OMB Control No. 1024-0018
expiration date 03/31/2026

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form.* If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property

Historic name: Clearwater River Camas Prairie Railroad Bridge
Other names/site number: _____
Name of related multiple property listing:
N/A
(Enter "N/A" if property is not part of a multiple property listing

2. Location

Street & number: U.S. Highway 12/Clearwater River
City or town: Lewiston State: Idaho County: Nez Perce
Not For Publication: N/A Vicinity: N/A

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this X nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property X meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___national ___statewide X local
Applicable National Register Criteria:

X A ___B ___C ___D

Tricia Canaday 7-31-25

Signature of certifying official/Title: Tricia Canaday, Deputy SHPO Date

Idaho State Historic Preservation Office

State or Federal agency/bureau or Tribal Government

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official: **Date**

Title: **State or Federal agency/bureau or Tribal Government**

4. National Park Service Certification

I hereby certify that this property is:

___ entered in the National Register

___ determined eligible for the National Register

___ determined not eligible for the National Register

___ removed from the National Register

___ other (explain:) _____

Signature of the Keeper Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

Private: ☐

Public – Local ☐

Public – State ☒

Public – Federal ☐

Category of Property

(Check only **one** box.)

Building(s) ☐

District ☐

Clearwater River Camas Prairie Railroad Bridge
Name of Property

Nez Perce County, Idaho
County and State

Site	☐
Structure	X
Object	☐

Number of Resources within Property
(Do not include previously listed resources in the count)

Contributing	Noncontributing	
1		buildings
		sites
1		structures
		objects
2	0	Total

Number of contributing resources previously listed in the National Register N/A

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6. Function or Use
Historic Functions
(Enter categories from instructions.)

Transportation, Railroad-related

Current Functions
(Enter categories from instructions.)

Transportation, Railroad-related

7. Description

Architectural Classification
(Enter categories from instructions.)
OTHER: vertical lift, Warren truss

Materials: (enter categories from instructions.)
Principal exterior materials of the property: concrete and steel

Narrative Description
(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with **a summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The Clearwater River Camas Prairie Railroad Bridge is a multi-span steel lift and Warren truss bridge completed in 1908 by the railroad contractor firm, Erickson & Peterson, and modified by the Willamette-Western Corporation in 1975. Located in Lewiston, Idaho, the bridge spans the Clearwater River and a section of U.S. Highway 12 north of downtown. The 908' long and 18'wide (out to out) bridge features five spans of various material, length, and style. The latter includes components of two types of movable bridge spans, the first being a swing span from 1908 and the other is a vertical lift span from 1975. Following its original construction in 1906-1908, the bridge underwent major alterations as part of the Lower Snake River Project in 1975 and retains integrity across the seven aspects from this later period. The bridge remains in active use and clearly conveys its original function as a railroad crossing, historic associations with the development of the Port of Lewiston, and multiple periods of construction.

Narrative Description

Location and Setting

The Clearwater River Camas Prairie Railroad Bridge is located over the Clearwater River in the northwestern part of Lewiston, Idaho (2023 population 34,836). Located in northern Idaho adjacent to southeastern Washington State, Lewiston is the county seat of Nez Perce County and is situated at the confluence of the Clearwater and Snake rivers. It is the third largest city in northern Idaho (behind Coeur d'Alene and Post Falls) and serves as an important trade center due to its proximity to surrounding agricultural areas, including the Palouse, and by virtue of its inland seaport, the Port of Lewiston. Dams and locks on the Snake and Columbia rivers make Lewiston

navigable by certain ocean-going vessels, and the city is both the state's only seaport and the furthest inland port linked to the Pacific Ocean. Boise, the state capital, lies approximately 267 miles to the southeast.

The west-flowing Clearwater River is nearly 75 miles in length and runs through north-central Idaho. It begins in the Bitterroot Mountains near the Idaho-Montana border and flows westward to the confluence of the Snake River at Clarkston, Washington and Lewiston where it defines the northern border of the latter city. The north-flowing Snake River is around 1,080 miles long, traveling from near the southern border of Yellowstone National Park in Wyoming, west across southern Idaho, and north through Hells Canyon to form the state's boundaries with Oregon and Washington. Following its confluence with the Clearwater River, the Snake River turns west into Washington and ultimately empties into the Columbia River at Burbank.

Located to the east of the confluence of the two rivers, the Clearwater River Camas Prairie Railroad Bridge is situated north of downtown Lewiston. Its immediate surroundings, aside from the Clearwater River over which it crosses, consist of the levees along the north and south banks of the river, adjacent industrial areas, and vacant land. The levee at the north side of the bridge is largely unimproved and serves as a quiet recreational area for local fisherman while the U.S. Highway 12, a major route through the region, passes under the southern span of the bridge as it runs parallel to the south bank of the river through the city. The top of the south levee serves as a walking trail with a paved asphalt path. The railroad tracks crossing the bridge approach from the northwest and southeast, accessing the former Lewiston Depot (NRHP #73000687) and points beyond in either direction.

Bridge Description

The Clearwater River Camas Prairie Railroad Bridge is located over U.S. Highway 12 and the Clearwater River north of downtown Lewiston, Idaho. This multi-span reinforced concrete steel lift and Warren truss bridge is the product of two distinct periods of construction, the first dating to 1908 and the second to 1975. Oriented roughly north-south, the bridge is 908' long and 18' wide (out to out). Its superstructure is comprised of five spans, which vary in length, material, and style. The latter includes components of two types of movable bridge spans, the first being a swing span from 1908 and the other is a vertical lift span from 1975. The bridge accommodates a standard gauge railroad line with wood ties and steel tracks.

South Approach, Two Southern Spans

The south approach of the bridge consists of a raised earthen embankment, a concrete abutment, and a 68' concrete and steel span with metal railings that spans U.S. Highway 12. Immediately to the south of the concrete abutment, a bridge master's house is located on the east side of the raised earthen embankment. This two-story building is rectangular in plan with corrugated metal siding and a deeply projecting flat roof that is also clad in corrugated metal siding. It rests on a concrete slab foundation that is supported by concrete piers on the east side due to the slope of the embankment. The fenestration on the first level is a west-facing metal door, a vent on the north elevation, and a window and small vent on the east elevation. The south elevation lacks

fenestration. A ribbon of windows wraps around the second story. Each of the windows consists of an upper one-over-one above a bottom awning window. The concrete and steel span features a concrete cast-in-place deck span with steel girders. Metal tube railings sit along either side of the superstructure. North of this span is a 150' long, riveted Warren through truss span with wood decking and steel girders. This span immediately adjoins the 300' long vertical lift span to the north.

1975 Vertical Lift Span

The vertical lift span is composed of two towers with concrete counterweights that have steel casings. At the top of these towers is the machinery for lifting the span, which is protected by metal encasements with metal windows. The towers lift the span to an 80' vertical clearance above pool level and a 230' horizontal clearance, according to original plans. Original plans do not indicate the height of the towers or the type of machinery inside the towers. Typical vertical lift towers have large sheaves or trunnion wheels that rotate, pulling the cables to lift the span and counterweights. The lift span is composed of a riveted Warren through truss with steel decking. There are metal staircases and walkways on either side of the bridge and along the lift span.

1908 Swing Span

The original 1908 swing span is located to the north of the vertical lift span. This 240' long span consists of a central concrete draw pier that supports two riveted Warren through trusses that originally swung open to allow for maritime traffic. The two Warren trusses are connected at the center with steel bracing that forms a triangle. This swing span also consists of wood decking and steel girders. The 1975 project to reconstruct the bridge involved disabling the 1908 swing mechanism so that this span is now stationary.

Northernmost Span

The final and northernmost span is identical to the second span on the southern side of the bridge and consists of a 150' long riveted Warren through truss span with wood decking and steel girders.

Substructure

The substructure of the bridge is supported by seven concrete piers and two concrete abutments.

Change Over Time and Integrity

The Clearwater River Camas Prairie Railroad Bridge's current appearance dates to 1975 when its vertical lift span was installed in association with the development of the Lower Snake River Project, although substantial elements of its original 1908 design remain extant.

1908 Bridge Description

The original bridge was 990' long and had six spans and included, from south to north: four identical 150' long riveted Warren through truss spans (Spans 1-4), the 240' long swing span (Span 5), and a final sixth 150' long riveted Warren through truss span (Span 6).

1975 Vertical Lift Span Addition and Other Modifications

In 1975, as a result of the Lower Snake River Project that modified the riverfront and stabilized water levels, the bridge underwent a major modification. The bridge was modified in that Span 1 (the southernmost span) was altered from its original 150' long Warren truss to a 68' long concrete deck span that sits over U.S. Highway 12. Spans 3 and 4 were also removed and replaced with the vertical lift span, and the swing span, Span 5, became a fixed span, no longer moved for maritime traffic. These modifications have reduced the overall length of the bridge from 990' to 908'.

While the modifications to the original 1908 bridge are substantial, they occurred in 1975 as a result of the Lower Snake River Project, which was a significant event in the region, as it accommodated maritime traffic to Lewiston, making it an inland port city; created recreation spaces along the river for fishing and boating; ensured fish and wildlife conservation by constructing fish ladders, weirs, and screening to allow fish through the new dam structures; and generated hydropower as another source of energy for the region.[1] Therefore, the period of significance for the bridge is 1975 with the completion of its extensive modifications as part of the Lower Snake River Project.

Changes After the Period of Significance

The known alterations to the property after the historic period are as follows:

- 1980: The U.S. Army Corps agreed to beautify the "Lewiston Levee" system in 1978, and the Lewiston Levee Parkway Trail, a 13-mile walking trail with restrooms, scenic spots, drinking fountains, and park benches, was completed by 1980.[2] This project altered the setting of the bridge along the southern levee from vacant unused space to a recreational use.

Despite the above-noted minor changes impacting its setting, the Clearwater River Camas Prairie Railroad Bridge retains integrity across each of the seven aspects from its 1975 iteration associated with the development of the Port of Lewiston.

[1] Charles Kocher, "Lower Granite Dam Project to Revive Marine Commerce to Inland Gem Area," *Idaho Statesman*, Boise, Idaho (June 4, 1974):15.
[2] "Another Generator or Dam is Studied," *South Idaho Press*, Burley, Idaho (September 4, 1978):3; Aerial photographs and topographic maps of the Clearwater River Camas Prairie Railroad Bridge, Lewiston, Idaho. *National Environmental Title Research*. Accessed August 4, 2024: https://historicaerials.com/.

8. Statement of Significance

Applicable National Register Criteria
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- [x] A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- [ ] B. Property is associated with the lives of persons significant in our past.
- [ ] C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- [ ] D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations
(Mark "x" in all the boxes that apply.)

- [ ] A. Owned by a religious institution or used for religious purposes
- [ ] B. Removed from its original location
- [ ] C. A birthplace or grave
- [ ] D. A cemetery
- [ ] E. A reconstructed building, object, or structure
- [ ] F. A commemorative property
- [ ] G. Less than 50 years old or achieving significance within the past 50 years

Areas of Significance
(Enter categories from instructions.)

A: Transportation
A: Commerce

Period of Significance

1975

Significant Dates

1975 (construction of the vertical lift)

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Northern Pacific Railroad/Union Pacific Railroad, Engineer/Designer (1908 bridge)
Erickson & Peterson, Builder (1908 bridge)
Willamette-Western Corporation, Builder (1975 bridge modifications)

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Clearwater River Camas Prairie Railroad Bridge is significant at the local level under Criterion A in the areas of significance of TRANSPORTATION and COMMERCE for its association with the development of the Port of Lewiston and the Lower Granite Lock and Dam project. The period of significance is 1975, when the bridge was extensively modified, including the removal of three original Warren Truss spans and the addition of a vertical lift span, as part of this larger floodwater project along the Snake and Clearwater rivers. Constructed by the U.S. Army Corps of Engineers, the Lower Granite Lock and Dam project was a significant large-scale engineering achievement that aided in controlling the water levels of these rivers and prevented the perpetual flooding of the Lewiston area, which allowed for maritime navigation along the Clearwater River and facilitated the development of Lewiston as an important port city. The modification of the Clearwater River Camas Prairie Railroad Bridge was a significant component of this larger project. In the same year (1975), the Port of Lewiston was open for maritime operations.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

Criterion A: Transportation and Commerce

The Clearwater River Camas Prairie Railroad Bridge is eligible for listing in the NRHP under Criterion A, under the areas of significance of TRANSPORTATION and COMMERCE, for its association with the Port of Lewiston and the Lower Granite Lock and Dam Project. Lewiston is and has been historically located within an advantageous commerce center as it is close to heavily forested areas in northeastern Idaho – lumber being a major industry; and the Palouse – a large agricultural area.

The railroad bridge's extensive alterations in 1975 provided a better means of transportation with the addition of a vertical lift span that allowed larger boats and ships to easily pass under it along the Clearwater River while maintaining a vital railroad connection through the region. This change, and the overall modifications to the waterway system as a result of the Lower Snake River Project in the 1960s and 1970s, made Lewiston even more accessible via waterway. It was after these changes that the city was heralded as an "inland port city." With the addition of the vertical lift span in 1975, the Clearwater River Camas Prairie Railroad Bridge has a significant association to this waterway project and to the transformation of Lewiston into a port city.

Development of the Clearwater River Camas Prairie Railroad Bridge

The Clearwater River Camas Prairie Railroad Bridge was originally constructed between 1906-1908 as a railroad bridge over the Clearwater River. It accommodated the first railroads that laid tracks through Lewiston, which was growing as an important trade center at the time. The bridge's construction was a joint effort between the Northern Pacific (NPRR) and Union Pacific (UPRR) Railroads, who were vying for railway traffic to this region at that time. Their compromise was to create the Camas Prairie Railroad, which this bridge became part of the year after it was finally completed.

As previously noted, prior to the formation of the Camas Prairie Railroad, the NPRR and UPRR were simultaneously trying to expand their interests to central Idaho and the Lewiston region. In anticipation of a railroad, the City of Lewiston opened the Lewiston Railroad Depot in 1895, and was subsequently ridiculed because for years, it was "the only depot without a train."[3] City officials signed a contract with NPRR to expand its line from Pullman, Washington, through Moscow, to Kendrick, and down the Potlatch River through Juliaetta to the Clearwater River, and from the Clearwater River to Lewiston. Three years after the depot was constructed, local townsfolk celebrated the arrival of the first railroad to Lewiston.[4]

[3] Popham, "Camas Prairie Railroad," 6.
[4] Ibid.

In 1907, the NPRR expanded its line under the stock name of "Clearwater Short Line Railway Company" from Lewiston to Stites, which ran the entire way parallel to the Clearwater River.[5] Meanwhile, a line from Riperia, Washington, to Lewiston was constructed by the Oregon-Washington Railroad and Navigation Company, a subsidiary of UPRR. Tensions between UPRR and NPRR increased as both railroads competed for traffic to and from Lewiston. In 1909, both companies came to an agreement and formed the Camas Prairie Railroad, using one line for traffic and extending the line into four subdivisions in the next two decades.

At the time the Clearwater River Camas Prairie Railroad Bridge was constructed, it was part of the "Clearwater Short Line Railway Company" owned by NPRR, but because this line was to connect with the UPRR's Riperia, Washington, line, a joint effort was made to complete this bridge. Newspaper articles from that time indicate that representatives from both NPRR and UPRR were present and involved in the construction of this bridge.[6] A year after its construction, it was transferred to the Camas Prairie Railroad, when UPRR and NPRR formed this subsidiary.

On October 12, 1905, the *Lewiston Morning Tribune*'s front page announced,

> "Erickson & Peterson [*sic*] have received the contract for the construction of the big railroad bridge that will span the Clearwater River [*sic*] at Lewiston and today the contractors will establish the camp for the accommodation of the force that will be engaged in the work. The mixers, hoisters, and other equipment to be used in building the concrete piers are now en route from San Francisco and will arrive here in a few days."[7]

As early as the summer of 1905, work on sinking for the location of the piers began under the direction of Engineer F.M. Kettenring.[8] The following February, bridge workers went on strike, demanding "more money, shorter hours, and better food."[9] The railroad chose not to negotiate, but let the men decide to stay or go. In October, UPRR halted work on the bridge as directed by UPRR President Edward Henry Harriman's office, "to suspend all new construction on all sections of the Harriman system."[10] The following month, a bad storm damaged the falsework that was constructed above the piers.[11] The bridge was finally finished in April 1908.[12]

Lower Snake River Project and the Port of Lewiston

Since its inception, the city of Lewiston has been involved in maritime commerce. Situated at a unique and advantageous location at the confluence of two major rivers, transporting goods by

[5] Ibid, 7.
[6] "Bridge Steel is Now On its Way." *Lewiston Evening Teller*, Lewiston, Idaho (July 10, 1906):1; "The Suspension But Temporary." *Lewiston Evening Teller*, Lewiston, Idaho (October 30, 1907):1.
[7] "Now Build The Clearwater Bridge." *Lewiston Morning Tribune*, Lewiston, Idaho (October 12, 1905):1.
[8] "Soundings Being Made for Railroad Bridge." *Lewiston Inter-State News*, Lewiston, Idaho (August 15, 1905):1.
[9] "Bridge Crew on a Strike." *Lewiston Evening Teller*, Lewiston, Idaho (February 17, 1906):6.
[10] "Suspension," 1.
[11] "Damage to Bridge." *Lewiston Evening Teller*, Lewiston, Idaho (November 14, 1906):1.
[12] Rebecca Herbst, "Idaho Bridge Inventory," Idaho Transportation Department, 1982.

ship to and from the Columbia River was always part of Lewiston's commerce history. However, unregulated water levels made it difficult for ships to navigate the rivers to Lewiston year-round.

As early as 1931, the Idaho state legislature passed Idaho Senate Bill 116, which authorized Idaho to open ports.[13] A *Spokesman-Review* article from that time noted that Senator Shafer of Nez Perce County promoted the bill, which would establish a port commission and "adopt a comprehensive scheme of harbor improvements."[14]Although the bill was passed, it would take more than 20 years for Lewiston to establish a port. A combination of events including the Great Depression in the 1930s tied up funding for a port; the improvements of the state highway system as more people used automobiles and trucking goods increased; waiting on the approval of other federally-funded waterway projects that would help regulate water levels along the Snake, Columbia, and Clearwater Rivers to improve maritime navigation all contributed to the delay in a port establishment in Lewiston. The passage of the Rivers and Harbors Act of 1945 authorized the construction, repair, and preservation of certain public works on rivers and harbors, including the construction of the Lower Snake River Project, which constructed four dams downstream along the Snake River to regulate water levels.[15]

At the time the original 1908 bridge was constructed, the water level varied depending on the season, which made navigation along the river limited and sometimes dangerous. Both Lewiston and Clarkston – the two cities that sit at the confluence of the Snake and Clearwater Rivers – are within flood plains. Both cities had built levees since their settlement, but it was not until the late 1950s that the U.S. Army Corps began construction of the Lower Snake River Project – large multi-dam construction project to regulate water levels, generate hydropower, and aide in maritime commerce.

In June 1955, the U.S. Army Corps of Engineers began construction on the first of four dams along the Snake River. In the midst of this project, the voters of Nez Perce County also voted to create the Port of Lewiston in 1958. This vote established a port district and board of commissioners who could begin the planning process of developing an official port operation at Lewiston.[16] Meanwhile, the Ice Harbor Dam, located in Burbank, Washington, was completed in 1961. That same year the Lower Monumental Dam located in Kahlotus, Washington, began construction and was completed in 1969. In 1963, construction began on the Little Goose Dam, located in a remote area of southeastern Washington, but was not completed until 1970. In 1975, the last of the four dams – the Lower Granite Lock and Dam – was completed along the Snake River, approximately 40 miles downstream from Lewiston (near Pomeroy, Washington).[17] Simultaneously, the Army Corps built levees along the Clearwater and Snake rivers in Lewiston to prevent flooding.

[13] "History," Port of Lewiston, Idaho. Accessed February 6, 2025: https://portoflewiston.com/our-port/who-we-are/history/.
[14] "Asks Port at Lewiston," *Spokesman-Review*, Spokane, Washington. February 25, 1931:9.
[15] Steve Ahrens, "Port of Lewiston: Gateway to the World." *Idaho Statesman*, Boise, Idaho. June 15, 1975:24.
[16] "History," Port of Lewiston, Idaho. Accessed February 6, 2025: https://portoflewiston.com/our-port/who-we-are/history/.
[17] Hannah Mitchell, "The End of a Long Journey: A History of Lower Granite Lock and Dam," *Walla Walla District Corps of Engineers.* Accessed July 17, 2024: https://www.nww.usace.army.mil/Media/News-Stories/Article/3505917/the-end-of-a-long-journey-a-history-of-lower-granite-lock-and-dam/.

The completion of the Lower Granite Lock and Dam opened Lewiston for year-round port operations. The water levels were now regulated, and the port opened opportunities for agricultural markets not just in the Palouse, but other states such as Montana and the Dakotas. In 1975, many Montana newspapers noted that the new port at Lewiston would save inland farmers millions of dollars in transportation costs.[18] Prior to the opening of the port, Montana farmers had to transport by rail, as that was their only access to markets overseas. The railroads could charge higher fees as the farmers had no alternative.[19] With the Port of Lewiston, wheat farmers could transport their grain to Lewiston, and from there it would be carried by barge to the west coast Columbia River ports, the expense of which would save them $6-8 million a year (in 1975 dollars).[20]

The American Society of Civil Engineers selected the U.S. Army Corps' multi-dam undertaking on the Snake River as the nation's "Outstanding Water Resources Achievement of 1976."[21] In 1978, the U.S. Army Corps agreed to beautify the "Lewiston Levee" system, and the Lewiston Levee Parkway Trail, a 13-mile walking trail with restrooms, scenic spots, drinking fountains, and park benches, was completed by 1980.[22]

As for the Port of Lewiston, it remains the farthest inland seaport on the west coast. It is 465 miles upriver from the Pacific Ocean and shipping barges take approximately 50 hours to travel by river from Lewiston to Portland, Oregon. The biggest export is wheat, which is brought from farmland as far as North and South Dakota, Montana, Wyoming, Washington, and Idaho.[23] An average of more than 22 million bushels of grain are shipped from the Port of Lewiston to the Ports of Vancouver, Washington and Portland, Oregon.[24]

The 1975 Modifications to the Clearwater River Camas Prairie Railroad Bridge

With the completion of the Lower Snake River Project and the establishment of the Port of Lewiston, the existing bridges along the Clearwater and Snake Rivers required modification to allow access for barges. The Camas Prairie Railroad Bridge on the Clearwater River was no exception.

To accommodate the rising waters and aid in maritime traffic along the river, two of the Clearwater River Prairie Railroad Bridge's original 1908 Warren truss spans were removed (original Spans 3 and 4), and a vertical lift span was put in their place. This span offered more clearance horizontally and vertically for boats. The original swing span of the 1908 bridge was left in place and fixed as

[18] Robert Brastrup, "Wheat Committee News…" *River Press*, Fort Benton, Montana. September 17, 1975: A10.
[19] Ibid.
[20] Ibid., "New Port Loads Wheat," *Sunday Oregonian*, Portland, Oregon. August 10, 197:94.
[21] "Snake Project Best of 1976," *Idaho Statesman*, Boise, Idaho (April 13, 1976):12.
[22] "Another Generator or Dam is Studied," *South Idaho Press*, Burley, Idaho (September 4, 1978):3; Aerial photographs and topographic maps of the Clearwater River Camas Prairie Railroad Bridge, Lewiston, Idaho. *National Environmental Title Research*. Accessed August 4, 2024: https://historicaerials.com/.
[23] "International Trade." Port of Lewiston, Idaho. Accessed February 6, 2025: https://portoflewiston.com/international-transport/
[24] Ibid.

an immovable span.[25] A concrete navigation wall, approximately 250' long, was also constructed along the northern side of the vertical lift span.

The southernmost span – originally a 150' Warren truss – was also removed to accommodate the change in landscape along the southern bank of the Clearwater River, which became a long levee known as the Lower Granite Lock and Dam Western Levee. Along with the levee, U.S. Highway 12 was rerouted to go under the southernmost span of the bridge, which was partially reconstructed to a 68,' concrete, cast-in-place deck bridge that ended at a large concrete abutment on the south side of the roadway.

In total, as a result of the Lower Granite Lock and Dam and levee projects, the bridge lost its southernmost Warren truss span; replaced with a smaller concrete deck span, and lost two other Warren truss spans, replaced with the vertical lift span.

Today, the Clearwater River Camas Prairie Railroad Bridge remains in active use by the Great Northwest Railroad, a subsidiary of the Kansas-based Watco Companies, L.L.C. Its vertical lift remains operable and in regular use to permit the passage of ocean-going vessels.

Willamette-Western Corporation

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The Willamette-Western Corporation carried out the modifications to the Clearwater River Camas Prairie Railroad Bridge in 1975, including constructing the vertical lift span. Founded in the 1930s by Arthur A. Riedel, Sr., the marine construction company was originally based in Portland, Oregon. Riedel, Sr., along with partners, formed the Portland Dredging Company in 1930. Eight years later, he bought out his partners and changed the company name to the Willamette Tug and Barge, with tugboat operations. Riedel, Sr. died in 1957, and his son, Art Riedel entered a new partnership with the company. In 1965, the company reorganized as "Willamette Industries" and the following year, the Willamette Western Corporation— a marine construction subsidiary—was formed.[26] Near its peak, Willamette Western Corporation employed 1000 workers dredging waterways and building docks, bridges, and other works mostly in the western U.S. coastal states. In the early 1990s, Riedel's company, renamed Riedel International, declared bankruptcy.[27] It was sold in 1994 to Texas firm, Canonie Environmental Services.[28]

Willamette-Western Corporation became a prolific marine construction company from the late 1960s into the 1980s. The firm built two pile dikes in Coos Bay, Oregon (1968);[29] the Warm Springs Bridge, in northern California (1972);[30] a marine terminal of the Valdez Alaska oil terminal (1977);[31] a pier for servicing Trident nuclear submarines on Hood Canal at Bangor,

[25] "Another Generator or Dam is Studied," *South Idaho Press*, Burley, Idaho (September 4, 1978):3
[26] "Willamette-Western Creditors Settle on Liquidation Strategy," *The Oregonian*, Portland, Oregon (August 27, 1993):79; "Willamette-Western Name Shift Announced," *The Oregonian*, Portland, Oregon (October 31, 1979):77.
[27] "Willamette-Western," 79.
[28] Richard N. Colby, "Riedel Venture to be Sold," *The Oregonian*, Portland, Oregon (August 4, 1994):69.
[29] "Bids Called," *The Oregonian*, Portland, Oregon (April 29, 1968):43.
[30] "Oregon Firm To Build Dam Bridge," *The Oregon Daily Journal*, Portland, Oregon (February 13, 1971):8.
[31] "For Alaska Oil: Terminal Berths to Open Early," *The Oregonian*, Portland, Oregon (March 5, 1977):69.

Washington (1976);[32] the Columbia River bridge linking Portland to Vancouver, Washington (1980);[33] and the Glenn-Colusa Fish Screen near Hamilton City, California (1972)[34] among other marine structures.

Summary

The Camas Prairie Railroad Bridge has significance under Criterion A, in the areas of TRANSPORTATION and COMMERCE, for its association with the development of the Port of Lewiston. The period of significance is 1975, when the bridge was modified with the addition of a vertical lift span to accommodate maritime traffic to and from the Port of Lewiston, among other changes. Constructed by the U.S. Army Corps of Engineers, the Lower Granite Lock and Dam project was a significant engineering achievement that aided in controlling the water levels of these rivers and preventing the perpetual flooding of the Lewiston area.

Additional Historic Context

The Nimiipuu and the Settlement of the Clearwater River Region

The Clearwater River Camas Prairie Railroad Bridge is located within traditional Nimiipuu (Nez Perce) territory, which encompasses approximately 27,000 square miles across north-central Idaho, northeastern Oregon, and southeastern Washington.[35] This territory centers on the middle Snake and Clearwater rivers and the northern portion of the Salmon River basin in central Idaho (general area of present-day Lewiston).[36] Historically, the Nimiipuu congregated in villages along major river valleys during the late fall and winter. They sustained themselves through winter with cache pits of stored food such as late root and berry crops. Hunting bison in Montana territory also sustained them through the winter. In early spring, the Nimiipuu would fish along the salmon runs of the Columbia and Snake rivers. Camas, bitterroot, couse, wild carrot, and wild onion were the basic root staples that were gathered. In midsummer and fall, the Nimiipuu would set up temporary upland camps where they would hunt, fish highland streams, and harvest seasonal crops.[37]

The Euro-American history of the Lewiston area begins in October 1805 when the west-bound members of Lewis and Clark's Corps of Discovery traveled from what is now Weippe, Idaho down to the Clearwater River where they made canoes and proceeded on past Lewiston and down the Snake and Columbia rivers to the Pacific Ocean. The Corps of Discovery returned in May 1806 and were soon followed by fur traders, missionaries, and others who began to settle in the area in the 1830s.[38] The earliest non-native settler to the Clearwater River region was Reverend Henry

[32] "Sub Pier Pact Let," *Spokane Chronicle*, Spokane, Washington (December 22, 1975):38.
[33] Bob Olmos, "Old, New Transit Chairman View Bridge," *The Oregonian*, Portland, Oregon (May 16, 1979):83.
[34] "DFG To Dedicate Glenn-Colusa Fish Screen," *The Biggs News*, Biggs, California (May 19, 1972):3.
[35] Robert Lee Sappington, Ph.D., "New Sights into Lithic Tool Use from Protein Residue Analysis at Nine Prehistoric Sites in the Clearwater River Region, North Central Idaho," *Journal of Northwest Anthropology*, 44, no. 2 (2010):219-238; Deward E. Walker, Jr., *Plateau: Handbook of North American Indians*, 12 (1998):420-425.
[36] Walker, Jr., "Plateau," 420-425.
[37] Sappington, "New Sights," 219-238.
[38] John P. Vollmer, *An Illustrated History of North Idaho: Embracing Nez Perces, Idaho, Latah, Kootenai and Shoshone Counties, State of Idaho* (Spokane, WA: Western Historical Publishing Company, 1903), 83-97.

Harmon Spalding, a Presbyterian missionary who established a mission at Lapwai Creek in 1836.[39] Sixteen years later, Elias Davidson Pierce, a former Army captain and one of the first prospectors in the Clearwater River region to seek gold, came to the area and set up camp near the Spalding Mission. Early settlers and prospectors traded with the Nimiipuu, although tensions began to mount after battles between Major Edward Steptoe, Colonel George Wright, and the Yakama Tribe in southeastern Washington made the Nimiipuu wary of new settlers and the U.S. government. In 1855, the U.S. government confined the Nimiipuu to a reservation in the Clearwater River region, which was subsequently substantially reduced in size due to mass settler trespass, forced treaties, and allotment.[40]

History of the Camas Prairie Railroad

When Idaho became a territory in 1863, Lewiston was its first capital. However, by 1866 the capital was moved to Boise, which had and retains a larger population than Lewiston, and where the capital remains today. Nonetheless, Lewiston continued to be the trade center of activity for the Clearwater region and became the county seat of Nez Perce County in 1864. In the 1880s, as the Union Pacific and Northern Pacific (NPRR) Railroads laid tracks in Idaho and reached closer to Lewiston, tensions between the companies increased as they fought over railroad right-of-way for a route through Lewiston.[41] In 1909, the two railroad companies formed a subsidiary called the Camas Prairie Railroad Company.

The Camas Prairie Railroad, also referred to as the "railroad on stilts" encompassed 254 miles of track and 201 bridges on four subdivision lines.[42] The railroad hauled freight from lumber mills, grain docks, and other commodities such as cattle, peas, and beans.[43] There was also passenger service available along the lines, but it began to dwindle in the 1930s due to the rise in automobiles and then again in the 1940s from airline travel.[44] By the mid-twentieth century, the railroad was mostly transporting grain and lumber; and passenger trains completely stopped service by 1966.[45]

The railroad line's four subdivisions ran in several directions through north-central Idaho and into the eastern part of Washington state. The first division was called the Stites line and ran from Stites, Idaho to Lewiston, Idaho. The second division line was known as the Spalding, Idaho to Grangeville, Idaho line, previously constructed by NPRR and turned over to the Camas Prairie Railroad when the subsidiary was formed. The line from Riparia, Washington, to Lewiston, Idaho was previously built by NPRR and turned over to the Camas Prairie Railroad in December 1909

[39] Margaret Allen, *Lewiston Country: An Armchair History* (Lewiston, ID: Steeley Print & Binding, 2009), 2-3.
[40] Ibid., 3-9.
[41] "E.L. Popham. "The Camas Prairie Railroad Company." *The Journal*, Nez Perce County Historical Society, Spring (2004): 3.
[42] Popham, "Camas Prairie Railroad," 4; Lyle Wirtanen, "Special Edition: Camas Prairie Railroad," *Echoes of the Past*, Historical Museum at St. Gertrude (November 2008):6.
[43] Richard L. Neuberger, "The Camas Prairie Line," *Spokesman-Review*, Spokane, Washington (February 10, 1952):3; John B. Hughes, [No Title]. *Lewiston Morning Tribune* [date unknown, 1959]. Vertical file found at Nez Perce Historical Museum, Lewiston, Idaho.
[44] Thomas W. Campbell, "Wedding of Rails Provided Spunky Offspring," *Lewiston Morning Tribune*, Lewiston, Idaho (July 16, 1961):5.
[45] Hughes, [No Title]; Popham, "Camas Prairie Railroad," 6.

to make the third division. The fourth division was constructed in 1929 and was called the Orofino Branch, extending from Orofino, Idaho to the lumber town of Headquarters, Idaho.[46]

The line and its subdivisions traversed varied terrain, including mountains and steep hillsides. After the construction of these branch lines, it took continuous maintenance of the line to clear heavy snow in winter, and threats of mudslides in the spring and summer.[47] The railroad provided easier access to smaller rural towns along its route, resulting in population increases and development in these communities. A 1938 article reminiscing about the advent of the Camas Prairie Railroad in Idaho describes the boost the railroad made to these small towns,

> The novelty of seeing a train had waned in Lewiston years before, but not so for those residing along the right-of-way between Arrow Junction and Grangeville. Grangeville was the natural trading point for the rich area and Cottonwood was achieving prominence. Reubens, the highest point on the Camas Prairie line, also bobbed into the limelight, farming and timber were among its chief activities. Fenn had already been established as a grain-raising district second to none, and the introduction of railroad service brought erection of great warehouses. Culdesac, during the period of construction, was the liveliest and perhaps wildest town in the northwest, old-timers recall. The spur line has been built from Spalding to Culdesac in 1898 and hundreds of laborers made the town their headquarters. Extension of the line from Culdesac to Grangeville started in February 1906; grading was finished to Grangeville 1907.[48]

In 1954, the railroad employed its highest number of employees at 475. The railroad reached its peak freight business in 1956.[49] From the fourth division alone, approximately 14,000 carloads of lumber were moved annually.[50] In 1958, about 4 million miles of loaded cars were moved along the entire line.[51] However, financial woes in the 1950s also resulted in the railroad decreasing employment due to inflation, labor problems, and competition from other forms of transportation. In 1955, two trains of the Camas Prairie Railroad were operating passenger service between Lewiston and Stites and showed an operating revenue of $26,724.24 while accumulating a $43,056.89 expense.[52] Simultaneously, the State of Idaho was constructing modern highways, oftentimes rerouting older highways to areas where the highway could be reconstructed in flatter, straighter segments optimal for higher speeds and more efficient routes.

From the 1960s to the 1980s, the railroad continued to lose money while operation costs rose. In 1998, the North American Railnet purchased the Camas Prairie Railroad from Union Pacific and

[46] Ibid.
[47] Hughes, [No Title].
[48] Thomas J. Campbell, "Camas Prairie Railroad Marks 30th Anniversary As Veteran Conductor Recalls Pioneer Train Trip," *Lewiston Morning Tribune*, Lewiston, Idaho (December 17, 1938):page unknown. Vertical file found at the Nez Perce County Historical Museum, Lewiston, Idaho.
[49] Hughes, [No Title].
[50] Ibid.
[51] Ibid.
[52] "Railroads, Claiming Big Losses, Ask to Drop Passenger Service," *Lewiston Morning Tribune*, Lewiston, Idaho (May 26, 1955): page unknown. Vertical file found at the Nez Perce County Historical Museum, Lewiston, Idaho.

Burlington Northern Santa Fe railroads (who previously acquired the NPRR) and renamed it Camas Prairie RailNet.[53] In 2004, the company was acquired by Watco.

Erickson & Petterson

The firm Erickson & Petterson constructed the original 1908 Clearwater River Camas Prairie Railroad Bridge. The firm was a railroad builder and contractor on the West Coast of the U.S. According to historical newspaper articles, the company was most active during the 1900s through the 1930s and specialized in bridge construction, railroad maintenance and upgrades, and construction of branch lines in California and the Pacific Northwest.

The company was founded by brothers Fredrick and Charles Erickson, and their brother in-law Gustave Petterson (sometimes spelled "Peterson"), who was married to their sister Sophia, until her death in 1905.[54] The Erickson brothers' father, also named Fredrick, was also a railroad builder and passed down the family trade to his sons.[55] Fredrick Sr. passed away in 1893 at the age of 67. His sons then formed the railroad company two years later with their brother-in-law. Charles passed away in 1910 of acute appendicitis at the age of 50.[56] Fredrick, Jr. passed away suddenly in 1911 at the age of 48.[57]

The railroad contracting company was founded in 1895 based out of San Francisco, California.[58] The company's reputation as railroad contractors grew over the decades. In 1910, the *San Francisco Chronicle* noted that, "the firm has done a great deal of the new railroad work that has been undertaken in Oregon and Washington during the past few years, and no large contract is proposed by the railroad companies unless this firm is invited to bid."[59] The Vallejo, Benicia and Napa Valley Railroad Company retained the firm to grade, build, and complete a roadbed for this line in 1903. They also constructed the line, including boring tunnels for the Southern Pacific Railroad over the Sierra Nevada Mountains.[60] Other work includes building the Chatsworth Tunnel near Los Angeles California. Charles had interest in and owned the rail line for the Ione and Eastern Railroad from Ione to Martell, California, which later became the Amador Central.[61]

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[53] Melba Ashburn, "The Last Train," [publication unknown, date unknown]. Vertical file found at the Nez Perce Historical Museum, Lewiston, Idaho; Kathy Hedberg, "End of the Line?" *Lewiston Tribune*, Lewiston, Idaho (April 9, 2000):1A; Elaine Williams, "Breaking up the Railroad," *Lewiston Morning Tribune*, Lewiston, Idaho (October 1, 2000):1.
[54] "Peterson." *San Francisco Call and Post*, San Francisco, California (November 9, 1905):12.
[55] "The Contractors." *San Francisco Call and Post*, San Francisco, California (December 18, 1904):39.
[56] "Appendicitis Proves Fatal to Charles Erickson," *San Francisco Chronicle*, San Francisco, California (December 9, 1910):7.
[57] "Wedding May Be Cause of Tangle." *Oakland Tribune*, Oakland, California (October 24, 1911):13.
[58] "Constructing Rocklin-Colfax Cut Off," *San Francisco Chronicle*, San Francisco, California (January 30, 1910):18.
[59] Ibid.
[60] Wes Hammond, "The Lincoln Highway by Motor Coach," *The Traveler: The Newsletter of the Lincoln Highway Association- California Chapter*, Fall 2000. Accessed July 16, 2024: https://www.lincolnhighwayassoc.org/ca/traveler/2000-09/motor_coach.html; "Constructing Rocklin-Colfax," 18.
[61] "The Contractors," 39.

After Charles' death, his widow, Meta, inherited the property and became "the first woman railroad president in the world."[62]

After Charles and Fredrick's death, the firm did not appear in many newspapers, indicating the company may not have been active in any railroad projects after 1913. In 1919, the San Francisco firm "Erickson & Petterson, Inc." appears as a publicly traded company with stock options, but no mention of any ties to the railroad industry.[63] *The Recorder*, a San Francisco newspaper, published a notice of dissolution for the company in 1926.[64]

Brief History of Movable Bridges

As early as ancient times, bridges that crossed waterways used for wagons, pedestrians, horse, animal herds, and carriages sometimes needed to have a moveable mechanism to accommodate maritime commerce and navigation as well.[65] By the eighteenth century, the technology advanced and moveable bridges were lifted in a manner similar to a drawbridge- also called a "bascule" type bridge designed by the Dutch.[66] Another type of moveable bridge was a swinging bridge, used commonly by the British wherein one end of the bridge was stabilized on shore with a turntable and a cantilevered span could be moved in a swinging manner via hand crank. On wide canals, this mechanism would be placed at the center of the bridge, and the cantilevered spans would reach shore and be moved for ships on either side. Less common moveable bridge types included "pull back" bridges that sat had a cantilevered span and a counterweight span. The cantilevered span could be retracted to create an opening for a boat to pass through.[67]

Swing Bridges

Bernard Forest de Belidor, a French engineer, included an early description of a swing bridge in his 1729 publication *La Science des Ingenieurs.* In this work, he described the mechanism of a swing bridge that included turntables on either the bank of a canal and two spans that separated in the middle to open and allow boats through. In Europe, these bridges were constructed as early as the eighteenth century, particularly popular in Britain.[68] The first swing span bridge in the U.S. is likely to have been in New York across the Harlem River in the late eighteenth century.[69] Before then there was little need to build swing bridges until the construction of the Erie (New York),

[62] "Woman Railroad Magnate is Sued." *San Francisco Chronicle*, San Francisco, California (October 23, 1913):9.
[63] "Overseas Trading Co. Issues Stock." *San Francisco Journal and Daily Journal of Commerce*, San Francisco, California (June 6, 1919):1; "List of the Leading Industries of South San Francisco." *San Francisco Chronicle*, San Francisco, California (November 9, 1910):13.
[64] "Notice of Application for Dissolution." *The Recorder*, San Francisco, California (June 15, 1926):9.
[65] "Movable Bridge Types. Design and History." *History of Bridges*. Last modified 2024, http://www.historyofbridges.com/facts-about-bridges/movable-bridge/#:~:text=This%20type%20of%20bridge%20has,BC%20in%20the%20ancient%20Egypt.
[66] "Milwaukee's Historic Bascule Bridges," *Milwaukee Riverkeeper*. Accessed July 16, 2024: https://milwaukeeriverkeeper.org/milwaukees-historic-bascule-bridges/.
[67] Francis E. Griggs, "Development of the Vertical Lift Bridge: Squire Whipple to J.A.L. Waddell, 1872-1917," *Journal of Bridge Engineering*, (September/October 2006):642-654.
[68] Francis E. Griggs. "American Swing Bridges 1797 to 1907." *American Society of Civil Engineer*s (2011):170.
[69] Ibid, 170.

Chesapeake and Ohio (C&O; Maryland/D.C.), and Louisville and Portland (Kentucky) Canals in the early nineteenth century. To allow maritime traffic along these canals, "hump" bridges were constructed over the canals that were tall enough for a boat to pass under. As these canals were expanded, this type of bridge became a problem as it made the street steeper and merchants on either side of the bridge were below street level. To alleviate the issues involved, swing bridges became a solution to accommodating bridge and water traffic.[70]

Bridge engineers of the time recommended constructing swing bridges over the locks along canals. That way, the water level could be controlled under the bridge, allowing the proper clearance for boats. A typical swing bridge would be made of wood and steel, and a turntable would be located near the shoreline of the canal, while the cantilevered span would be counterweighted by a heavy loaded shorter span on the other side of the turntable. The cantilevered span would turn by hand crank as it sat on rotators to open the waterway.[71] Swing bridges like these were frequently constructed along these canals in the 1830s and 1840s.

Other advantages to a swing bridge included the fact that the mechanism moving the span is inherently low friction and did not need high levels of maintenance or lubrication. There was minimal stress on the mechanical components of the bridge when it is in the closed position, because either side of the moveable span is supported by the flanking bridge spans or abutments. Another advantage is that there was no need for counterweights on most swing bridges, particularly those with a center pier and cantilevered spans.[72]

In 1833, bridge designer Lewis Wernwag obtained a commission to construct a bridge over the C&O Canal. Instead of a pedestrian bridge, this bridge was to accommodate a 20' roadway for horses and wagons. The Canal was 60' across and a swing span with a turntable at one end of the canal was not the solution. Instead, he built a swing/pivot span, which had a pier in the center of the canal, and two cantilevered spans on either side that would pivot at the center to allow boats to pass along either side of the pier. This was one of, if not the earliest, swing/pivot span bridges constructed in the U.S.[73]

In the 1870s, swing spans became longer and made of steel. The longest swing span constructed up to that point was in 1878 by the Keystone Bridge Company and Jacob Hays Linville. This bridge was located over Raritan Bay between New York and New Jersey. It was 472' in length and was a low-level bridge, meaning it sat closer to the water level. Over the next few decades, bridge engineers built higher level and longer swing bridges. The longest swing bridge constructed in the U.S. was over the Willamette River in Portland, Oregon in 1908. Engineer Ralph Modjeski constructed a 521' swing bridge with a center pier. The spans on either side were 269' long and the bridge was known as "the longest and probably, the heaviest, draw span in the world."[74]

[70] Ibid, 170-171.
[71] Ibid, 172.
[72] Ian Berger, D. Healy, and M. Tilley, "Movable Span Bridge Study," Transport for NSW (March 2015):143.
[73] Ibid, 173.
[74] Ibid, 184.

By the 1920s, swing bridges were replaced with lift bridges. For nearly eight decades, swing bridges were one of only a few choices in bridge building over waterways.

Vertical Lift Bridges

In his well-known 1847 book, *A work on bridge building*, Squire Whipple described the method of determining the loads in truss members under various loadings, becoming the first in the world to explain this concept. With his background in designing and building mathematical instruments, Whipple first worked in the railroad industry, then became a bridge designer. He built the first iron bridge over the Erie Canal in upstate New York, the first of many to follow, many over canals and for railroads.[75] Later in his career, the Erie Canal Commissioners retained him to create a drawbridge over the canal on Hotel Street in Utica, New York, as a swing bridge was not financially feasible for the city or taxpayers. He designed a "lift draw-bridge" that resembled previous plans by other bridge engineers in Europe but were never constructed. This design utilized lifting towers at either end of the lift span, assisted by counterweights that slid along the towers when the bridge was being opened. Two men pulling ropes over two large sheaves (a type of pulley) created the mechanical advantage to lift the span. In his patent, he did not claim to invent the lift bridge, but only particular mechanisms such as "the longitudinal and transverse shafts connected by gearing to effect the simultaneous rotation of the shafts and a uniform vertical movement of all parts of the platform…and the combination of the power weight and winding drum upon the transverse shaft for the purpose of working the draw…"[76] The benefits of such a design would not obstruct the navigable channel like a swing bridge, nor would it be seriously affected by the wind. Additionally, it would be less expensive in construction than a swing bridge, and it would be easier to manage and operate.[77] The Utica draw bridge was constructed in 1873.[78]

Whipple exhibited his model at the World's Fair in Chicago that year. However, his design of the iron bridge over the Erie Canal achieved recognition as the real engineering feat of its time, and for which he was more famous. The *Brooklyn Daily Eagle* wrote of him, "The connection of Mr. Whipple with iron bridges is fitly compared with that of Watt to the steam engine, Fulton to the steamboat, and Morse to the telegraph."[79] Whipple died in 1888 at the age of 84.[80]

John Alexander Low Waddell is generally known as the "father of the modern vertical lift bridge."[81] Born in Ontario, Canada in 1854, Waddell studied in the U.S. and earned his degree in engineering from the Rensselaer Polytechnic Institute in 1875.[82] After graduation he worked at a bridge engineering firm in Iowa and taught at his alma mater where he wrote several papers, making a name for himself in the world of engineering. He served as Chair of the Civil Engineering

[75] Griggs, "Vertical Lift Bridge," 643.
[76] Griggs, "Vertical Lift Bridges," 644.
[77] Ibid.
[78] In 1883, the Utica lift bridge was demolished after a ship collided with it while it was not opened.
[79] "Tammany Was The First To Celebrate the Columbian Anniversary Day," *Brooklyn Daily Eagle*, Brooklyn, New York (July 28, 1892):2.
[80] Ibid.; "Tammany," *Brooklyn Daily Eagle*.
[81] William E. Nyman, P.E., "Dr. J.A.L. Waddell's Contributions to Vertical Lift Bridge Design," *Heavy Movable Structures, Inc. Ninth Biennial Symposium* (October 22-25, 2002):2.
[82] Ibid, 4.

Department at the Imperial University of Tokyo where he wrote his first book, *The Designing of Ordinary Iron Highway Bridges.*[83] After his return a few years stateside, he opened his own consulting engineering firm in Kansas City, Missouri in 1887. He designed many bridges, but his focus shifted to moveable bridges, and in particular vertical lifts, which was the bridge type for which he would become famous. Between 1887 and 1938 he was either owner or senior partner for several engineering firms. In 1920, he moved to New York City for opportunities to expand his business internationally and on the East Coast.[84] His firm, Waddell & Hardesty was the last firm he worked for and was renowned for its vertical lift bridge designs.[85] Today, it remains the engineering firm, Hardesty & Hanover ("H&H").[86]

The first modern vertical lift bridge constructed in the U.S. was the South Halsted Street Bridge in Chicago and was designed by J.A.L. Waddell. The bridge design included a vertical lift span with a 130' Pratt Truss that could be lifted to a height of 155' above the Chicago River.[87] A steam engine below the roadway powered operating ropes to pull up the span and drew up the counterweights to close the span. Hydraulic buffers ensured a smooth landing of the span. The bridge was completed in 1894.[88] In his tenure with his various engineering firms, J.A.L. Waddell designed 74 bridges all over the U.S. and some even internationally such as the Columbia River Bridge in Trail, British Columbia (1913), the Don River Bridge in Rustov, Russia (1917), and the Dneiper River Bridge in Dnieprcpetrovsk, Ukraine (1934).[89] In Washington State, Waddell designed the Snohomish River Bridge in Everett (1928, reconstructed in 1954); the Cowlitz River Bridge on Allen Street in Kelso (1921, replaced in 2000); the City Waterway Bridge (1912, operational; listed in the NRHP 7/16/1982) and the Puyallup River Bridge in Tacoma (1912, removed). In Idaho, he designed the Sandpoint Bridge in 1909 (removed).

Vertical lift spans were an important bridge type because they offered solutions and benefits that previous moveable bridge types could not. In his work, *De Pontibus: A Pocket Book for Bridge Engineers*, Waddell wrote of these advantages which included:

> 1st A lift bridge gives one wide channel for vessels instead of the two narrow ones afforded by a center-pivoted swing bridge
> 2nd There are no land damages in the case of a lift-bridge, as the whole structure is confined to the width of the street. These land damages in the case of some swing-bridges amount to a large percentage of the total cost of structure.
> 3rd Vessels can lie at the docks close to a lift-bridge, which they cannot do in the case of a swing-bridge; consequently with the former dock-front can be made available for a much greater length between streets than it can with the latter.

[83] Ibid, 6.
[84] Ibid, 4.
[85] Ibid, 5.
[86] "Our Founder Was a Passionate Innovator," H&H. Accessed July 23, 2024, https://www.hardestyhanover.com/our-firm/history/.
[87] Nyman, "Waddell's Contributions," 6.
[88] Ibid.; Griggs, "Vertical Lift Bridges," 650.
[89] Ibid.

4th The time of operation for a lift-bridge is about 30% less than that for a corresponding swing bridge.[90]

Vertical lift spans are defined as having a counterweighted span that lifts while remaining in a horizontal plane; towers that provide the required height of lift; and counterweight ropes that pass over sheaves at the top of the towers that connect the vertical lift span with counterweights.[91] There are many variations of this design that include different operating machinery, and span and tower structural systems.[92] Vertical lift bridge types were used for highways, railroads, and some even a combination of both.

[90] J.A.L. Waddell, *De Pontibus: A Pocket Book for Bridge Engineers* (New York: John Wiley & Sons, 1898):113
[91] Nyman, "Waddell's Contributions," 6.; Griggs, "Vertical Lift Bridges," 650
[92] Ibid.

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Previous documentation on file (NPS):

____ preliminary determination of individual listing (36 CFR 67) has been requested
____ previously listed in the National Register
____previously determined eligible by the National Register
____designated a National Historic Landmark
____ recorded by Historic American Buildings Survey #_____
____recorded by Historic American Engineering Record # _____
____ recorded by Historic American Landscape Survey # _____

Primary location of additional data:

__x__ State Historic Preservation Office
____ Other State agency
____ Federal agency
____ Local government
____ University
____ Other
Name of repository: _____

Historic Resources Survey Number (if assigned): ____N/A_____

10. Geographical Data

Acreage of Property ____.41_____

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates
Datum if other than WGS84:_____
(enter coordinates to 6 decimal places)
1. Latitude: 46.425720 Longitude: -117.025984

2. Latitude: Longitude:

3. Latitude: Longitude:

4. Latitude: Longitude:

Or

UTM References

Datum (indicated on USGS map):

☐ NAD 1927 or ☐ NAD 1983

1. Zone:	Easting:	Northing:
2. Zone:	Easting:	Northing:
3. Zone:	Easting:	Northing:
4. Zone:	Easting:	Northing:

Verbal Boundary Description (Describe the boundaries of the property.)

The boundary of the property includes all features historically associated with the bridge, extending from the bridge master's house on the southern approach to the end of the northern abutment, including the railway length upon which the bridge sits and the width (out-to-out) of the bridge structure. The bridge is located over the Clearwater River in Lewiston, Nez Perce County.

Boundary Justification (Explain why the boundaries were selected.)

The boundary encompasses is the footprint of the bridge and all associated features.

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11. Form Prepared By

name/title: Jennifer Gorman, M.H.P.
organization: Gorman Preservation Associates
street & number: 12020 N. Country Club Drive
city or town: Spokane state: WA zip code: 99218
e-mail jennifer@gormanpreservation.com
telephone: 509-279-5845
date: February 2025

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.

- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.

- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Figure Log

1. Regional Location Map
2. Local Location Map of the Clearwater River Camas Prairie Railroad Bridge, Lewiston, Nez Perce County, Idaho.
3. Photo Key, Google Earth
4. Project plan and elevation of the Clearwater River Camas Prairie Railroad Bridge, 1975. Courtesy of the Idaho Transportation Department.
5. Aerial view looking southwest at the Clearwater River Camas Prairie Railroad Bridge, 1932. Photo courtesy of the Nez Perce County Historical Society and Museum.
6. View looking southwest at the Clearwater River Camas Prairie Railroad Bridge, circa 1909. Photo courtesy of the Nez Perce County Historical Society and Museum.
7. View looking southwest at the Clearwater River Camas Prairie Railroad Bridge's and navigation wall prior to construction of the vertical lift span, circa 1973. Photo courtesy of the Nez Perce County Historical Society and Museum.
8. View looking southwest at the construction of the 1975 vertical lift bridge and concrete navigation wall. Photo courtesy of the Nez Perce County Historical Society and Museum.
9. View looking northeast at the Clearwater River Camas Prairie Railroad Bridge's vertical lift span as a barge passes underneath, 1994. Photo courtesy of the Nez Perce County Historical Society and Museum.
10. Ralph Modjeski's plan of the Willamette Bridge in Portland, Oregon, 1910. This is a similar swing span bridge plan and time period to the Clearwater River Camas Prairie Railroad Bridge. Taken from *The Vancouver-Portland Bridges*, by Ralph Modjeski, 1910.
11. Annotated diagram of a Waddell-Harrington vertical lift bridge type with main components labeled. Taken from Movable Bridges by Otis Ellis Hovey, 1926.

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Clearwater River Camas Prairie Railroad Bridge

City or Vicinity: Lewiston

County: Nez Perce State: Idaho

Photographer: Jennifer Gorman/Idaho SHPO

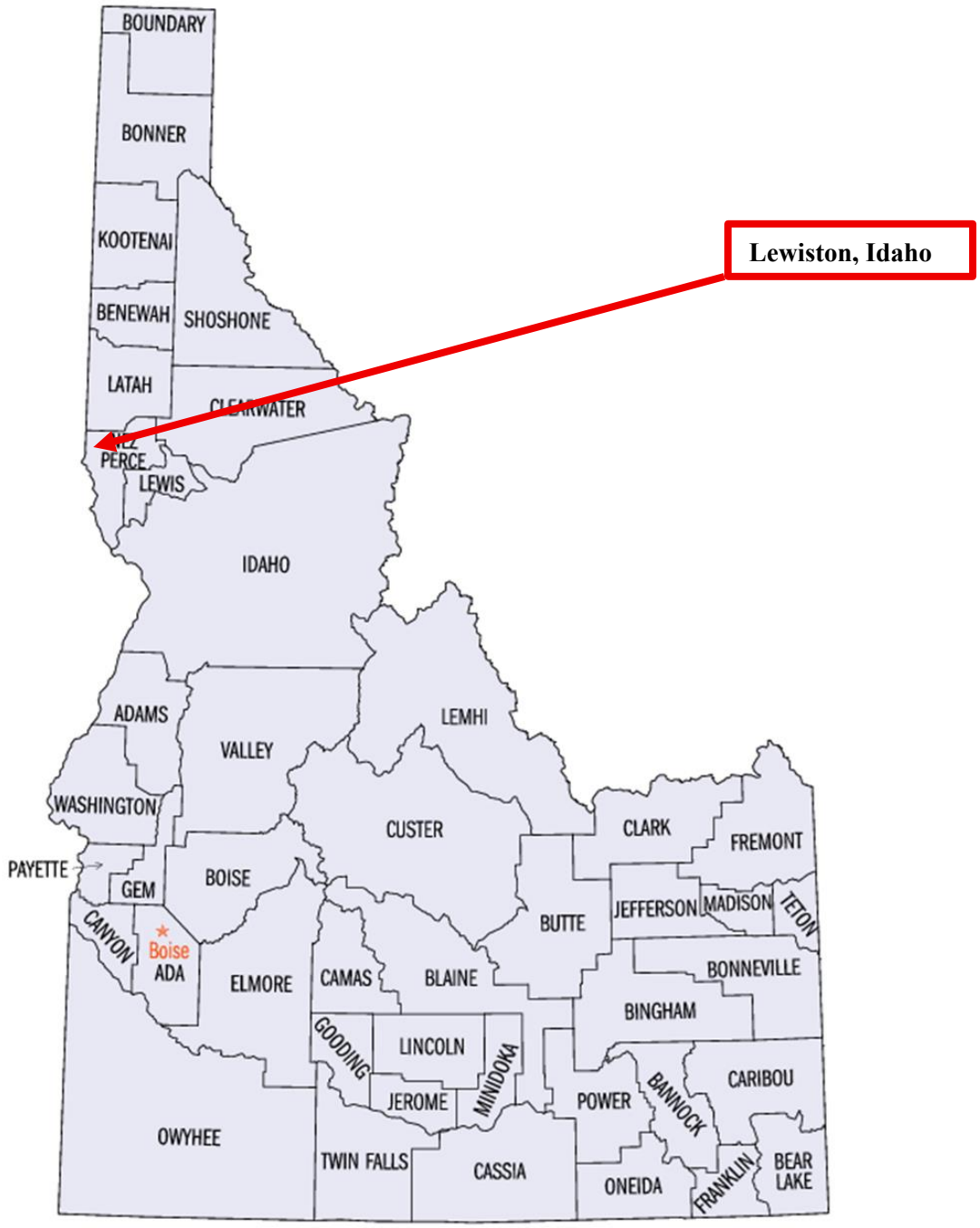
Date Photographed: May 2021, March 2022, April 2024, and May 2025

Description of Photograph(s) and number, include description of view indicating direction of camera:

1 of 28: Overview of property looking over downtown Lewiston from Normal Hill. Camera looking northeast. Note that the vertical lift span is lowered in this view.
2 of 28: View of the bridge with vertical lift span lowered. Camera looking northwest.
3 of 28: View of the bridge with vertical span raised. Camera looking northwest.
4 of 28: Detail of vertical lift span from south side of the Clearwater River. Camera looking northwest.
5 of 28: Detail of swing span from south side of the Clearwater River. Camera looking northwest.
6 of 28: View looking at the spans over U.S. 12 and the walking path on the south side of the Clearwater River. Camera looking west.
7 of 28: View of span over U.S. 12 and bridge master's house from the walking path along the south side of the Clearwater River. Camera looking southwest.
8 of 28: Detail of the piers, southern Warren truss span, and vertical lift span. Camera looking northwest.
9 of 28: Detail of counterweights and towers of vertical lift span. Camera looking northeast.
10 of 28: View looking underneath the bridge at the pier from the south shore of the Clearwater River. Camera looking northwest.
11 of 28: View of the bridge at the pier from the south shore of the Clearwater River. Camera looking northeast.

12 of 28: Detail of vertical lift span and southernmost Warren truss span from the south shore of the Clearwater River. Camera looking northeast.
13 of 28: Detail of southernmost Warren truss span and span over U.S. 12 from the south side of the Clearwater River. Camera looking northeast.
14 of 28: View of the bridge from the south side of the Clearwater River. Camera looking northeast.
15 of 28: Detail of the bridge from the south side of the Clearwater River. Camera looking northeast.
16 of 28: Detail of northern counterweight of the vertical lift span. Camera looking northeast.
17 of 28: Detail looking upward toward the southern tower of the vertical lift span. Camera looking northeast.
18 of 28: View of southern approach to the bridge on the right. Camera looking northwest.
19 of 28: View of bridge from southern approach with bridge master's house at right. Camera looking northwest.
20 of 28: Detail of bridge master's house on southern approach. Camera looking northeast.
21 of 28: View of bridge from southern approach. Camera looking northwest.
22 of 28: View of southernmost Warren truss span from southern approach. Camera looking northwest.
23 of 28: View of southern approach and bridge master's house. Camera looking southeast.
24 of 28: View of the northern approach and northernmost Warren truss span of the bridge. Camera looking southeast.
25 of 28: View of the north end of the bridge. Camera looking southeast.
26 of 28: Detail of railroad tracks in northernmost Warren truss span. Camera looking northwest.
27 of 28: Detail of the swing span from the north side of the Clearwater River. Camera looking southwest.
28 of 28: View of the bridge from the north side of the Clearwater River. Camera looking west.

Figure 1: Regional Location Map



United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Clearwater River Camas Prairie River Bridge
Name of Property Nez Perce County, Idaho
County and State N/A
Name of multiple listing (if applicable)

Section number Photos Page 35

Figure 2: Local Location Map of the Clearwater River Camas Prairie Railroad Bridge, Lewiston, Nez Perce County, Idaho. Property boundary outlined in blue. (North at top)

USGS Topographic Map, 7.5-minute series
Clarkston, Washington 1971 Quadrangle
Township 36N, Range 6W, Section 36

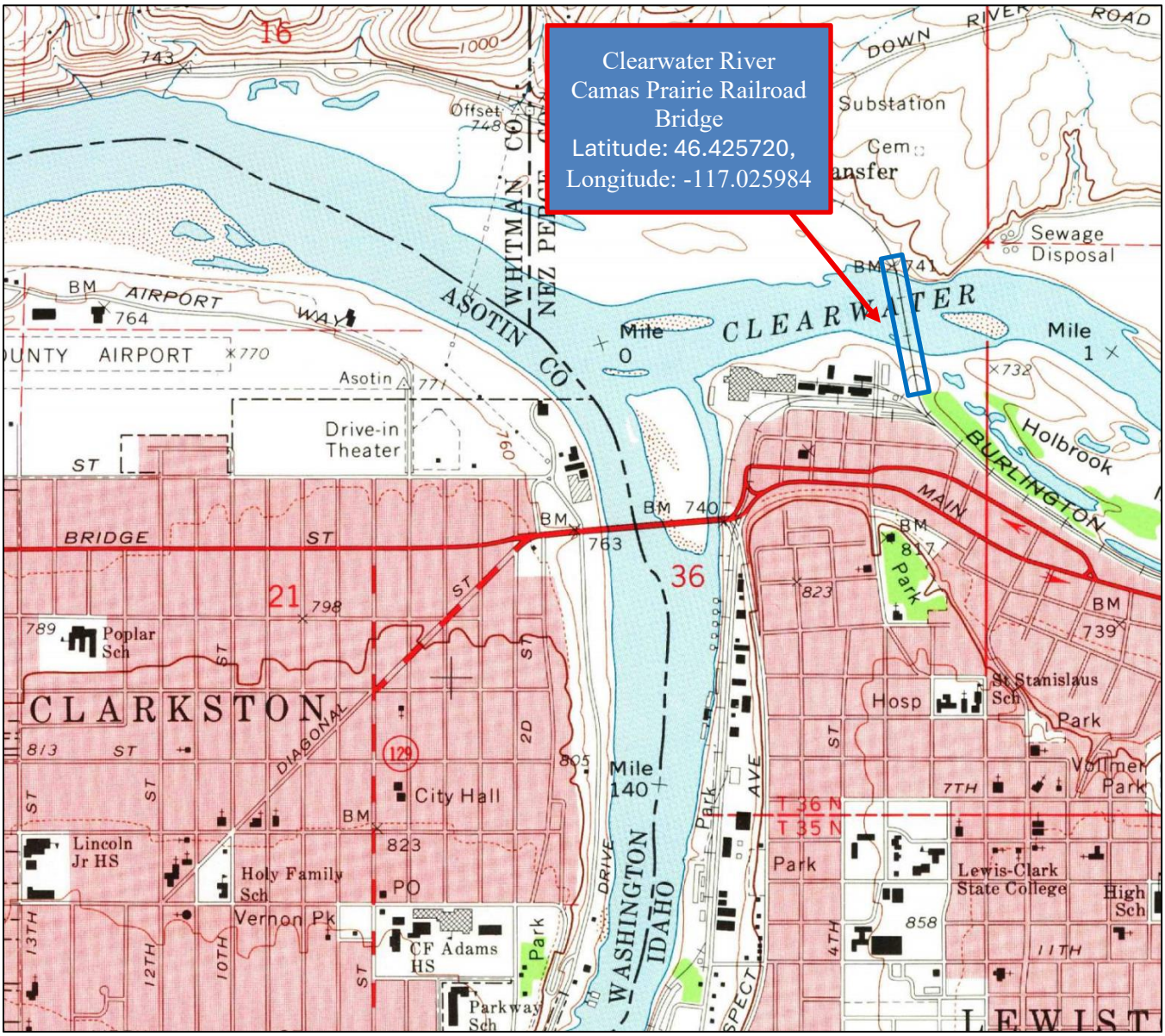


Figure 3: Photo Key, Google Earth. (North at top)

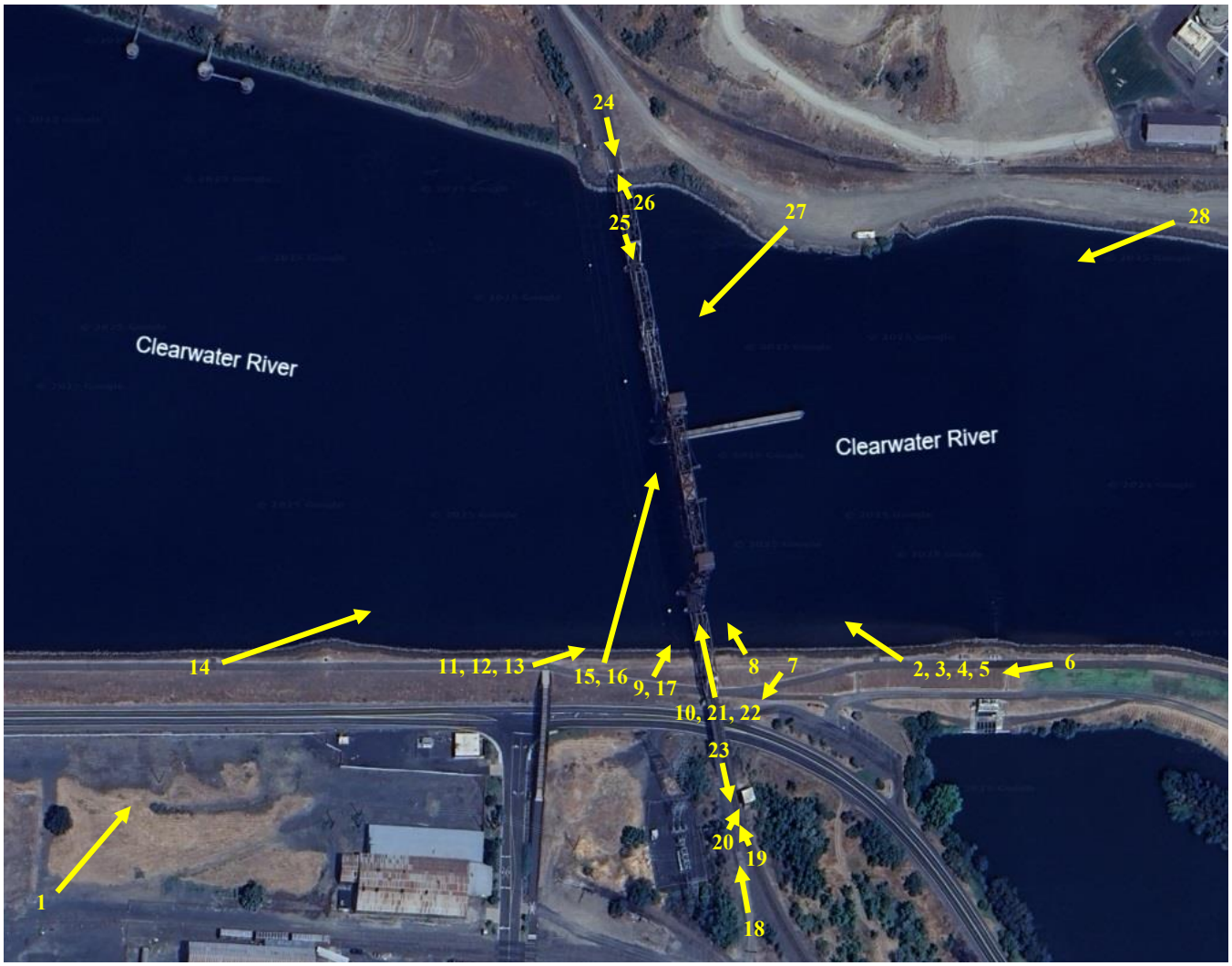


Figure 4: Project plan and elevation of the Clearwater River Camas Prairie Railroad Bridge before and after modifications, 1975. Courtesy of the Idaho Transportation Department.

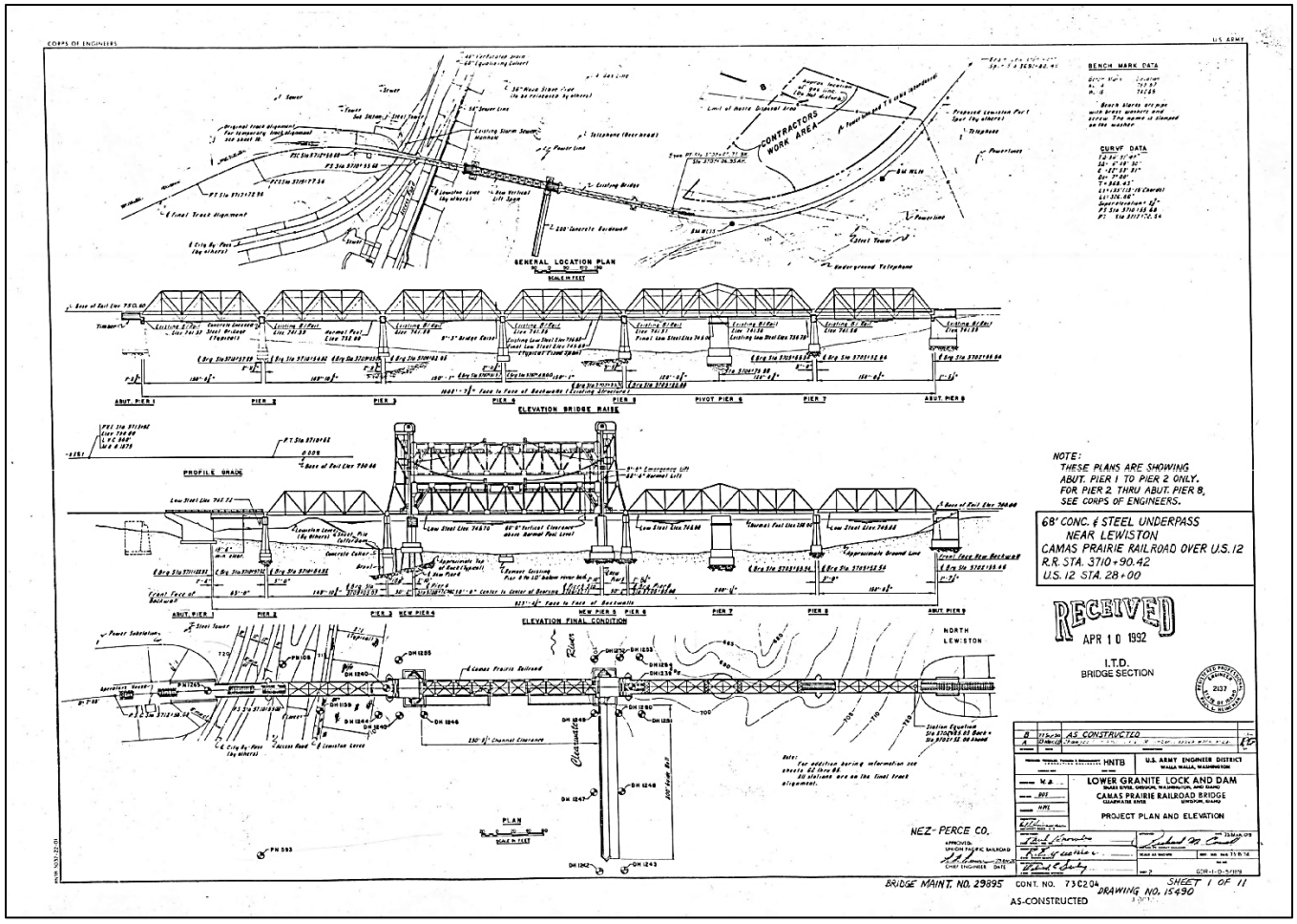


Figure 5: Aerial view looking southwest at the Clearwater River Camas Prairie Railroad Bridge, 1932. Photo courtesy of the Nez Perce County Historical Society and Museum.

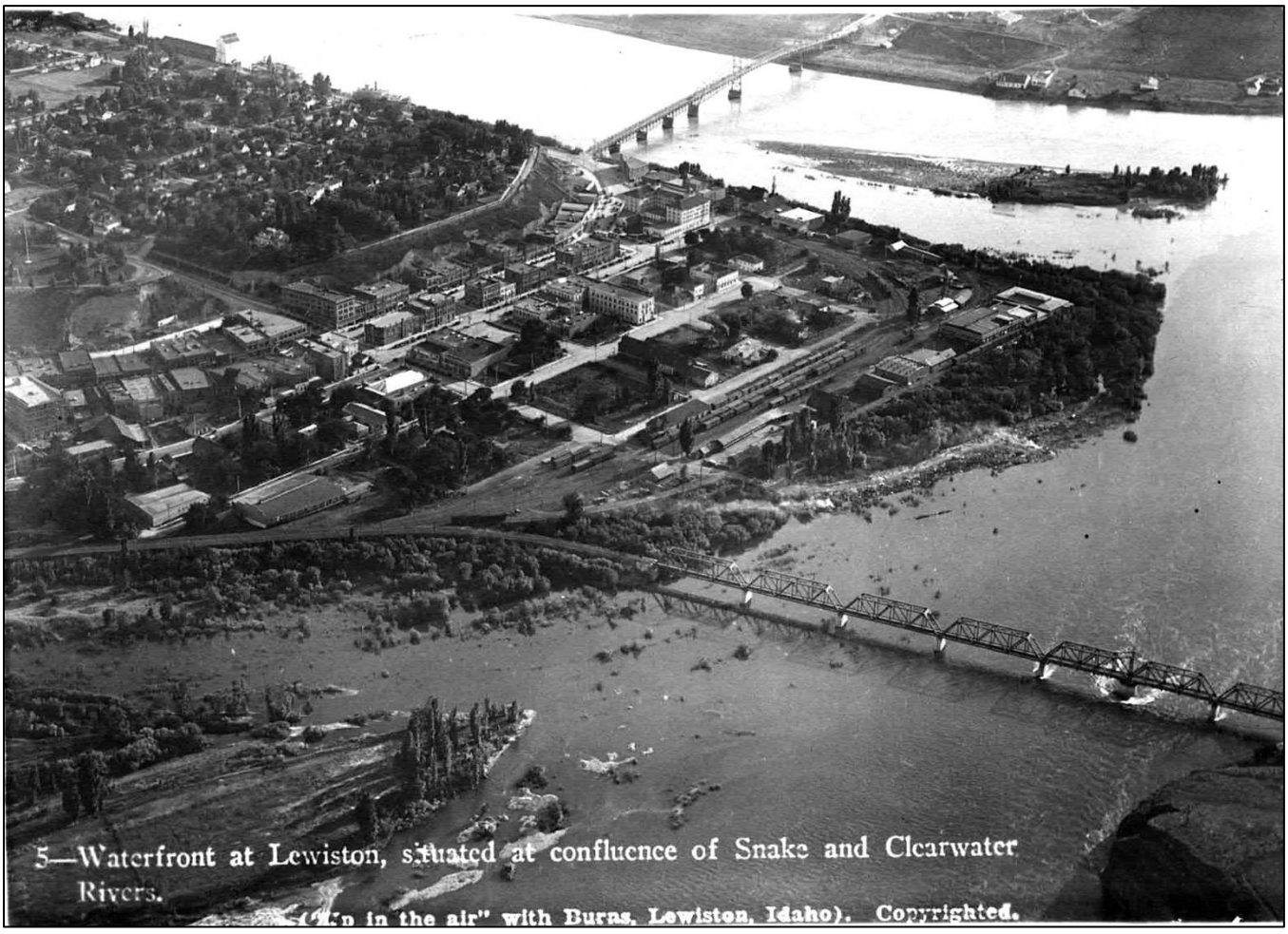


Figure 6: View looking southwest at the Clearwater River Camas Prairie Railroad Bridge, circa 1909. Photo courtesy of the Nez Perce County Historical Society and Museum.

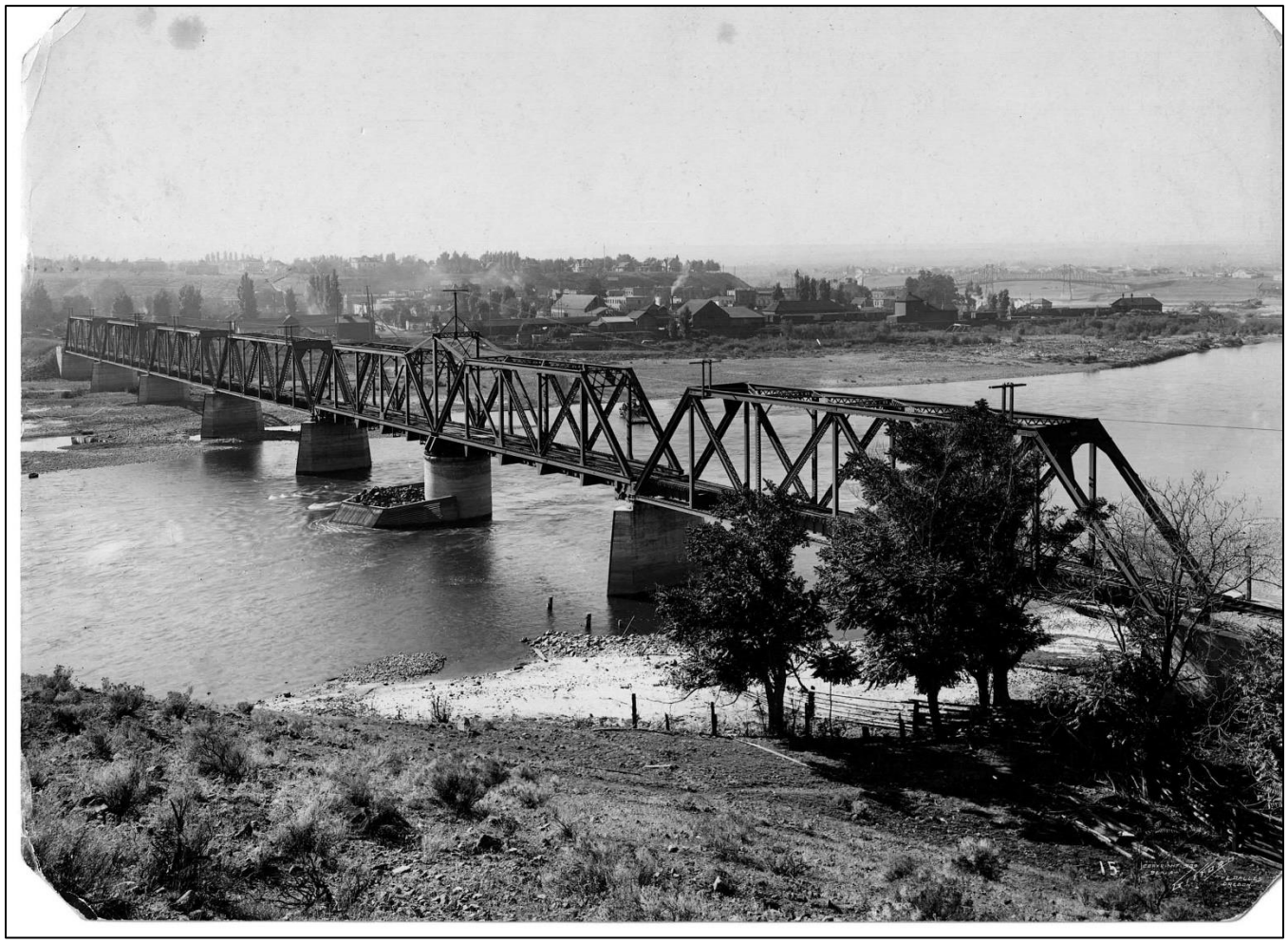
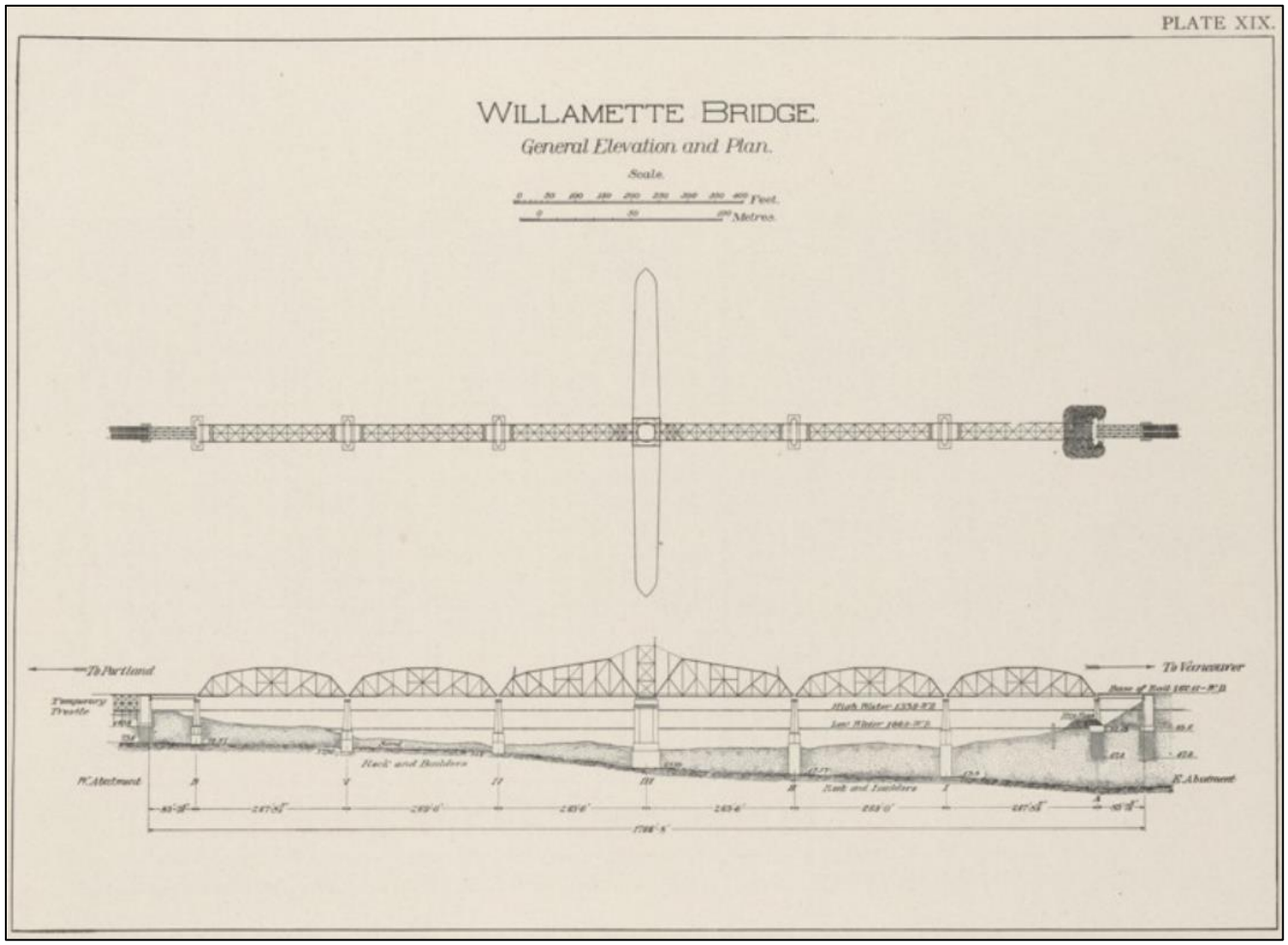


Figure 7: View looking southwest at the Clearwater River Camas Prairie Railroad Bridge's and navigation wall prior to construction of the vertical lift span, circa 1973. Photo courtesy of the Nez Perce County Historical Society and Museum.

Figure 8: View looking southwest at the construction of the 1975 vertical lift bridge and concrete navigation wall. Photo courtesy of the Nez Perce County Historical Society and Museum.

Figure 9: View looking northeast at the Clearwater River Camas Prairie Railroad Bridge's vertical lift span as a barge passes underneath, 1994. Photo courtesy of the Nez Perce County Historical Society and Museum.

Figure 10: Ralph Modjeski's plan of the Willamette Bridge in Portland, Oregon, 1910. This is a similar swing span bridge plan and time period to the Clearwater River Camas Prairie Railroad Bridge. Taken from *The Vancouver-Portland Bridges*, by Ralph Modjeski, 1910.



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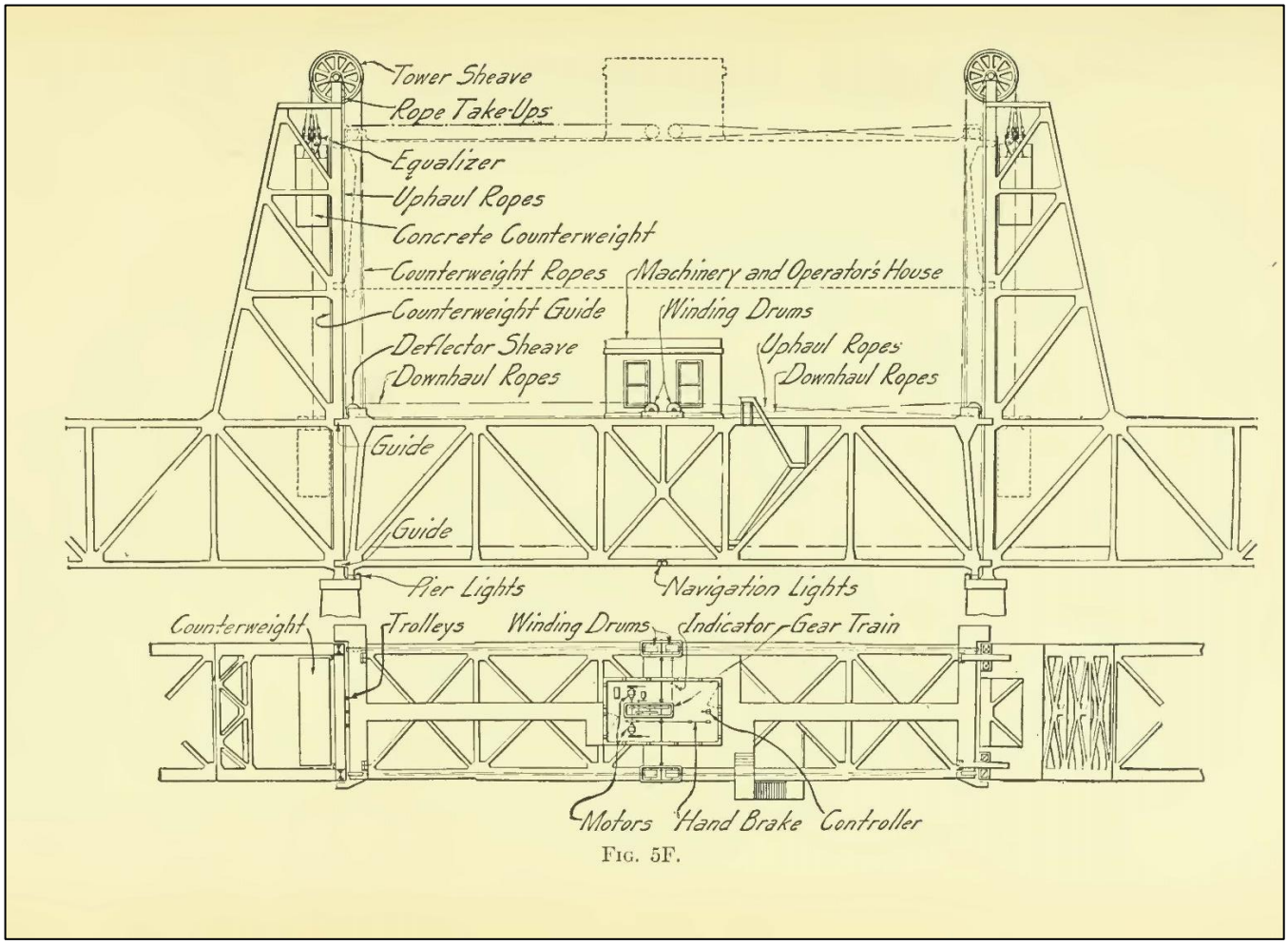

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National Register of Historic Places Continuation Sheet

Clearwater River Camas Prairie River Bridge
Name of Property
Nez Perce County, Idaho
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Section number Photos Page 45

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