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United States Department of the Interior  
National Park Service

National Register of Historic Places  
Registration Form

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PRELIMINARY

INTERAGENCY RESOURCES DIVISION  
NATIONAL PARK SERVICE

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NATIONAL PARK SERVICE

This form is for use in nominating or requesting determination for individual properties and districts. See instructions on the back of this form. How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 38) Complete each item by marking "x" in the appropriate box or by entering the information requested. If an 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 entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Columbia River Bridge at Northport

other names/site number WSDOT Bridge No. 25-130

2. Location

street & number State Route 25 (SR-25), spanning the Columbia River  not for publication

city or town Northport  vicinity

state Washington code WA county Stevens code WA 065 zip code 99157

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  nationally  statewide  locally. ( See continuation sheet for additional comments.)

Mary Simpson 2/18/95  
Signature of certifying official/Title Date

State of Federal agency and bureau

In my opinion, the property  meets  does not meet the National Register criteria. ( See continuation sheet for additional comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

- entered in the National Register.  See continuation sheet.
- determined eligible for the National Register.  See continuation sheet.
- determined not eligible for the National Register.
- removed from the National Register.
- other, (explain): \_\_\_\_\_

Signature of the Keeper

Date of Action

Paul R. Ferguson 5/24/95

Name of Property

County and State

5. Classification

Ownership of Property

(Check as many boxes as apply)

- private, public-local, public-State, public-Federal

Category of Property

(Check only one box)

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

Number of Resources within Property

(Do not include previously listed resources in the count.)

Table with columns for Contributing and Noncontributing resources, and rows for buildings, sites, structures, objects, and Total.

Name of related multiple property listing

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

"Bridges of Washington State, 1941-1950"
"Historic Bridges & Tunnels in Washington State"

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

Transportation/road-related: bridge

Current Functions

(Enter categories from instructions)

Transportation/road-related: bridge

7. Description

Architectural Classification

(Enter categories from instructions)

Other: Steel through truss

Materials

(Enter categories from instructions)

foundation, walls, roof, other Steel, Reinforced concrete

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

**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 of age or achieved significance within the past 50 years.

**Areas of Significance**

(Enter categories from instructions)

Engineering

**Period of Significance**

1949

**Significant Dates**

1949

**Significant Person**

(Complete if Criterion B is marked above)

N/A

**Cultural Affiliation**

N/A

**Architect/Builder**

Washington State Dept. of Transportation

**Narrative Statement of Significance**

(Explain the significance of the property on one or more continuation sheets.)

**9. Major Bibliographical References**

**Bibliography**

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

**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 # \_\_\_\_\_

**Primary location of additional data:**

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository: Bridge Condition Unit, WSDOT, Olympia, WA; Archaeological & Historical Servi Eastern Washington University, Cheney, WA.

Columbia River Bridge at Northport  
Name of Property

Stevens, Washington  
County and State

**10. Geographical Data**

**Acreeage of Property** Less than one acre.

**UTM References**

(Place additional UTM references on a continuation sheet.)

1	1   1	4   4   3   1   8   0	5   4   1   8   9   0   0
	Zone	Easting	Northing
2			

3			
	Zone	Easting	Northing
4			

See continuation sheet

**Verbal Boundary Description**

(Describe the boundaries of the property on a continuation sheet.) The property is a bridge measuring 1,542 feet in length and spanning the Columbia River at Northport on State 25.

**Boundary Justification** The boundary of the property is the bridge itself.

(Explain why the boundaries were selected on a continuation sheet.)

**11. Form Prepared By**

name/title Robert H. Krier, J. Byron Barber, Robin Bruce, and Craig Holstine (AHS)

organization AHS, Eastern Washington University date 27 November 1991

street & number MS-168 Monroe Hall, EWU telephone (509) 359-2284

city or town Cheney state Washington zip code 99004

**Additional Documentation**

Submit the following items with the completed form:

**Continuation Sheets**

**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.

**Photographs**

Representative **black and white photographs** of the property.

**Additional items**

(Check with the SHPO or FPO for any additional items)

**Property Owner**

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

name \_\_\_\_\_

street & number \_\_\_\_\_ telephone \_\_\_\_\_

city or town \_\_\_\_\_ state \_\_\_\_\_ zip code \_\_\_\_\_

**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. 470 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18.1 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 Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number 7 Page 1

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### 7. Physical Description.

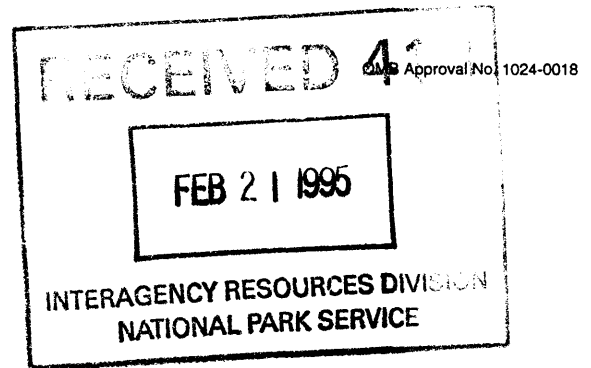
Located only a few miles south of the Canadian border in Stevens County, the Columbia River Bridge at Northport was built during the period from 1946 to 1949 to replace a timber structure. That bridge, built in 1897 by the Red Mountain Railroad Company, had been converted from a railroad bridge to be used for automobile traffic. The structure had deteriorated to such an extent that it was closed to traffic on 5 October 1946.

Contracts for the substructure and approaches for the new bridge were awarded in August 1946. The south approach was originally intended to consist of three concrete T-beam spans totaling 130 feet in length, an earth fill section 323 feet long, and three reinforced concrete girder spans totaling 217 feet 4 inches. However, in the spring of 1948 violent flooding of the Columbia River caused undermining of the south main pier of the steel span. Because of the flooding, the design was changed to eliminate the earth fill and substitute five reinforced concrete T-beam and girder spans. It was also necessary to remove the undermined main pier by blasting and replacing it with a new pier founded at a greater depth.

As finally constructed, the bridge consisted of the following: eleven concrete T-beam and girder spans, totaling 673 feet, for the south approach; a riveted steel through cantilever truss consisting of two anchor spans each 168 feet long; two cantilever spans, each 140 feet long; a suspended span 224 feet long; and a 21-foot-long concrete slab north approach span. The total length of the bridge, including overhangs and bridge seats, is 1,542 feet. The steel truss spans generally have a level top chord and sloping bottom chords for the anchor arms and cantilever arms. Both structural carbon and structural silicon steel were used. Built for a total cost of \$1,751,587, the bridge was opened for traffic on 13 June 1951.

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## National Register of Historic Places Continuation Sheet



Section number 8,9 Page 1

### 8. Statement of Significance.

The Columbia River Bridge at Northport is eligible for inclusion in the National Register of Historic Places under Criterion C. The Columbia River Bridge at Northport provides the only access to the west side of the Columbia River between Kettle Falls, some 32 miles to the south, and Trail, British Columbia, approximately 20 miles to the north. It also allows direct travel to Rossland, B.C., via U.S. Route 25 and Canada Route 22. In addition to its significance as a vital link in the north-south U.S. and Canada transportation network, the bridge is the largest and longest man-made structure of any kind in Stevens County and is an example of a bridge whose original design was notably altered during construction in order to improve the structure for years of extreme flooding. While it is not known when the technique of underwater blasting was developed, this method played an important role in the removal of the fifth pier during reconstruction after it was undermined by flooding. Constructing a durable pier posed a difficult challenge for the builder.

Clarence B. Shain and W. A. Bugge were Directors of Highways for the State of Washington during construction of the bridge. George Stevens was the Bridge Engineer. MacRea Brothers were the contractors for the original approach spans and bridge piers. General Construction Company was the contractor for the additional approach spans and reconstruction of the south main pier. Midland Structural Steel Company was the contractor for the steel portion of the bridge.

### 9. Major Bibliographical References.

Washington State Department of Highways. *Biennial Reports*, 1946-1948, 1948-1950.

Washington State Department of Transportation (WSDOT). Columbia River Bridge at Northport plans, dated 10 December 1946, on file in the Bridge Preservation Office, WSDOT, Olympia, Washington.

WSDOT. "Bridge Condition Card—Columbia River Bridge at Northport," 28 December 1948, on file in the Bridge Preservation Office, WSDOT, Olympia, Washington.