**Location**

**Field Site No.** 1746.04-1

**Historic Name:**

**Common Name:** Bridge Camp Bridge

**Property Address:** , Enumclaw, WA

**Comments:**

**Tax No./Parcel No.** King: 3320089001; Pierce 00819041002

**Plat/Block/Lot**

**Acreage**

**Supplemental Map(s)**

<table>
<thead>
<tr>
<th>Township/Range/EW</th>
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<td>Pierce</td>
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**Coordinate Reference**

**Easting:** 1317858

**Northing:** 673307

**Projection:** Washington State Plane South

**Datum:** HARN (feet)
Identification

Survey Name: 1746.04 HFM Bridge Camp Bridge  
Date Recorded: 03/08/2011

Field Recorder: Jennifer Gilpin; Justin Butler, Jennifer Gebhardt

Owner's Name: White River Forest LLC c/o Hancock Forest Management

Owner Address: 17700 SE Mill Plain Blvd

City: Vancouver  
State: Washington  
Zip: 98683-7580

Classification: Structure

Survey/Inventory

Within a District? No

Contributing? No

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: Transportation - Rail-Related  
Current Use: Transportation - Road-Related (vehicular)

Plan: Rectangle  
Stories: 1

Changes to Plan: Unknown

Changes to Original Cladding: Unknown

Changes to Other: Not Applicable

Other (specify):

Style: Other - Utilitarian

Foundation: Bridge - Prat Truss

Cladding: Metal

Roof Type: None

Roof Material: None

Narrative

Study Unit

Transportation  
Manufacturing/Industry

Date of Construction: 1902 Built Date  
Builder: American Bridge Company of New York

Engineer:

Architect:
The Bridge Camp Bridge, constructed in 1902, is an example of a turn-of-the-century logging railroad bridge that during the 20th century was converted for use first by logging vehicles and later recreational vehicles. The bridge was constructed by the American Bridge Company of New York, according to a plaque on the northeast inclined end post. The American Bridge Company was first founded in 1870, in Chicago Illinois, and operated independently until 1900. In this year, J. P. Morgan consolidated 27 companies into the American Bridge Company, which commanded more than 90% of the U.S. bridge construction market and is notable for the design and construction of significant large-scale bridge projects as well as the construction of iconic building projects nationwide. Over the next several decades, the American Bridge Company proved itself a powerhouse in construction, building the Chrysler Building (1929), the Empire State Building (1931), the San Francisco-Oakland Bay Bridge (1932), and the Boeing 747 manufacturing plant (1968) (American Bridge Company 2011a). In all, the company has constructed 14 bridges over the Columbia and its tributaries, and as a part of the United States Steel Corporation (from 1901-1987), had roles in establishing railroads throughout the country and abroad (American Bridge Company 2011b). Bridge Camp Bridge was almost certainly constructed to transport logging trains and associated machinery across the White River. The White River Lumber Company (WRLC) and the Weyerhaeuser Timber Company (Weyerhaeuser) owned the section in which the bridge is located, and were likely responsible for the expansion of logging transportation routes through the vicinity. In 1897, Carl Hansen and his sons, with Louis Olson and Alexander Turnbull, founded the White River Lumber and Shingle Company, which soon became the White River Lumber Company. By 1910, the mill employed 500 people and would soon become one of the area's most influential businesses (Andrews 1998; Poppleton 1976:33). In 1900, Frederick Weyerhaeuser purchased 900,000 acres of timberlands in Washington State from railroad magnate James J. Hill in one of the largest land transactions in American history. He incorporated the Weyerhaeuser Timber Company, now known as the Weyerhaeuser Company, shortly afterward. The company purchased additional land over the next few years, owning 1,500,000 acres by 1903 (Becker 2006). In 1929, the WRLC and Weyerhaeuser joined in the incorporation of “a new White River Lumber Company”. In 1930 and 1931, the "new" WRLC enlarged their plant in Enumclaw, with allowed Weyerhaeuser to cut and mill their local (i.e., White River) timber more conveniently (Hidy et al. 1963:410-411). According to the 50th Anniversary Special Edition of the Enumclaw Courier Herald, the WRLC continued to utilize railroad logging to at least 1950, because it “had the advantage of being able to use powerful... steel-spar skidders, which could yard out timber from over 1,000 feet off...” (1950:3). The WRLC merged with the Willapa Harbor Lumber Mills (another Weyerhaeuser subsidiary) in 1949, more firmly embedding itself into Weyerhaeuser (Andrews 1998; Hidy et al. 1963:559; Poppleton 1976:33). Weyerhaeuser has been and continues to be one of the County's influential industries, and the company owned the King County portion of the Project area until 2002, when it was sold to the White River Forest, LLC (care of Hancock Forest Management). Although the Bridge Camp Bridge is the product of collaboration between the American Bridge Company and either Weyerhaeuser or the WRLC (or potentially both), HRA recommends that the bridge is most likely not eligible for listing in the NRHP or either county register, due to diminished integrity and lack of distinctive characteristics.
Due to its position in forested lands, within a currently-logged forest, the bridge retains integrity of location, setting, feeling, and association. While the framework of the bridge appears to have been well maintained in its 109-year existence, showing a high degree of integrity of workmanship, elements of the bridge, most noticeably the decking and support pilings have been replaced. It is uncertain from visual analysis if the materials utilized in replacing these elements are of the same construction and finish as the original features that have been replaced. It is also uncertain, at this time, when the bridge was converted from its original railroad function to support logging trucks. HRA was unable to obtain any schematics, drawings, or plans depicting the original construction of the bridge and later episodes of replacement and/or repair of its character-defining features.

While the bridge does not appear to retain enough integrity to be eligible for listing in the NRHP or county registers, it is recommended eligible for listing in the WHR. The WHR requires a "high to medium" degree of integrity. The bridge is recommended eligible for inclusion in the WHR under the third criteria due to its association with the logging industry, and particularly the highly significant Weyerhaeuser Company, and the fact that it was constructed by the nationally renowned American Bridge Company. Both the White River Timber Company and Weyerhaeuser Timber Company may have utilized the bridge over time and contributed to its repairs and upgrades. In addition, this bridge represents an important economic link from the forests to the logging industry, particularly in Enumclaw but elsewhere in Pierce and King Counties.

It is uncertain how many logging-related railroad bridges from the early 1900s still exist in the state, but the form of the structure is common. It is unlikely that a more thorough study of the bridge, if primary documentation of its construction could be found, will contribute any further understanding of railroad- or truck-loggin activities in Washington State.
### Description of Physical Appearance:

This bridge is an example of a Pratt "pony truss" bridge. It is comprised of six sections, each 25 feet (ft) long, separated by five vertical supporting beams (approximately 23 ft high). The bridge truss is composed of an iron frame and supports, and additional supports of treated wood. The iron frame includes upper and lower chords (23.25 inches [in] wide), diagonal members with and without tension (4 by 1-in and 6 by 1.5-in, respectively), vertical posts (12 by 12-in) on the upper truss; five floor beams and six sets of two stringers; bottom lateral bracing; and metal anchor structures positioned on both banks. Treated wood beams and piles are also located at either bank.

The diagonal support beam on the east bank, north side of the bridge, indicates that it was constructed by the "American Bridge Company of New York, [U?]S.A. 1902." Four additional diagonal members (two on each side of the bridge, and located in the middle two sections) have tension. The floor beams extend 172 inches perpendicular to the direction of the bridge, connected by lateral bracing both above and below the 2 sets of stringers running the length of the bridge.

The main deck is comprised of 12 wooden beams (12-in by 6-in), laid parallel to the direction of the bridge, and has a width of 144 inches. It measures 152 feet long and is raised from the upper portion of lateral bracing by about 8 in and the lower chord by about 18.75 in. Each of the two side (or approaching) decks measures 131 inches wide and is comprised of 11 wooden beams (12-in by 4-in) laid parallel to the direction of the bridge. The entire bridge span, including the two approach decks, is 217 feet long. A 12 by 12-in guard rail runs along each side of the bridge.

The bridge is raised approximately 25 feet from the water line (measured in early March, 2011). The bridge supports vary from east to west side of the bridge. On the east side, the bank is buttressed by large subangular riprap, held together with an approximately 2-in diameter logging cable. On the riprap, approximately 6 to 7 cross-laid horizontal supports hold up the bottom chord of the bridge. The lowest two levels are perpendicular and parallel, 1-ft iron I-beams, supporting three 1 1/2-ft treated wooden beams. Over these lie two additional layers of four to five, 1-ft wooden beams supporting the iron bridge frame.

The east bank of the river, beneath the bridge, is also buttressed by large, subangular riprap. However, at this end the bridge is supported by a treated wooden framework of three ascending sets of seven vertical, 1-ft diameter pilings, braced by multiple diagonal 12 by 4-in beams. The top chord of this buttress is also wooden, comprised of six 12- by 12-in beams supporting the iron bridge frame and approach deck substructure. These support pilings have been replaced, due to deterioration and, very likely, natural disasters. One fragment of a piling and diagonal support was observed in the riverbed, potentially the result of flooding damage.

Two piles of potentially replaced and discarded bridge decking beams were observed within a few hundred feet southwest and southeast of the bridge. Upon closer examination of the current decking beams it was observed that the nails appear to be more modern in manufacture and likely produced within the past 30 to 40 years.
<table>
<thead>
<tr>
<th>Major Bibliographic References:</th>
<th>American Bridge Company</th>
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<tbody>
<tr>
<td>Andrews, Mildred</td>
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<tr>
<td>Becker, Paula</td>
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<td>Enumclaw Courier Herald</td>
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<td>Hidy, Ralph W., Frank Ernest Hill, and Allan Nevins</td>
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<td>Poppleton, Louise Ross</td>
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<td>1976 There is Only One Enumclaw. Published by the author. Available at Seattle Public Libraries, Seattle Room, Central Branch.</td>
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Photos

Bridge Camp Bridge, east approach deck and upper deck, looking west.
2011

South side of Bridge Camp Bridge, looking northeast.
2011

East approach deck, supports, looking northwest
2011

Bridge Camp Bridge, northeast diagonal end support, with "American Bridge Co... 1902" plaque
2011
Bridge Camp Bridge, bottom chord and bracing, looking west
2011

Bridge Camp Bridge, frame and stacked support at west approach, looking northwest
2011

East side of Bridge Camp Bridge, showing timber trestle supporting east approach, looking east
2011

Bridge Camp Bridge, closer view of stacked supports at west approach, looking northeast
2011
Bridge Camp Bridge, riprap beneath west end approach.
2011