

**United States Department of the Interior
Heritage Conservation and Recreation Service**

**National Register of Historic Places
Inventory—Nomination Form**

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

For HCERS use only

received JAN 9 1980

date entered MAR 13 1980

1. Name

historic Oregon Railway and Navigation Company Bridge (preferred)

and/or common Southern Pacific Railroad Bridge (Coburg Railroad Bridge)

2. Location

street & number SE of Coburg _____ not for publication

city, town Coburg vicinity of congressional district fourth

state Oregon code 41 county Lane code 039

3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture <input type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial <input type="checkbox"/> park
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational <input type="checkbox"/> private residence
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment <input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government <input type="checkbox"/> scientific
	<input checked="" type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial <input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> no	<input type="checkbox"/> military <input type="checkbox"/> other:

4. Owner of Property

name Southern Pacific Transportation Company

street & number 1 Market Plaza

city, town San Francisco _____ vicinity of state California 95113

5. Location of Legal Description

courthouse, registry of deeds, etc. Lane County Courthouse

street & number 125 East 8th Street

city, town Eugene state Oregon 97405

6. Representation in Existing Surveys

title _____ has this property been determined eligible? yes no

date _____ federal _____ state _____ county _____ local

depository for survey records _____

city, town _____ state _____

7. Description

Condition

excellent
 good
 fair

deteriorated
 ruins
 unexposed

Check one

unaltered
 altered

Check one

original site
 moved date 1907

Describe the present and original (if known) physical appearance

The Coburg Railroad Bridge spans the McKenzie River adjacent to the Armitage State Park along the Coburg Road between Eugene and Coburg, Oregon. The bridge was fabricated in 1887 (company unknown) for the Oregon Railway and Navigation Company. The OR&N originally erected the bridge over the John Day River in north central Oregon. By 1907 the bridge had become obsolete at the John Day location and was acquired that year by the Southern Pacific Railroad Company. The Southern Pacific during this period, 1906-1907, was replacing most of its early wooden bridges with iron structures. The relocation of what was then the John Day Bridge to Coburg was carried out by the American Bridge Company. The iron Coburg Bridge replaced an earlier wooden structure of a significant span, built in 1891 at the same location over the McKenzie.

The overall form of the Coburg Bridge is that of a long trapezoid. The bridge, constructed of rolled iron members, is a double-intersection Pratt through truss structure. It is riveted and pin-connected throughout. The bridge has a single clear span of 405 feet. The large trapezoidal truss consists of 16 panels each 25 feet in length. The overall breadth measures 25 feet and its height measures 44 feet from the top of the rails to the top of the superstructure. The railroad clearances measure 16 feet 8 inches horizontally and 18 feet 7 inches vertically. The entire structure rests on concrete supports; at the eastern bank are two iron-clad concrete piers and at the western bank the bridge is supported by one large rectangular concrete abutment.

The vertical frames of the bridge are braced by a diamond lattice pattern that is riveted in place. The end frames are also braced in this manner and are capped with decorative railings and date plates. All major horizontal, vertical and diagonal members are pin connected.

The bridge has been painted the standard railroad black in past years. It has not seen a fresh coat of paint in many years however and the paint has long since deteriorated on most surfaces and only remains in areas of the bridge protected from the weather. The overall appearance is rusty, but since the bridge is constructed of wrought iron, the rust has stabilized, and the structure is in sound condition otherwise.

The current status of the line which the bridge serves is inactive, and abandonment status is being considered by the Southern Pacific. With the present inactivity of the line there has arisen a community effort to develop the line, including the bridge, into a community recreation corridor for walking, jogging, and bicycling.

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400–1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500–1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600–1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700–1799	<input type="checkbox"/> art	<input checked="" type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input checked="" type="checkbox"/> 1800–1899	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input type="checkbox"/> 1900–	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates circa 1887

Builder/Architect Unknown

Statement of Significance (in one paragraph)

The Coburg Railroad Bridge achieves significance as a rare survival of truss bridge construction. The particular type of construction, the double-intersection Pratt through truss, is noteworthy as it was used in the first all-iron truss bridge ever constructed. That first bridge was erected over the Mississippi River at Glasgow, Missouri in 1879. The bridge pioneered the use of iron and later steel in truss bridge design and construction. The pin-connected truss designs, of which there were several, quickly began to replace the earlier composition, lattice and girder structures, in the 1870s. The new designs were to enjoy popularity over the following seventy years. The success of the design was due to at least three significant features: 1) the design reduced material and the number of members to a minimum necessary to carry the load. 2) manufacture and erection were greatly facilitated through the standardization of parts and assembly. 3) the life of the structure was increased while maintenance costs were reduced as a result of the use of iron. These three factors strongly reflect the ideals of industrialization during the Progressive Era of American History. The Coburg Railroad Bridge is one of the few remaining bridges of that era in the Pacific Northwest.

In addition to the construction type, additional details of particular note on the structure include diamond lattice bracing between all vertical frames, decorative head railings and date plates atop both entry frames.

The moving of the bridge in 1907 from the John Day River to the McKenzie River is a significant event. Apparently it was common practice amongst the frugal railroad companies of the time to move bridges rather than erect new ones continually. 1906–1907 saw the replacement of most of the wooden bridges and trestles on the Oregon lines with iron structures; several were moved from other locations both from inside the state and from other states as far away as Utah and Colorado. The covered wooden span that predated the present iron was one of the longest such structures ever built. It measured 380 feet overall and its main span was 260 feet.

The wooden structure built in 1891 was part of a spur line of the Springfield branch of the Southern Pacific which was extended in the early 90's for increased timber and agricultural production in the area. The replacement of the wooden structure in 1907 with the existing iron bridge became necessary to handle increased traffic and heavier loads.

The site and surroundings of the Coburg Railroad Bridge are quite significant and supportive in the historical sense. The Coburg Bridge spans the McKenzie River a few hundred feet below the original Spores ferry crossing. It was here that early traffic passing through the upper valley crossed the river. Spores Ferry began operation in 1847 and thereafter became an important factor in wagon train movement north and south. Jacob Spores was the initial operator of the ferry. He was assisted by George Armitage, who built the first boat for the ferry. Both men held land claims adjacent to the bridge site and both of their original houses are still standing, the Spores house on its original site and the Armitage house a few hundred feet from its original location. George Armitage settled his claim in 1848 and soon married Sarah Jane Stevens, daughter of Harrison Stevens who also held an original land claim next to the bridge site and more importantly was the first settler within the forks of the Willamette River, having arrived in 1847. Sarah Jane Stevens, later Mrs. Armitage, was the first white woman to cross the McKenzie River. She crossed on

9. Major Bibliographical References

Cooper, Theodore. American Railroad Bridges, New York: Engineering New Publishing Co., 1891.
 Jackson, Donald. Railroads, Truss Bridges and the Rise of the Civil Engineer, Civil Engineering ASCE, October 1977.
 Lane and Douglas County Historical Museums - Railroading Collections

10. Geographical Data

UTM NOT VERIFIED

Acreeage of nominated property 0.6887 acres

ACREAGE NOT VERIFIED

Quadrangle name Eugene East

Quadrangle scale 1:24000

UMT References

A

1	0	4	9	6	3	5	0	4	8	8	4	1	5	5
Zone		Easting				Northing								

B

Zone		Easting			Northing				

C

Zone		Easting			Northing				

D

Zone		Easting			Northing				

E

Zone		Easting			Northing				

F

Zone		Easting			Northing				

G

Zone		Easting			Northing				

H

Zone		Easting			Northing				

Verbal boundary description and justification Full width of Southern Pacific Railroad right of way at crossing of McKenzie River near Coburg in Lane County, Oregon, being 60 feet, more or less, for overall length of bridge to include abutments (approximately 480 feet) plus ten feet additional at either end, containing in all approximately 30,000 sq. ft., or 0.6887 acres.

List all states and counties for properties overlapping state or county boundaries

state	code	county	code

state	code	county	code

11. Form Prepared By

name/title Marc LaRoche

organization Student, University of Oregon School of Architecture & Allied Arts date June 4, 1979

street & number 3150 Portland Street telephone 503-344-7442

city or town Eugene state Oregon 97405

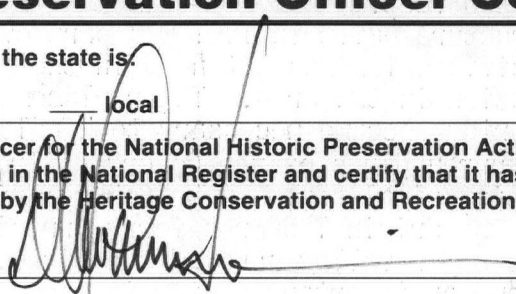
12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is.

national state local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the Heritage Conservation and Recreation Service.

State Historic Preservation Officer signature



title State Historic Preservation Designee

date January 2, 1980

For HCERS use only

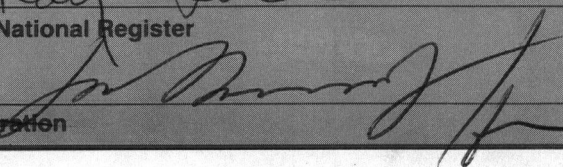
I hereby certify that this property is included in the National Register

W. Ray Luce

date 3/13/80

for Keeper of the National Register

Attest:



date 3/10/80

Chief of Registration

FHR-8-300A
(11/78)

UNITED STATES DEPARTMENT OF THE INTERIOR
HERITAGE CONSERVATION AND RECREATION SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

Southern Pacific Railroad Bridge

FOR HCRS USE ONLY	
RECEIVED JAN 9 1980	
DATE ENTERED	MAR 13 1980

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 1

December 25, 1847 at the site of the present railroad bridge.

Mr. Armitage, a carpenter from New York state, together with Mr. Stevens, built one of the first saw mills in the valley in 1849 at or near what was then Spores ferry.

Over the years the site continued to function as a significant point of crossing of the McKenzie. Spores ferry was first joined by the wooden railroad span, later replaced by the existing iron structure, which was later joined by the immediately adjacent Coburg Road Highway Bridge. Finally, much later, the interstate route 5 highway bridge a few hundred feet upstream was built.

The iron Coburg Railroad Bridge has served that crossing of the McKenzie for 72 years. The area retains much of its original rural and agricultural character. Armitage State Park which bounds the western edge of the property contributes greatly to the maintenance of the character.

Property Oregon Railway and Navigation Company
Bridge

80003332

State Or-Lane

Working Number 1-9-80 109

TECHNICAL

CONTROL

Photos 3

Maps 1

A regionally rare example of an early iron pin-connected double intersection Pratt through ^{truss} bridge built in 1887 but moved to present site in 1907 in response to growing volume of commercial timber harvests, near a traditional river crossing site.

HISTORIAN

Accept
J. Tomlin
3-10-80

ARCHITECTURAL HISTORIAN

ARCHEOLOGIST

OTHER

HAER

Inventory _____

Review _____

REVIEW UNIT CHIEF

BRANCH CHIEF

Accept 3/10/80
J. Tomlin

KEEPER

latter part of #8 largely irrelevant; more interesting would have been some info on post 1907 area history. otherwise good.

National Register Write-up _____

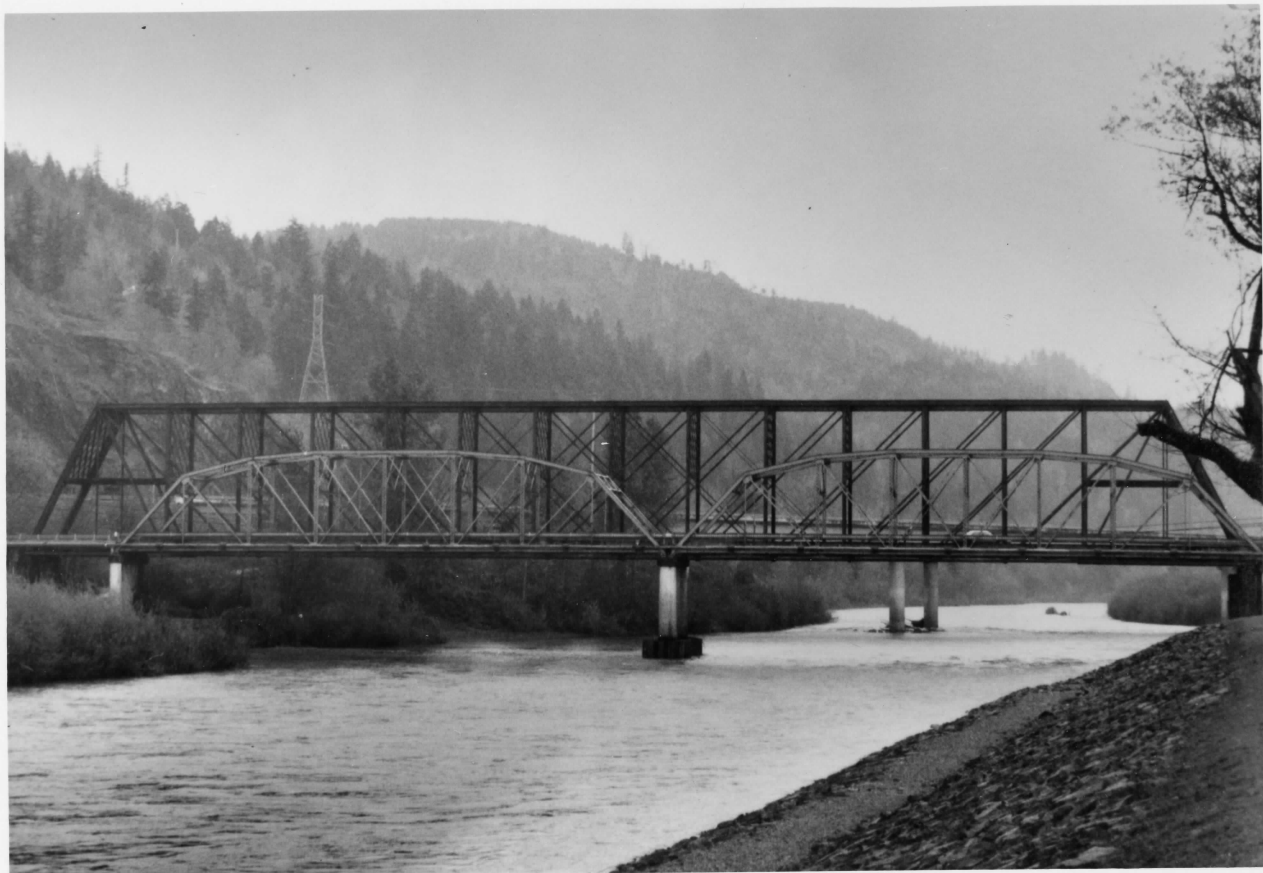
Send-back _____

Entered MAR 13 1980

Federal Register Entry 2-3-81

Re-submit _____

INT:2106-74



Oregon Railway & Navigation Company
Bridge
McKenzie River, Coburg vicinity
Lane County, Oregon

Marc LaRoche Photo, 1979
3150 Portland Street
Eugene, Oregon 97405

MAR 13 1980

1 of 3
View Looking East

JAN 9 1980



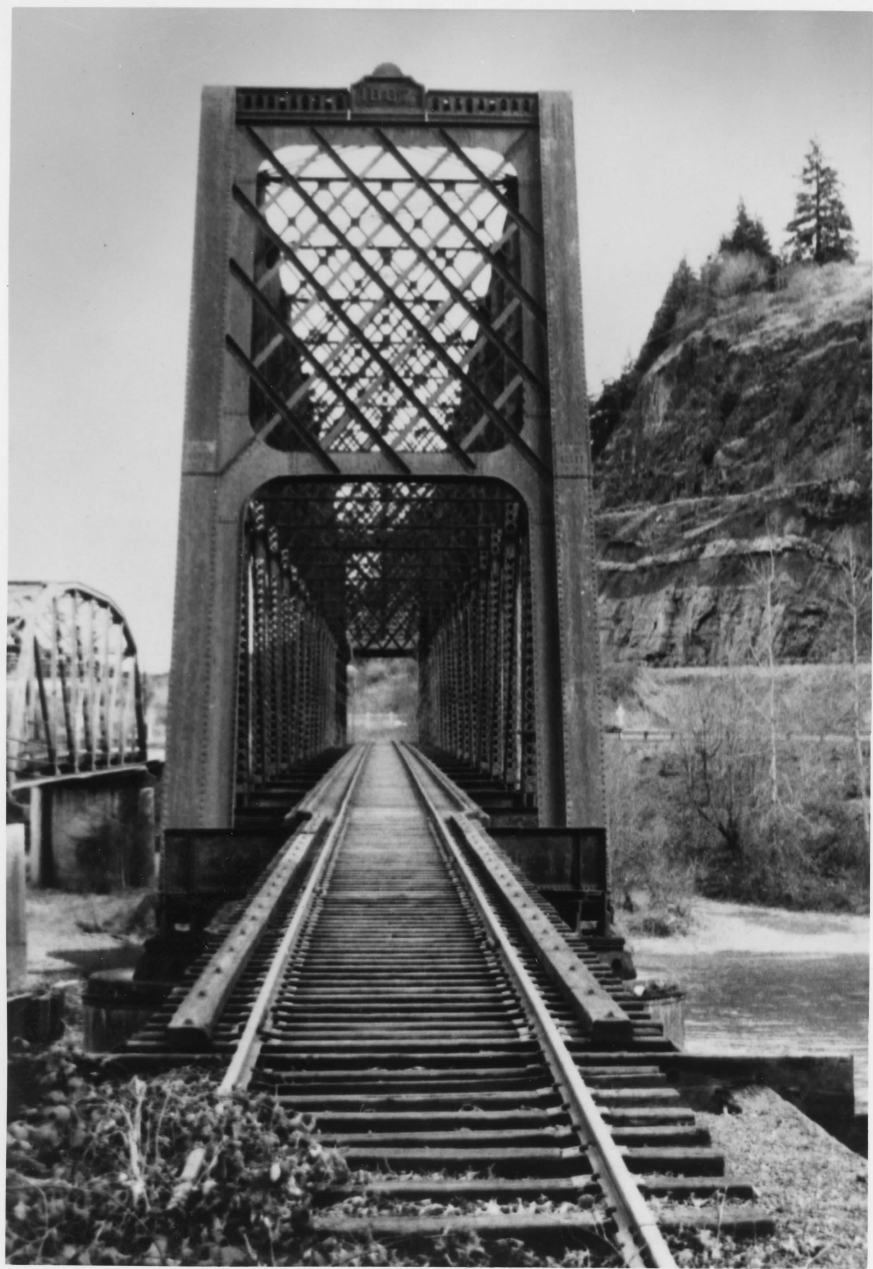
Oregon Railway & Navigation Company
Bridge
McKenzie River, Coburg vicinity
Lane County, Oregon

Marc LaRoche Photo, 1979
3150 Portland Street
Eugene, Oregon 97405

MAR 13 1980

East elevation
Looking Northwesterly

JAN 9 1980



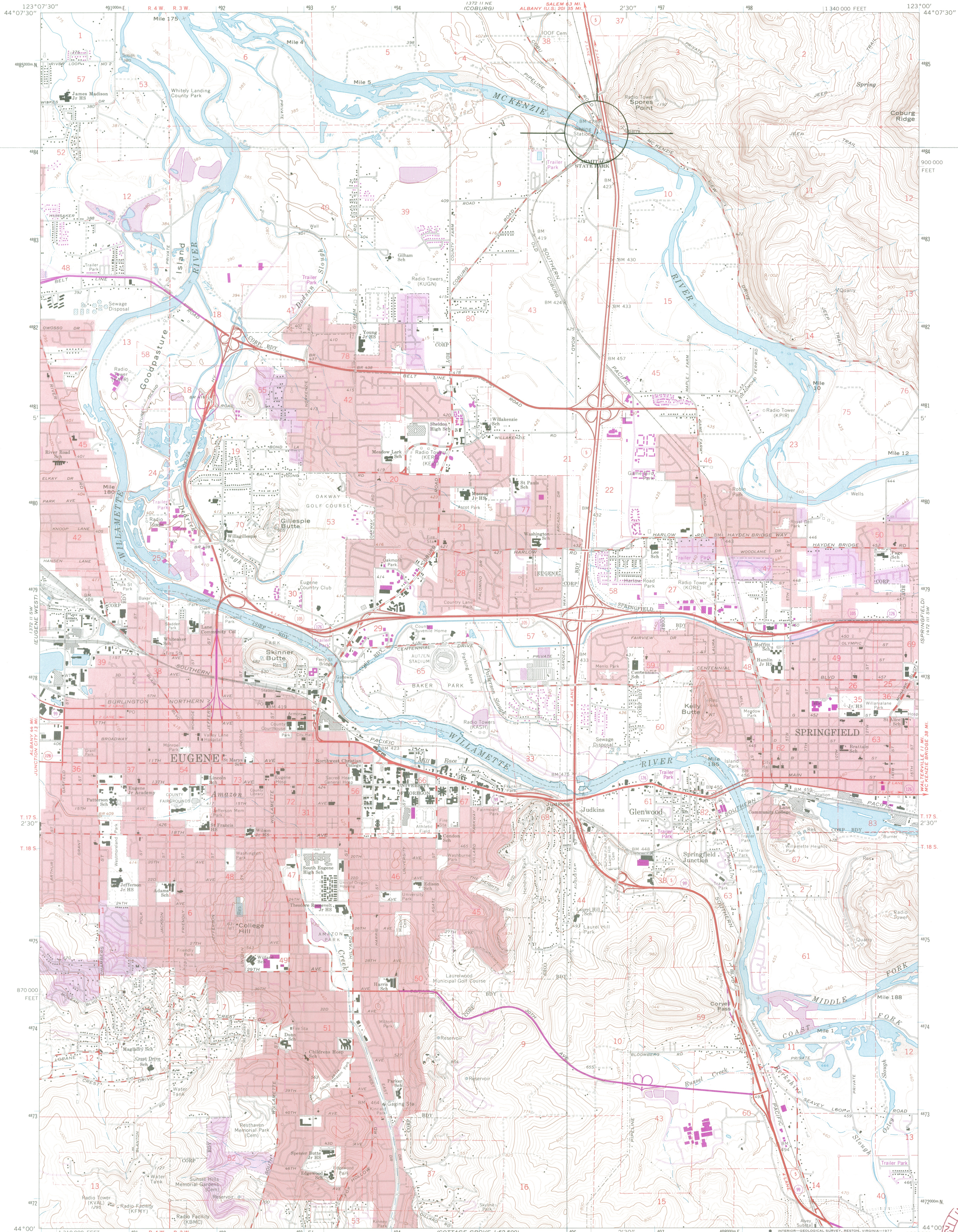
Oregon Railway & Navigation Company
Bridge
McKenzie River, Coburg vicinity
Lane County, Oregon

Marc LaRoche Photo, 1979
3150 Portland Street
Eugene, OR 97405

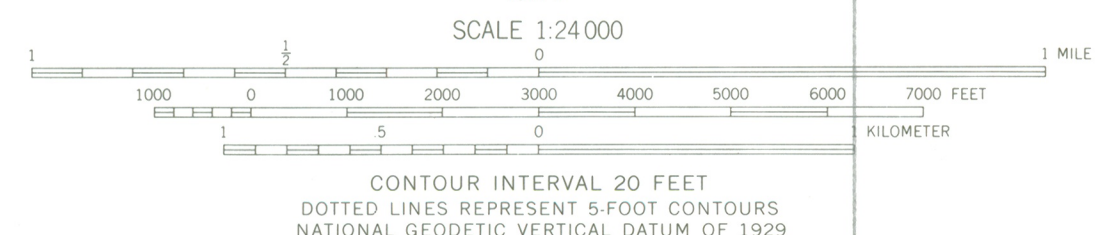
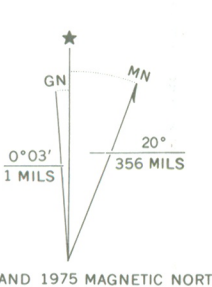
MAR 13 1980

South end view, looking North

JAN 9 1980



Mapped, edited, and published by the Geological Survey
Control by USGS, NOS/NOAA, and State of Oregon
Topography by photogrammetric methods from aerial
photographs taken 1965. Field checked 1967
Polyconic projection. 1927 North American datum
10,000-foot grid based on Oregon coordinate system,
south zone
1000-meter Universal Transverse Mercator grid ticks,
zone 10, shown in blue
Red tint indicates areas in which only landmark buildings
are shown
Fine red dashed lines indicate selected fence lines



ROAD CLASSIFICATION

Heavy-duty	Light-duty
Medium-duty	Unimproved dirt

○ Interstate Route ○ U.S. Route ○ State Route



THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

Revisions shown in purple compiled from aerial photographs
taken 1975. This information not field checked
Purple tint indicates extension of urban areas

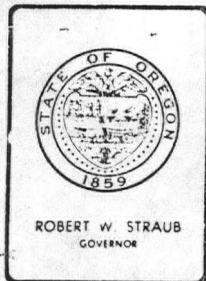
SOUTHERN PACIFIC RAILROAD
EUGENE EAST, OREG.
N4400-W12300/7.5
BRIDGE

1967
PHOTOREVISED 1975
AMS 1372 II SE-SERIES Y892



MAR 13 1980

10/496350/4884155



JAN 9 1980

Department of Transportation
STATE HISTORIC PRESERVATION OFFICE

Parks and Recreation Branch

525 TRADE STREET S.E., SALEM, OREGON 97310

August 20, 1979

Real Property Division
Southern Pacific Transportation Company
1 Market Plaza
San Francisco, CA 95113

Gentlemen:

This is to notify you that we are in receipt of a nomination which proposes the following property for inclusion in the National Register of Historic Places:

Southern Pacific Railroad Bridge
Coburg (McKenzie River)
Lane County, Oregon

Your comments on the proposed nomination are welcome. The nomination will be presented for review by the State Advisory Committee on Historic Preservation during its forthcoming meeting on October 23, at the Oregon State Capitol in Salem.

The National Register is maintained by the Heritage Conservation and Recreation Service. It lists buildings, structures, sites, districts and objects significant in American history, architecture, archeology and culture.

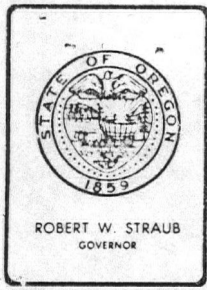
Under authority of the National Historic Preservation Act of 1966 (Public Law 89-665), entry in the National Register--by itself--does not require a property owner to grant the right of access to the public. It does, however, give the property some measure of protection from adverse effect by federally sponsored projects. Under certain circumstances, properties in the National Register are eligible for federal matching grants-in-aid for accurate restoration and for benefits under the Tax Reform Act of 1976 and the Oregon Property Tax Law of 1975. Final authority for acceptance of a property for entry in the National Register lies with the Heritage Conservation and Recreation Service in Washington, DC.

Further information on the National Register program may be obtained from this office at the following number: 378-5001.

Sincerely,

Elisabeth Walton Potter
Preservation Specialist

EWP:kc



Department of Transportation

JAN 9 1980

STATE HISTORIC PRESERVATION OFFICE

Parks and Recreation Branch

525 TRADE STREET S.E., SALEM, OREGON 97310

August 20, 1979

Mr. Marc LaRoche
3150 Portland Street
Eugene, OR 97405

Dear Mr. LaRoche:

This will acknowledge receipt of your National Register nomination form concerning the following property.

Southern Pacific Railroad Bridge
Coburg (McKenzie River)
Lane County, Oregon

Following is the next meeting of the State Advisory Committee on Historic Preservation during which the property may be presented for review.

Tuesday, October 23
Hearing Room C, Oregon State Capitol
Salem, Oregon
10:00 AM to 5:00 PM

In order that we may place the property on the agenda, please, if it is so indicated, supply any additional information which may be called for by an attachment.

You will be informed of the Committee's recommendation as promptly as possible. If approved, the nomination will be forwarded to the National Register of Historic Places for final action.

Sincerely,

Elisabeth Walton Potter
Historic Preservation Specialist

EWP:db

Marc: If this property is approved for nomination to the National Register on the 23rd, we shall not be able to send the nomination to Washington without black and white prints from your negatives which are at least 5 x 7 inches, or 8 x 10, whichever format you prefer.

Southern Pacific Land Company

2210

JAN 9 1980

Southern Pacific Building • One Market Plaza • San Francisco, California 94105 • (415) 362-1212

REAL ESTATE

IN REPLY PLEASE REFER TO
Abandonment

S. A. SUTFIN
GENERAL MANAGER, REAL ESTATE
R. E. MESICK
ASSISTANT GENERAL MANAGER, REAL ESTATE
C. W. JOHNSON
ASSISTANT TO GENERAL MANAGER, REAL ESTATE

September 25, 1979

*Ray
Adey*

Ms. Elisabeth W. Potter
Preservation Specialist
State Historic Preservation Office
Parks and Recreation Branch
525 Trade St., S. E.
Salem, OR 97310

Dear Ms. Potter:

Please refer to your letter of August 20, 1979, regarding proposed nomination of Southern Pacific Transportation Company's bridge crossing the McKenzie River, near Coburg, Oregon, to the National Register of Historic Places.

After reviewing this proposal, we feel that such a nomination is inappropriate and therefore Southern Pacific opposes the nomination of our structure to the National Register.

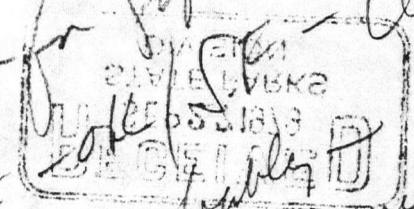
If you would like to discuss this matter further, please contact Mr. F. G. Ridley of this office on Extension 21504.

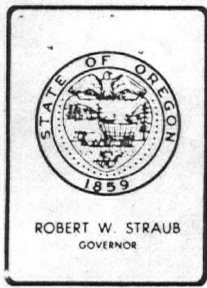
Very truly yours,

*R. E. Mesick with
\$1.00 etc.*

FGR/pat

*1-2-80
Ridley called
@ 3:45 pm
said
for gift
- but not
- hope if he has
- on drum.
- reluctantly agreed
- to not have
- caption*





JAN 9 1980

Department of Transportation

STATE HISTORIC PRESERVATION OFFICE

Parks and Recreation Branch

525 TRADE STREET S.E., SALEM, OREGON 97310

October 30, 1979

The Honorable Karl A. McDiritt
Mayor of Coburg
City Hall
Coburg, OR 97401

Dear Mayor McDiritt:

The State Advisory Committee on Historic Preservation has recommended nomination of the following property to the National Register of Historic Places:

Southern Pacific Railroad Bridge
McKenzie River
Coburg, Lane County, Oregon

Should you wish to comment on the proposed nomination, you are welcome to do so. We would appreciate having any comments in hand before the nomination is sent to Washington, DC about a month from now unless further action is suspended at the request of SPRR.

The National Register is maintained in Washington, DC by the Heritage Conservation and Recreation Service. It lists buildings, structures, sites and objects significant in American history, architecture, archeology and culture.

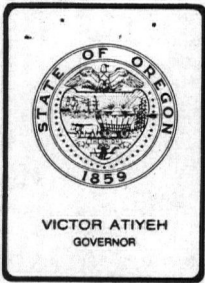
Under authority of the National Historic Preservation Act of 1966, entry in the National Register by itself does not require a property owner to grant the right of access to the public. It does, however, give the property some measure of protection from adverse effect by federally sponsored projects. Under certain circumstances, properties in the National Register are eligible for federal matching grants-in-aid for accurate restoration and for benefits under the Tax Reform Act of 1976 and the Oregon Tax Law of 1975. Final authority for acceptance of a property for entry in the National Register lies with the HCRS.

Further information on the National Register program may be obtained from this office at the following number: 378-5001.

Sincerely,

Elisabeth Walton Potter
Historic Preservation Specialist

EWP:ko



Department of Transportation
STATE HISTORIC PRESERVATION OFFICE

Parks and Recreation Division

525 TRADE STREET S.E., SALEM, OREGON 97310

Powers
NOTED
D. POWERS

JAN 9 1980

November 2, 1979

In Reply Refer to
File No.:

MR F. G. RIDLEY
REAL ESTATE DIVISION
SOUTHERN PACIFIC TRANSPORTATION CO
SOUTHERN PACIFIC BUILDING
1 MARKET PLAZA
SAN FRANCISCO CA 94105

Dear Mr. Ridley:

RE: Your Abandonment File

At the suggestion of Real Estate Division Assistant General Manager, R. E. Mesick, I am writing to notify you that, as announced, the State Advisory Committee on Historic Preservation reviewed the document proposing nomination of the following property to the National Register of Historic Places during a regular meeting on October 23, 1979.

Southern Pacific Railroad Bridge
McKenzie River
Coburg, Lane County, Oregon

Among materials presented for review by the Advisory Committee was a letter from Mr. Mesick dated September 25, 1979, which indicated that the Southern Pacific Company opposes the proposed nomination.

Because the 405-foot all-iron, double-intersection Pratt through truss with lattice bracing fabricated in 1887 is a rare and early example of its type, the Advisory Committee unanimously recommended to the State Historic Preservation Officer that the bridge be nominated to the National Register. As your records undoubtedly show, the bridge originally spanned the John Day River, having been fabricated for the Oregon Railway and Navigation Company. It was relocated to the Southern Pacific's McKenzie River crossing at Coburg in 1907.

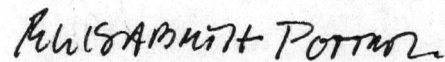
F. G. Ridley
November 2, 1979
Page 2

JAN 9 1980

As is customary, we should like to offer you an additional opportunity to comment before taking further action on the proposed nomination. If the Southern Pacific Company has specific concerns about the registration of the bridge, perhaps we should discuss them so that the State Historic Preservation Officer may have the benefit of your views in determining the appropriate action to take in this matter.

If questions arise concerning the National Register nomination process, I hope you will be in touch. I can be reached at the following number: 503 378-5001.

Sincerely,



Elisabeth Walton Potter
Preservation Specialist

EWP:js
cc: David G. Talbot
David Powers
Robertson E. Collins
Lewis L. McArthur
R.E. Mesick



STATE OF OREGON
Historic Preservation

378-5001

INTEROFFICE MEMO

JAN 9 1980

DEPT.

TELEPHONE

TO: The Files

DATE: December 10, 1979

FROM: Elisabeth Potter
Preservation Specialist *RWP*

NOTED
D. POWERS

SUBJECT: Southern Pacific Railroad Bridge, McKenzie River, Coburg Vicinity

On this date, December 10, 1979, I received a call from Lane County Commissioner Jerry Rust, who reported that he was negotiating with the Southern Pacific Transportation Company to halt plans to scrap the iron railroad bridge. He wants title transferred to County.

I explained to Commissioner Rust the status of the property in the National Historic Preservation program and pointed out that if, as is likely, the company is not using federal funds or licensing to accomplish its removal of the bridge, there would be no way our program could legally force the company to change its plans.

Commissioner Rust indicated that he was calling a number of parties throughout the state to inform them of the impending demolition. He had left word for a callback at Lewis McArthur's office in Portland.

Commissioner Rust's concern is that if the bridge is lost, the County's plans for a recreational trail are doomed for lack of a McKenzie River crossing at Coburg.

We agreed to keep each other posted. I said that our office was waiting for further comment from the company on the proposed nomination and that we had not fully decided whether or not the bridge would be nominated over the objections of the owner. If Commissioner Rust is successful in gaining County ownership of the bridge, the dilemma of whether or not to nominate would be solved, he pointed out.

Commissioner Rust's telephone: 687-4203

cc: David Talbot
David Powers
Jack Remington



Department of Transportation
STATE HISTORIC PRESERVATION OFFICE

Parks and Recreation Division

525 TRADE STREET S.E., SALEM, OREGON 97310

December 21, 1979

The Honorable Vance Freeman, Chairman
 Lane County Board of Commissioners
 Lane County Courthouse
 Eugene, OR 97401

In Reply Refer to
 File No.

Dear Commissioner Freeman:

The State Advisory Committee on Historic Preservation met in regular session at the State Capitol in Salem on Tuesday, December 18, 1979. Following discussion of the bridge at Coburg presently owned by Southern Pacific Railroad, the Committee unanimously passed the following resolution, which we were asked to share with the Lane County Board of Commissioners.

WHEREAS, the historic Oregon Railway and Navigation Company Bridge (1887) relocated at Spores Point on the McKenzie River in 1907 is one of the oldest iron bridges standing in Oregon, and

WHEREAS, the State Advisory Committee on Historic Preservation, in accord with provisions of the National Historic Preservation Act of 1966 and in accord with federal regulations governing administration of the 1966 act, did unanimously find the bridge to meet the criteria of the National Register of Historic Places on October 23, 1979, and

WHEREAS, the State Advisory Committee on Historic Preservation has declared its hope that every effort will be made to preserve the bridge, now,

THEREFORE, BE IT RESOLVED that the State Historic Preservation Officer is urged by this body to affix his signature to the nomination document and complete the formal process of nominating the bridge to the National Register of Historic Places as soon as possible.

At present, it is the feeling of the State Historic Preservation Officer, David G. Talbot, that the nomination proposing the bridge for inclusion in the National Register could be forwarded to Washington DC for final action as soon as it appears that the proposed transfer of title is agreeable to the parties concerned. It would be desirable, from the standpoint of the paperwork involved, to complete this action by the first of the new year, 1980.

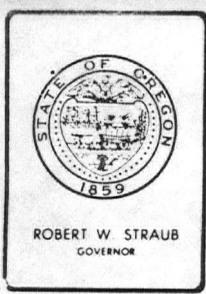
If questions concerning the Committee's resolution arise, I can be reached at the following number: 378-5001.

Sincerely,

ELISABETH POTTER

Elisabeth Walton Potter
 Preservation Specialist

cc: David Talbot Philip Dole
 Robertson Collins Lewis L. McArthur



JAN 9 1980

Department of Transportation
STATE HISTORIC PRESERVATION OFFICE

Parks and Recreation Branch

525 TRADE STREET S.E., SALEM, OREGON 97310

December 21, 1979

The Honorable Vern Meyer
Mayor of Springfield
City Hall
Springfield, OR 97477

Dear Mayor Meyer:

The State Advisory Committee on Historic Preservation met in regular session at the State Capitol in Salem on Tuesday, December 18, 1979. Following discussion of the bridge at Coburg presently owned by Southern Pacific Railroad, the Committee un-animously passed the following resolution, which we were asked to share with the City Council of Springfield.

WHEREAS, the historic Oregon Railway and Navigation Company Bridge (1887) relocated at Spores Point on the McKenzie River in 1907 is one of the oldest iron bridges standing in Oregon, and

WHEREAS, the State Advisory Committee on Historic Preservation, in accord with provisions of the National Historic Preservation Act of 1966 and in accord with federal regulations governing administration of the 1966 act, did unanimously find the bridge to meet the criteria of the National Register of Historic Places on October 23, 1979, and

WHEREAS, the State Advisory Committee on Historic Preservation has declared its hope that every effort will be made to preserve the bridge, now,

THEREFORE, BE IT RESOLVED that the State Historic Preservation Officer is urged by this body to affix his signature to the nomination document and complete the formal process of nominating the bridge to the National Register of Historic Places as soon as possible.

At present, it is the feeling of the State Historic Preservation Officer, David G. Talbot, that the nomination proposing the bridge for inclusion in the National Register could be forwarded to Washington DC for final action as soon as it appears that the proposed transfer of title is agreeable to the parties concerned. It would be desirable, from the standpoint of the paperwork involved, to complete this action by the first of the new year, 1980.

If questions concerning the Committee's resolution arise, I can be reached at the following number: 378-5001.

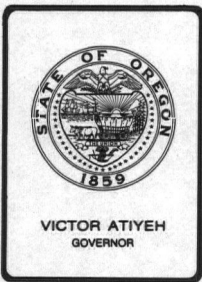
Sincerely,

Elisabeth Walton Potter

Elisabeth Walton Potter

Preservation Specialist

cc: David Talbot Philip Dole
Robertson Collins Lewis L. McArthur



Department of Transportation
STATE HISTORIC PRESERVATION OFFICE
Parks and Recreation Division
525 TRADE STREET S.E., SALEM, OREGON 97310

In Reply Refer to
File No.:

January 2, 1980

Ms. Carol D. Shull
Acting Keeper
National Register of Historic Places
U.S. Department of the Interior
440 G Street NW
Washington, D.C. 20243

CERTIFIED MAIL

Dear Ms. Shull:

On the Recommendation of the State Advisory Committee on Historic Preservation, I wish to nominate the following property to the National Register of Historic Places.

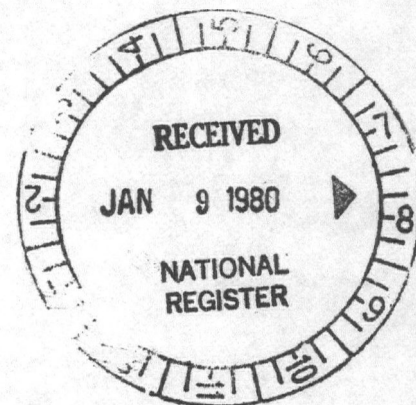
Oregon Railway & Navigation Company Bridge
McKenzie River, Coburg vicinity
Lane County, Oregon

The appropriate form bearing the signature of Deputy State Historic Preservation Officer David Powers is enclosed. Also enclosed for your information is correspondence on this nomination. I should like to point out particularly the resolution of the State Advisory Committee on Historic Preservation adopted during a regular meeting of the Committee December 18, 1979.

Sincerely,

David G. Talbot
State Historic Preservation Officer

DGT:EWP



OREGON STATE HISTORIC PRESERVATION OFFICE Telephone Report		DATE: January 2, 1980
		TIME: AM , PM
CALL <input checked="" type="checkbox"/> TO: <input type="checkbox"/> FROM:	ADDRESS:	
Staff of Commissioner Gerald Rust Commission Chairman Vance Freeman	Lane County Board of Commissioners Lane County Courthouse, Eugene OR 97401 687-4203	
SUBJECT, PROJECT NO., ETC: Oregon Railway and Navigation Company Bridge, Coburg vicinity		
On this date, in the absence of Commissioner Rust, Deputy State Historic Preservation Officer David Powers and I spoke to staff member Mackey, Commissioner Rust's office.		
DETAILS OF DISCUSSION:		
<p>Mr. Mackey confirmed that on December 19, 1979, the Lane County Board of Commissioners had voted unanimously (5-0) to acquire the McKenzie River Bridge at Coburg from Southern Pacific Railroad Company for consideration of \$1.00. Mr. Mackey will be mailing SHPO a copy of the Commission minutes covering this action.</p> <p>Mr. Mackey reported that the bid opening for demolition contract is Jan. 16. He said that railroads are obligated to give local governments right of first refusal in abandonment cases. Both the Lane County Board of Commissioners and the City of Springfield had expressed interest in this abandonment. His sense of SPRR's strategy is to push the local governments into action so that SPRR can get out from under the liability as soon as possible.</p> <p>In the afternoon I spoke with Vance Freeman, Chairman of the Lane County Board of Commissioners, in order to confirm that the County was willing to accept title to the bridge. Mr. Freeman said that the County's action on December 20 (note discrepancy in date of action; Dec. 20 is more consistently the reported date of action) was contingent upon several factors:</p> <ol style="list-style-type: none"> 1. That the cost of acquisition would not exceed \$1.00. 2. That the County's liability would not be prohibitive. 3. That the County could find funds to re-deck the bridge. 4. That the County could afford to demolish the bridge if it proved too great a liability or maintenance problem in the future. <p>I asked Commissioner Freeman whether or not he would be comfortable with our forwarding the nomination at this time. He said that the County had had clear urging to accept title to the bridge from various groups, and that, barring any serious problems resulting from investigation of the above points, Lane County would be ready to take title to the bridge. I asked whether or not we had a green light to go ahead with nomination in light of these conditions, and he replied yes. I had taken time to run through pluses and minuses of registration, most of which confirmed what the Commission understood.</p>		
NAME OF PERSON PLACING/RECEIVING CALL:	TITLE:	OFFICE:
Elisabeth Potter <i>MJP</i>	Nominations special _{ist}	SHPO

P.S. See also the penciled notes made by State Historic Preservation Officer David G. Talbot on this date on basis of telephone conversation with representatives of the Southern Pacific RR Co. Real Estate Division, San Francisco.

ENTRIES IN THE NATIONAL REGISTER

STATE OREGON

Date Entered MAR 13 1980

Name

Location

Oregon Railway and Navigation Company Bridge

Coburg vicinity
Lane County

Also Notified

Honorable Bob Packwood

Honorable Mark O. Hatfield
Honorable Jim Weaver

State Historic Preservation Officer
Mr. David G. Talbot
State Parks Superintendent
525 Trade Street SE
Salem, Oregon 97310

NR Byers/bjr 3/18/80

For further information, please call the National Register at (202)343-6401.