

STATE OF OREGON INVENTORY  
 HISTORIC SITES AND BUILDINGS  
 Oregon State Highway Department, Salem 97310

2. County Lane County  
 Town Florence, Ore.  
 Name (Common) Siuslaw River Bridge  
 (Historic) (same)  
 Original Use Bridge  
 Present Use Bridge  
 Present Owner State of Oregon  
 Date 1936 Style Draw Bridge  
 Source of Date C.B. McCullough  
 Architect C.B. McCullough, Bridge Engin.  
Arthur Jones, Resident Engineer  
 Builder Mercer-Fraser Co. for the  
State of Oregon

Site/Structure is historically significant to: Town County State Nation

Site/Structure has historical associations with the following themes:

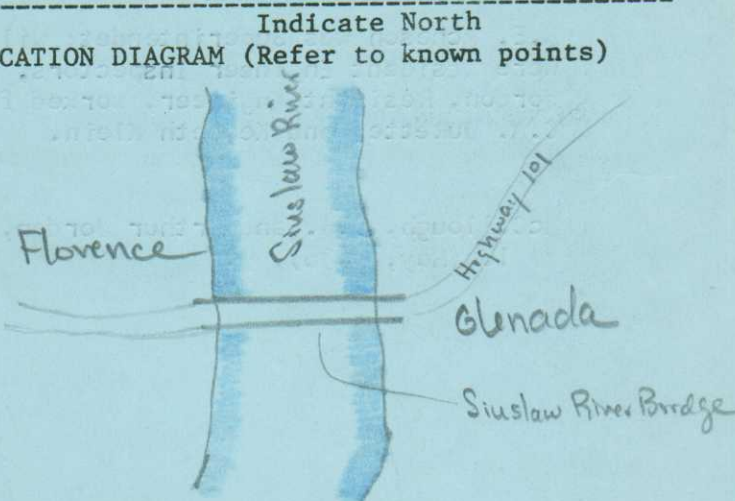
- |                        |                            |
|------------------------|----------------------------|
| Aboriginal man         | <u>Transportation/Com-</u> |
| Maritime exploration   | <u>munication</u>          |
| Overland exploration   | Military/Indian Affairs    |
| Fur trade              | Government                 |
| Missionary frontier    | Arts and Sciences          |
| Oregon Trail migration | Religion/Philosophy        |
| Mining frontier        | Social/Humanitarian        |
| Cattlemen's empire     | <u>movements</u>           |
| Agriculture            | Ethnic immigration         |
| Commerce/Industry      | <u>Travel/Recreation</u>   |
| Development town/city  | Conservation               |
| Other                  |                            |

3. CONDITION: Good Fair Poor Re-sited Altered Restored  
 (Site) Open Overgrown Developed Obliterated by  
 NEIGHBORING LAND USE: Commercial/Industrial Residential Blighted Undeveloped  
 SITE ENDANGERED BY ACCESSIBLE TO PUBLIC: Yes No  
 On what basis Free Access

4. DESCRIPTION

Frame: Wood Iron Steel  
 Wall cover: Rough-hewn timber  
 Lap/Tongue-in-groove siding  
 Brick/Stone masonry Concrete Glass  
 Stories: Basement 1 2 3 Attic  
 Roof: Gable Gambrel Hipped Mansard  
 Dormers Cupola Tower Spire Dome  
 Other  
 Chimneys: 1 2 3 4 Stone Brick  
 Interior trim:  
 Paneling: Milled Carved  
 Wainscot Baseboard Chair-rail  
 Interior Walls: Boards Brick Plaster  
 Ornament: Molded plaster Wood-carved  
 Decorative painting  
 Original: Fixtures Hardware Furniture  
 Stairs: Central stair-hall Straight flight  
 Geometric Dog-legged Double-return  
 Enclosed Wood Iron  
 Openings: Regular Irregular  
 Attachments: Simple Porch Double Piazza  
 One/Two-story portico Veranda(s)  
 Side/Center ell Wing(s) Shed  
 Outbuildings: Wood shed Bath/Cook house  
 Smoke house Carriage house Barn  
 Other  
 Landscaping: Formal Forecourt Informal  
 Date executed By

5. LOCATION DIAGRAM (Refer to known points)



Road or Highway Highway 101  
 Street and No.  
 Township 18<sup>N</sup>S Range 12<sup>E</sup>W Section 34  
 Recorded by Stephen Dow Beckham  
 For OCCDC and State Parks Division  
 Date 1 August 1974  
 Photo: Attached



PHYSICAL DESCRIPTION (Comment on original condition, alterations, and notable features)

The Siuslaw River Bridge is located one mile up river from the mouth of the stream and provides the south entrance to the city of Florence. It is a draw bridge of double-leaf steel bascule span that is operated by two fifteen horse power moters. When opened it provides a clear horizontal distance of 140 feet. The control mechanisms are housed in concrete piers at each corner of the draw span. At the north and south ends of the draw span are two arches, each 154 feet. Concrete viaducts connect the arch spans with the shore. That on the north is 478 feet long; that to the south is 650 feet long. Total bridge length is 1,650 feet. The roadway is 27 feet wide; on each side is a walkway of three and one-half feet.

HISTORICAL SIGNIFICANCE (Elaborate on the historical theme circled on front of form)

This bridge is one of a half dozen major engineer accomplishments in spanning coastal rivers for the opening of the Coast Highway (101) in the 1930's. The bridge replaced a ferry that had for many years connected Florence and Glenada. The bridge is 1,650 feet long. Bids were received on this project on June 7, 1934; the contract was awarded on July 25, 1934, to Mercer-Fraser Company of Eureka, California. Work commenced August 5, 1934. The bridge opened to traffic on April 1, 1936. The bridge was completed on April 10, 1936.

The contract cost was \$491,646. An average of 140 men worked on the project weekly. The bridge used 10,000 cubic yards of concrete, 40,800 lineal feet of piling, 200 tons structural steel, and 1,000 tons of reinforcing steel. Operating machinery and electrical installation cost sproximately \$40,000.

H.E. Acheson was Superintendent; William Pinkeny, H.W. Hopkins, and John Meagler were Resident Engineer Inspectors, for the Public Works Administration. Arthur Jordon, Resident Engineer, worked for the state. He was assisted by A.V. Benedict, C.A. DuRette, and Kenneth Klein.

SOURCES CONSULTED (Existing surveys, publications, records)

McCullough, C.B. and Arthur Jordan, "Siuslaw River Bridge," Oregon Motorist 16 (May, 1936), 9.

District-Site Boundaries \_\_\_\_\_

Approximate acreage of site \_\_\_\_\_

Location of current property title(s) \_\_\_\_\_

\_\_\_\_\_ County Assessor's Map No. \_\_\_\_\_ attached.



