4331

NPS Form 10-900 OMB No. 1024-0018

RECEIVED 2280
JUL 18 2019
NAT'L REGISTER OF HISTORIC PLACES

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 **Baring Bridge**

other names/site number King County Bridge No. 509A

2. Location

street & number NE Index Creek Road off SR 2 over S Fork of Skykomish River ☐ not for publication

city or town Baring ☒ vicinity

state Washington code WA county King code 033 zip code 98224

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this _X_ 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 _X_ 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 _X_ local

Applicable National Register Criteria

X A ___ B X C ___ D

Signature of certifying official/Title — Date 7-16-19

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:

X 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 of the Keeper — Date of Action 8/26/19

Baring Bridge
Name of Property

King, Washington
County and State

5. Classification

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

	private
x	public - Local
	public - State
	public - Federal

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

	building(s)
	district
	site
x	structure
	object

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

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)

N/A

Number of contributing resources previously listed in the National Register

None

6. Function or Use

Historic Functions
(Enter categories from instructions.)

TRANSPORTATION: Road-Related (vehicular)

Current Functions
(Enter categories from instructions.)

TRANSPORTATION: Road-Related (vehicular)

7. Description

Architectural Classification
(Enter categories from instructions.)

OTHER: Wood suspension bridge

Materials
(Enter categories from instructions.)

foundation: Concrete
walls:
roof:
other: Heavy timber, sawn lumber, steel cables

Baring Bridge | King, Washington
Name of Property | 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 Baring Bridge is a one-lane wood and steel cable suspension bridge located on NE Index Creek Road spanning the South Fork of the Skykomish River in the NE corner of King County, Washington. It is located at milepost 1.1 on N.E. Index Creek Road (County Road 89670) just off Stevens Pass Highway (SR 2), about a half mile east of the unincorporated community of Baring. The Index Creek Road (formerly James Fitzgerald Road) now provides access to approximately 170 properties including a number of isolated cabins, some used as permanent homes. The Baring Bridge is one of only two remaining wooden suspension bridges designed for vehicle use in Washington State. Over the years, various timbers on the bridge have been rebuilt, but the existing, overall structural design dates to 1930. Its design closely followed a previous bridge on site, built in 1912-13.

The 1930s work included new cables, buried anchorages, and lateral guy cables as well as new wood towers, sawn cedar cribbing and timber approaches. Additional minor repairs followed later in the 1930s included replacement of missing hanger guy cables and mid-span panels of stringers.

Today the bridge and its two wooden approach ramps are 334 feet in length, with a main suspension span of 272 feet and timber approaches at each end. The south approach consists of three 15.5 foot spans over a length of 46.5 feet. The north approach is a single 15.5 foot span. The bridge is 10.5 feet wide, carrying one lane of traffic. Timber towers at each end of the span support two pairs of main cables that are anchored by large concrete blocks set into the ground. Concrete cable anchors to the north end approximately 83 feet from the timber approach; anchors to the south end approximately 82 feet from the timber approach.

The heavy timber structure of the bridge hangs from secondary suspension cables that are attached to floor beams with eyebolt and ring connections. The wooden rail system acts as a truss, distributing the weight of cars passing over the bridge to several points. The deck consists of glulam floor beams with 6x6 inch sawn boards that have been pressure-treated with chemonite (Ammoniacal Copper Zinc Arsenate). The deck is solid with two defined wheel channels, each with three lines of continuous 8x8 stringers that tie the deck system together.

In 1952, due to a heavy snow load on the solid bridge deck, the cables pulled out of their anchorage and caused the bridge deck to collapse. The bridge deck was reconstructed with new concrete anchorages and a superstructure of untreated timber. Materials used included:

- Floorbeams: 2-3”x12” S4S
- Stringers: 8”x8”x24’ S4S
- Decking: 2”x12” S1S
- Wheelrails: 3”x4” S4S
- Railing Posts: Built-up members with approximate dimensions 4”x6”
- Top Rail: 4”x6” S4S
- Outrigger Bracing: two 2”x4” at every third floorbeam
- New Anchorages: Constructed from class “G” concrete
- Suspension Cables: Existing suspension cables repositioned to new anchorages.

Additional renovation and repair continued as follows documented in “Technical Memorandum for Baring Bridge 509A” prepared for King County Department of Transportation Road Services Division, September 2006, and based on material on file with King County. Despite evolutionary changes, both the basic form and engineering technology of the cable suspension bridge has been retained.

Additional work on the bridge is outlined below.

1953: Sack riprap support placed due to flood scour a south tower support

1958: Both north and south towers were completely rebuilt as follows:
- Foundations of either concrete fittings or concrete retaining walls and piles
- All timber used was treated.
- Each tower consists of eight 12”x12” rough columns (4 on each side)
- Columns rest on 12”x14” S1E timbers in a cribbing configuration to transfer load to the foundation
- Longitudinal cross-bracing consists of three sets of 6”x12” rough on each side of tower
- Sides of towers connected by two 12”x14” S1E at bottom and two 12”x16” S1E at top
- Primary fasteners are ¾” galvanized bolts

1960: South tower undermined due to flood and repaired

1962: New wolmanized deck installed

1967: Steel components painted

1969: Three steel hangers replaced

1971: Deck plank and hanger replaced

1972: Broken hangers repaired

1973: Railing boards repaired

1975: North approach repaired. All treated timbers, mudsills, posts, caps, stringers and bearings in South approach replaced.

1976: Additional 1 ¾” diameter steel bridge cable added to both sides of bridge. Anchorages expanded to accommodate new cable. Connection between suspension cables and hanger rods modified to transfer hanger loads evenly between new and old cables. Additional channel section added to cable saddles to accommodate new cable. Old cables remain in place.

1980: Flood damage to two panels of railing and bent hangers repaired.

1984: Major rehabilitation of bridge superstructure and railing with treated lumber including the following. Reconstruction was done with heavy timber and sawn lumber, as in the original construction.
- All lumber was “wolmanized” or treated with pentachlorophenol.
- Floorbeams: Paired 3”x12” S4s
- Stringers: 8”x8”x24’ S4S
- Decking: 2”x10” S1S
- Wheelrail: 3”x4” S4S
- Railing Posts: 4”x6” S4s
- Lateral cross-bracing under bridge deck replaced
- Outrigger bracing: Two 2”x4” at every third floorbeam
- Hanger rods in middle of span replaced with galvanized ¾” rods
- Railing cross-ties replaced with galvanized ½” diameter rod with turnbuckle

1988: Two hangers broken.

1991: South approach and pier rehabilitated

1992: Chain link fencing installed on bridge rail and grating installed in middle of bridge deck

1994: Requests from area property owners to increase the load capacity of the bridge to accommodate emergency and maintenance vehicles resulted in the rehabilitation of superstructure and anchorages. The project included the following:

- Timber rail members were relocated and enlarged to provide additional stiffening.
- The 3x12 inch floor beams were replaced with 10x12 inch glulam beams and the timber deck planks were replaced with thicker planks, allowing heavier loads to use the bridge safely.
- Floor beams replaced with larger 10 ¾”x12”x16” glulam beams
- Wire mesh between wheel lines replaced with chain link fence
- Hanger rods replaced with ¾” high strength steel cable assemblies
- Bridge railings replaced with 4”x6” posts, 6”x6” top rails and ½” cable cross-ties with turnbuckles
- New 2”x2” rail slats at 8” on center added giving the railing a more solid, vertical appearance
- Connections of hanger cables to suspension cables and floor beams redesigned to prevent excessive bending of hanger cables
- Two new 2”x4” outrigger braces installed at each floorbeam
- Location of outrigger (knee) braces adjusted
- New 3”x4” wheelrails installed
- Concrete anchorages enlarged

1996: Added side cover plates at truss top cord. Additional inspection and minor repairs items included tightening bolts, noting rust on welds, noting end rot in some members, noting splits in railings

1997: Inspection noted loose crossties under deck of main span

1998: Timber boxes with steel grating covers constructed around anchorages. Additional inspection and minor repair items included loose bolts, ripped rail connections, overgrown anchorages, split timbers, rust, loose cross-bracing, and broken rail rungs

1999: Bolted steel corbel brackets at top of timber tower for cable load transfer. New galvanized sheet metal saddle covers. Additional inspection and minor repairs included rotting tower caps, rotten posts, missing nuts, incorrect size bolts.

2000-2005: No major rehabilitation measures were undertaken. Additional inspection and minor repairs included damaged cable cross-braces, loose longitudinal cross-braces, leaning rail, rot in posts, loose bolts, loose wire mesh, broken rail pickets, missing plank and loose rail post clamps

2017: Emergency repairs included:

- Replaced driving surface. Returned to solid deck design with two defined wheel channels
- Replaced majority of supporting structure below deck

Baring Bridge
Name of Property

King, Washington
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.)

- [X] 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.
- [x] 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

1958

Significant Dates

1958

Significant Person
(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

Evans, Daniel L (King County Engineer)

Baring Bridge | King, Washington
Name of Property | County and State

Statement of Significance Summary Paragraph
(Provide a summary paragraph that includes level of significance and applicable criteria.)

The Baring Bridge, spanning the Skykomish River just east of Baring, Washington is historically significant under criterion C as a rare example of its type. The bridge is one of only two remaining vehicular timber and steel cable suspension bridges standing in Washington State. The current structure's design and towers date to 1958 and the period of significance begins and ends with that date. Changes over time to the structure have reinforced the original design. Such modifications are inherent in wooden bridges. The location of the nominated bridge has been home to numerous suspension bridges dating back to the late 1890s.

Euro-American development of the Skykomish River Valley in King and Snohomish Counties is largely associated with the arrival of the Great Northern Railroad. Completed in 1893, the railroad runs through the narrow river valley from the foothills of the Cascade Mountains to Everett. While a limited amount of speculative mining for gold, copper and other precious metals occurred after the arrival of rail service, due to the ease of shipping, the construction of the railroad allowed for the development of several granite and limestone quarries. These included massive operations at Index and a smaller quarry in Baring (the Baring Granite Co.) By the turn-of-the-century, this portion of the Cascade foothills was teeming with rock quarries and mining claims. Maps indicate nearly 30 claims south of the South Fork of the Skykomish River near Baring. These included a quarry for the Tacoma-Roche Harbor Limestone Company, the Northwest Portland Cement Company, the Apex Lode, the Koko Lode and the Oso Lode. Southeast of the nominated site, Section 13 and much of adjoining Section 24 were almost entirely filled with mining claims. Many of these had romantic names such as Marble Gem, Marble Queen and Marble Beauty.

Despite the mining claims, access to the south side of the Skykomish River was limited. Reportedly a private company had begun construction of a bridge at the nominated site in the 1890s, but the project stalled. Landowner James Fitzgerald then asked the county for additional public funding to complete the structure. He also asked to designate the road and future bridge as a County property. The petition filed on May 29, 1899 states:

> *"In the matter of the Petition of James Fitzgerald, PO Casco, and others for a County Road, Viewers' Report filed July 15, 1899, "This road is needed for mining transportation purposes and is now surveyed for the purpose of being made a county road so an appropriation can be made for finishing a bridge now in the course of construction by private parties."*
>
> *"Surveyors' Report in the matter of the petition of James Fitzgerald and others for the View, Location and Establishment of a County Road, Filed Notes, "This stump is used as a deadman for anchoring cables of suspension bridge now being constructed over the Skykomish River… Span of bridge 268 feet. … the road is already fairly well graded and skidded similar to a logging road over which supplies have been taken to and mine products brought out from numerous claims situated further up Salmon Creek." (Renamed Index Creek)*

In August 1899 King County declared the road and bridge a necessity and ordered that it "… shall be a County road." Fitzgerald then donated a 50 foot right-of-way for the creation of the road.

At the time the nearby community of Baring, originally known as Salmon or Casco, was just coming into its own. The town was platted in 1901 by John and Adda Anderson. Early in the century it consisted of a grocery store, a stone quarry, a three-story hotel called the Grandview, two small mills and the usual saloons and services. The quarry and the hotel were both developed by John Maloney, the founder of Skykomish and a key figure in the development of the Upper Skykomish Valley. The town was named Baring after one of the Great Northern Railroad's financiers; Baring Bros. & Co. from London.

By 1907, land on both sides of the nominated bridge was owned by Albert Haggith. Increasingly, timber companies began purchasing property in the area. Shortly thereafter timber harvesting and processing became mainstays of the local economy. Several small mills flourished. Among them was the Baring Cedar Company shingle Mill. Based in Everett, details about the company are unknown but newspaper accounts note that their mill at Baring had an explosion of its sawdust boilers causing $30,000 worth of damage in 1912. The June 8, 1912 edition of "American Lumberman" announced that the company would rebuild the mill. The mill itself was located on the north side of the Skykomish River within the community of Baring, but the company owned several acres of land in the area including property on the south side of the Baring Bridge, most likely purchased from Haggith. The company retained ownership of these parcels as late as 1936.

The first formal designs for a bridge at the nominated site are details of a "cable tightner" and "roller nest." Noted as King County Standard Plans, the designs were developed under County Surveyor A.L. Valentine and are dated July 6, 1905. A hand written note, added after the fact, notes these are from the Baring Suspension bridge.

A complete plan set dated November 23, 1912 indicates that a fully realized wooden suspension bridge at the Baring had been built. Designed by J.G. McCormack, the design is reflective of the current structure at the site, but featured full pyramidal support towers. Per county bridge inspection cards, by the summer of 1921 the bridge was closed to vehicles and as early as 1924 the county was calling for its removal and rebuilding. Three more years passed until an estimate of $3,550 was put forth to replace the structure. Finally plans followed in April of 1930 under the auspices of County Road engineer Thomas D. Hunt. Very similar in design to the 1912 plan, the 1930 plan shows a tower design in which the inside structural members are perpendicular to the road bed. This design was from the desk of T.P. Blum, County Bridge Engineer, who was assisted by staff engineer, Harry J. Woelber. The new bridge was built by Henry McBride at a cost of $7,220. McBride was a general contractor in Seattle and had experience as a bridge foreman and construction superintendent. The new bridge was finished by September of 1930.

This bridge design served as the model for the subsequent iterations of the bridge at the site which was modified piecemeal over time as conditions warranted. The first modifications came in 1952 when County Road Engineer Daniel L. Evans designed adjustments of the bridge anchorages. This was necessitated by the collapse of the bridge deck under three feet of snow which left four men stranded on the south side of the river. According to the Seattle Times the bridge fell into the river about two hours after the men had parked their car and walked over the structure to Frank Grilley's summer cabin. Despite work in 1952, deterioration of the structure led the County to completely rebuild the towers and bridge deck in 1958. A full set of drawings were created by County Engineer Daniel L. Evans.

Other additional work followed on an as needed basis until 1976 when an additional steel cable was added to both sides of the bridge. In 1984 the bridge underwent a major rehabilitation which included treating all existing lumber, replacements of some elements of the deck superstructure and replacement of many metal rods and turnbuckles with galvanized components. Then in 1994 requests from property owners to increase the load capacity to accommodate emergency and maintenance vehicles resulted in the rehabilitation of superstructure and anchorages. Changes included reworking the bridge deck and the addition of some structural members on the north and south towers. While many elements of the bridge have been replaced, today the bridge still retains the design elements as planned by county engineer Daniel L. Evans.

While mining activity, as well as the continued growth of the timber industry, brought increased prosperity during the first decades of the 20th century (there were once nine such settlements between Stevens Pass and Index), increasingly the area became noted as a tourist center. As early as 1912 there was an effort to build a road across the Cascades, but the scenic highway was not completed until 1925. Initially it was little more than a narrow, winding dirt road, but by 1930 the road had been graveled through Skykomish; and by 1936 it was partially paved. Vehicle access to the scenic area also prompted an increase in recreational use. The Stevens Pass ski area started to develop in the late 1930s and various parcels of land up and down the

Skykomish River were platted for residential recreational use. Property along Index Creek Road, on the south side of the Baring Bridge, was platted for residential development in 1936. Called the Mt. Palmer Park Addition, construction of log and wood cabins began shortly thereafter. Several cabins and related accessory buildings benefitted from work by CCC crews in the area at that time.

The Skykomish River Valley changed during and after World War II. As transportation technology developed, the timber market moved elsewhere and mining ended completely. In the late 1950s the Great Northern ended passenger service to Skykomish. However, there was an increased use of the Stevens Pass Ski Area, numerous camp grounds and trails were built in the national forest, and the ever-increasing population of the Puget Sound area resulted in the construction of more mountain retreats and permanent homes in the area. Further plots of land on the south side of the Baring Bridge were subdivided. This area was called "Skylandia." Index Creek Road which crosses the river at the bridge, never extended beyond two miles before petering out into a trail that extended in a northwesterly direction up to the Buckeye Lode.

Engineering Significance

Today the Baring Suspension Bridge is a rare bridge type in Washington State. It is the only remaining vehicular wood cable bridge in King County and the only known example to remain in local government ownership and use. Suspension bridges were once a common site on the landscape. Other wood suspension bridges included the Cowlitz River Bridge at Kelso (1907); the Wind River Bridge at Carson (1925); the Chelan River Bridge at Beebe; and the Lewis River Bridge at Yale (1932).

In fact, newspaper articles from the time note other suspension bridges in the area of the nominated bridge including one north of the mining community of Index, near the Sunset Mine tramway, and another on the middle fork of the Snoqualmie River (which was badly damaged by a forest fire in 1910). Such bridges were highlights of railroad excursions which took city dwellers to see "picturesque scenery" of the Cascades and the mining camps of Index. Advertisements by the Eshelman-Corcoran Company in the Seattle Times as early as 1889 note that for $2.00 patrons could take a 140 mile ride to the "great Copper Camp" of Index to see the "wonders of the Cascades" as well as the Sunset Tramway, Mining Camps and new suspension bridges.

Today only the Baring Bridge and the Longmire Bridge crossing the Nisqually River in Mt Rainer National Park survive as wooden suspension bridges for vehicular use. The Longmire Bridge was completely rebuilt in 2005 and contains no original timbers.

Suspension bridges represent an ancient bridge type. Its design consists of a system of overhead cables which support the roadway surface. Problems of stability and strength were addressed by the addition of web trusses on either side producing a rigid structure. Generally, suspension bridges represent an economical solution to long spans.

The first iron chain suspension bridge in the United States was built at Jacob's Creek in Westmoreland County, Pennsylvania in 1801. This bridge was the first to have all the necessary components of a modern suspension bridge and was designed by James Finley who patented a system for suspending a rigid deck from a bridge's cables in 1808. This year is considered as a beginning of the era of the modern suspension bridge. After that, two bridges were built in England: Dryburgh Abbey Bridge (built in 1817) and Union Bridge (built in 1820). The first large bridge that used the technique invented by Finley was bridge over the Menai Straits in Wales built by Thomas Telford and finished in 1826. Cables consisting of many strands of wire for suspension were used instead of chains for the first time in 1930 by French engineers. Soon John Roebling, an American inventor, found a way to spin the cables at the place of building instead of transporting them prefabricated. He also invented rigid deck platform which is stiffened with trusses.

Since then suspension bridges became popular because they allowed structures to be built in spaces that could not be bridged with conventional methods. Its advantages are that it can be made with longer spans than with other types; it is cheaper bridge type (even with longer spans) because it uses less material; during

construction it does not require access from below so it doesn't matter much what is below nor how high is bridge; it is more earthquake-proof than other types; and it can be modified easily to accommodate wider vehicles or to add additional lanes. Its disadvantages include the fact that the bridge deck must be made very stiff or aerodynamic so high winds wouldn't cause vibrations (as evidenced by the loss of the Tacoma Narrows in a high wind storm in 1940); and suspension bridges have a very low traffic weight ratio compared to other bridge types because of relatively lower stiffness of its deck.

A suspension bridge requires careful engineering calculations to determine the order in which individual elements are installed so that it will not fall down during construction, nor sway too much under wind or under traffic loads. Many early suspension bridges were innovative designs but often failed structurally and the nominated bridge is no exception. Despite modifications in the design, the Baring Bridge retains the hallmarks of the earlier suspension bridges on the site and still retains integrity of location, design, setting, some materials, workmanship, feeling and association.

Baring Bridge
Name of Property

King, Washington
County and State

9. Major Bibliographical References

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

1895 Cadestral Survey, Bureau of Land Management

Advertisement – Eshlman-Corcoran Company's Excursions to the Great Copper Camp: Index" – Seattle Times, Aug 18, 1899

Archival Collections:
King County
Skykomish Historical Society
University of Washington special Collections

Atlas of King County, Anderson Map Company, 1907.

"Baring Mill Company, Everett, Wash; capital stock increased.." The Seattle Times, Dec 29, 1925

Barning Bridge (No.509-A) Plan Sets & notes
1905 – A.L. Valentine, County Surveory, King County Standard Plans
1912 – J.G. McCormack
1930 – Thomas D. Hunt, King County Road Engineers Office
1952 – D.L. Evans, County Road Engineer
1958 – D.L. Evans, County Road Engineer
1976 – J.L. DeSpain, Dir, King County Dept. of Public Works
1984 – Donald J. Labelle, Dir, King County Dept. of Public Works
1994 - Paul Tanaka, Dir, King County Dept. of Public Works
1999 - King County Dept. of Transportation
2017 – Harold Taniguchi, Dir, King County Dept. of Transportation

Bean, Karen. "King County Historic Sites Survey 0822". 1985-86.

"Engineers to Inspect Fallen Bridge" – Seattle Times, January 14, 1952

Holstine, Craig and Richard Hobbs, Spanning Washington: Historic Highway Bridges of the Evergreen State, Washington State University Press, 2005.

King County Baring Bridge No. 509A Technical Memorandum

King County Historic Resource Inventory #0822

King County 1899 Petition, Survey and Establishment of County Road

King County Department of Transportation. Road Services Division files and records.

Krier, Robert. King County Historic Bridge Inventory - Phase III, Final Evaluation and Documentation. Archaeological and Historical Services, EWU. 1995.

Kroll's Atlas of King County, 1930.

Lentz, Florence. "Historical Overview of the Town of Skykomish, Prehistory - 1955, 1996".

"May 21, Index, Wash. Baring Shingle Company: cause explosion.." – The Insurance Press, June 5, 1912

Metsker's Map of King County, Seattle: Metsker Map Co., 1940.

"Most King County Bridges OK; Some to be Repaired, Replaced" – Seattle Times, April 4, 1984

Baring Bridge — Name of Property
King, Washington — County and State

National Bridge Survey

Petroski, Henry. Engineers of Dreams: Great Bridge Builders and the Spanning of America. New York: Alfred A. Knopf, 1995.

"Repair Work Begins on Snoqualmie Bridge" – Seattle Times, Sept 5, 1910

Roe, JoAnn. Stevens Pass: The Story of Railroading and Recreation in the North Cascades. Seattle: The Mountaineers, 1995.

Snohomish County Tourism Bureau, http://www.snohomish.org/about/baring

Soderberg, Lisa. National Register Thematic Nomination, "Historic Bridges and Tunnels in Washington State", Olympia, WA, 1980.

"State's Supply of Granite Comes from Quarries in Index" – Seattle Times, May 19, 1912

"The Baring Mill Co., Everett, Wash, has erected a shingle mill….." – The Timberman, April 1920

"The suspension bridge to the new tramway which…." – Seattle Times, Sept 16, 1899

Web Sources:
- www.historyofbridges.com
- www.bridgemeister.com
- www.familysearch.org

Wolff, Fritz E., "Inactive and Abandoned Line Lands – Apex Mine, Money Creek Mining District, King County, Washington," 2001, Olympia, Washington State Department of Natural Resources

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:

__x__State Historic Preservation Office
____Other State agency
____Federal agency
__x__Local government
__x__University
____Other

Name of repository: King County Road Services Division; King County Archives; University of Washington Special Collections

Historic Resources Survey Number (if assigned):

Baring Bridge (Name of Property) | King, Washington (County and State)

10. Geographical Data

Acreage of Property Less than one
(Do not include previously listed resource acreage.)

UTM References ____NAD 1927 or ____NAD 1983

(Place additional UTM references on a continuation sheet.)

	Zone	Easting	Northing		Zone	Easting	Northing
1				3			
2				4			

Or Latitude/Longitude Coordinates
(enter coordinates to 6 decimal places)

	Latitude	Longitude		Latitude	Longitude
1	47.765472°	-121.479786°	3		
2	47.764957°	-121.481373°	4		

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

The nominated property extends from concrete anchor to concrete anchor, approximately 83 feet from the north approach and approximately 82 feet from the south approach. The total length is 457 feet. The property is bounded on the northeast and southwest by the NE Index Creek Road right-of-way and on the northwest and southwest by the bridge itself.

Boundary Justification (Explain why the boundaries were selected.)
The boundaries encompass the entire bridge structure, the wooden approaches and the concrete cable anchorages. The total length in addition to the bridge span is required in order to include the cable anchorages.

11. Form Prepared By

name/title Patricia J. Warren (Edited by DAHP Staff)
organization _____ date May 2019
street & number 1109 NE Maple Pl telephone 360-682-5411
city or town Coupeville state WA zip code 98239
e-mail pjwarren94@yahoo.com

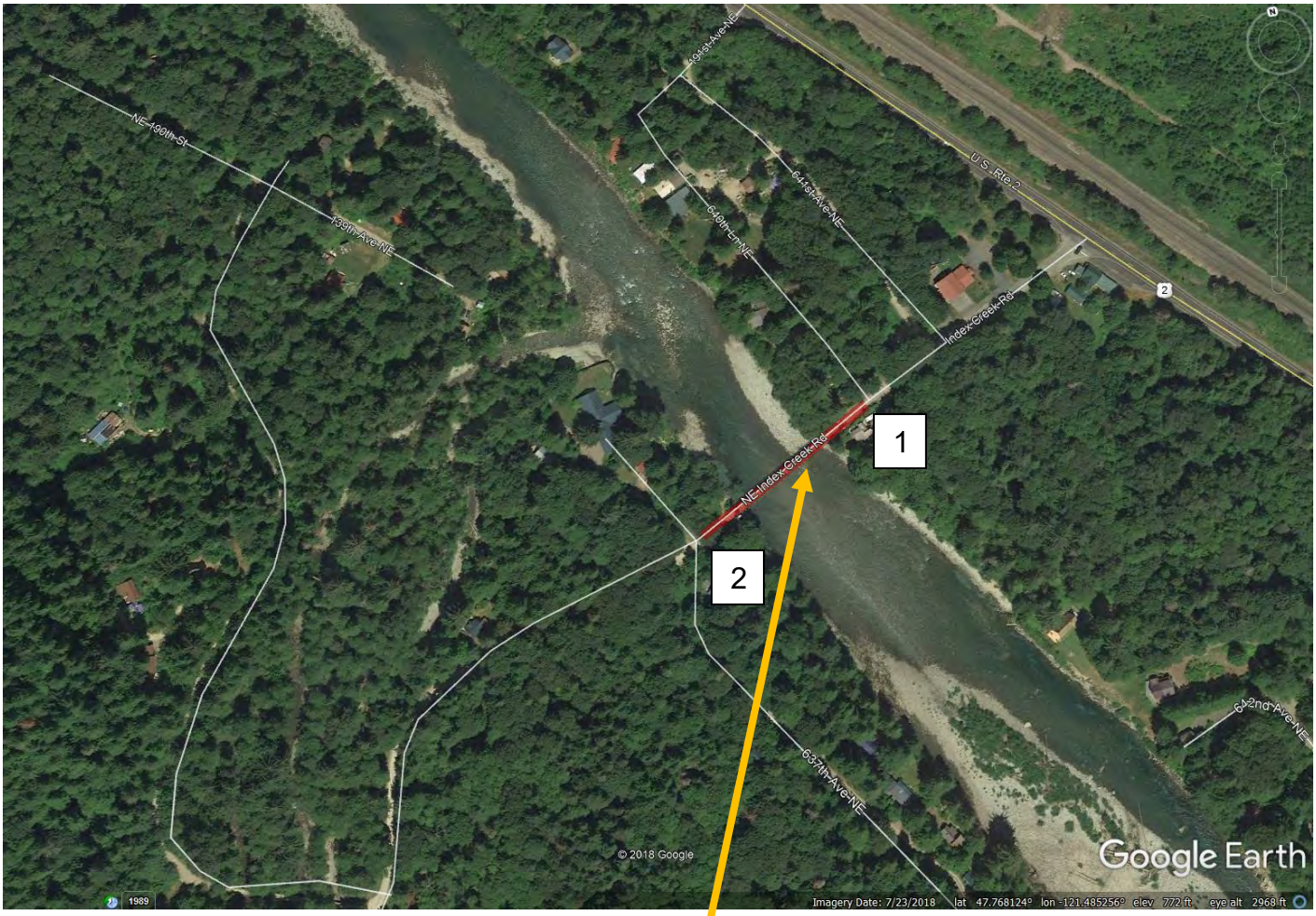
Baring Bridge
Name of Property

King, Washington
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:**

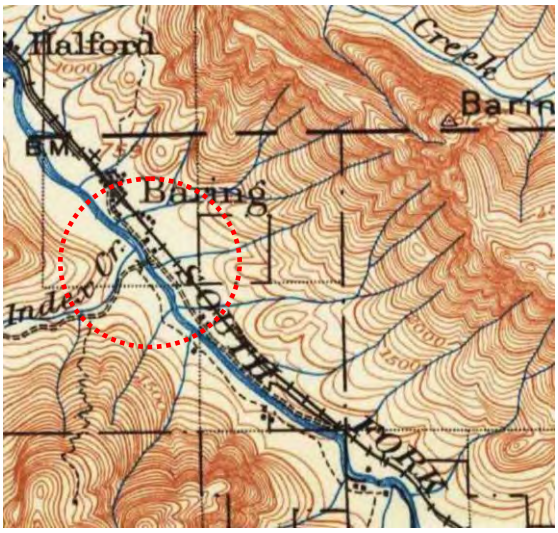


Google Earth Map
Baring Bridge

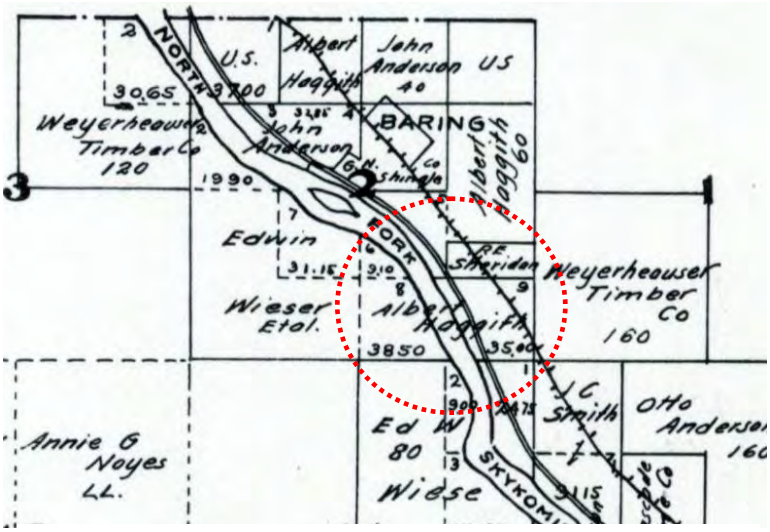
1	47.765472°	-121.479786°	3		
	Latitude	Longitude		Latitude	Longitude
2	47.764957°	-121.481373°	4		
	Latitude	Longitude		Latitude	Longitude

Baring Bridge
Name of Property

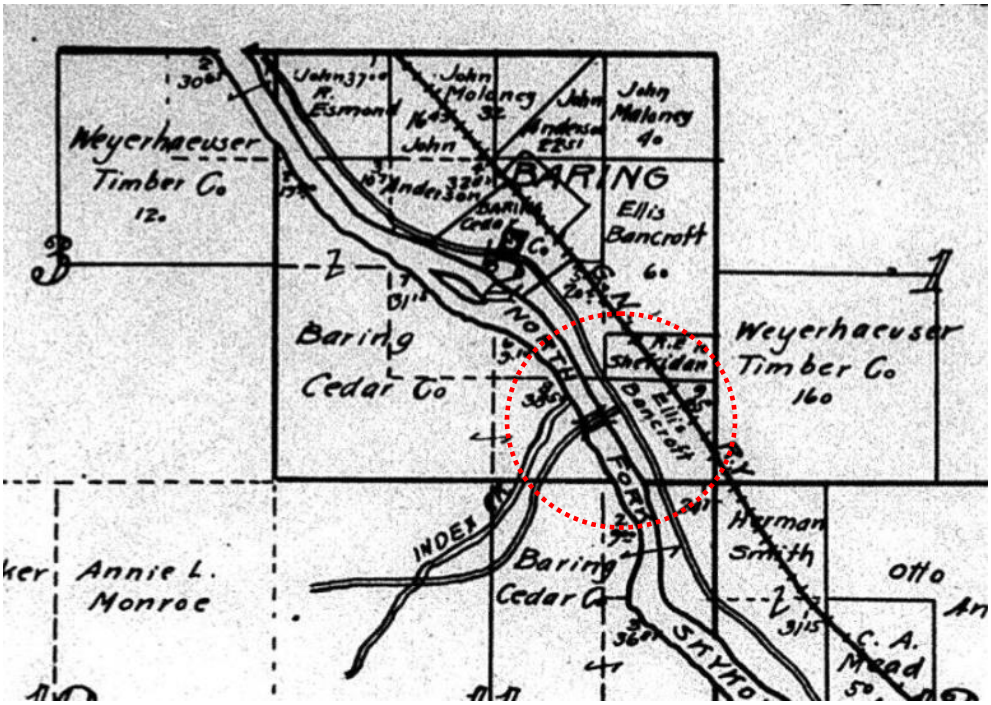
King, Washington
County and State



USGS Quad Map
Skykomish Quad
King County, Washington – *Bridge shown at site*
Published in 1902



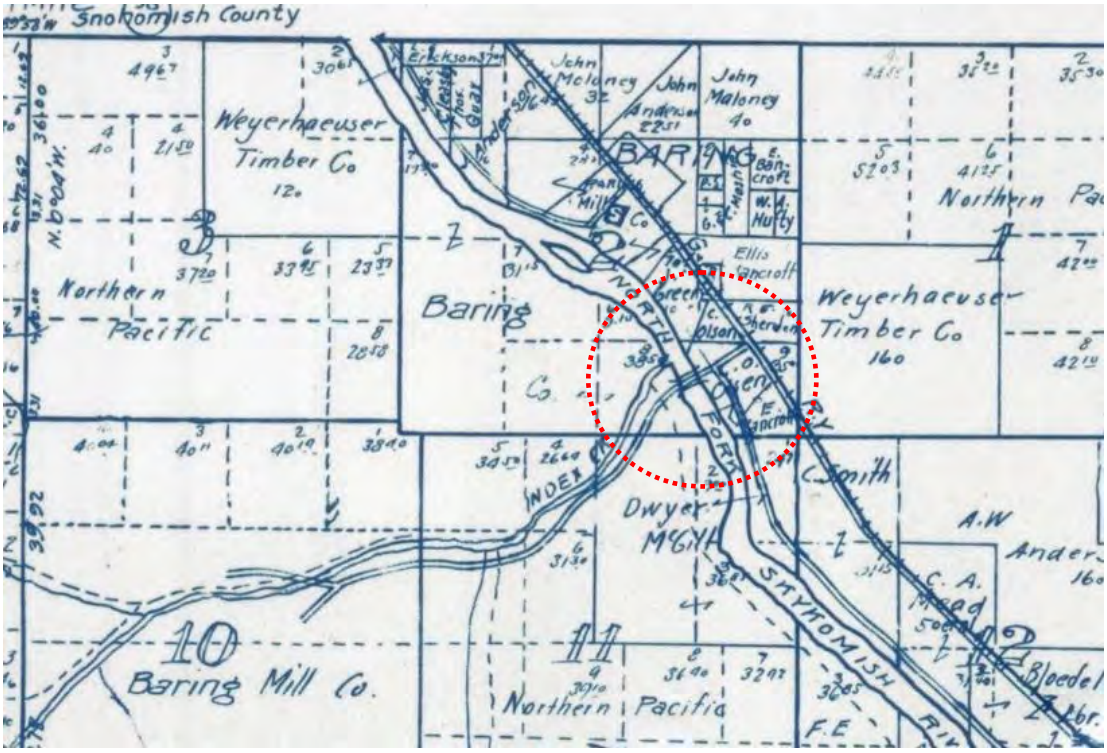
Anderson Map Co.
Page 54 - Township 26 North, Range 10 East
King County, Washington – *No bridge shown at site*
Published in 1907



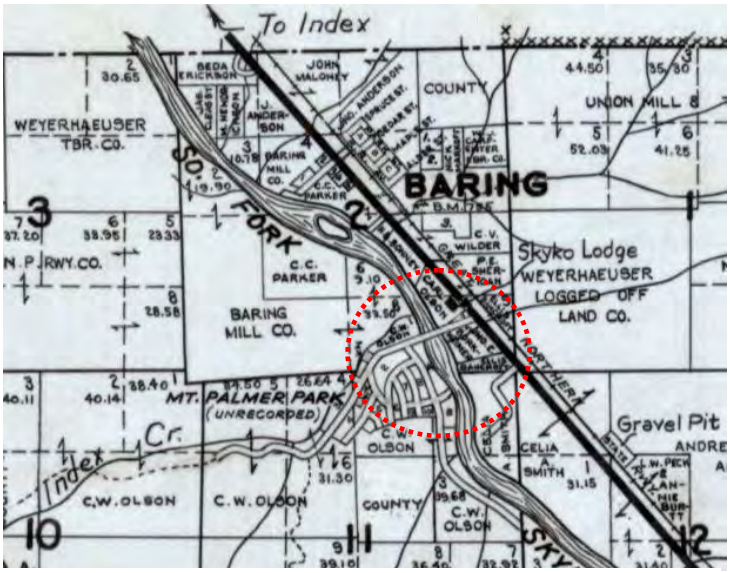
Kroll Map Co.
Township 26 N, Range 10 E
King County 1912, Washington – *Bridge shown at site*
Published in 1912

Baring Bridge
Name of Property

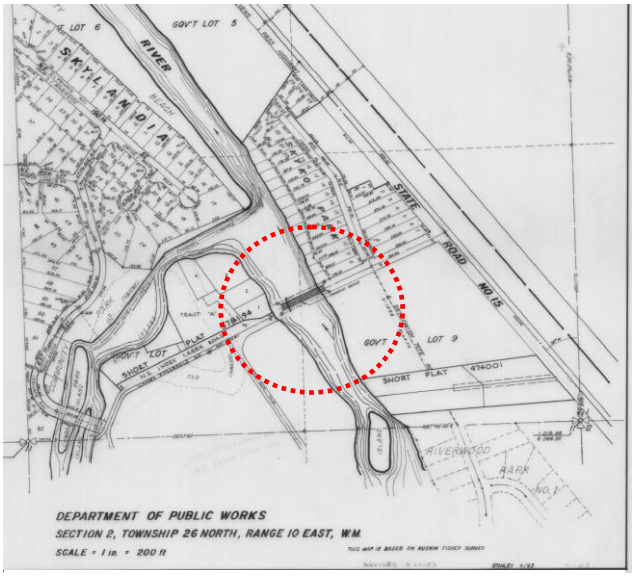
King, Washington
County and State



Kroll Map Co.
Plate 054 - Township 26 N., Range 10 E.
From King County, Washington – *Bridge shown at site*
Published in 1926



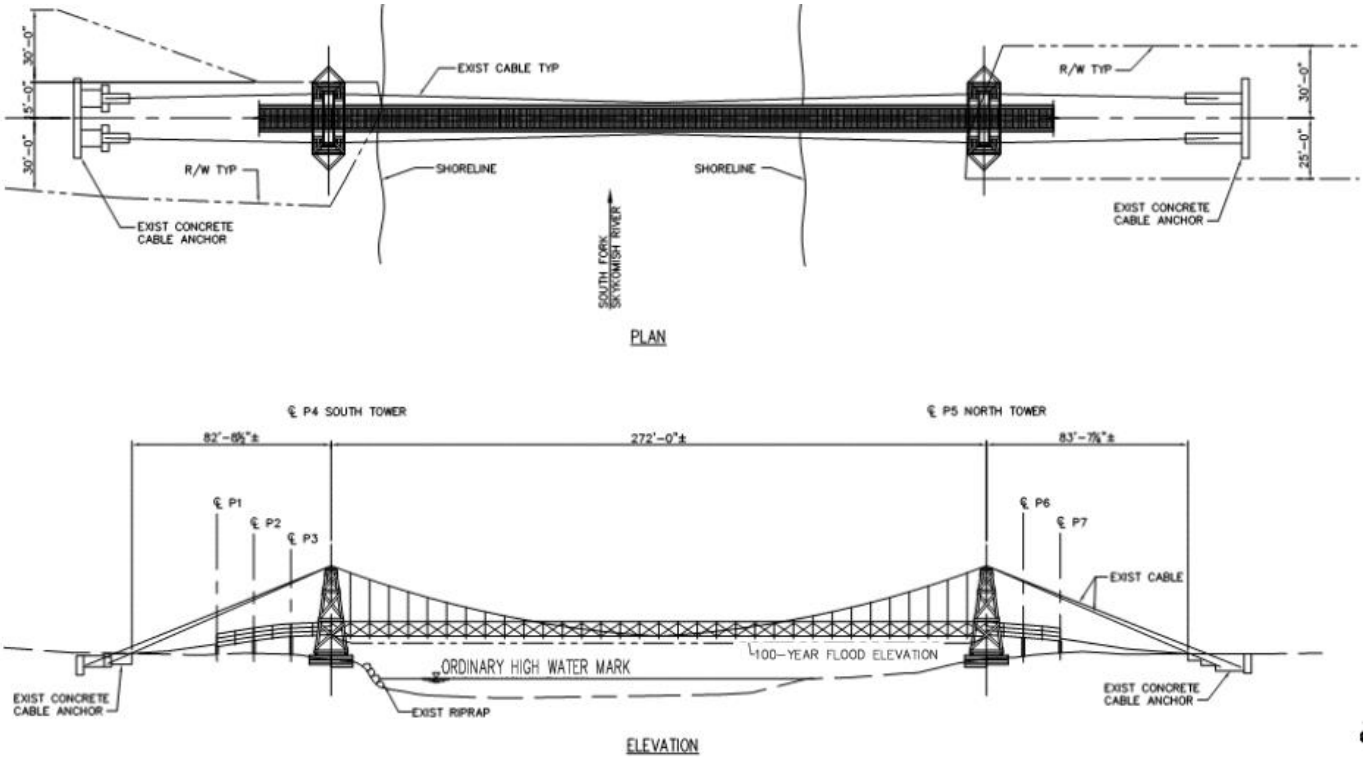
Chas F. Matsker Map
Plate 054 - Township 26 N., Range 10 E.
From King County, Washington – *Bridge shown at site*
Published in 1936



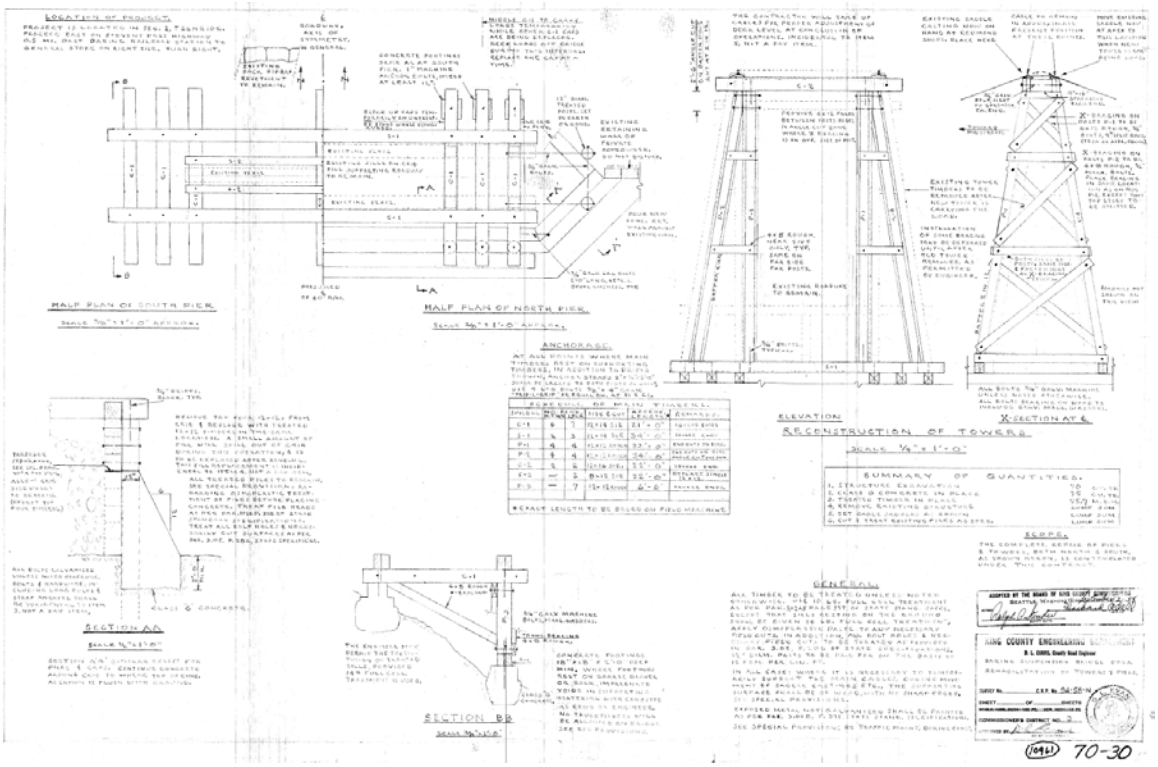
King Co. Engineers Map
B-44
From King County, Washington – *Bridge shown at site*
Published in April 1965

Baring Bridge
Name of Property

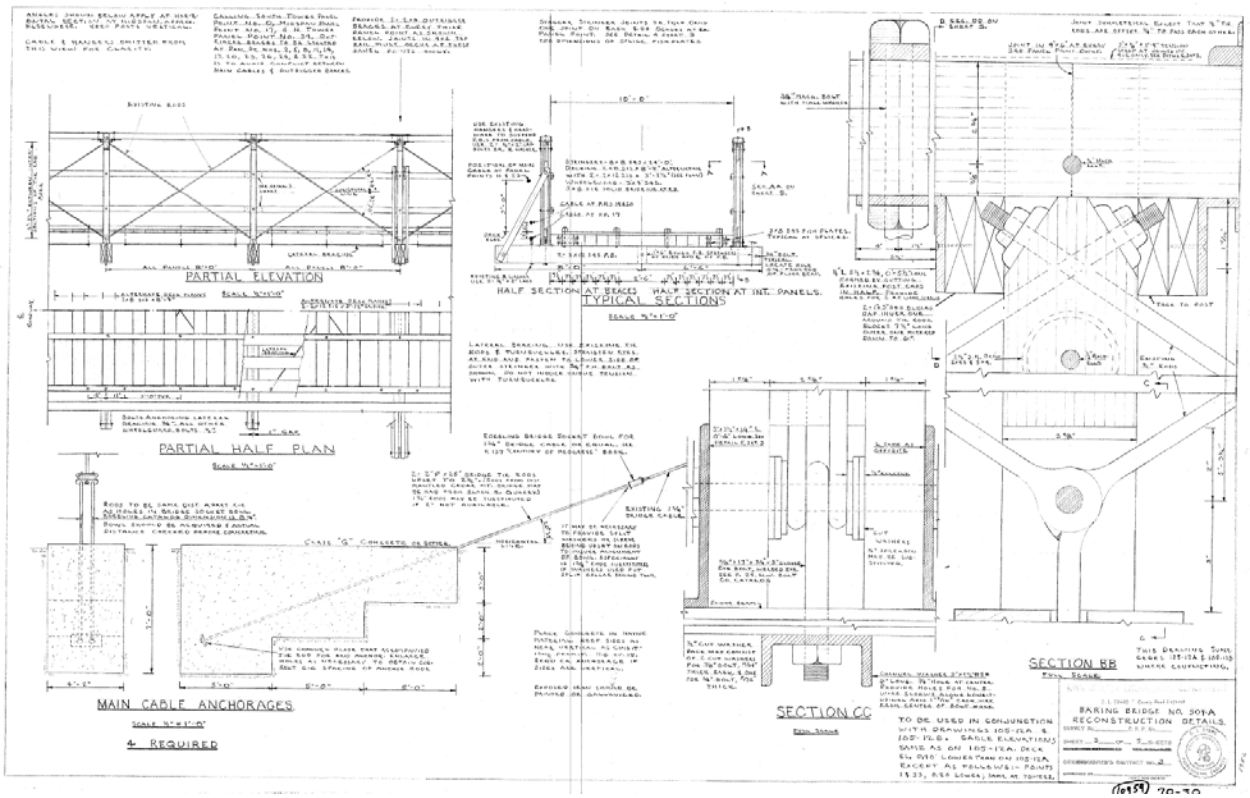
King, Washington
County and State



Baring Bridge
Current Plan and Elevation

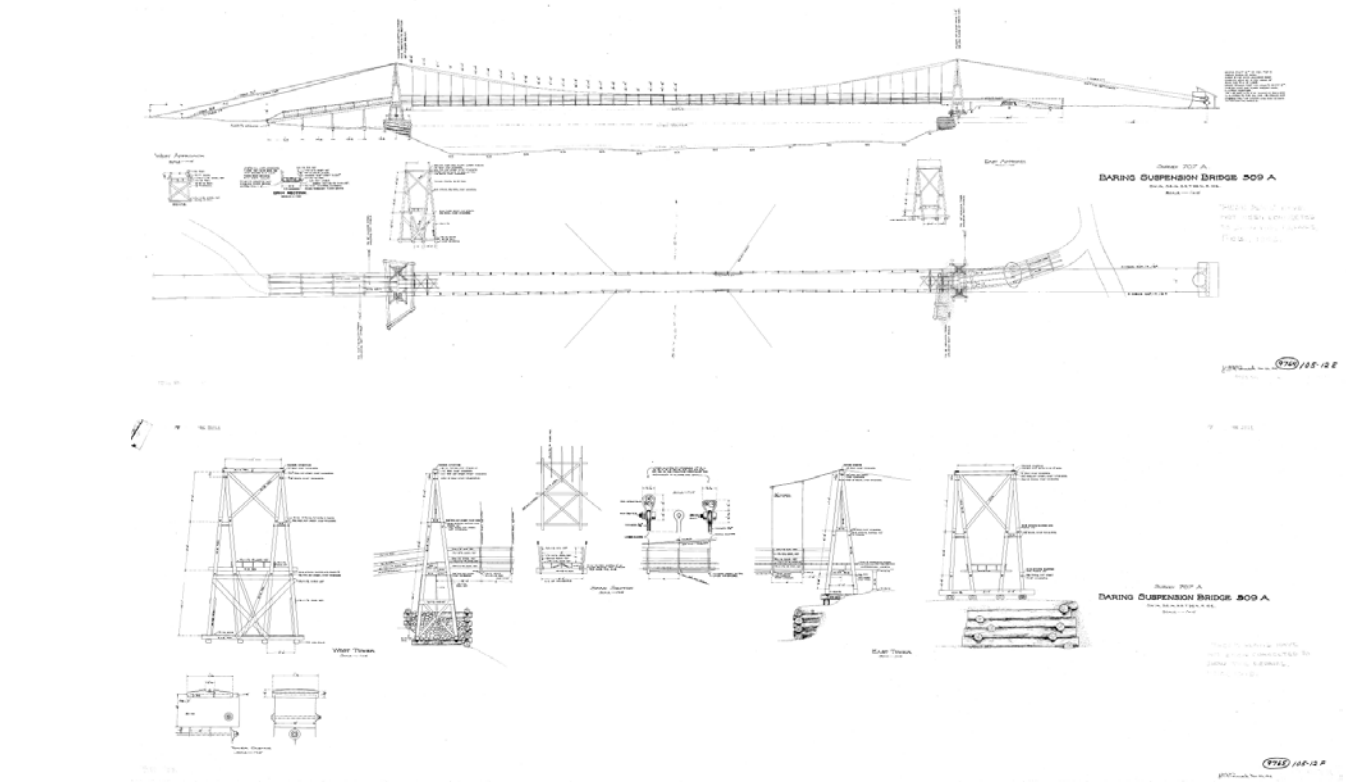


Baring Bridge
1958 Tower Plans and Elevations – Daniel L. Evans, County Engineer



Baring Bridge

1958 Deck Plans and Elevations – Daniel L. Evans, County Engineer

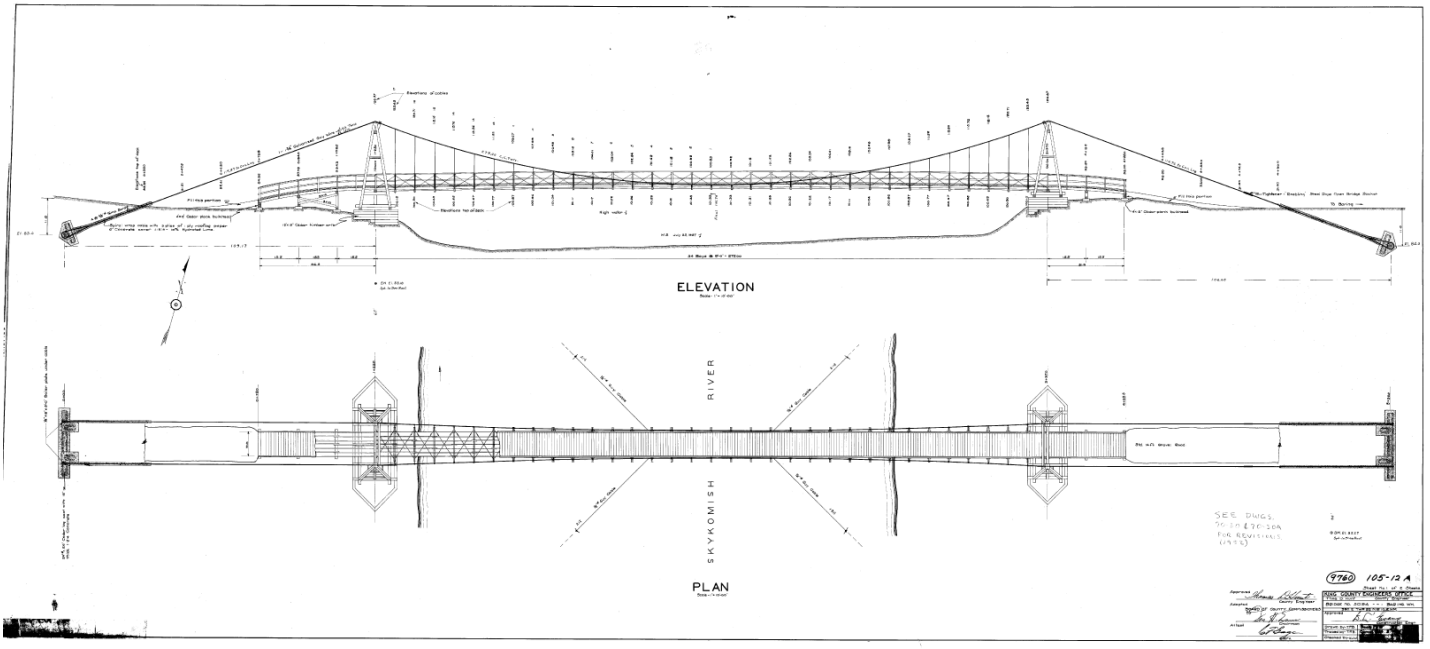


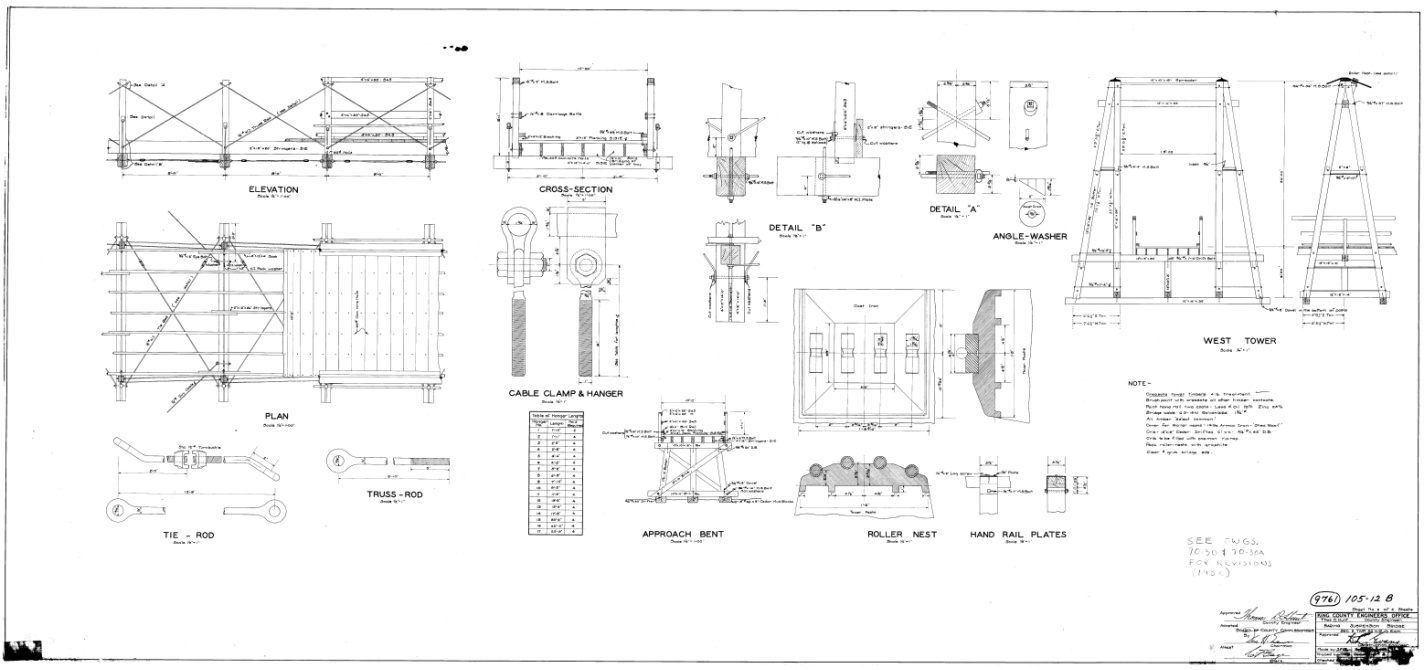
Baring Bridge

1912 Plans and Elevations – J.G. McCormack

Baring Bridge
Name of Property

King, Washington
County and State





Baring Bridge

1930 Plans and Elevations – Thomas D. Hunt, County Engineer

Baring Bridge
Name of Property

King, Washington
County and State

Baring Cedar Company Shingle Mill, 1912,
Lee Pickett, University of Washington Special Collections

Baring, c.1912, Lee Pickett,
University of Washington Special Collections

Skyko Lodge, Baring, c.1913,
University of Washington Special Collections

Pacific Builder & Engineer – April 30, 1910

Baring Granite Co., Baring, c.1912,
University of Washington Special Collections

Baring Bridge
Name of Property

King, Washington
County and State

Baring Bridge - North approach, 1938,
Image courtesy of King County Archives

Baring Bridge - View to south, 1950,
Image courtesy of King County Archives

Baring Bridge
Name of Property

King, Washington
County and State

Baring Bridge, 1951,
King County Archives

Baring Bridge 1951,
King County Archives

Baring Bridge
Name of Property

King, Washington
County and State

Baring Bridge, 1958,
King County Archives

Baring Bridge 1976, Addition of new second cable and North Tower,
King County Archives

Baring Bridge
Name of Property

King, Washington
County and State

Baring Bridge South Tower 1979,
King County Historic Preservation Program

Baring Bridge looking North, 1979,
King County Historic Preservation Program

Baring Bridge
Name of Property

King, Washington
County and State

Baring Bridge looking North, 1979,
King County Historic Preservation Program

Baring Bridge rehab, 1984,
King County Municipal Archives

Other Washington State Wood Suspension Bridges

Nisqually River Suspension Bridge, Mt. Rainier National Park at Longmire – 1924 (rebuilt 2005)
Photo from Historic American Engineering Record, Library of Congress

John McDonald Park Campground Bridge spanning Tolt River (Built 1976)
— 31020 NE 40th St, Carnation

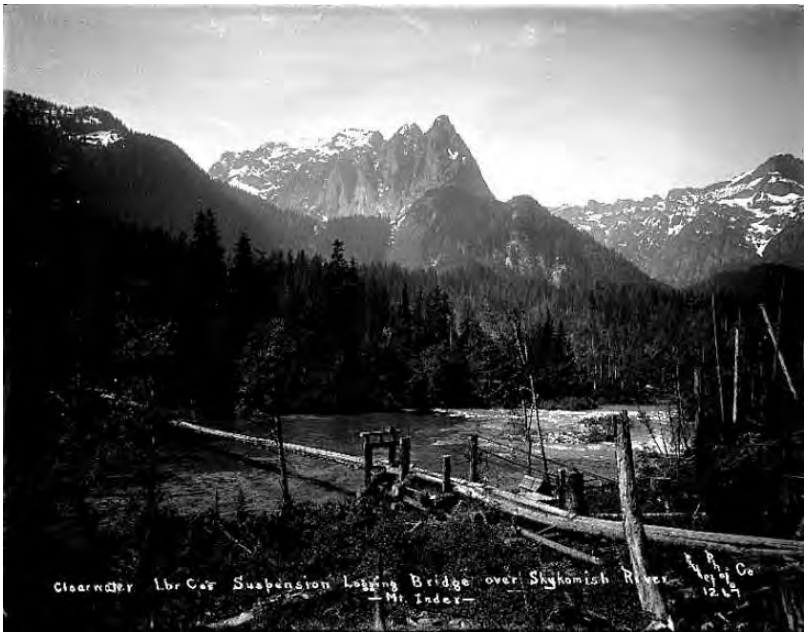
Tarr Bridge: Snoqualmie River, July 26, 1932. - *demolished*
(Series 474, Bridge Number 61F. Section 24, Township 24N, Range 7E.)

Otto Reining Pack [N Fork] Suspension [foot] Bridge, 5 miles NE of North Bend on Hancock/Calligan Trail: Snoqualmie River, July 25, 1932. - *demolished*
(Series 474, Bridge Number 122O. Section 3, Township 24N, Range 8E.)

Baring Bridge
Name of Property

King, Washington
County and State

Chow Chow Bridge, Taholah (Built 1952) – *demolished*



Clearwater Lumber Company Suspension Bridge over the Skykomish River (T26N, R11E, Sec20)
Lee Pickett, 1911. University of Washington Special Collections – *demolished*

Above - These widely distributed historic images, showing a primitive log suspension bridge over the Skykomish River (noted as the Clearwater Lumber Company Suspension Bridge) is likely a suspension bridge that was built further east of the nominated bridge in Sec20, of T26N, R11E. The Clearwater Lumber Co. did not own land in the vicinity of Baring and the camera angle indicates the photographed bridge is further east which allow for the tops of Mount Index to be shown in the background.

Baring Bridge
Name of Property

King, Washington
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: Baring Bridge
City or Vicinity: Baring at Index Creek Road
County: King **State:** Washington

Photographer: Michael Houser
Date Photographed: May 2019

Description of Photograph(s) and number:

1 of 10: Baring Bridge - View to the north, west side of bridge

Baring Bridge
Name of Property

King, Washington
County and State

2 of 10: Baring Bridge - View to the east, west side of bridge

3 of 10: Baring Bridge - North approach, view to south

4 of 10: Baring Bridge - South approach, view to the north

5 of 10: Baring Bridge – South approach detail

Baring Bridge
Name of Property

King, Washington
County and State

6 of 10: Baring Bridge – South tower detail

7 of 10: Baring Bridge – Bridge deck detail, view to north

Baring Bridge
Name of Property

King, Washington
County and State

8 of 10: Baring Bridge – Bridge deck, cable and buttress detail

9 of 10: Baring Bridge – Underside of bridge deck

Baring Bridge
Name of Property

King, Washington
County and State

10 of 10: Baring Bridge – North tower from riverbed

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

name King County Road Services Division (CO: Rick Brater, Director)

street & number 201 S Jackson St telephone 206-477-8100

city or town Seattle state WA zip code 98104


DEAD
END


WEIGHT LIMIT 20,000 LBS. GVWR
SPEED LIMIT 5
ONE CAR AT A TIME

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Requested Action: Nomination

Property Name: Baring Bridge

Multiple Name:

State & County: WASHINGTON, King

Date Received:	Date of Pending List:	Date of 16th Day:	Date of 45th Day:	Date of Weekly List:
7/18/2019	8/9/2019	8/26/2019	9/3/2019	

Reference number: SG100004331

Nominator: SHPO

Reason For Review:

__ Appeal	__ PDIL	__ Text/Data Issue
__ SHPO Request	__ Landscape	__ Photo
__ Waiver	__ National	__ Map/Boundary
__ Resubmission	__ Mobile Resource	X Period
__ Other	__ TCP	__ Less than 50 years
	__ CLG	

__X__ Accept _____ Return _____ Reject **8/26/2019** Date

Abstract/Summary Comments: The Baring Bridge is locally significant under National Register Criteria A and C in the areas of Transportation and Engineering. First built at this site in the 1930s, and significantly reconstructed between 1952 and 1958, the Baring Bridge is a rare extant example of a vehicular timber and steel cable suspension bridge, one of only two remaining in the state. Although subject to continuing maintenance and repair, the bridge retains its essential original elements of design, materials and engineering. The completion of the bridge reconstruction in 1958 marked the County's significant continuing efforts to provide a dependable transportation infrastructure for the area, particularly the isolated southern side of the Skykomish River at Baring and its developing residential and tourism economy.

Recommendation/ Criteria: Accept NR Criteria A and C

Reviewer Paul Lusignan Discipline Historian

Telephone (202)354-2229 Date 08/26/2019

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

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

July 19, 2019

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

RE: **Washington State NR Nominations**

Dear Paul:

Please find enclosed new NR nominations for:

- **Northern Pacific Railway Depot - Pullman – Whitman County, WA**
  (an all-electronic nomination)
- **George & Irene Matzen House – King County, WA**
  (an all-electronic nomination)
- **Baring Bridge – King County, WA**
  (an all-electronic nomination)
- **McMillen-Dyar House – Spokane County, WA**
  (an all-electronic nomination)

Should you have any questions regarding these nominations 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