

Cultural Resource Survey Form:

CLACKAMAS COUNTY

T. D. NUMBER _____

PHOTO INFORMATION:

ROLL: LXXXII
FRAME: 6

STUDY AREA: SANDY/BORING
LEGAL: T. 2 R. 5E SEC. 6
TAX (LOTS): 100
ZONE _____ SIZE _____

IDENTIFICATION:

COMMON/HISTORICAL NAME: BULL RUN BRIDGE NO. 6571
ADDRESS: 42000 S.E. Bull Run Road AREA: BULL RUN
CURRENT OWNER: STATE OF OREGON DEPT. OF TRANSPORTATION USE: Bridge
OWNER'S ADDRESS: Transportation Bldg., Salem 97310
ORIGINAL OWNER: _____ USE: Bridge
AREA OF SIGNIFICANCE: TOWN: _____ COUNTY: _____ STATE: X NATION: _____

HISTORIC INTEREST:

THEME: Engineering DATE: 1926
DESCRIPTION: Bridge replaced original wrought iron structure which was constructed in 1893-94.

ENGINEERING INTEREST:

STYLE: Through Truss
DATE: 1926 CONDITION: _____ ENGINEER: _____
FEATURES: Iron through truss. 240 feet.



BIBLIOGRAPHY:
150, 98

DATE: August 1984
RECORDER: Pinger/Borge
1194

1194

CLACKAMAS COUNTY
HISTORIC RESOURCES INVENTORY 1989-92

HISTORIC NAME: BULL RUN BRIDGE NO. 6571
COMMON NAME:
PROPERTY ADDRESS: Bull Run Road at Bull Run River
OWNER: Transportation Building, Salem, OR 97310
OWNER ADDRESS: Transportation Building, Salem, OR 97310
RESOURCE TYPE: Structure
PRESENT USE: Bridge
ORIGINAL USE: Bridge
THEME: Science and Engineering
ARCHITECT/BUILDER: Unknown
COUNTY: Clackamas
QUAD: Cherryville
T/R/S: 2 5E 6
TAX LOT: N/A
ADDITION: N/A
BLOCK: N/A
LOT: N/A
LOT SIZE: N/A
ZONE: GTD

SETTING: Bull Run Bridge is located at the Bull Run River at Bull Run Road. The site is on the steep bank above the river. The bridge is surrounded by undeveloped hilly land. The Bull Run hydroelectric plant is on the west side of Bull Run River.

NOTEWORTHY LANDSCAPE FEATURES: N/A

NON-CONTRIBUTING FEATURES: N/A

RECORDED BY: Koler/Morrison
DATE: December 1990



BRIDGE

DATE BUILT: 1894

TYPE: Pin-connected iron-through truss

PLAN/TYPE/SHAPE: N/A

NO. OF STORIES: N/A

FOUNDATION MATERIAL: N/A

BASEMENT: N/A

ROOF FORM AND MATERIALS: N/A

WALL CONSTRUCTION/STRUCTURAL FRAME: N/A/metal girders

PRIMARY WINDOW TYPE: N/A

EXTERIOR SURFACING MATERIALS: N/A

DECORATIVE FEATURES: None

OTHER: None

CONDITION: Good

EXTERIOR ALTERATIONS (DATE): Moved to current site from
Portland's Burnside Bridge's present location (1926)

STATEMENT OF SIGNIFICANCE

Historic Name: **BULL RUN BRIDGE NO. 6571**
Address: Bull Run Road at the Bull Run River

The Bridge is located on Bull Run Road crossing the Bull Run River and is one-eighth mile east of Roslyn Lake. The resource may be evaluated as a late 19th century bridge. The Bull Run Bridge was evaluated in 1985 by the Oregon Department of Transportation and found to be eligible for the National Register.

HISTORICAL BACKGROUND

Early development of the Sandy-Boring area can be attributed to the proximity of the Barlow Road; the westernmost link of the Oregon Trail. The primary route of the Barlow Road, established by the 1850s, bisected the study area following present day Highway 26 to Sandy, then turning south towards and crossing the Clackamas River, continuing southwestward to Oregon City. Early settlers were few and widely scattered and included P. D. Terwilliger and L. Williams, who settled claims near the Multnomah County border, as well as Francis Revenue, who settled near present day Sandy. Revenue established a trading post on the Barlow Road. He also built the first school, a log building, in the area in 1870.

Despite the seemingly heavy traffic through the study area, few early pioneers filed donation land claims. Pioneers were interested in farming and sought arable, accessible land near and along the navigable waterways, which were more dependable thoroughfares than the muddy, rutted roads of the period. The topography of the Sandy-Boring area is hilly and therefore not well suited to the common agricultural practices of the mid-19th century. It was not until the 1870s that pioneers began to settle in the Sandy-Boring area.

The population of the county at this time was primarily composed of English, Irish and German immigrants, many of whom had lived in the Missouri, Mississippi or Ohio river valleys prior to moving westward to Oregon.

Mid-19th century dwellings were often of log or simple wood-frame construction. Many buildings exhibited an influence of the Classical Revival style of architecture, although generally this influence was limited to symmetrical facade arrangements, and suggestions of a cornice at the eave line and corner boards.

Like their residential counterparts, agricultural buildings from the period were generally simple buildings. Due to the nature of farming practices, barns and sheds were low-profile, broad buildings.

After the Civil War (1865-1883), the area experienced slow but steady growth. The Barlow Road continued to be an important roadway, operating as a toll road through the first decade of the 20th century. Phillip Foster's Place, at present-day Eagle Creek, south and west of the study area, was an important point on the Barlow Road. Foster, who was a partner in the Barlow Road enterprise, sheltered traveling pioneers and sold supplies. Foster sold his business to Richard Gerdes and Henry Welborn, who operated the mercantile at Eagle Creek after Foster turned his attention to farming.

Communities sprung up along the early roadways throughout the historic period. George Sharrock was the first person to establish ownership of land at the place now known as Sandy. Gerdes bought a portion of Sharrock's land, and in 1873 he established a post office and small store at Sandy. Several families arrived in the Sandy-Boring vicinity in the latter part of the 19th century, claiming homestead rights to large tracts of land. Many of these families stayed in the area for several generations. Willard H. Boring, for whom Boring Junction was later named, settled here during this period. In 1883 Boring donated land for the first school in the Boring vicinity.

During this period subsistence farming was the norm throughout the county, as well as in more level portions of the Sandy-Boring vicinity. Livestock and cereal grains were raised. Lumber complemented the rural economy and would later become the primary industry. Kitchen gardens were essential. Towards the end of the period oats began to surpass wheat as the number one crop and potatoes attained the rank of number three crop. Increasing numbers of livestock corresponded with an increase in hay production. The total number of acres in cultivation tripled during the period. Further, improvements in farm practices and building technology caused changes to agricultural buildings.

Dwellings from the period were simple wood-frame buildings; many showed an influence of the Gothic Revival style of architecture. This type is commonly referred to as the Vernacular or Western Farmhouse style. In contrast to earlier dwellings the buildings of this period had a vertical emphasis; windows were taller and roof pitch was steeper. Drop siding was the most popular exterior wall material although some buildings were clad with the more primitive lap siding. Windows had multiple lights or panes. The windows of earlier buildings (circa 1860) typically had six lights or panes in each sash. As window glass became more readily available panes became larger and the number became fewer. By the end of the period four lights per sash were common.

In general agricultural building continued to be low, broad buildings. However, beginning in the 1870s barns began to be taller to accommodate machinery, such as hay fork lifts.

During the Progressive Era (1884-1913) the population of Clackamas County tripled from 9,260 to almost 30,000, pushing the new comers to develop the hilly land well away from the river and the Barlow Road. By the turn-of-the-century wagon roads or "market roads" crossed the county, facilitating the transference of farm products to loading points along the railroad or to urban markets.

Prior to the Progressive Era a few commercial operation had been established at Sandy, however, the decades after the turn-of-the-century would prove to be a time of rapid growth and development. By 1907, Sandy had two general stores, two blacksmith shops, a building material and furniture store, a drugstore, harness shop and saddlery, a meat market, stage and livery service, two building contractors, several churches, a prune dryer and two dance halls.

Interurban railroads also sought to fill the demand for better commuter and freight transportation, and entrepreneurs took advantage of the situation. In 1902 the Oregon Water Power & Railway Company was formed to run a line to eastern Multnomah and Clackamas counties to a dam on the Clackamas River. The first power source was in Portland, however, until a second power plant was constructed at Boring, trains in the outlying areas were powered by steam. In 1908 the company was sold to Portland Railway Light & Power Company.

Boring, named for the long time resident W.H. Boring, was one of towns which was established along an interurban railroad line. Boring Junction was platted in 1903, the year the interurban railroad line was constructed between Portland and Estacada. Estacada, located south of the Sandy-Boring study area, was billed as a recreational spot, as well as the site of the power company dam on the Clackamas River. The railroad line emanated from Portland at Sellwood. Stations were located at points including Lents, Linneman, Gresham, Haley, Boring, Barton, Eagle Creek and Estacada.

Entrepreneurs established commercial enterprises at the stations. In Boring, a store with apartments upstairs was built in 1904. In 1910 a building housing the post office and drug store was constructed across the street from the store. During the remainder of the historic period a cluster of houses and commercial buildings were constructed at junction of the interurban railroad line and state highway 212.

Many investors had expressed an interest in building a railroad up Mount Hood. In 1891 the builders of the Eastside Railroad, incorporated the Mount Hood Railway. A franchise was received but no construction took place. In 1904 the Mount Hood Railway & Power Company was incorporated. The corporation proposed to use power from Bull Run to compete with the power generation from the Portland General Electric Company, and to operate an electric railroad up the mountain. Three years later the same group of

investors incorporated as the Portland & Eastern Railway Company. Difficulties arose over the proposed route from Portland. The railroad was finally constructed to Bull Run; however, it was never electrified and in 1912 the idea of a railroad to Mount Hood died.

While the Vernacular style of architecture continued to be the most popular architectural style in the Sandy-Boring area between 1883 and 1913, in rare instances more elaborate styles were constructed. Some rural folk adapted modest forms of the highly decorative eclectic styles, such as the Queen Anne and Eastlake, popular in cities during the latter years of the 19th century. The availability of machine made ornament, such as turned posts and balustrades, jigsaw brackets, and patterned shingles, allowed a modicum of decorative treatments to be used on even the most remote farmhouse.

At the turn-of-the-century innovative American styles, such as the Craftsman-Bungalow style of architecture, came into being. The designers of this type rejected the machine-made ornament of the late Victorian period and instead, embraced a hand-crafted appearance and a more natural use of materials. This building type became the most popular through the early decades of the 20th century.

Agricultural buildings changed dramatically during the Progressive Era. By the turn-of-the-century barns had become quite tall. Most barns were equipped with devices to raise hay to a second or third floor or loft. Barns were designed in a variety of shapes, including Gambrel and Gothic Gambrel.

During the Motor Age (1914-1940) transportation improvements and growth in population continued to fuel agricultural activity. By the 1920s specialized crops, such as fruit and nut cultivation, and dairying began to supplant general farming in the Sandy-Boring vicinity. Raising berries, such as strawberries, raspberries, loganberries and black caps, has since been a major component of the local economy.

Throughout the county the Craftsman-Bungalow style of architecture continued to be the most popular style, although some period revival styles buildings were constructed. After World War I, it was the influence of European architecture that inspired architects and builders to construct in the English Cottage and Tudor Revival styles. Concurrently, the Colonial Revival gained popularity. This style, as the name suggests, illustrated a strong sense a national pride.

Changes in agricultural buildings continued. Large barns were still constructed, but the most notable change was the introduction of buildings for large-scale specialized farming, such as dairying, another important component of the Sandy-Boring economy.

During the Depression the population remained constant and the towns remained as agricultural centers, but little construction occurred. Summer homes on Mount Hood are the notable exception. Here, diminutive cabins and commodious dwellings were often constructed with native materials in a hand-crafted manner. The interurban railroad suspended commuter service to Boring in 1932. Two years later service was curtailed to Gresham. In 1942 freight service was resumed to Gresham and Sandy.

Since World War II, the Sandy-Boring area has witnessed dramatic changes. Most noteworthy is the conversion of agricultural land to suburban residential subdivisions. The construction of the Highway 26 through the study area has stimulated a host of suburban development from the north and west.

SUBJECT PROPERTY

The Bull Run Bridge is a 240 foot through-truss bridge. The iron structure was built in 1926 and replaced a bridge constructed in 1893-94.

The Bull Run Bridge was determined eligible for the National Register in 1985 by the Oregon Department of Transportation.

In the book **Historic Highway Bridges of Oregon**, authors Smith, Norman and Dykman describe the bridge as follows,

"The Bull Run River Bridge, pin-connected and incorporating both wrought-iron and steel structural members, is of major significance to Oregon's bridge heritage. The use of wrought iron predated 1900 and represents a now obsolete material. The Bull Run River Bridge is one of two bridges of its type on Oregon's highway system. The other is the Sandy River Bridge on Lusted Road, also in Clackamas County. The Bull Run River Bridge contains a Pennsylvannia-Petit truss, 240 feet in length. The span was originally part of the Burnside Bridge across the Willamette River in Portland, built in 1894 by the Bullen Bridge Company. The truss portals contain nautical design elements, appropriate to its former location. The bridge was relocated to its present site in the Bull Run Reservoir area when the current Burnside Bridge was built in 1926."

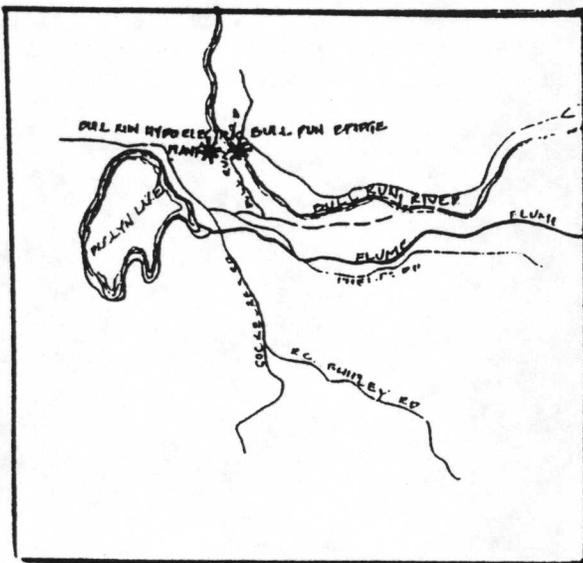
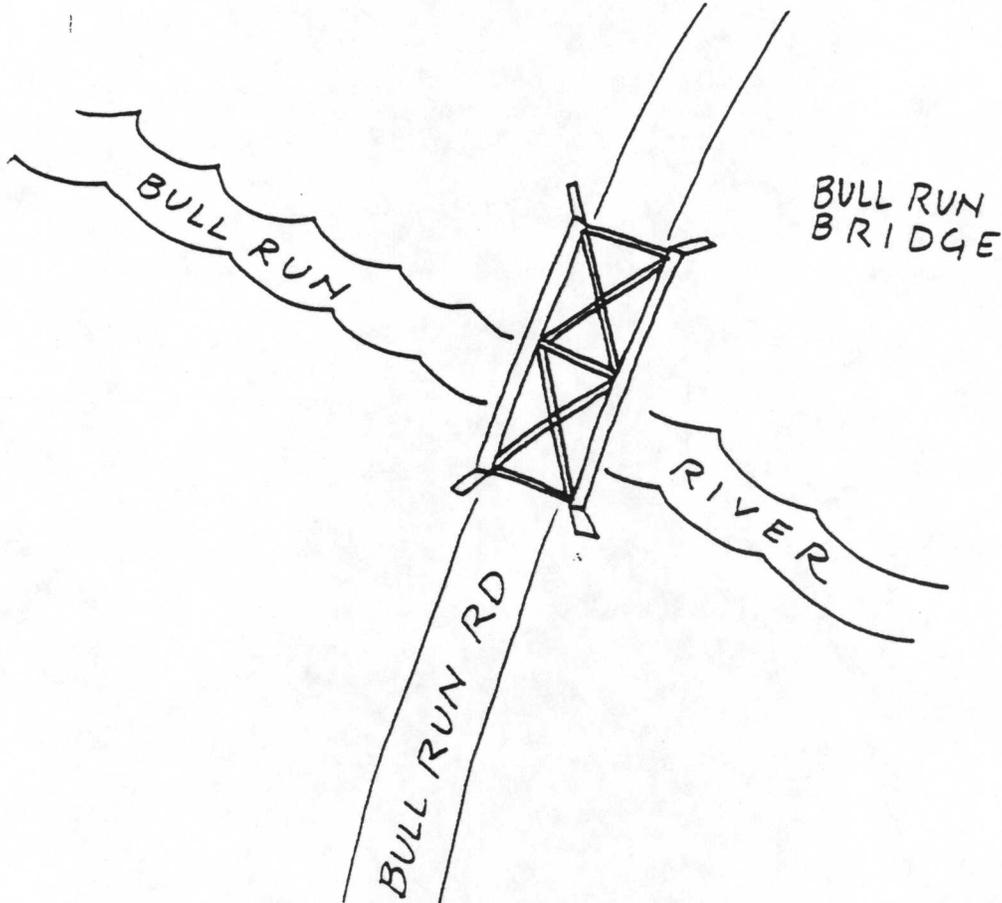
In the Sandy-Boring study area, The Bull Run Bridge No. 6571 is one of two bridges on the Clackamas County Inventory built during the Motor Age (1914-1940).

The Bull Run Bridge is significant as an example of an early iron through-truss bridge. The bridge has been determined to be eligible for the National Register by the Oregon Department of Transportation.

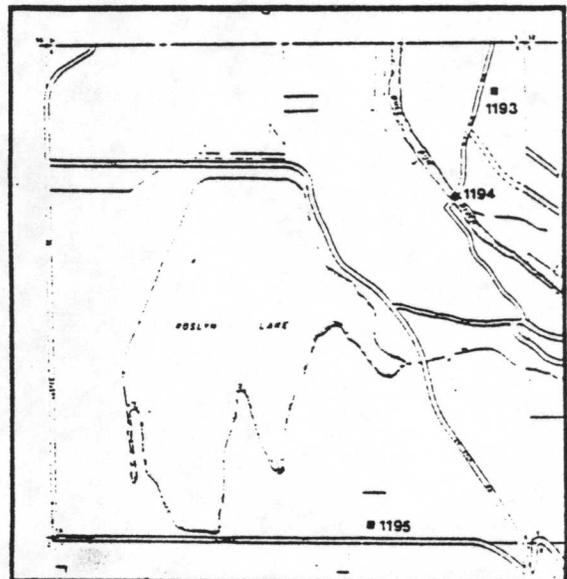
Bibliography: Clackamas County Cultural Resource Inventory 1984.
Oregon Department of Transportation, **Historic Highway Bridges of Oregon**, 1988.

SITE PLAN AND VICINITY MAP

Address: Bull Run Road at the Bull Run River
Historic Name: BULL RUN BRIDGE NO. 6571



NOT TO SCALE



SHPO NO. 1194

Oregon Historic Site Record

LOCATION AND PROPERTY NAME			
address:	42000 SE Bull Run Rd Sandy, Clackamas County (97055)	historic name:	Bull Run River Bridge
assoc addresses:		current/other names:	Bridge #06571; section of the old Burnside Bridge.
location descr:	Bull Run River	block/lot/tax lot:	N/A / N/A / N/A
		twshp/rng/sect/qtr sect:	2S 5E 6 N/A
PROPERTY CHARACTERISTICS			
resource type:	Structure	height (stories):	
elig evaluation:	eligible/significant	total elig resources:	1
prim constr date:	1894	NR Status:	Formally Determined Eligible
	second date: 1926	date indiv listed:	05/02/1985
primary orig use:	Road Related (vehicular)	orig use comments:	Bridge
second orig use:		prim style comments:	Pennsylvania Petit Truss
primary style:	Not Applicable	sec style comments:	
secondary style:		siding comments:	Pin Connected
primary siding:	Cast Iron	architect:	
secondary siding:		builder:	
plan type:	Truss		
COMMENTS/NOTES:			
Physical file located in MPS section under Group Name Moved to this location 1926, formerly a part (with Lusted Road Bridge) of the Burnside Bridge in Portland.			
GROUPINGS / ASSOCIATIONS			
Survey/Grouping Included In:	Type of Grouping	Date Listed	Date Compiled
Clackamas County Historic Landmarks	Survey & Inventory Project		2008
Historic Highway Bridges of Oregon MPD	MPS		1985
Statewide Steel Truss Bridge RLS 2013	Thematic Grouping		2013
SHPO INFORMATION FOR THIS PROPERTY			
NR date listed:	05/02/1985	106 Project(s):	None
ILS survey date:	09/30/2007	Special Assess Project(s):	None
RLS survey date:	08/01/1984	Federal Tax Project(s):	None
ARCHITECTURAL / PROPERTY DESCRIPTION			
<i>(Includes expanded description of the building/property, setting, significant landscape features, outbuildings and alterations)</i>			
TYPE: Pin-connected iron-through truss Moved to current site from Portland's Burnside Bridge's present location (1926). Bull Run Bridge is located at the Bull Run River at Bull Run Road. The site is on the steep bank above the river. The bridge is surrounded by undeveloped hilly land. The Bull Run hydroelectric plant is on the west side of Bull Run River.			
HISTORY			
<i>(Chronological, descriptive history of the property from its construction through at least the historic period - preferably to the present)</i>			
<p>SUBJECT PROPERTY The Bridge is located on Bull Run Road crossing the Bull Run River and is one-eighth mile east of Roslyn Lake. The resource may be evaluated as a late 19th century bridge. The Bull Run Bridge was evaluated in 1985 by the Oregon Department of Transportation and found to be eligible for the National Register. The Bull Run Bridge is a 240 foot through-truss bridge. The iron structure was constructed in 1893-94 as part of the Burnside Bridge in Portland and relocated to this location in 1926. In the book "Historic Highway Bridges of Oregon", authors Smith, Norman and Dykman describe the bridge as follows, "The Bull Run River Bridge, pin-connected and incorporating both wrought-iron and steel structural members, is of major significance to Oregon's bridge heritage. The use of wrought iron predated 1900 and represents a now obsolete material. The Bull Run River Bridge is one of two bridges of its type on Oregon's highway system. 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HISTORICAL BACKGROUND Early development of the Sandy-Boring area can be attributed to the proximity of the Barlow Road; the westernmost link of the Oregon Trail. The primary route of the Barlow Road, established by the 1850s, bisected the study area following present day Highway 26 to Sandy, then turning south towards and crossing the Clackamas River, continuing southwestward to Oregon City. Early settlers were few and widely scattered and included P. D. Terwilliger and L. Williams, who settled claims near the Multnomah County border, as well as Francis Revenue, who settled near present day Sandy. Revenue established a trading post on the Barlow Road. He also built the first school, a log building, in the area in 1870. Despite the seemingly heavy traffic through the study area, few early pioneers filed donation land claims. Pioneers were interested in farming and sought arable, accessible land near and along the navigable waterways, which were more dependable thoroughfares than the muddy, rutted roads of the period. The topography of the Sandy-Boring area is hilly and therefore not well suited to the common agricultural practices of the mid 19th century. It was not until the 1870s that pioneers began to settle in the Sandy-Boring area. The population of the county at this time was primarily composed of English, Irish and German immigrants, many of whom had lived in the Missouri, Mississippi or Ohio river valleys prior to moving westward to Oregon. Mid 19th century dwellings were often of log or simple wood frame construction. Many buildings exhibited an influence of the Classical Revival style of architecture, although generally this influence was limited to symmetrical facade arrangements, and suggestions of a cornice at the eave line and corner boards. 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As window glass became more readily available panes became larger and the number became fewer. By the end of the period four lights per sash were common. In general agricultural building continued to be low, broad buildings. However, beginning in the 1870s barns began to be taller to accommodate machinery, such as hay fork lifts. During the Progressive Era (1884 1913) the population of Clackamas County tripled from 9,260 to almost 30,000, pushing the new comers to develop the hilly land well away from the river and the Barlow Road. By the turn of the century wagon roads or "market roads" crossed the county, facilitating the transference of farm products to loading points along the railroad or to urban markets. Prior to the Progressive Era a few commercial operation had been established at Sandy, however, the decades after the turn-of-the-century would prove to be a time of rapid growth and development. 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Changes in agricultural buildings continued. Large barns were still constructed, but the most notable change was the introduction of buildings for large scale specialized farming, such as dairying, another important component of the Sandy-Boring economy. During the Depression the population remained constant and the towns remained as agricultural centers, but little construction occurred. Summer homes on Mount Hood are the notable exception. Here, diminutive cabins and commodious dwellings were often constructed with native materials in a hand-crafted manner. The interurban railroad suspended commuter service to Boring in 1932. Two years later service was curtailed to Gresham. In 1942 freight service was resumed to Gresham and Sandy. Since World War II, the Sandy-Boring area has witnessed dramatic changes. Most noteworthy is the conversion of agricultural land to suburban residential subdivisions. The construction of the Highway 26 through the study area has stimulated a host of suburban development from the north and west.

RESEARCH INFORMATION

✓ Title Records Sanborn Maps Obituaries City Directories	Census Records Biographical Sources Newspapers Building Permits	✓ Property Tax Records SHPO Files State Archives State Library	✓ Local Histories Interviews Historic Photographs
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Local Library: _____
Historical Society: _____

University Library: _____
Other Respository: _____

Bibliography:

Clackamas County Cultural Resource Inventory 1984. Oregon Department of Transportation, "Historic Highway Bridges of Oregon", 1988.