again, traffic flows through the **Wildcat** (37-20-04) covered bridge, just off Highway 126 west of Eugene in Lane County. Crews worked during the summer to complete the rehabilitation which included a major overhaul of the structure. The roof, decking, bracing and other repairs makes the span look new again. A number of members reported that the bridge was reopened, and a trip to the bridge proved them right. The Wildcat span glows from the new wood and fresh paint.

At **Earnest Bridge** (37-20-35), most rehabilitation work is completed except for touch-up painting. Painting will be completed in the spring when the wood is dry. The renovation included concrete piers, new bracing, new approaches, and new decking. Visitors will be pleased to see the results, and photographers will note that some black berry bushes and trees have been removed making the bridge more accessible.



Lane County repaired the damaged needle beam at the **Wendling Bridge** (37-20-36). The old structure was enforced by a 4x6 crutch when the 1990 safari visited.

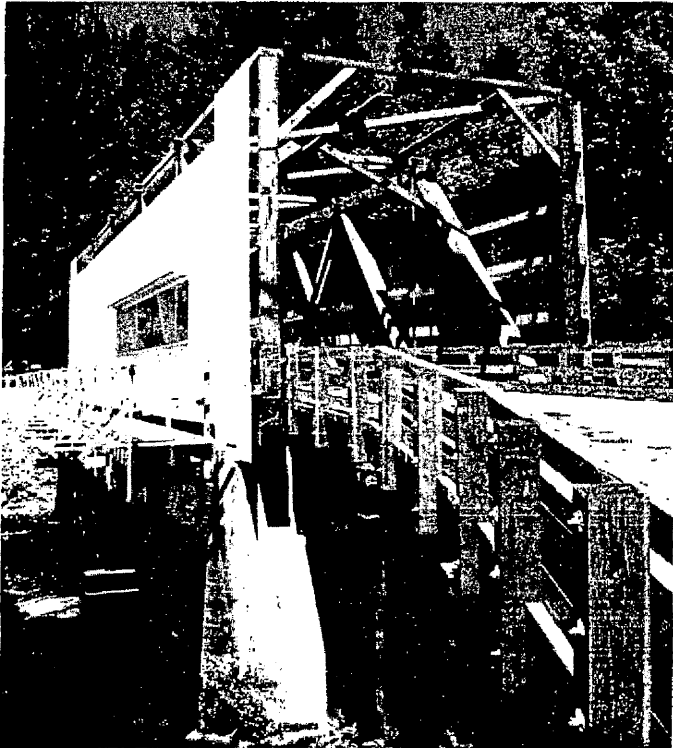
Traffic can now flow through the **Mosby Creek Bridge** (37-20-27) near Cottage Grove. This span also received major renovation this past autumn. This work included new decking, approaches, and piers. Also, a number of stringers were replaced and workers rebuilt the portal framing and added decorative portal brackets. New white paint will be added when weather permits.

Work has been completed on Polk County's **Ritner Creek Bridge** (37-27-01). New roofing, repairs to the flooring, new bracing, and new paint round out the repair work at that site. Although vehicular traffic does not pass through the span, the county determined the old wooden bridge met historic significance worthy of this attention. The bridge is now in excellent shape and looks good.

Upper: Wildcat Bridge in Lane County completely repaired.
Lower: Earnest Bridge in Lane County nearing completion.

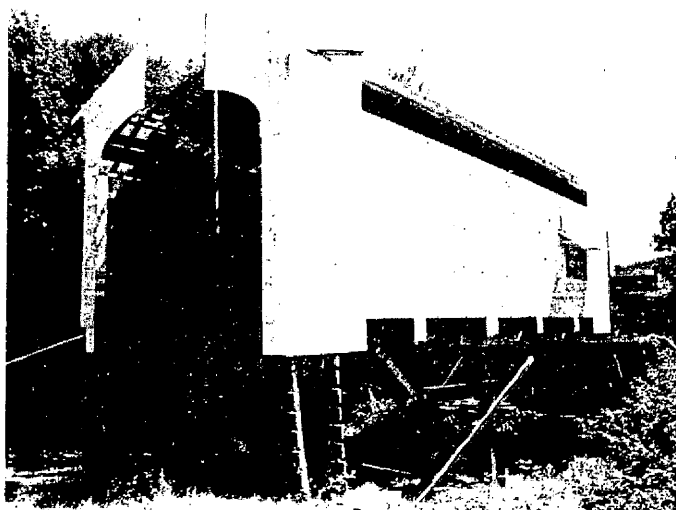
Several Linn County roofed structures were renovated during the past months. County funds matched with state covered bridge money helped the county gather support and interest to complete the renovation projects. Those bridges completed during the summer were **Hannah, Shimanek, and Gilkey**. Later this past fall, the **Larwood Bridge** (37-22-06) received considerable work, and was reopened just prior to Thanksgiving. Indications are that the **Short Bridge** (37-22-09) spanning the South Santiam River near Cascadia will receive major repair in the near future. Future issues of the BRIDGE TENDER will report on any work at that site.

LANE COUNTY BRIDGES REHABILITATED



At last glance, at least three Lane County roofed spans have been or will be repaired this year. They include the Wildcat Bridge also known as Austa Bridge (37-20-04), the Earnest Bridge (37-20-35), and the Mosby Creek Bridge also known as Layng Bridge (37-20-27). Society members Orville Erdmann, Morris McKibben, and Greg Ausland of OBEC Engineering were helpful to point out these bridge repairs. Ausland also sent Planning Sheets which were used to complete this article.

At Wildcat, the repair work order included: replace timber floor beams, tie rods, some truss diagonals, some upper and lower truss cross bracing, and damaged exterior siding; install new timber decks, new timber bridge rail, and new house siding nailers; and paint exterior housing. Also included in the project: rebuild approach span, interior bents and end bents; perform grading to provide for proper roadway drainage; and rebuild window area. The bridge was closed during parts of the spring and summer, and is now currently open for traffic.



At Earnest, the work includes remove decking, approach spans, and some roofing to permit steel piles for concrete piers; replace some stringers, truss corbels, and roofing which was removed; install new timber decking, new approach rails and bridge rails; tighten all upper and lower chord cross bracing bolts, truss tie rods, and structural bolts; and apply two coats of white paint to housing. Work should be completed around August 21st.

Work at Mosby will include similar improvements to include: replace timber decking, approach spans, some stringers, designated truss chord diagonal members, exterior house and portal siding, and railing; tighten and adjust all existing upper and lower cross bracing tension rods, tie rods and truss splice bolts; add

Upper: Wildcat Bridge, work nearing completion.

Lower: Earnest Bridge with approaches removed.

decorative portal brackets; and apply two coats of white paint to exterior of house, wrap-arounds, and underside of eaves. Rehabilitation is estimated to be completed near the end of October. Specifications call for the Earnest and Mosby bridges to handle live loads of 20 tons. All timber and sawn lumber shall be Douglas Fir #1 or better, and all lumber and timber shall be accurately cut and framed to a close fit so that the joints will have even bearing over the entire contact surface. Our thanks to Greg Ausland for the engineering data.