



Historic Property Inventory Report

Location

Field Site No. DAHP No. 32-00332

Historic Name: Spokane River Bridge

Common Name: Burlington Northern Railroad Bridge

Property Address: , Spokane, WA

Comments:

Tax No./Parcel No.

Plat/Block/Lot

Acreage

Supplemental Map(s)

Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T25R43E	17			Spokane	

Coordinate Reference

Easting: 2405870

Northing: 864282

Projection: Washington State Plane South

Datum: HARN (feet)



Historic Property Inventory Report

Identification

Survey Name: Legacy for City of Spokane Date Recorded: 01/01/1900
Field Recorder:
Owner's Name:
Owner Address:
City: State: Zip:
Classification:
Resource Status: Comments:
Within a District?
Contributing?
National Register:
Local District:
National Register District/Thematic Nomination Name:
Eligibility Status: Not Determined - SHPO
Determination Date: 1/1/0001
Determination Comments:

Description

Historic Use: Current Use:
Plan: Stories: Structural System:
Changes to Plan: Changes to Interior:
Changes to Original Cladding: Changes to Windows:
Changes to Other:
Other (specify):
Style: Cladding: Roof Type: Roof Material:
Foundation: Form/Type:

Narrative

Study Unit	Other
Date of Construction:	Builder: Engineer: Architect:

Property appears to meet criteria for the National Register of Historic Places:
Property is located in a potential historic district (National and/or local):
Property potentially contributes to a historic district (National and/or local):
Statement of Significance:



Historic Property Inventory Report

Description of
Physical
Appearance:
Major
Bibliographic
References:



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Photos



Historic Property Inventory Report

Location

Field Site No. ARP-01

DAHP No.

Historic Name: Spokane River Bridge

Common Name: Spokane River Railroad Bridge

Property Address: vicinity of Spokane, WA

Comments:

Tax No./Parcel No.

Plat/Block/Lot

Acreage

Supplemental Map(s)

Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T25R43E	17			Spokane	SPOKANE NW

Coordinate Reference

Easting: 2406486

Northing: 864577

Projection: Washington State Plane South

Datum: HARN (feet)



Historic Property Inventory Report

Identification

Survey Name: Avista Relicensing Project Date Recorded: 05/01/2004
 Field Recorder: ENTRIX, Inc.
 Owner's Name: BNSF Railway Co
 Owner Address: 2650 Lou Menk Drive, 2nd Floor
 City: Forth Worth State: TX Zip: 76161-0057
 Classification: Structure
 Resource Status: Comments:
 Determined Eligible - NPS
 Within a District? No
 Contributing?
 National Register:
 Local District:
 National Register District/Thematic Nomination Name:
 Eligibility Status: Determined Eligible - NPS
 Determination Date: 8/2/2005
 Determination Comments: see log 072805-04-FERC

Description

Historic Use: Transportation - Rail-Related Current Use: Transportation - Rail-Related
 Plan: Stories: Structural System: Steel
 Changes to Plan: Changes to Interior:
 Changes to Original Cladding: Changes to Windows:
 Changes to Other:
 Other (specify):
 Style: Cladding: Roof Type: Roof Material:
 Foundation: Form/Type:

Narrative

Study Unit	Other
Transportation	
Date of Construction:	1902 Built Date
	Builder: Union Pacific Railroad
	Engineer:
	Architect:

Property appears to meet criteria for the National Register of Historic Places: Yes
 Property is located in a potential historic district (National and/or local): No

Property potentially contributes to a historic district (National and/or local):

Statement of
Significance:

The City of Spokane grew significantly in population between 1880 and 1910, from 1,000 to 104,000 inhabitants, respectively. Spokane's proximity to the Spokane River and its location as a rail center and crossroads of stage and wagon routes facilitated industrial, commercial and residential development in the community. By 1900, Spokane had over 300 manufacturing and industrial facilities. Flour, livestock and meat were shipped nationally and abroad, and an abundance of warehouses were constructed along the Spokane River to supply towns in the region. Flour milling, in particular, was the city's first large-scale industry and economic driver for almost 75 years. The Spokane Falls served to power the flour mills, as well as irrigate thousands of acres in the Spokane Valley. (ENTRIX 2004)

The impact railroads had on the development of the Pacific Northwest's communities cannot be overstated, as historian Gordon Dobbs states "a classic instance is Spokane which became a true railroad hub" (Dobbs 1986:142). In 1880, prior to the arrival of the railroad, the little village of Spokane Falls had 350 residents. By 1900, the town's population was 19,922 (Schwantes 1989:197). This significant growth was directly related to the arrival of the railroads. Spokane was chosen as the terminus for the Northern Pacific line crossing the Rocky Mountains. Spokane was incorporated in 1881, the same year the Northern Pacific lines arrived. By 1887 the community began to prosper as mining in the Coeur d'Alene region began bringing miners to the area and Daniel Corbin, a local investor, constructed a railroad line to the mining district. In the mid-1880s the Northern Pacific also extended southward to the rich agricultural area of the Palouse, establishing Spokane as an agricultural center (Dobbs 1986:142-143; Schwantes 1989:198).

"In 1902, the Union Pacific Railway constructed this three-span riveted-through lattice-truss bridge over the Spokane River. The Spokane River Railroad Bridge is the oldest, and one of the two surviving examples of this bridge type within the State. It is significant as a representative of a bridge type commonly used during the mid-19th and early 20th centuries. Its truss configuration reflects the experimentation and evolution of short and moderate length truss design by demonstrating the complex system of triangulation practiced by bridge construction throughout the 19th century - a design which has now been replaced almost exclusively by two other 19th century designs. These include the simple system of verticals and diagonals of the Pratt truss, and the straightforward single system of triangles of the Warren truss (Soderberg 1979)."

Description of
Physical
Appearance:

"A three-span riveted through lattice truss, also termed a triple intersection Warren truss, was constructed over the Spokane River by Union Pacific Railroad in 1902. The single track bridge includes two (2) through plate girder approach spans (Soderberg 1979)."

The Spokane River Railroad Bridge is eligible for listing in the National Register of Historic Places (NRHP) under Criterion C for its architectural and engineering design. It has no known associations with historically significant events or persons; therefore, it is not eligible under Criteria A or B. It is not likely to yield information important to history or prehistory; therefore, it is not eligible for listing in the NRHP under Criterion D.

Major
Bibliographic
References:

Dobbs, Gordon B.

1986 *The American Northwest: A History of Oregon and Washington*. The Forum Press, Inc., Arlington Heights, Illinois.
ENTRIX, Inc.

2004 *Cultural Resources Overview for the Spokane River Hydroelectric Relicensing Project*. Prepared for Avista Corporation.
Schwantes, C.

1989 *The Pacific Northwest: An Interpretive History*. University of Nebraska Press, Lincoln, Nebraska.
Soderberg, Lisa

1979 *Spokane River Bridge HAER Inventory Form*. Department of the Interior, Washington, D.C.



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Photos



Bridge across Spokane River