1. SITE I.D. NO					HAER INV	ENTORY	Historic American Engineering Record Department of the Interior, Washington, D.C. 20240		
2. INDUSTRIAL CLASSIFICATION					3. PRIORITY	4. DANGER OF DEMOLITION?	☐ YES	□NO	⊠ unknown
Bridges, Trestles, and Aqueducts		ŀ			1	(SPECIFY THREAT)			
ARCH: steel	7	5	9	6	5. DATE 1929	6. GOVT SOURCE OF THREAT	OW	INER	ADMIN
						7. OWNER/ADMIN Simpson Timber Com	ıpany	0000000 9000000 00	
8. NAME(S) OF STRUCTURE High Steel Bridge						9.OWNER'S ADDRESS Main Office North 3rd and West Shelton, Washingto	;		
MIA	vicin elt				CONG. DIST. 0 3	STATE COUNTY N		CITY/VICINI	CONG. DIST.
11. SITE ADDRESS (STREET & NO)					1	12. EXISTING NR NHI	HABS	□HAER—I	☐HAER ☐NPS ☐CL6
Crossing: Skokomish South Fork						Сом		COUNTY	□ LOCAL □ OTHER
Forest Service Road #2202						13. SPECIAL FEATURES (DESCRIBE BE	•	OR INTACT	ENVIRONS INTACT
14. UTM ZONE EASTING NORTHING	11			8888	SIGN SCALE	1:24 🛮 1:62.5	QUA	AD 831. T	
1 0 4 7 8 9 5 0 5 2 4 UTM ZONE EASTING NORTHING	5	8	8	0	SIGN SCALE	□ OTHER □ 1:62.5	NAN	ME	ebo, Washington
SIM 2012 Exormo		T			SOALE	OTHER	QUA		
15. CONDITION, 70 ☐ EXCELLENT 71 ☐ GOOD	72	FAIR		73	DETERIORATED	74 ☐ RUINS 75 ☐ UNEXPOS			DESTROYED 85 DEMOLISHED
16. INVENTORIED BY					AFFILIATION			ı ^D	PATE
Lisa Soderberg						shington State Bridg	<u>je Inventor</u>	у	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 High Steel Bridge was the second of two large steel arches to be erected by the Simpson Logging Company on									
Forest Service land in 1929. These bridges carried a single railroad track across formidable chasms opening up expansive									
tracts of previously inaccessible timber on the Olympic Peninsula. The 685 foot steel riveted webbed arch which rises 375 feet above the Skokomish River's South Fork, rivals its									
majestic surroundings. The building materials which included a considerable amount of concrete for the footings, lumber									
for the decking, concrete forms, a									
Vance Creek Bridge.				J-,			.		and the second of the second
The American Bridge Company,	a s	ubs	idi	ary	of the U.S.	Steel Products Comp	bany, was t	he contra	actor for the \$131,000
structure. The Simpson Logging Co	mpa	ny	spe	nt	an additiona	l \$100,000 in lumber	in the co	nstruction	on of the bridge. The
total cost of the bridge was paid 18. ORIGINAL USE	Tro	Ш_Т	ne_	pro	Ceeds of time	per subsequently had	ADAPTIVEL	Lue bri	age
logging railroad				veh	icular	···			
19. REFERENCES—HISTORICAL REFERENCES, PERSONAL CONTACT					w Nov+ Woods	ov Tour " Daily Oly	mnian 20	Eobauaav	1069
Alice Watts, "Put the High Steel Bridge on Your Next Woodsey Tour," <u>Daily Olympian</u> , 28 February 1968. Bob Wyss, "The Way of Bridges in Mason County," <u>Daily Olympian</u> , 21 May 1972.									
Kramer Adams, Logging Railroads of	th	ie k	les t	()	Seattle, 196	1), p. 54.			
=======================================				_, \		-,,			(CONT OVER)
20. URBAN AREA 50,000 21. NPS REGI	ON	22.	PUBLI	CACC	ESSIBILITY Y		because of		200000000 20000000
POP. OR MORE? YES BYNO				- d =	□N	o Dunknown t	<u>ies in area</u>	, Forest	Service INDEXER
24. LOCATED IN AN HISTORIC DISTRICT? ☐ YES X NO)	NΑ	ME	uo	es not want	to promote it as a m	recreation Dis-	area. TRICT I.D. NO	21

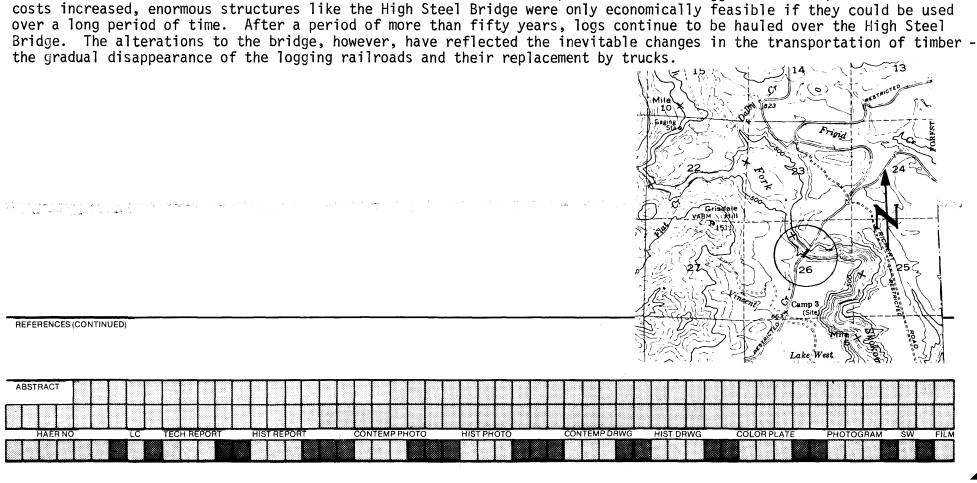
Description (continued)

Both the Vance Creek Bridge and the High Steel Bridge are structures of enormous proportions constructed in a remote timbered wilderness. They were built during a time when high costs were bringing an end to the era of logging railroads. By the 1930's, the West's most accessible timber had been logged, and the initial investment of construction and equipment costs for even the shortest railroad lines, was becoming prohibitive. It was only the largest corporations, such as the Simpson Logging Company, that would find that the unit cost of hauling logs by rail was cheaper than that by truck.

The High Steel Bridge continued to carry logs by railroad until the 50's or early 60's. However, unlike the Vance Creek Bridge, it was converted for vehicular use so that the logs could be transported by truck. In 1964, the rail

bed was finally replaced by a concrete deck at a cost of \$64,000.

Both the Vance Creek Bridge and the High Steel Bridge are among the only long span structures remaining in the State that functioned as part of a logging railroad. Their steel construction was particularly unusual, and reflected the evolution in the use of logging railroads. During the late 19th and early 20th centuries, the logging railroad bridges were usually timber structures. Although the mainline of the logging railroads were in service for a number of years, the structures on the spur lines, which often included extremely long and high timber trestles, were temporary, and were abandoned or reused at different locations as soon as the specific area was logged. However, as construction costs increased, enormous structures like the High Steel Bridge were only economically feasible if they could be used over a long period of time. After a period of more than fifty years, logs continue to be hauled over the High Steel Bridge. The alterations to the bridge, however, have reflected the inevitable changes in the transportation of timber the Gradual disappearance of the logging railroads and their replacement by trucks.



25. Photos and Sketch Map of Location