

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Name of Property
County and State
Name of multiple listing (if applicable)

Section number _____ Page 1

Supplementary Listing Record

NRIS Reference Number: MP100003279

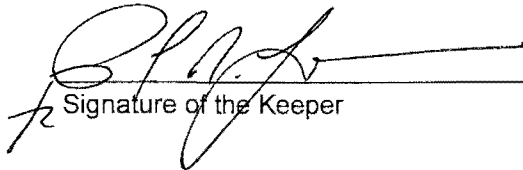
Date Listed: 12/31/2018

Property Name: Spokane, Portland and Seattle Railway Company Bridge 291.4--
O.W.R.&N. Crossing--Washtucna

County: Adams

State: WA

This Property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation



Signature of the Keeper

1/28/2019

Date of Action

Amended Items in Nomination:

Significance:

Delete *Transportation* as an area of significance. [The bridge is only listed under Criterion C-Engineering].

The WASHINGTON SHPO was notified of this amendment.

DISTRIBUTION:

- National Register property file
- Nominating Authority (without nomination attachment)

MP 3279

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 Spokane, Portland & Seattle Railway Company Bridge 291.4 - O.W.R.&N. Crossing - Washtucna

other names/site number O.W.R.&N. Crossing - Washtucna; Bridge 291.4

2. Location

street & number Milepost 291.4, former SP&S line, crossing Yeisley Road not for publication

city or town Washtucna vicinity

state Washington code WA county Adams code 001 zip code 99371

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 X statewide local

Applicable National Register Criteria

 A B X C D

Allyson M 11.13.18
Signature of certifying official/Title Date

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:

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:)

SPR 12/31/2018
Signature of the Keeper Date of Action

SP&S Bridge 291.4; O.W.R.&N. Crossing - Washtucna
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5. Classification

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

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

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

- private
- public - Local
- public - State
- public - Federal

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

<u>Contributing</u>	<u>Noncontributing</u>	
		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)

Number of contributing resources previously listed in the National Register

Bridges of the Spokane, Portland & Seattle Railway Company, 1906-1967

n/a

6. Function or Use

Historic Functions
(Enter categories from instructions.)

Current Functions
(Enter categories from instructions.)

Transportation/rail-related

Recreation and Culture/Outdoor Recreation

7. Description

Architectural Classification
(Enter categories from instructions.)

Materials
(Enter categories from instructions.)

Other: steel truss and deck plate girder bridge.

foundation: Concrete abutments and footings.
walls: _____
roof: _____
other: Steel truss tower supports; steel truss span and two deck plate girder spans.

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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 Spokane, Portland & Seattle Railway Company (SP&S) built the bridge over the former Oregon-Washington Railroad & Navigation Company (O.W.R.&N.) alignment at Washtucna, Washington between 1931 and 1932. The 325-foot (ft) long bridge is composed of a central steel Warren deck truss with two deck plate girder (DPG) spans on each side supported by two steel tower structures.¹

SP&S Bridge 291.4; O.W.R.&N. Crossing – Washtucna (Washtucna Bridge) now spans Yeisley Road, a private road on the outskirts of Washtucna, Washington. At this location, the former SP&S railroad alignment—now part of the Columbia Plateau Trail—runs on embankments approximately 47.5 ft above the surrounding pasture lands. Concrete abutments are built into the embankments on each end, and the bridge is supported by two steel towers. Each tower stands on four concrete piers.

From each abutment a 70 ft DPG extends to one end of the steel support towers, where it meets a 35 ft DPG equal to the length of the tower at the top. The 35 ft DPG in turn abuts the central Warren deck truss which spans the road below. The DPGs follow a basic Northern Pacific Railway Company template developed in the early twentieth century composed of riveted web plates, angle iron bracing, and gusset plates that formed a rectangular box—two parallel built-up girders connected by top and bottom lateral bracing in the form of a Warren truss. The built-up girders are 7 ft apart from the centerline to centerline, and approximately 6 ft, 6 in high.² The DPGs are bolted to the top of the steel towers and to cast-iron expansion-type bridge bearings on the concrete abutments at each end. Railroad ties are affixed directly to the top of the DPGs. Wood guard timbers (rails), dimension-cut timbers 6 in by 10 in and approximately 16 ft long, are bolted to the top of the ties near the edges and run the length of the bridge on either side.

The centerpiece of the bridge is a six-panel Warren deck truss, 115 ft long and 15 ft 3 in wide. In its most basic or “true” form, the Warren truss is composed of members forming equilateral triangles. In most cases, vertical members are added to counteract potential buckling in the upper and lower horizontal chords.³ Because the diagonals in the Washtucna Bridge form isosceles rather than equilateral triangles— independent of its vertical members—the design is not a true Warren truss. This type of design is called as “*Warren Truss with Verticals*” and is perhaps the most common type of Warren Truss found on the landscape. The truss is constructed of built-up riveted and laced channels for posts, beams, chords, and diagonal members, connected with riveted gusset plates except for a combination gusset plate, pin-connection where the bottom chord met the supporting towers. X-form angle irons and laced horizontal beams provide lateral bracing. The 35 ft DPG spans connect to the truss at a transverse cross girder riveted between the vertical end posts, which transmits the load vertically to the tower joint below. A laced top chord connects the end posts to the top of the truss. As

¹ “New Rail Plans Bared,” *Morning Oregonian*, January 15, 1932, 7.

² SP&S Railway Co., “35'-0” Deck Girder Spans, Bridge 291-4 OWR&N Crossing,” 1931, PNRA.

³ T. Allan Comp and Donald Jackson, “Bridge Truss Types: A Guide to Dating and Identifying,” *Historic American Engineering Record Technical Leaflet 95* (Nashville: American Association for State and Local History, 1977), 7; Edward A. Bowser, *A Treatise on Roofs and Bridges* (New York: D. Van Nostrand Company, 1902), 41.

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the two trusses are set farther apart than the width of the DPG spans, two girder stringers attached to cross beams at the top of the trusses meet the DPGs to form a continuous deck that supports the railroad ties.⁴

The support towers consist of two shorter posts supporting the truss connected to two taller posts with horizontal and diagonal laced channels. The taller posts form the connection point for the 35 ft and 70 ft DPG spans. Each set of posts, which slope upward from the concrete piers toward the bridge centerline, are stabilized with horizontal and x-form "ladder" lateral bracing. The tower posts are bolted to cast-iron shoes which are in turn bolted to the concrete piers. The battered concrete piers, an approximately 3 ft by 3 ft, 6 inches (in) rectangle at the top and between 1 and 3 ft above grade, are of variable height to reach the bedrock below.⁵ The four piers for each tower are configured in a roughly rectangular pattern, approximately 20 ft wide by 35 ft long.

The SPS& built a trainmen's walk, approximately 3 ft, 10 in wide with a wood railing, on one side of the deck in 1945, and later added one to the other side in 1960. These essentially expanded the width of the upper main deck of the bridge. In 1981 the railroad inserted concrete cribbing near abutments at each end of the bridge to better hold ballast in the relatively steep sections of fill that formed the approaches to the bridge.⁶ At some point the original wood railings on the trainmen's walk were replaced with metal system composed of angle iron posts bolted to the end of the rail ties that support a two-cable railing.

In 2018, the bridge remains remarkably true to the original construction. Railroad ties have undergone periodic replacement, the tracks are no longer extant, and the trainmen's walks represent later additions (1945 and 1960), but the concrete and steel elements appear in relatively good condition and show few signs of alterations.

⁴ SP&S Railway Co., "Erection Plan—Bridge #291-4."

⁵ SP&S Railway Co., "Erection Plan—Bridge #291-4," 1931, on file at the Pacific Northwest Railroad Archive (PNRA), Buriem, Washington.

⁶ SP&S, "Washtucna Bridge" in "SP&S, Oregon Trunk, Bridge Records;" and SP&S Railway Co., "Tie Plan, Bridge 291-4," 1960, PNRA.

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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 old or achieving significance within the past 50 years.

Areas of Significance

(Enter categories from instructions.)

Transportation

Engineering

Period of Significance

1932-1960

Significant Dates

1932

1945

1960

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

SP&S Engineering Department (architect)

J.H. Pomeroy Company (builder)

Poole & McGonigle (fabricator)

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Narrative Statement of Significance

(Provide at least **one** paragraph for each area of significance.)

The Washtucna Bridge is nominated for the National Register of Historic Places (NRHP) under the accompanying Multiple Property Documentation Form (MPD), Bridges of the Spokane, Portland & Seattle (SP & S), 1906–1967, which provides both a historic context both for the SP&S and its bridge construction efforts, and NRHP registration requirements. As described in MPD Section F.2.2 Beam, Girder, Slab and F.2.3 Truss, the Washtucna Bridge meets Requirement 4 under Criterion C as an example of a 1930s combination Warren deck truss and Deck Plate Girders (DPG) railroad bridge. It represents an important transition in railroad bridge engineering. Built as a replacement structure in 1932, the Washtucna Bridge illustrates the next stage of truss engineering that followed the pin-connected Pratt types built during the SP&S's period of initial construction between 1906 and 1909. The period of significance for the bridge begins in 1932, the year the bridge was completed, and ends in 1960, the year of the last major alterations to the structure.

Criterion C

At the nominated site the SP&S originally built a 428-foot (ft) long, 26-panel framed-wood trestle, at milepost 291.4 to span the former O.W.R. & N. alignment where they intersected at the western edge of Washtucna, Washington.⁷ Within a few years, the SP&S planned to replace the wood trestle with a more substantial bridge by filling in the approaches and installing two 50 ft and one 100 ft deck plate girder (DPG) spans. Whether this project was carried out is unclear, for later records indicate that by 1916, the bridge at Washtucna consisted of a 70 ft long DPG set on two timber towers between 377 ft of pile and frame trestle.⁸ The elevation of the tracks at the bridge, 47.5 ft above the O.W.R. & N. railroad it crosses, reflects the efforts of the SP&S to maintain high standards of grade. Hill was willing to spend more money on a well-engineered line, even a longer or higher line, if it meant a given locomotive could pull more cars faster. In contrast, the O.W.R.&N. line below the bridge illustrated the nature of competition in the westward expansion of the railroad industry in the United States, where lines built at great expense through difficult terrain and with different approaches to engineering could lie in close proximity to one another.

Starting in 1931 the SP&S replaced the old bridge with the current structure to accommodate construction of a new highway alongside the O.W.R.&N. alignment at Washtucna. The nominated bridge was completed in 1932. Unlike most other SP&S bridge designs that originated from the NP's Office of Bridge Engineering, the Washtucna Bridge was designed by the SP&S engineering department overseen by SP&S Chief Engineer Albert J. Witchel. Following approval of the design, SP&S President W.F. Turner announced an award "to J.H. Pomeroy of Portland a contract for construction of a new 350-foot steel bridge at Washtucna on the S.P. & S. line to Spokane. This bridge will cost about \$50,000. Poole & McGonigle, Portland, are fabricating the steel for it now."⁹ The J.H. Pomeroy Company, founded in San Francisco in 1915, had recently completed the Longview-Rainier Bridge across Columbia River (later renamed Lewis and Clark Bridge), a cantilever steel truss bridge that was the longest and highest in the country, and the St. Johns Bridge across Willamette River in Portland.¹⁰ The construction firm continued its run of impressive bridge projects in the 1930s with work on the Grand Coulee Highway Bridge and the Golden Gate Bridge.¹¹

⁷ Spokane, Portland & Seattle Railway Company, "Bridge Schedule – Portland to Spokane," 1914, Records of the Great Northern Railway Company (U.S.), President, 132.F13.4F, Box 216, Folder No. 6313, Minnesota Historical Society, St. Paul, Minnesota.

⁸ BNSF, "Washtucna, Br. 291-4," in *Spokane, Portland & Seattle Railway Company Bridge Records*, n.d., Pacific Northwest Railroad Archives, Burién, Washington.

⁹ "New Rail Plans Bared," *Oregonian*, January 15, 1932, 7.

¹⁰ Priscilla Long, "Longview Bridge (later renamed Lewis and Clark Bridge) spanning the Columbia River opens on March 29, 1930,"

SP&S Bridge 291.4; O.W.R.&N. Crossing - Washtucna
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Wichel's approval of a Warren type illustrated trends in bridge engineering since the period of the line's initial construction. First, in the 1920s, American engineers began to favor riveted over pin connections in trusses more generally. The pins, a bridge's most catastrophic point of failure, were difficult to inspect, and the introduction of portable riveting machines lessened the construction costs of riveted designs.¹² Second, although each project had its own conditions that affected design choices, one benefit of the Warren truss was its simplicity—composed of equilateral triangles, the diagonals take both compressive and tensile loads and are typically the same shape and size, which simplified calculation of stresses, fabrication, and construction. Finally, the Warren design tended to allow a greater length for given depth, which could provide an opportunity to save some material over some other truss types.¹³ Completed some 23 years after the original construction of the line, the bridge deviates from the standard Pratt truss design used elsewhere by the SP&S and represents the only example of a Warren deck truss on the mainline system between Portland and Spokane.

Historylink.org, accessed April 1, 2018, <http://www.historylink.org/File/5411>.

¹¹ Ray Bottenberg, *Grand Coulee Dam* (Charleston: Arcadia Publishing, 2008), 55; "Major Construction Contracts for the Golden Gate Bridge," *Western Construction News* 12 (May 1937): 168.

¹² Brian Solomon, *North American Railroad Bridges* (St. Paul, MN: Voyageur, 2008), 52; and Jon Axline, *Conveniences Sorely Needed: Montana's Historic Highway Bridges, 1860–1956* (Helena: Montana Historical Society Press, 2005), 62.

¹³ Kenneth James Wyatt and Richard Hough, *Principles of Structure* (Sydney: University of New South Wales Press, 2003), 72.

SP&S Bridge 291.4; O.W.R.&N. Crossing - Washtucna
Name of Property

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9. Major Bibliographical References

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

Axline, Jon. *Conveniences Sorely Needed: Montana's Historic Highway Bridges, 1860–1956*. Helena: Montana Historical Society Press, 2005.

Baltimore and Ohio Railroad Company. "Various Types of Truss Bridges." Baltimore: 1914. Baltimore and Ohio Railroad Historical Society, <http://www.borhs.org/Archives/bridges1914.pdf>

Gaetner, John T. *North Bank Road: The Spokane, Portland & Seattle Railway*. Pullman: Washington State University Press, 1990.

Lyman, William Denison. *The Columbia River: Its History, Its Myths, Its Scenery, Its Commerce*. New York: G. P. Putnam's Sons, 1909.

Sneddon, Matthew. "Bridges of the SP&S, 1906–1967." National Register of Historic Places Multiple Property Documentation Form, 2018.

Solomon, Brian. *North American Railroad Bridges*. St. Paul, MN: Voyageur, 2008.

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:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other
- Name of repository: _____

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreage of Property Approximately 0.16
(Do not include previously listed resource acreage.)

UTM References _____ NAD 1927 or _____ NAD 1983

(Place additional UTM references on a continuation sheet.)

1 _____ _____ _____
Zone Easting Northing

3 _____ _____ _____
Zone Easting Northing

2 _____ _____ _____
Zone Easting Northing

4 _____ _____ _____
Zone Easting Northing

Or Latitude/Longitude Coordinates

(enter coordinates to 6 decimal places)

1 46.752386 -118.300278
Latitude Longitude

3 _____ _____
Latitude Longitude

2 46.752772 -118.298889
Latitude Longitude

4 _____ _____
Latitude Longitude

SP&S Bridge 291.4; O.W.R.&N. Crossing - Washtucna
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Verbal Boundary Description (Describe the boundaries of the property.)

Beginning at milepost 291.4 at the southernmost concrete abutment on the abandoned BNSF railroad right of way, the former SP&S rail line between Portland, Oregon and Spokane, Washington, now part of the Columbia Plateau Trail State Park, an area 350 ft long and as wide as the railroad right of way easement (approximately 20 ft wide) extending to the end of the northernmost abutment of the bridge, near Washtucna, Adams County, Washington.

Boundary Justification (Explain why the boundaries were selected.)

Boundaries encompass entire bridge including concrete abutments, to capture structural elements integral to conveying the significance of the bridge's design and history.

11. Form Prepared By

name/title Matthew Sneddon (DAHP Staff Edited)

organization Historical Research Associates date October, 2018

street & number 1904 3rd Avenue, Suite 240 telephone (206) 343-0226

city or town Seattle state WA zip code 98101

e-mail hra@hrassoc.com

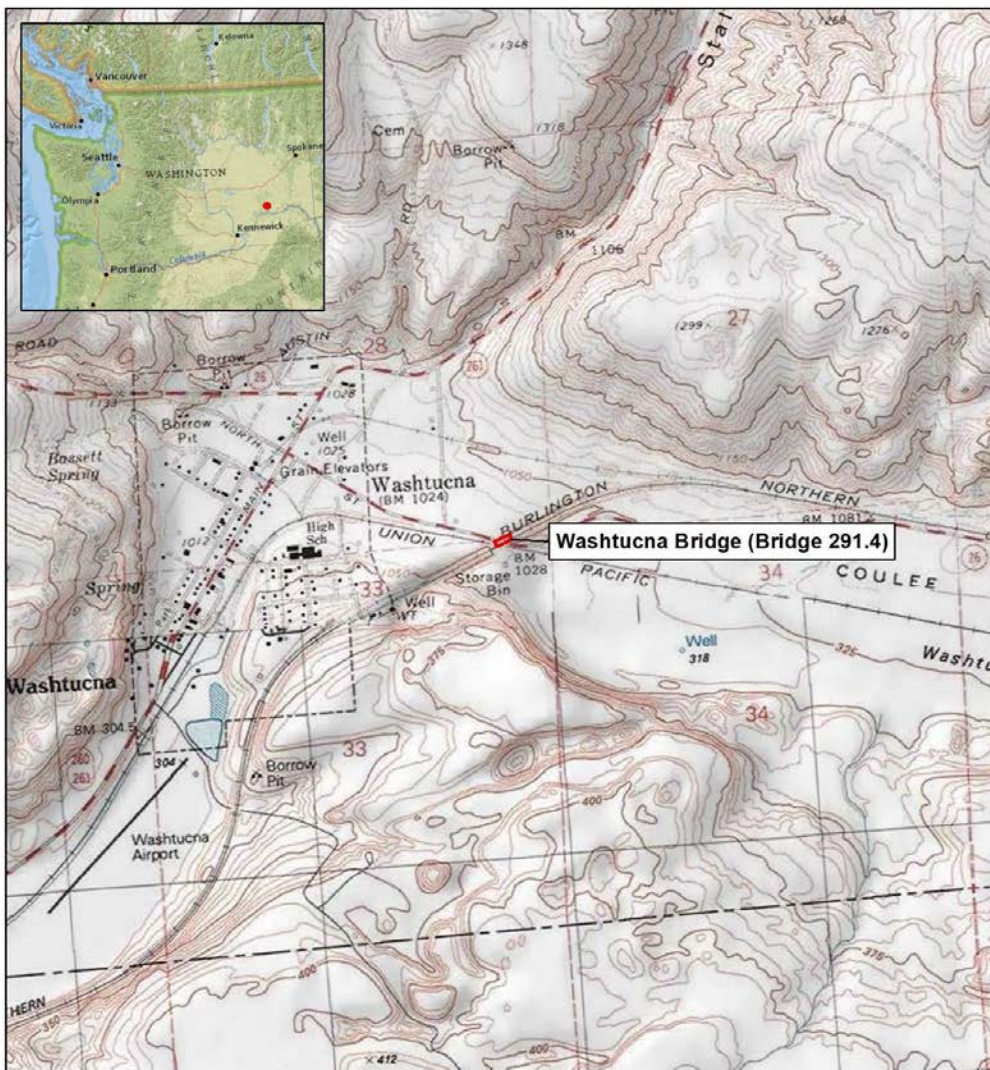
SP&S Bridge 291.4; O.W.R.&N. Crossing - Washtucna
 Name of Property




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

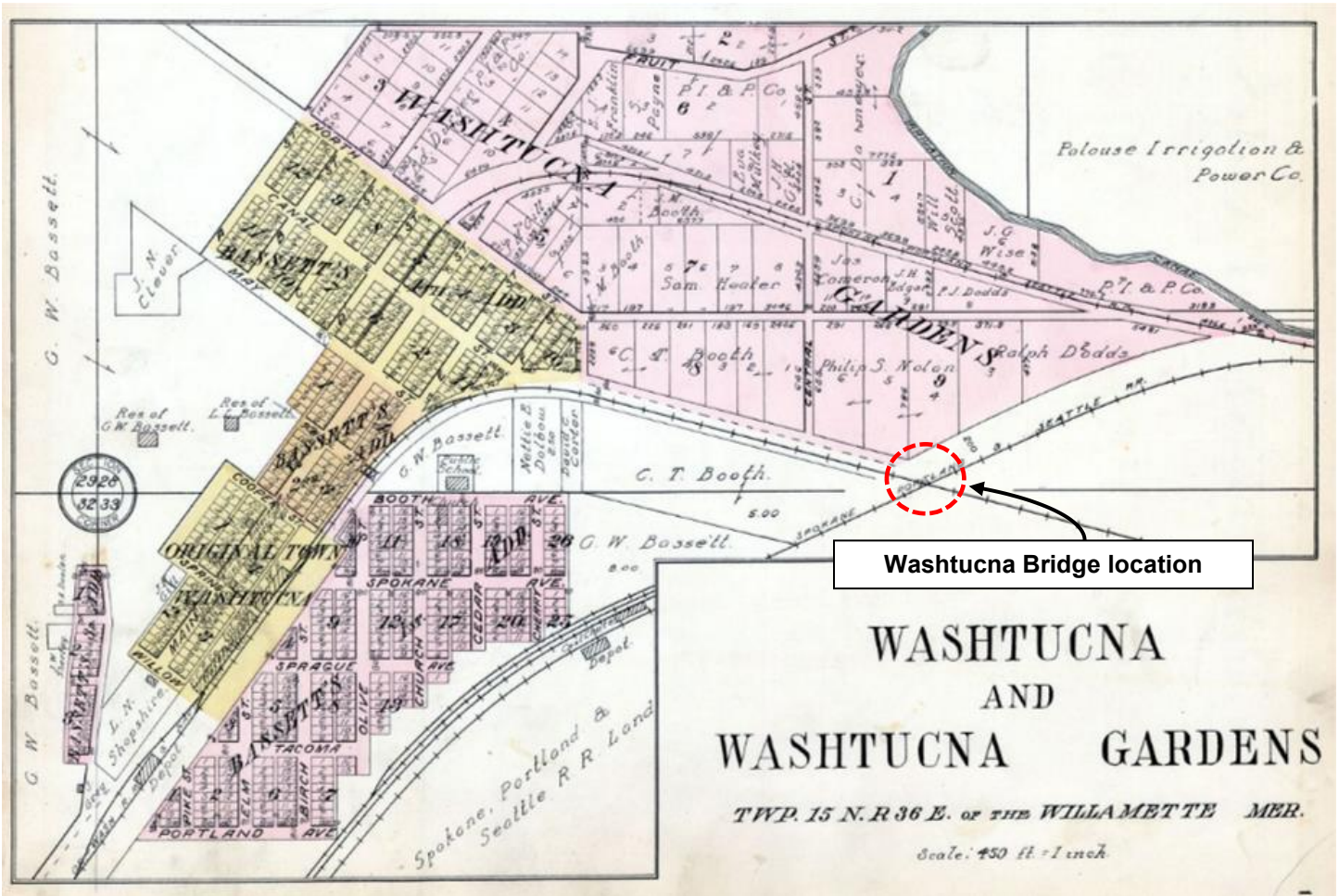


<p>Bridge Location Washtucna Bridge (Bridge 291.4)</p> <p> Bridge Location</p>		<p>Topographic Bridge Location Date: 4/16/2018</p> <p> HISTORICAL RESEARCH ASSOCIATES, INC.</p>	
Coord/Projection NAD 1983 UTM Zone 10N Transverse Mercator	Datum NAD83	Scale 1:24,000	
Township/Range T15N R36E		Quadrangle Washtucna North, WA	
<p><small>Service Layer Credits: Copyright © 2013 National Geographic Society, i-cubed Content may not reflect National Geographic's current map policy. Sources: National Geographic, Esri, DeLorme, HERE, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, increment P Corp.</small></p> <p>0 750 1,500 3,000 Feet 0 250 500 1,000 Meters</p> <p></p>			

SP&S Bridge 291.4; O.W.R.&N. Crossing - Washtucna
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Additional Items



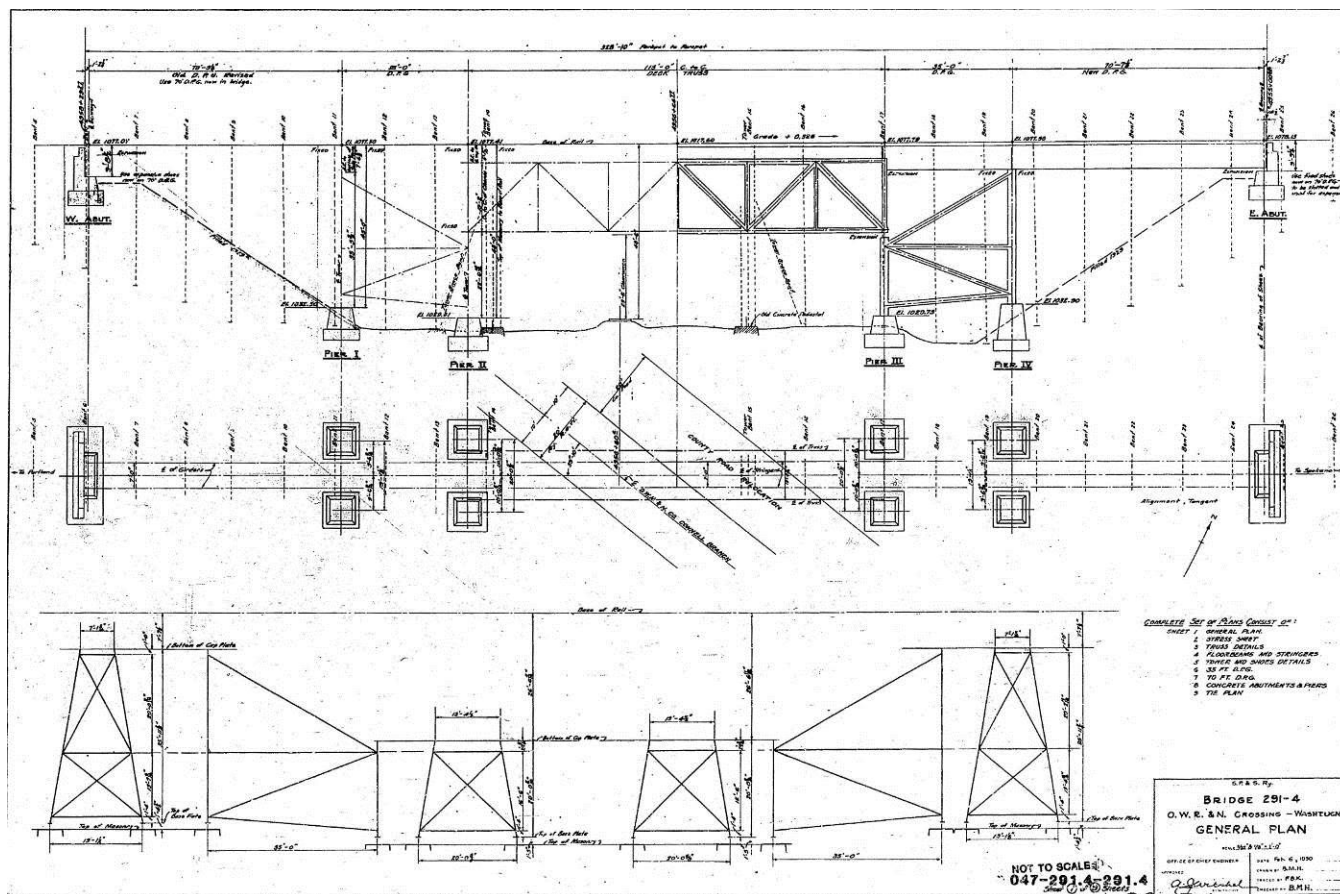
Description: map of Washtucna showing intersection of SP&S and OWRN railway lines.

Map Date: 1912

Source: Northern Pacific Railway Company, Office of Bridge Engineering, PNWRR Archives.

SP&S Bridge 291.4; O.W.R.&N. Crossing - Washtucna
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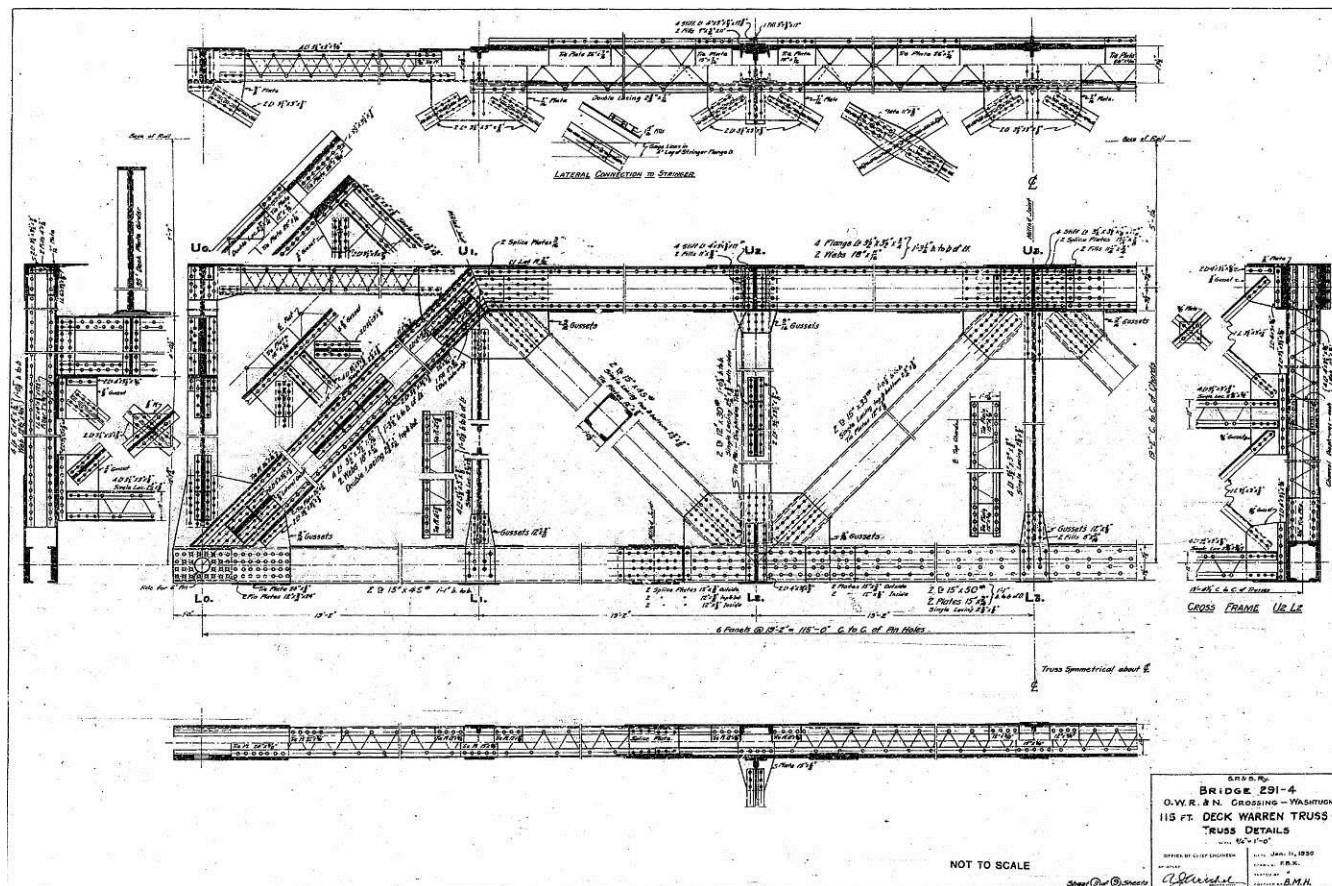
Description: Bridge 291-4, O.W.R. & N. Crossing – Washtucna; General Plan.

Drawing Date: 1930

Source: SP&S Office of Chief Engineer, PNWRR Archives.

SP&S Bridge 291.4; O.W.R.&N. Crossing - Washtucna
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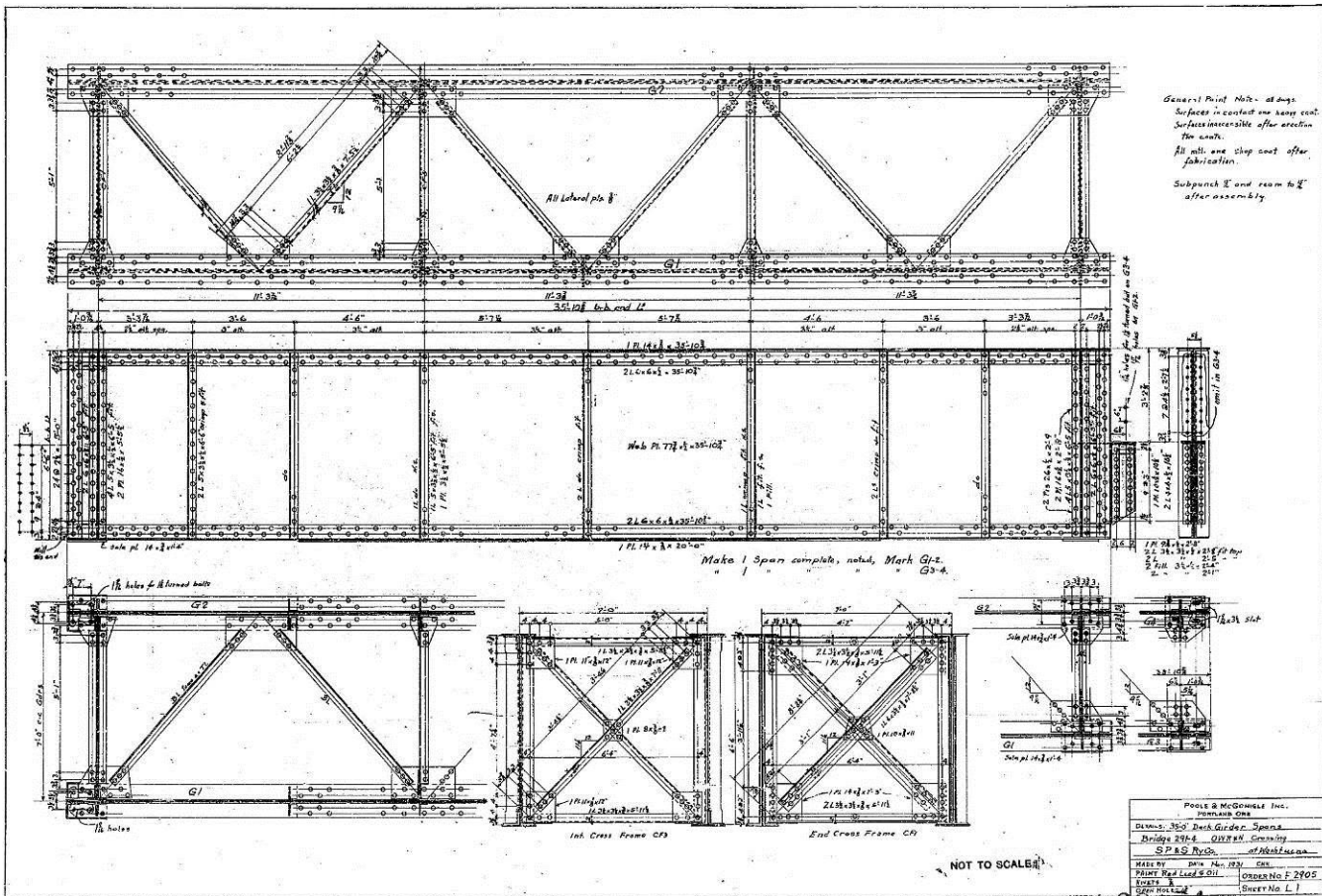
Description: Bridge 291-4, O.W.R. & N. Crossing – Washtucna; 115 ft. Deck Warren Truss Details.

Drawing Date: 1930

Source: SP&S Office of Chief Engineer, PNWRR Archives.

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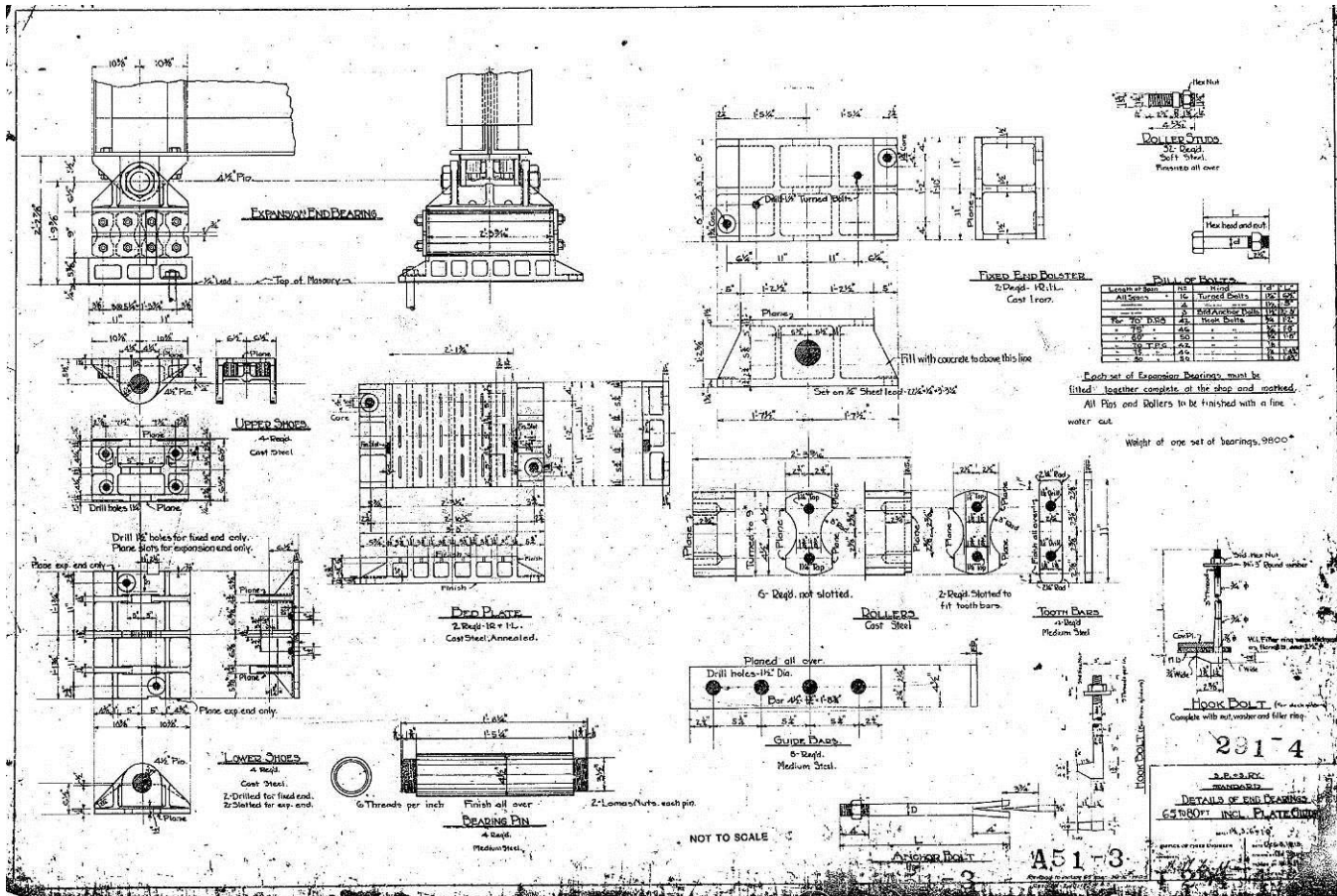
Description: Bridge 291-4, O.W.R. & N. Crossing – Washtucna; 35'-0" Deck Girder Spans.

Drawing Date: 1931

Source: Poole & McGonigle, Inc., PNWRR Archives.

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Description: Standard Details of End Bearings, 65 to 80 ft incl. Plate Girder.

Drawing Date: date illegible, c.1930

Source: SP&S Office of Chief Engineer, PNWRR Archives.

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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: SP&S Washtucna Bridge (291.4)

City or Vicinity: Washtucna

County: Adams

State: Washington



Photographer: Matthew Sneddon

Date Photographed: 2018

Description of Photograph(s) and number: SP&S Washtucna Bridge (291.4) profile, view east.

1 of 8.

SP&S Bridge 291.4; O.W.R.&N. Crossing - Washtucna
Name of Property

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Photographer: Matthew Sneddon

Date Photographed: 2018

Description of Photograph(s) and number: SP&S Washtucna Bridge, central Warren deck truss span, view east.

2 of 8.

SP&S Bridge 291.4; O.W.R.&N. Crossing - Washtucna
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Photographer: Matthew Sneddon

Date Photographed: 2018

Description of Photograph(s) and number: SP&S Washtucna Bridge, central Warren deck truss span showing structural members and transverse girder support for 35 ft DPG, view northeast.

3 of 8.

SP&S Bridge 291.4; O.W.R.&N. Crossing - Washtucna
Name of Property

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County and State



Photographer: Matthew Sneddon

Date Photographed: 2018

Description of Photograph(s) and number: SP&S Washtucna Bridge, detail of riveted and pin connections at junction of truss and tower support, view east.

4 of 8.

SP&S Bridge 291.4; O.W.R.&N. Crossing - Washtucna
Name of Property

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County and State



Photographer: Matthew Sneddon

Date Photographed: 2018

Description of Photograph(s) and number: SP&S Washtucna Bridge, showing rail ties and trainmen's walk on either side, view north.

5 of 8.

SP&S Bridge 291.4; O.W.R.&N. Crossing - Washtucna
Name of Property

Adams Co., WA
County and State



Photographer: Matthew Sneddon

Date Photographed: 2018

Description of Photograph(s) and number: SP&S Washtucna Bridge, bridge expansion bearing detail side, southwestern corner of bridge.

6 of 8.

SP&S Bridge 291.4; O.W.R.&N. Crossing - Washtucna
Name of Property

Adams Co., WA
County and State



Photographer: Matthew Sneddon

Date Photographed: 2018

Description of Photograph(s) and number: SP&S Washtucna Bridge showing southernmost 35 ft and 70 ft DPG spans and steel support tower, view east.

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SP&S Bridge 291.4; O.W.R.&N. Crossing - Washtucna
Name of Property

Adams Co., WA
County and State



Photographer: Matthew Sneddon

Date Photographed: 2018

Description of Photograph(s) and number: SP&S Washtucna Bridge showing northernmost 35 ft and 70 ft DPG spans, steel support tower, concrete abutment, cribbing, and fill, view northeast.

8 of 8.

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

name Washington State Parks and Recreation Commission; contact Alex McMurry
street & number 111 Israel Road S.W. telephone (360) 902-8502
city or town Tumwater state WA zip code 98501

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.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 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 Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

















UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Requested Action: Nomination

Property Name: Spokane, Portland and Seattle Railway Company Bridge 291.4--O.W.R.&N. Crossing--
Wash Tucna

Multiple Name: Bridges of the Spokane, Portland and Seattle Railway Company, 1906-1967 MPS

State & County: WASHINGTON, Adams

Date Received: 11/16/2018 Date of Pending List: 12/10/2018 Date of 16th Day: 12/26/2018 Date of 45th Day: 12/31/2018 Date of Weekly List:

Reference number: MP100003279

Nominator: SHPO

Reason For Review:

- | | | |
|---|--|---|
| <input type="checkbox"/> Appeal | <input type="checkbox"/> PDIL | <input type="checkbox"/> Text/Data Issue |
| <input type="checkbox"/> SHPO Request | <input type="checkbox"/> Landscape | <input type="checkbox"/> Photo |
| <input type="checkbox"/> Waiver | <input type="checkbox"/> National | <input type="checkbox"/> Map/Boundary |
| <input type="checkbox"/> Resubmission | <input type="checkbox"/> Mobile Resource | <input type="checkbox"/> Period |
| <input checked="" type="checkbox"/> Other | <input type="checkbox"/> TCP | <input type="checkbox"/> Less than 50 years |
| | <input type="checkbox"/> CLG | |

Accept Return Reject 12/31/2018 Date

Abstract/Summary
Comments:

Automatic listing due to lapse in appropriations.

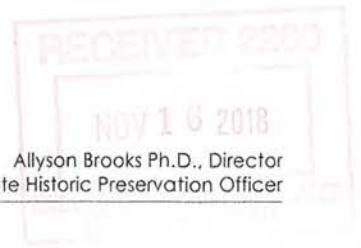
The SP&S Bridge 291.4-OWR&N Crossing is of statewide significance under National Register Criterion C in the area of Engineering. The bridge represents an important transition in railroad bridge engineering. The 325' long bridge combines a Warren deck truss and deck plate girder spans supported on steel towers. The 1932 bridge, designed by the SP&S engineer Albert Witchel's office, represents the early twentieth century modernization of the railroad's bridge infrastructure. The structure meets the Registration Requirements of the SP&S Railway MPS.

Recommendation/
Criteria Accept NR Criterion C

Reviewer Paul Lusignan Discipline Historian

Telephone (202)354-2229 Date 12/31/2018

DOCUMENTATION: see attached comments : No see attached SLR : **Yes**



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

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

November 14, 2018

RE: Washington State NR Nominations

Dear Paul:

Please find enclosed three new National Register Nomination form for:

- **Cow Creek Viaduct – Adams County, WA**
(an all-electronic nomination)
- **OWR & N Crossing-Washtucna – Adams County, WA**
(an all-electronic nomination)
- **Box Canyon Viaduct – Frankin County, WA**
(an all-electronic nomination)

These resources are being nominated under a new MPD – **Bridges of the Spokane, Portland & Seattle Railway Co.: 1906-1967** also enclosed.

Should you have any questions regarding these nominations or the MPD please contact me anytime at (360) 586-3076. I look forward to hearing your final determination on these properties.

Sincerely,

A handwritten signature in black ink, appearing to read 'Michael Houser', written over a horizontal line.

Michael Houser
State Architectural Historian, DAHP
360-586-3076

E-Mail: michael.houser@dahp.wa.gov

