

**Historic
Resource
Inventory**
CITY OF PORTLAND, OREGON.



4-699-06900

6900 N. Philadelphia Avenue
QUARTER SECTION MAP #: 2121
North Portland Citizens Committee - St. Johns

ORIGINAL NAME: St. Johns Bridge

ORIGINALFUNCTION: Bridge

DATE BUILT: 1931

ARCHITECTURAL PLANS BY: Boblow, R., Robinson and Steinman Consulting
Engineers

ORIGINALOWNER: Multnomah County

DESIGNATION: Landmark

SPECIAL FEATURES AND MATERIALS:

Two-tower cable suspension bridge with Gothic treatment. Concrete
substructure, steel superstructure, cables and viaduct, concrete deck.

AREAS OF SIGNIFICANCE: Engineering, Development, Transportation

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Engineering: At the time it was built, the suspension span of 1207 feet was the longest of any kind west of Detroit. It was the largest steel strand suspension bridge in the world.

Development: Brainchild of St. Johns-area businessmen, the bridge replaced a ferry.

Transportation: In 1924 the Peninsula Bridge Company of St. Johns was organized to win public support for a high bridge across the Willamette River to connect the St. Johns and Linnton industrial areas. The ferry operating between the two towns was inadequate for the growing traffic of the area. A bond issue was approved in 1928 and the New York firm of Robinson and Steinman and selected to design the bridge. The resulting cable-suspension scheme with Gothic touches produced an aesthetically pleasing structure which proved economical to build, costing \$300,000 less than the \$4.2 million bond issue. The 1207 foot main span was for many years the longest bridge of its kind, and its 205 foot clearance made it one of the highest suspension bridges.

BIBLIOGRAPHY:

Portland Historical Landmarks Commission, inventory form.

MacColl, E. Kimbark, *THE GROWTH OF A CITY: POWER AND POLITICS IN PORTLAND, OREGON 1915 - 1950* (Portland, 1979).

Present owners, as of May 1981: Multnomah County

No Preservation Funding

Negative: 112-19

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