

**CLACKAMAS COUNTY**  
**HISTORIC RESOURCES INVENTORY 1989-92**

HISTORIC NAME: **SANDY RIVER (LUSTED ROAD) BRIDGE**  
COMMON NAME: ~~Dodge~~ <sup>Dodge</sup> Park Bridge  
PROPERTY ADDRESS: Lusted Road at Sandy River  
OWNER: Clackamas County  
OWNER ADDRESS: 902 S. Abernethy Road, Oregon City, OR 97045  
RESOURCE TYPE: Structure  
PRESENT USE: Bridge  
ORIGINAL USE: Bridge  
THEME: Culture: Science and Engineering; Commerce and Industry:  
transportation and travel  
ARCHITECT/BUILDER: Robert E. Kremers, Engineer  
COUNTY: Clackamas  
QUAD: Sandy  
T/R/S: 1 4E 36  
TAX LOT: N/A  
ADDITION: N/A  
BLOCK: N/A  
LOT: N/A  
LOT SIZE: N/A  
ZONE: GT-40; GTD

SETTING: The Sandy River (Lusted Road) Bridge is located on Lusted Road at the Sandy River. On the south side of the bridge are a cluster of early 20th Century buildings, including the City of Portland Bureau of Water Works ensemble. The surrounding area is characterized by heavily wooded hillsides.

NOTEWORTHY LANDSCAPE FEATURES: None

NON-CONTRIBUTING FEATURES: None

RECORDED BY: Koler/Morrison  
DATE: December 1990

SHPO NO.: 1164



#### BRIDGE

DATE BUILT: 1926  
TYPE: Pin-connected iron-through truss  
PLAN/TYPE/SHAPE: N/A  
NO. OF STORIES: N/A  
FOUNDATION MATERIAL: Cement  
BASEMENT: N/A  
ROOF FORM AND MATERIALS: N/A  
WALL CONSTRUCTION/STRUCTURAL FRAME: N/A/Steel Girders  
PRIMARY WINDOW TYPE: N/A  
EXTERIOR SURFACING MATERIALS: N/A  
DECORATIVE FEATURES: Miniature ship's wheels; decorative flanges  
OTHER: None  
CONDITION: Good  
EXTERIOR ALTERATIONS (DATE): Unknown

## STATEMENT OF SIGNIFICANCE

Historic Name: **SANDY RIVER (LUSTED ROAD) BRIDGE**

Address: S.E. Lusted Road at the Sandy River

The Lusted Road Bridge is located at the Sandy Road. The resource may be evaluated as an example of a turn-of-the-century bridge.

## 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 Sandy River Bridge is significant. It was determined to be eligible for the National Register of Historic Places by the Oregon Department of Transportation in 1985. In the publication entitled Historic Highway Bridges of Oregon, authors Smith, Norman and Dykman describe the bridge as follows,

The bridge is:

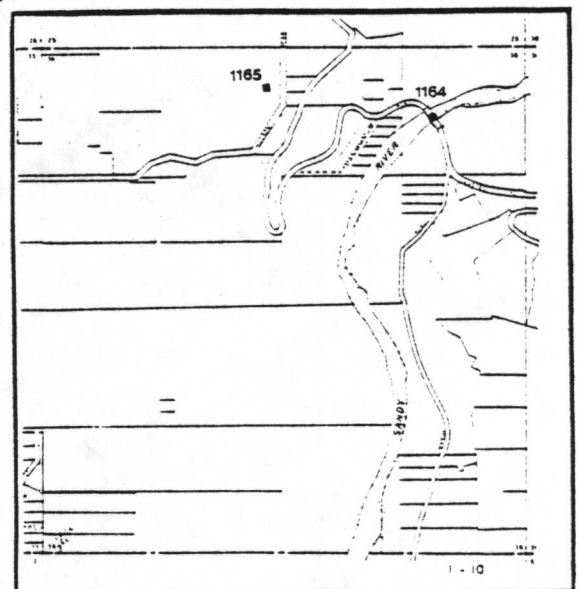
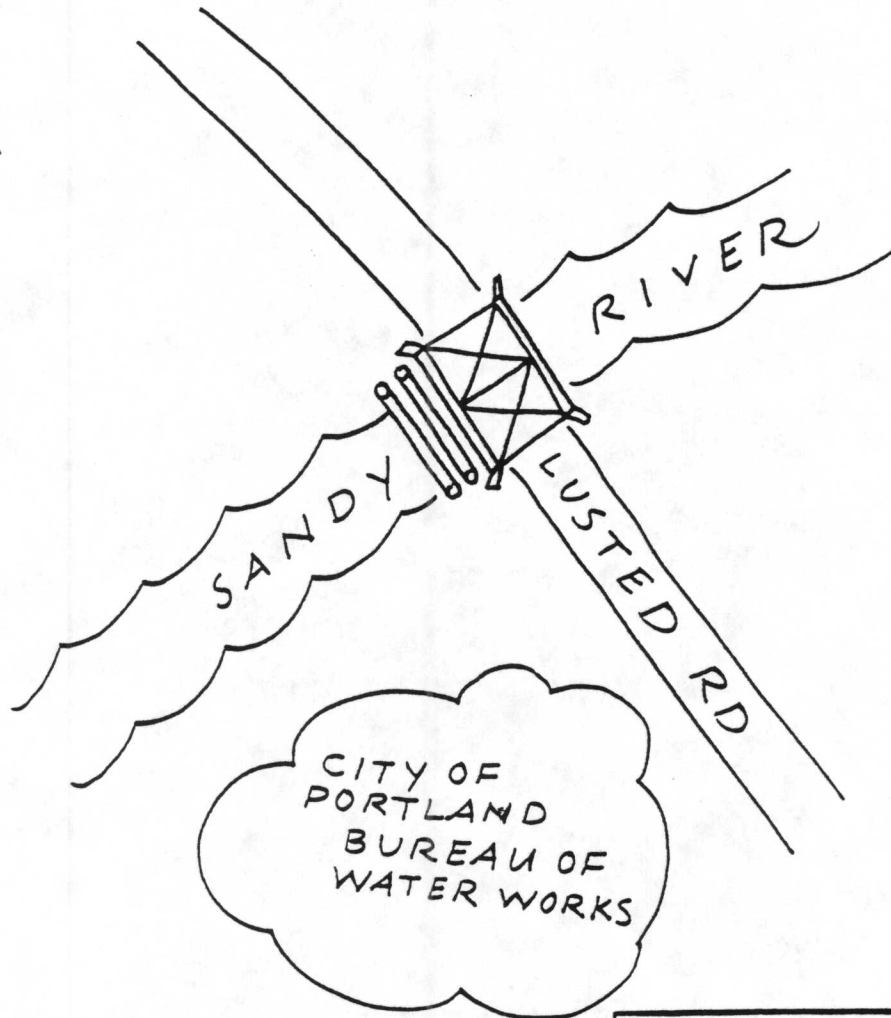
"One of only two remaining pin-connected trusses utilizing wrought iron members on Oregon's highway system, the Sandy River Bridge is an important example of the technology of a bygone era of bridge building. The structure exhibits ornamentation virtually unknown on later truss bridges. The entrance portals of this 300-foot Pennsylvannia-Petit truss have miniature ship's wheels and decorative flanges, derived from the structure's original location as part of the Burnside Bridge built in 1894 across the Willamette River in Portland. When the current Burnside Bridge was constructed in 1926, this is one of two spans of the original bridge relocated to Clackamas County. The Sandy River Bridge is located at Dodge Park, a Clackamas County park. This bridge is adjacent to a similar pin-connected wrought-iron truss carrying water lines, built by the Bullen Bridge Company in 1893."

In the Sandy-Boring study area, The Sandy River Bridge is one of two bridges on the Clackamas County Inventory built during the Motor Age (1914-1940).

Bibliography: Clackamas County Cultural Resource Inventory 1984.  
Oregon Department of Transportation, Historic Highway Bridges of Oregon, 1986.

# SITE PLAN AND VICINITY MAP

Historic Name: SANDY RIVER (LUSTED ROAD) BRIDGE  
Address: S.E. Lusted Road at the Sandy River



SHPO NO.: 1164



# Cultural Resource Survey Form:

CLACKAMAS COUNTY

T. D. NUMBER \_\_\_\_\_

## PHOTO INFORMATION:

ROLL: LXXXII  
FRAME: 13

STUDY AREA: SANDY/BORING  
LEGAL: T. 1 R. 4E SEC. 36  
TAX (LOTS): \_\_\_\_\_  
ZONE \_\_\_\_\_ SIZE \_\_\_\_\_

## IDENTIFICATION:

COMMON/HISTORICAL NAME: DODGE PARK BRIDGE #6580  
ADDRESS: 39800 S.E. Lusted Road AREA: DODGE PARK  
CURRENT OWNER: CLACKAMAS COUNTY USE: Bridge  
OWNER'S ADDRESS: 902 Abernethy Road, Oregon City, OR 97045  
ORIGINAL OWNER: \_\_\_\_\_ USE: Bridge  
AREA OF SIGNIFICANCE: TOWN: \_\_\_\_\_ COUNTY: X STATE: \_\_\_\_\_ NATION: \_\_\_\_\_

## HISTORIC INTEREST:

THEME: Transportation and Travel DATE: 1926  
DESCRIPTION: Replaced an earlier bridge (1893-94) at this site which was constructed of wrought iron.

## ENGINEERING INTEREST:

STYLE: Truss  
DATE: 1926 CONDITION: Fair ENGINEER: ROBT. E. KREMERS  
FEATURES: 300 foot. Iron through truss. Bays 25' on center. 23' roadway



## BIBLIOGRAPHY:

150

DATE: August 1984  
RECORDER: Pinger/Borge

1164

# Oregon Historic Site Record

LOCATION AND PROPERTY NAME					
<b>address:</b>	39800 SE Lusted Rd (approx) Sandy, Clackamas County (97056)	<b>historic name:</b>	Sandy River (Lusted Rd) Bridge		
<b>assoc addresses:</b>		<b>current/other names:</b>	Bridge #06580; Dodge Park Bridge		
<b>location descr:</b>	Sandy River	<b>block/lot/tax lot:</b>	N/A / N/A / 00190		
		<b>twshp/rng/sect/qtr sect:</b>	1S 4E 23 N/A		
PROPERTY CHARACTERISTICS					
<b>resource type:</b>	Structure	<b>height (stories):</b>		<b>total elig resources:</b>	1
<b>elig evaluation:</b>	eligible/significant			<b>total inelig resources:</b>	1
<b>prim constr date:</b>	1894	<b>second date:</b>	1926	<b>NR Status:</b>	Formally Determined Eligible
				<b>date indiv listed:</b>	05/02/1985
<b>primary orig use:</b>	Road Related (vehicular)		<b>orig use comments:</b>	Bridge	
<b>second orig use:</b>			<b>prim style comments:</b>	Pennsylvania Petit Truss	
<b>primary style:</b>	Utilitarian		<b>sec style comments:</b>		
<b>secondary style:</b>			<b>siding comments:</b>	Pin-connected iron through-truss	
<b>primary siding:</b>	Cast Iron		<b>architect:</b>	Kremers, Robert E	
<b>secondary siding:</b>			<b>builder:</b>		
<b>plan type:</b>	BRIDGE: Other				
<b>comments/notes:</b>					
Physical file located in MPS section under Group Name. Paired with water conduit bridge. Road bridge moved to this site [1926], formerly a part of earlier Burnside Bridge in Portland (Bull Run Bridge is the other) PEE Date: 10/15/1996; DOE: EC					
GROUPINGS / ASSOCIATIONS					
<b>Survey/Grouping Included In:</b>		<b>Type of Grouping</b>		<b>Date Listed</b>	<b>Date Compiled</b>
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					
<b>NR date listed:</b>	05/02/1985	<b>106 Project(s):</b>	None		
<b>ILS survey date:</b>	09/30/2007	<b>Special Assess Project(s):</b>	None		
<b>RLS survey date:</b>	12/01/1990	<b>Federal Tax Project(s):</b>	None		
ARCHITECTURAL / PROPERTY DESCRIPTION					
<i>(Includes expanded description of the building/property, setting, significant landscape features, outbuildings and alterations)</i>					
Road bridge moved to this site 1926 from Portland. One of two sections of the original Burnside Bridge still extant. Other is Bull Run River Bridge. Road Bridge: moved to this site:1926 TYPE: Pin-connected iron-through "Pennsylvania-Petit" truss FOUNDATION MATERIAL: Cement DECORATIVE FEATURES: Miniature ship's wheels; decorative flanges Water Line Bridge (Sandy River Conduit 2 & 4 Pipeline Bridge): DATE BUILT: 1893 TYPE: Pin-connected iron-through truss FOUNDATION MATERIAL: Cement DECORATIVE FEATURES: "Portland Water Works" pierced in steel, decorative finial cresting , decorative spike guards The Sandy River (Lusted Road) Bridges are located on Lusted Road at the Sandy River. On the southwest side of the bridges are a cluster of early 20th-century buildings, including the City of Portland Bureau of Water Works ensemble (SHPO#1981). On the southeast side of the bridges is the 1909 Dodge Park and distinctive c1935 restrooms (SHPO#1884). The surrounding area is characterized by heavily wooded hillsides.					
HISTORY					
<i>(Chronological, descriptive history of the property from its construction through at least the historic period - preferably to the present)</i>					
SUBJECT PROPERTY: The Lusted Road Bridges are located at the Sandy River. The resources may be evaluated as examples of turn-of-the-century bridges. From: Oregon Department of Transportation, Historic Highway Bridges of Oregon, 1986: "One of only two remaining pin-connected trusses utilizing wrought iron members on Oregon's highway system, the Sandy River Bridge is an important example of the technology of a bygone era of bridge building. The structure exhibits ornamentation virtually unknown on later truss bridges. The entrance portals of this 300-foot Pennsylvania-Petit truss have miniature ship's wheels and decorative flanges, derived from the structure's original location as part of the Burnside Bridge built in 1894 across the Willamette River in Portland. When the current Burnside Bridge was constructed in 1926, this is one of two spans of the original bridge relocated to Clackamas County. The Sandy River Bridge is located at Dodge Park, a Clackamas County park. This bridge is adjacent to a similar pin-connected wrought-iron truss carrying water lines, built by the Bullen Bridge Company in 1893." The Sandy River Bridge is significant. It was determined to be eligible for the National Register of Historic Places by the Oregon Department of Transportation in 1985. In the Sandy-Boring study area, the Sandy River Bridge is one of two bridges on the Clackamas County Inventory built during the Motor Age (1914-1940).					
RESEARCH INFORMATION					
✓ Title Records	Census Records	✓ Property Tax Records	✓ Local Histories		
Sanborn Maps	Biographical Sources	SHPO Files	Interviews		
Obituaries	Newspapers	State Archives	Historic Photographs		
City Directories	Building Permits	State Library			
<b>Local Library:</b>		<b>University Library:</b>			
<b>Historical Society:</b>		<b>Other Respository:</b>			
<b>Bibliography:</b>					
Clackamas County Cultural Resource Inventory 1984. Oregon Department of Transportation, "Historic Highway Bridges of Oregon", 1986.					