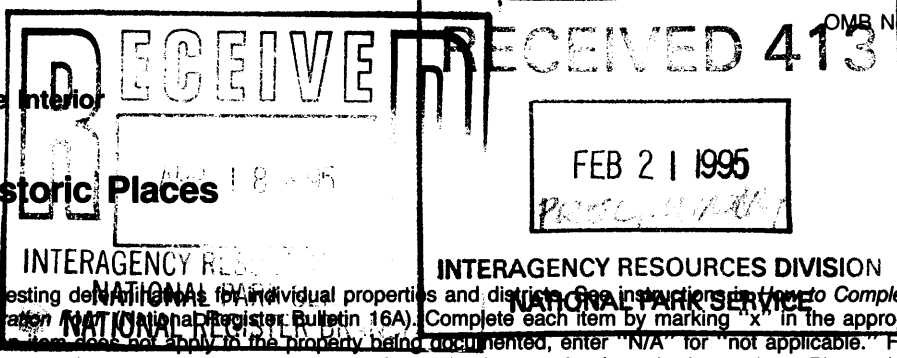


United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form



This form is for use in nominating or requesting determination for individual properties and districts. See instructions on how to Complete the National Register of Historic Places Registration (National Register Bulletin 16A). 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 Marshall Bridge

other names/site number Bridge No. 2404

2. Location

street & number Cheney-Spokane Road, spanning the SP&S Railroad tracks not for publication

city or town Marshall vicinity

state Washington code WA county Spokane code 063 zip code 99020

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 2/8/95
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 Paul R. Larson Date of Action 5/24/95

Marshall Bridge
Name of Property

Spokane, Washington
County and State

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

Contributing	Noncontributing	
		buildings
		sites
1		structures
		objects
1		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"

Number of contributing resources previously listed in the National Register

"Historic Bridges & Tunnels in Washington State"

0

6. Function or Use

Historic Functions
(Enter categories from instructions)

Current Functions
(Enter categories from instructions)

Transportation/road-related/bridge

Transportation/road-related/bridge

7. Description

Architectural Classification
(Enter categories from instructions)

Materials
(Enter categories from instructions)

Other: concrete T-beam

foundation _____
walls _____
roof _____
other concrete _____

Narrative Description

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

Marshall Bridge
Name of Property

Spokane, 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.)

- 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.

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 # _____

Areas of Significance

(Enter categories from instructions)

Engineering

Transportation

Period of Significance

1949-1950

Significant Dates

1949

Significant Person

(Complete if Criterion B is marked above)

n/a

Cultural Affiliation

n/a

Architect/Builder

W. L. Malony, engineer

Clifton and Applegate, contractors

Primary location of additional data:

- State Historic Preservation Office
 - Other State agency
 - Federal agency
 - Local government Spokane County Dept. of
 - University Public Works, Spokane, WA;
 - Other Archaeological & Historical Ser-
- Name of repository: vices, Eastern Washington University, Cheney, WA

Marshall Bridge
Name of Property

Spokane, Washington
County and State

10. Geographical Data

Acreage of Property less than one acre

UTM References

(Place additional UTM references on a continuation sheet.)

1

1	1	4	6	2	9	7	0	5	2	6	8	0	5	0
Zone	Easting				Northing									

3

Zone	Easting				Northing									

See continuation sheet

Verbal Boundary Description The property is a bridge, measuring 547 feet, spanning the Spokane, (Describe the boundaries of the property on a continuation sheet.) Portland and Seattle (SP&S) and Northern Pacific Railroad tracks on the Cheney-Spokane Road, in the town of Marshall, Washington.

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, Craig Holstine

organization AHS, Eastern Washington University date 10 December 1991

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

city or town Cheney state WA 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 _____

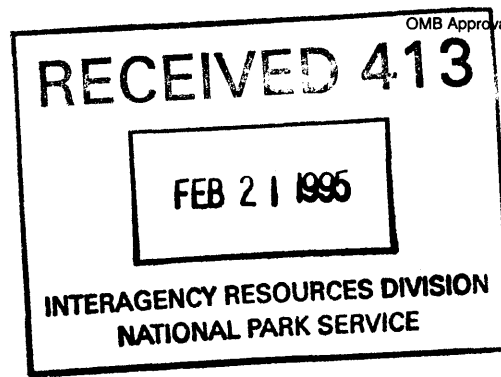
Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain 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.

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National Park Service

National Register of Historic Places Continuation Sheet

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7. Physical Description

Completed in 1949, the Marshall Creek Bridge is a parabolically arched T-beam structure consisting of two spans varying in length from 41 to 75 feet, with 15-foot-long cantilevers at each approach, for a total length of 547 feet. A 75-foot-long skew spans the Northern Pacific railroad tracks. The bridge's roadway width measures 24 feet. The structure has one sidewalk 4 feet wide. The bridge is an outstanding example of T-beam construction common to the 1940s.

8. Statement of Significance

The Marshall Creek Bridge is eligible for inclusion in the National Register of Historic Places under Criteria A and C. In addition to being an exceptional representative of a type of construction (T-beam), the bridge is noteworthy for having been designed as a continuous structure using the state-of-the-art Hardy Cross mathematical analysis for indeterminate structures. The bridge also demonstrates the successful adaptation of new highway bridge construction in spanning an existing major railroad transportation corridor. The bridge's significance is further enhanced by its association with an important local engineer, W. L. "Pat" Malony.

The Marshall Creek Bridge facilitated crossing of the mainline rail yard and switching center of the Spokane, Portland and Seattle Railroad (SP&S), Union Pacific Railroad (UP), and Northern Pacific Railroad (NP) at the community of Marshall, Washington. The bridge spanned two tracks of the SP&S, two through tracks and two diverging tracks of the NP, space for two future through tracks, as well as provided a crossing of Marshall Creek. Before construction of the Marshall Creek Bridge, vehicular track crossing involved a circuitous route leading to an inadequate timber bridge over the creek. Although constructed on a Spokane County highway, the Marshall Creek Bridge was a Washington State Department of Highways' Project.

W. L. "Pat" Malony, a structural and civil engineer in Spokane, Washington, designed the Marshall Bridge. Malony served as bridge engineer for the city of Spokane at the time he designed the Marshall Creek Bridge. Other important bridges built in or near Spokane while Malony was bridge engineer include the Washington Street Bridge and the Latah Creek Bridge (the latter located just west of Browne's Addition, city of Spokane). After serving as city bridge engineer, Malony opened a private consulting business in Spokane. While engaged in private practice, Malony designed a number of buildings for Washington State College (now Washington State University) in Pullman, including Bohler Gymnasium. Contractor for the Marshall Creek Bridge was Clifton and Applegate of Spokane. Clyde Chaffin was then Spokane County Engineer. Contract price of the Marshall Creek Bridge was \$164,000.

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National Park Service

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9. Major Bibliographic References

Soderberg, Lisa. 1980. "Historic Bridges and Tunnels in Washington State," on file in the Washington State Office of Archaeology and Historic Preservation, Olympia, Washington.

Spokane County Department of Public Works. Marshall Creek Bridge plans, dated 29 March 1947 and 26 May 1948.

Washington State Department of Highways. *Biennial Reports*, 1948–1950, 1950–1952.