

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. **Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

1. Name of Property

historic name Pass Creek Covered Bridge

other names/site number Krewson Covered Bridge; Pass Creek-Krewson Bridge

Name of Multiple Property Listing Oregon Covered Bridges Thematic Group MPS

(Enter "N/A" if property is not part of a multiple property listing)

2. Location

street & number W A Avenue not for publication

city or town Drain Vicinity

state Oregon code OR county Douglas code 019 zip code 97435

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 ___ meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance: ___ national X statewide ___ local
Applicable National Register Criteria: ___ A ___ B X C ___ D

Signature of certifying official/Title: Deputy State Historic Preservation Officer Date

Oregon 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

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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
- site
- structure
- object

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

Contributing	Noncontributing	
		buildings
		site
1		structure
		object
1	0	Total

Number of contributing resources previously listed in the National Register

N/A

6. Function or Use

Historic Functions
(Enter categories from instructions.)

TRANSPORTATION: road-related (vehicular)

Current Functions
(Enter categories from instructions.)

TRANSPORTATION: pedestrian-related
VACANT/NOT IN USE

7. Description

Architectural Classification
(Enter categories from instructions.)

OTHER: Bridge, Covered Bridge (Howe Truss)

Materials
(Enter categories from instructions.)

foundation: CONCRETE; WOOD
walls: WOOD

roof: METAL
other: _____

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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

Pass Creek Covered Bridge in Drain, Douglas County, Oregon, is a 61-foot long Howe through-truss bridge with 12-inch-by-14-inch bottom chords of hand-hewn timber, potentially repurposed from an earlier nineteenth-century span.¹ The bridge's wood substructure is protected by a gabled housing with vertical cedar siding and segmented portals that, somewhat unusually for an Oregon covered bridge, lack any portal wraparound (Photograph 1). Inside, the exposed Howe truss structure highlights the bridge's traditional timber truss engineering. As constructed in 1925, Pass Creek Covered Bridge carried North First Street across Pass Creek. In 1987, the bridge was dismantled and reassembled the following year about 380 feet downstream, using largely original materials (Figures 4 and 13); during this relocation, 6-inch-by-14-inch helper timbers bolted to the bottom chords were added to address deterioration, and some replacement siding was installed, consistent with the bridge's historic design and materials. New approach spans were also constructed using untreated timber. The roof, which was originally clad in wood shingles, was reclad with galvanized metal in 2014.² After relocation, the bridge served pedestrians and cyclists for many years but is now closed due to structural deterioration.³ Despite its condition and relocation, it remains significant as one of the few surviving covered bridges in Douglas County and, through its integrity of setting, design, materials, workmanship, feeling, and association, it continues to embody the region's early transportation history and covered bridge tradition.

Narrative Description

Setting

The Pass Creek Covered Bridge is located in an open civic park setting in roughly the center of Drain, a town of approximately 1,200 residents at the convergence of Elk Creek and Pass Creek, both tributaries of the Umpqua River (Figures 1 and 2). As constructed in 1925, the bridge carried North First Street over Pass Creek; in 1987-1988, it was dismantled and reassembled in its current location, approximately 380 feet downstream and maintaining its historic north/south orientation (Figures 4 and 13). The surrounding creek corridor features dense riparian vegetation, including mature trees and shrubs, that frames the structure and reinforces its historic relationship to the waterway. The north portal now faces the Grant Levins Pavilion and the Drain Civic Center, both major community gathering spaces, while the south portal opens onto an additional city-owned park parcel that remains largely unimproved. Community ball fields are located slightly farther to the southeast.

Description

The Pass Creek Covered Bridge is a 61-foot long Howe through-truss bridge with 12-inch by 14-inch hand-hewn timber bottom chords and a gabled housing approximately 19.5 feet wide and 30 feet high at

¹ Daniel K. Pettit, "Pass Creek Covered Bridge," *The Oregon Encyclopedia*, accessed March 29, 2026, https://www.oregonencyclopedia.org/articles/pass_creek_covered_bridge/; Nick and Bill Cockrell, *Roofs Over Rivers: A Guide to Oregon's Covered Bridges* (Hillsboro, OR: National Society for the Preservation of Covered Bridges, 1978), 18.

² Rebecca Burrow, Chris Bell, and Chris Leedham, *Oregon's Historic Bridge Field Guide* (Salem, OR: Oregon Dept. of Transportation, 2013), 77; George Kramer, "City of Drain/Pass Creek (Drain) Covered Bridge Rehab Project, Pass Creek (Drain) Covered Bridge #19B01," Oregon Inventory of Historic Places Section 106 Level of Effect Form (2013), 6.

³ City of Drain, "Pass Creek Covered Bridge," *City of Drain Official Website*, accessed March 24, 2026, <https://www.cityofdrain.org/community/page/pass-creek-covered-bridge>.

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the gable peak (Figure 3).⁴ The housing is clad in vertical 1-inch by 12-inch cedar boards without battens, painted brown (Photograph 1). Although some siding was installed new during the 1988 reassembly, it is consistent with historic photographs that show the bridge's traditionally unadorned and utilitarian appearance (Figure 8). The housing has segmented portal openings characteristic of Oregon covered bridges but, somewhat unusually for this resource type, lacks any portal "wraparound" (a feature where the siding wraps around the end of the truss and into the bridge interior for a short distance, to provide additional weather protection to the truss). This absence is thought to be an original design characteristic (Figure 9, Photographs 5 and 7) The decking, floor beams, and roof rafters are wood, and the roof is clad in galvanized sheet metal installed in 2014.⁵

The concrete piers supporting the structure date to the 1988 reassembly (Photographs 2 and 5). The approach spans, constructed during the relocation and rebuilt intermittently since, utilize untreated timber stringers, decking, and railings consistent with their functional purpose and modern construction period. One intermediate bent on the north approach incorporates salvaged rail material from another local bridge reconstructed in 2005 (Photograph 6).⁶ Bridge historians have noted that the craftsmanship and existing holes in the hand-hewn bottom chords suggest they may be original components of an 1876 bridge associated with the Overland Stagecoach Route, which the Pass Creek Covered Bridge was constructed to replace in 1925.⁷ These chords were reinforced with 6-inch by 14-inch helper timbers during the 1988 reassembly.⁸

Alterations

Alterations to the Pass Creek Covered Bridge prior to its relocation in the late 1980s are only partially documented; however, available historic photographs, published histories, and engineering assessments indicate that the bridge's original Howe truss configuration, hand-hewn timber bottom chords, portal design, and overall material composition have remained largely intact. The only confirmed pre-relocation intervention occurred in 1969, when the City of Drain repaired storm damage by replacing portions of the rafters and the cedar shingle roof.⁹

Ongoing structural deterioration resulted in the closure of the bridge to vehicular traffic in 1981, and a subsequent engineering inspection conducted in 1987 evaluated the superstructure as being in "critical" condition.¹⁰ In 1987, the bridge was dismantled, and structural members were numbered and documented. The following year, the bridge was reassembled approximately 380 feet downstream behind the Drain Civic Center and reopened for pedestrian use (Figure 13).¹¹ The relocation and reassembly included the construction of new concrete piers and replacement timber approach spans, in-kind replacement of siding and wood shingle roof cladding, removal of the vehicular rail, and the addition

⁴ Oregon Department of Transportation, "Pass Creek Bridge First Street, Drain Oregon Environmental Assessment and 4(F) Evaluation", 31, accessed March 29, 2026, <https://digitalcollections.library.oregon.gov/nodes/view/315917>.

⁵ City of Drain, "Pass Creek Covered Bridge"; Dwight A. Smith, James B. Norman, and Pieter T. Dykman, *Historic Highway Bridges of Oregon*, 2nd ed. (Portland: Oregon Historical Society Press, 1989), 75; Kramer, "City of Drain/Pass Creek (Drain) Covered Bridge Rehab Project, 3-4.

⁶ Lost Bridges Online, "Pass Creek Bridge (OR/37-10-02)," accessed March 24, 2026, <https://www.lostbridges.org/details.aspx?id=OR/37-10-02>; Kramer, "City of Drain/Pass Creek (Drain) Covered Bridge Rehab Project,4.

⁷ Pettit, "Pass Creek Covered Bridge."

⁸ Kramer, "City of Drain/Pass Creek (Drain) Covered Bridge Rehab Project," 6.

⁹ Oregon Department of Transportation, "Pass Creek Bridge First Street, Drain Oregon Environmental Assessment and 4(F) Evaluation", 4.

¹⁰ Kramer, "City of Drain/Pass Creek (Drain) Covered Bridge Rehab Project," 6.

¹¹ "Drain Gets Grant to Restore Bridge," *Register-Guard* (Eugene, OR), November 11, 1987.

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of 6-inch-by-14-inch helper timbers bolted through the original members to supplement areas weakened by decay.¹²

The most recent major alterations occurred during a 2013–2014 stabilization and rehabilitation project funded through a grant from the Oregon Department of Transportation (ODOT). The scope of work emphasized stabilization rather than full restoration and included targeted epoxy consolidation in both the top and bottom chords as well as reinforcement of deteriorated truss members at the southern end of the bridge using 2-inch-by-6-inch spacers and 4-inch-by-14-inch diagonal members. Damaged exterior siding was replaced in-kind, and the wood shingle roof was replaced by galvanized sheet metal.¹³

Following the 2014 rehabilitation, consulting engineers discovered severe decay in the southeast corner of the bridge, including failure of the original bottom chord and deterioration of the 1988 helper beam reinforcement. Based on these findings, engineers recommended immediate closure of the bridge to pedestrian traffic, and it has remained closed since. Although no major physical repairs have been completed since the closure, the bridge was selected by the Oregon Department of Transportation in 2015 as a pilot structure for 3D laser scanning digital preservation, producing an advanced documentation dataset intended to inform future rehabilitation.¹⁴ More recent municipal and consultant evaluations, including a 2024 condition reassessment, have documented continued deterioration; however, no new physical interventions have occurred.

Integrity

Integrity refers to the ability of a property to convey its significance. For the Pass Creek Covered Bridge, significance derives from its timber Howe truss design and associated gabled housing, which was constructed to protect the wooden bridge members. The following evaluation addresses the seven aspects of integrity.

Location and Setting

The Pass Creek Covered Bridge was dismantled in 1987 and reassembled approximately 380 feet downstream in 1988, so it does not retain integrity of location. However, the bridge remains within the civic core of Drain and continues to cross Pass Creek, which is roughly the same width and exhibits the same riparian vegetation in this location as at the original crossing (Figure 4). Therefore, it retains integrity of setting.

Design

The bridge's character-defining Howe truss configuration, segmented portals, vertical board siding without battens, and gabled housing remain clearly legible (Figures 7 and 8, Photograph 1). Reinforcements and roof and siding replacements have not altered the underlying truss form or the overall massing of the structure. As a result, the bridge retains integrity of design.

Materials and Workmanship

Despite its relocation, the reconstruction of piers and approaches, and targeted replacement or reinforcement of materials, the bridge retains substantial historic fabric. This includes the hand-hewn bottom chords and the timber Howe truss superstructure. Traditional timber truss joinery remains visible beneath the gabled housing and continues to convey early twentieth-century timber truss construction methods (Photographs 8 and 9). The bridge therefore retains integrity of materials and workmanship.

Feeling and Association

Covered timber-truss bridges represent an important and diminishing facet of Oregon's transportation and engineering history; fewer than 50 examples remain, down from a peak of approximately 450

¹² Kramer, "City of Drain/Pass Creek (Drain) Covered Bridge Rehab Project," 6.

¹³ City of Drain, "Pass Creek Covered Bridge."

¹⁴ Pettit, "Pass Creek Covered Bridge."

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between 1905 and 1925.¹⁵ The Pass Creek Covered Bridge's enclosed timber Howe truss, segmented portals, and placement over the same creek and within the historic civic core of Drain enable it to continue to read as a historic Oregon covered bridge despite its closure to vehicle traffic. The bridge therefore retains integrity of feeling and association.

Summary

Although grant funding opportunities for rehabilitation are available, eligibility generally requires listing on the National Register of Historic Places. Until such designation is secured and adequate funding obtained, the City of Drain has been unable to address ongoing deterioration, and the bridge has remained closed for approximately a decade. Despite its inactive status, the Pass Creek Covered Bridge retains integrity of setting, design, materials, workmanship, feeling, and association to convey its significance, and the City of Drain continues to serve as steward of this historic resource to ensure its long-term preservation for future generations.

Character-Defining Features of the Pass Creek Covered Bridge

- Timber Howe through-truss configuration
- Hand-hewn timber bottom chords
- Traditional timber joinery visible within the housing
- Gabled covered housing with historic proportions (approximately 19.5 feet wide and 30 feet high at the gable peak)
- Vertical 1x12 cedar board siding without battens
- Segmented portal openings
- Absence of portal wraparound
- Wood decking, floor beams, and rafters
- Relationship to Pass Creek
- Riparian vegetation
- Civic-core setting

¹⁵ Elisabeth Walton Potter, et al., "Oregon Covered Bridges," Thematic Group Nomination, NRIS# 64000700, (Washington, DC: U.S. Department of the Interior, National Park Service, 1979), 8-0.

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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.)

- 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.)

Property is:

- 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.)

ENGINEERING

Period of Significance

1925

Significant Dates

1925: date of construction

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation (if applicable)

N/A

Architect/Builder

Unknown

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Period of Significance (justification)

The period of significance is 1925, the date the Pass Creek Covered Bridge was constructed. Although some components of an earlier bridge in the same location (dating to 1906 or possibly earlier) may have been salvaged and incorporated into the current structure, available sources are clear that the scope of the 1925 project effectively constituted new construction.¹⁶ 1925 is therefore considered the bridge's date of construction. This date falls within the 1914–1966 period established by the 1979 Oregon Covered Bridges Thematic Group nomination.¹⁷

Criteria Considerations (explanation, if necessary)

Pass Creek Covered Bridge originally carried North First Street across Pass Creek, adjacent to the Southern Pacific Railroad line. In 1987-1988, the bridge was dismantled, relocated, and reassembled in its current location, about 380 feet downstream over Pass Creek in Drain Civic Center Park (Figures 4 and 13).¹⁸ Following the move, the bridge no longer supported vehicular traffic; for many years it functioned as a bicycle and pedestrian crossing, but as of this writing, it is not in transportation active use due to its condition.

The bridge is significant under Criterion C for its engineering value (see below), and despite its relocation, it retains integrity of setting, design, materials, workmanship, feeling, and association (see Section 7). In its current location in Drain Civic Center Park, it spans the same watercourse and retains its original north-south orientation. The creek's width, vegetation, and surrounding environment at this current site closely resemble those at the original crossing, and the bridge itself maintains its covered Howe truss design and a majority of its original materials. Although it no longer carries a vehicular roadway, it does retain sufficient integrity to convey its engineering significance and has an orientation, setting, and environment comparable to its original location. For these reasons, the bridge meets the requirements of **Criterion Consideration B** for moved properties significant under Criterion C.¹⁹

It is not necessary for the Pass Creek Covered Bridge to meet **Criteria Consideration E** for reconstructed properties. Per National Register guidance, reconstructed properties are those that have been wholly or partially constructed of new materials to replicate the form and detail of a vanished resource at a specific point in time.²⁰ As the 1988 reassembly primarily utilized original material dating to the bridge's construction, including the hand-hewn timber truss members and other structural components, the reassembly is not considered a reconstruction and Criteria Consideration E is not applicable.

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 Pass Creek Covered Bridge is significant at the statewide level under Criterion C in the area of Engineering as an excellent representative of Oregon's historic covered bridge-building tradition during the period of significance, 1925, the year of its construction. Once one of an estimated 450 covered timber-truss bridges that existed in Oregon, it is now one of fewer than 50 surviving statewide.²¹ The bridge illustrates the characteristic engineering practice of enclosing timber trusses to protect structural members from the Pacific Northwest's damp climate, a character-defining feature of this property type as recognized in the 1979 Oregon Covered Bridges Thematic Group nomination.²² Although relocated in 1987-1988, the Pass Creek Covered Bridge meets Criteria Consideration B because its current setting, orientation, and functional relationship to

¹⁶ Kramer, "City of Drain/Pass Creek (Drain) Covered Bridge Rehab Project," 5.

¹⁷ Potter, et al., "Oregon Covered Bridges," 7-2.

¹⁸ Kramer, "City of Drain/Pass Creek (Drain) Covered Bridge Rehab Project," 1.

¹⁹ National Park Service, *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation* (Washington, DC: U.S. Department of the Interior, National Park Service, 1997), 29-30.

²⁰ National Park Service, *National Register Bulletin 15*, 37.

²¹ Burrow et al., *Oregon's Historic Bridge Field Guide*, 307-308; Potter, et al., "Oregon Covered Bridges," 8-0.

²² Potter, et al., "Oregon Covered Bridges," 8-0.

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Pass Creek closely approximate those of its original location, and because it retains integrity with regard to setting, design, materials, workmanship, feeling, and association. Through its continued ability to convey the distinctive engineering methods and construction practices associated with Oregon's covered bridge tradition, the Pass Creek Covered Bridge is eligible for listing in the National Register of Historic Places.

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

Historic Context for Oregon's Covered Bridge Tradition

The history of covered bridges in Oregon reflects the broader evolution of American timber-truss bridge engineering from the early nineteenth century through the early twentieth century. As Euroamerican builders adapted European timber-truss traditions to local materials, climate, and transportation needs, the covered bridge emerged as a durable and economical solution for spanning waterways across the country. While most states transitioned to iron and steel by the late nineteenth century, Oregon's unique combination of material availability, environmental and economic conditions, and institutional support allowed timber-truss construction to persist well into the modern era. The state's surviving covered bridges, including the Pass Creek Covered Bridge in Drain, form part of this distinctive regional legacy.

Covered bridge construction in the United States began in the early nineteenth century as American builders adapted established European timber-bridge traditions to the transportation needs and environmental conditions of North America. The nation's first documented covered bridge was the Schuylkill Permanent Bridge in Philadelphia, a 550-foot-long wood arch bridge with massive stone piers and approaches, nicknamed the "Colossus" and completed in 1805. The popularity of this form grew rapidly in the years that followed, as demand for bridges was high and timber was generally plentiful. The earliest examples, like the Colossus, generally relied on arch construction, but within a decade, truss construction came to dominate; because the truss is the most efficient method for achieving long timber spans, the vast majority of the country's approximately 700 surviving covered bridges are truss bridges. Early American builders employed simple truss types such as kingpost, queenpost, and multiple-kingpost configurations, forms that had been used for roof framing for centuries. These basic types became the foundation for more sophisticated designs developed in the nineteenth century, including the Burr, Town, and Howe trusses, which provided the most efficient method for achieving long spans with wood. Coverings or housings were constructed over completed bridges to protect the timber trusses from moisture and decay, thereby extending the life of these structures.²³

As timber-truss technology matured, covered bridge construction spread rapidly across the expanding nation. By 1810, covered bridges could be found at most major crossings in southern and western New England, southeastern New York, eastern Pennsylvania, and New Jersey. By 1820, the practice had reached northern New England, Maryland, southwestern Pennsylvania, and southeastern Ohio; by 1830, western Ohio and the Carolinas; by 1840, southern Indiana and the Deep South; and by 1850, most regions with European settlements in the United States and Canada. At the height of covered bridge construction around 1870, the United States had more than 10,000 covered bridges, with examples documented in forty-one states.²⁴ Covered timber-truss bridges were practical to build in frontier regions, as they required only locally sourced timber and common hand tools, and skilled carpenters could erect the superstructure of an average span within a few weeks.²⁵

²³ Lola Bennett, "History of Covered Bridges in the United States," in *Covered Bridges and the Birth of American Engineering*, ed. Justine Christianson & Christopher H. Marston (Historic American Engineering Record, National Park Service, 2015), 52-56 and 62-64.

²⁴ Fred Kniffen, "The American Covered Bridge," *Geographical Review* 41, no. 1 (January 1951): 119; Bennett, "History of Covered Bridges in the United States," 55. Regions where covered bridges were scarce, including the Rocky Mountain interior and the northern and southern plains, typically lacked the combination of major river crossings, accessible timber, favorable topography, and population density that supported the widespread adoption of timber-truss bridge building elsewhere.

²⁵ Bennett, "History of Covered Bridges in the United States," 54.

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Throughout the nineteenth century, however, American bridge engineers developed a growing interest in iron, which offered strength and resistance to fire, rot, and insects. Its adoption was gradual due to the material's expense and comparative difficulty to manufacture, but over time its advantages, combined with the inherent vulnerabilities of wood, led many engineers and public officials to regard timber bridges as old-fashioned and obsolete. By the 1880s, iron and steel had begun to replace timber as the preferred bridge-building materials, and covered bridge construction declined rapidly in most parts of the country. The rise of the automobile in the early twentieth century accelerated this shift, as wider, safer, and more efficient roadways were needed to accommodate heavier vehicles traveling at higher speeds. During World War I, federal control of timber and lumber supplies further reduced timber's competitive advantage. By the 1920s, newly formed state highway departments were routinely bypassing or demolishing covered bridges and replacing them with steel and concrete structures better suited to modern transportation demands.²⁶

Oregon's context of covered bridge development diverges significantly from this national pattern, as the state continued to build covered timber-truss bridges well into the twentieth century. The state's abundant supply of large-dimension Douglas fir provided strong, durable timbers ideally suited to bridge construction, and the region's wet climate made protective housings especially valuable.²⁷ Economic conditions also contributed to the persistence of the form, as wartime steel shortages and the economic constraints of the Great Depression made timber bridges more affordable than steel or concrete alternatives.²⁸ Oregon became the center of American covered bridge activity during the early twentieth century, and between approximately 1905 and 1925—well after many states had abandoned timber-truss construction—the state's inventory of covered timber truss bridges reached an estimated 450 spans.²⁹ These bridges ranged from short 39-foot crossings to structures nearly 180 feet long, although the most common lengths fell between 60 and 120 feet. Early examples, designed for horse-drawn vehicles, often had roadway widths of only 11 to 20 feet. The Howe truss, patented in 1840, became the predominant type in Oregon, though kingpost and queenpost trusses continued to be used, as seen in the 42-foot-long kingpost-truss Neal Lane Bridge (1939) in Douglas County. Housings were uniformly gable-roofed and typically clad in vertical siding, often in the board-and-batten style. Exterior treatments varied widely, including differences in portal design, buttressing, and the placement of openings for lighting and ventilation. Most featured "wraparounds" at both portals, where the siding extends around the end of the truss and into the bridge interior for a short distance to provide additional weather protection.³⁰

In 1915, the Oregon State Legislature passed legislation requiring that county bridges costing more than \$500 be built under the supervision of the newly formed Oregon State Highway Commission. After evaluating various bridge types, state engineers concluded that a well-built covered timber bridge could match the lifespan of a steel bridge while costing significantly less to construct. Between 1918 and 1924 they developed many standardized plans specifically designed for motorized vehicles, as opposed to the lighter loads for which earlier timber bridges had been designed, and made them freely available for county use. These bridges were wider, sturdier, and more open than their nineteenth-century predecessors. Most used a simplified Howe truss without counterbraces, a form that required minimal steel yet could meet modern load requirements. The availability of large virgin timber allowed builders to return to traditional timber-framing practices, such as mortising braces directly into the chords rather than relying on angle blocks. Some bridges, such as the Pass Creek Covered Bridge, even used hand-hewn chords rather than built-up plank chords. County engineers and

²⁶ Lola Bennett, "Covered Bridges National Historic Landmark Context Study," National Register of Historic Places Multiple Property Documentation form (National Park Service, 2012), 21-23.

²⁷ Potter, et al., "Oregon Covered Bridges," 8-2.

²⁸ Bennett, "History of Covered Bridges in the United States," 68.

²⁹ Potter, et al., "Oregon Covered Bridges," 8-0.

³⁰ Potter, et al., "Oregon Covered Bridges," 7-2 to 7-3; George Kramer, "City of Drain/Pass Creek (Drain) Covered Bridge Rehab Project, Pass Creek (Drain) Covered Bridge #19B01," Oregon Inventory of Historic Places Section 106 Level of Effect Form (2013), 6.

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road crews used these state-issued plans to build approximately 200 covered bridges on secondary roads in western Oregon between the 1910s and the 1940s.³¹

By the 1940s, even in Oregon, the era of covered bridge construction was drawing to a close. Heavy log trucks, oil tankers, and wheat haulers exceeded the capacity of timber trusses, and modern highway standards required wider, straighter alignments that were incompatible with housed spans. At the same time, pressure-treated wood became available for the first time, and reinforced concrete and steel trusses became more economical, reducing the need for protective housings. After World War II, rising lumber and labor costs made timber bridges comparatively less affordable. Nevertheless, Oregon continued to build a small number of covered bridges even into the 1960s, three-quarters of a century after most of the country had abandoned the form. These structures were sufficiently valued that some counties elected to repair or replace deteriorated covered bridges in kind, in some cases resulting in multiple generations of covered spans at the same crossing.³²

Despite efforts to preserve these distinctive resources, by the mid-twentieth century overall numbers of covered bridges in Oregon had declined sharply. The Oregon State Highway Department's bridge census recorded 250 covered bridges in use at the beginning of World War II; as of 2013, there were fewer than 50.³³ Lane County historically had the most, with 86 bridges at its peak, and it continues to hold the largest surviving concentration. Douglas County, which was historically second only to Lane County in number of covered bridges (44 and 86, respectively), has only six remaining as of this writing (see Table 1), one of which (Horse Creek Covered Bridge) was relocated from Lane County.³⁴ The city of Drain itself once had at least three covered bridges, and the Pass Creek Covered Bridge is the last remaining.³⁵ In 1979, the Oregon State Historic Preservation Office documented 56 extant covered bridges and nominated 46 of them to the National Register of Historic Places using a Thematic Group nomination.³⁶ Since that time, several bridges, including the Pass Creek Covered Bridge, have been relocated in order to protect them from demolition. At least two bridges—the Antelope Creek Covered Bridge and the Irish Bend Covered Bridge—have been relisted in the National Register since relocation.³⁷

Oregon's surviving covered bridges represent a once-common form of rural infrastructure and embody a significant cultural and engineering legacy. They demonstrate how traditional timber-truss technology was adapted to the environmental conditions, material availability, and transportation requirements of the Pacific Northwest, and they reflect the persistence of timber-truss engineering in Oregon long after the form had disappeared elsewhere in the country. Their continued presence also underscores Oregon's distinctive role within the national history of covered bridges: approximately 80 percent of the nation's extant historic covered bridges are located in just six states, with Oregon the only western state among them.³⁸ Collectively, these

³¹ Bennett, "History of Covered Bridges in the United States," 68; Potter, et al., "Oregon Covered Bridges," 7-5 to 7-6.

³² Potter, et al., "Oregon Covered Bridges Thematic Group Nomination," 8-0, 8-3 to 8-4.

³³ Potter, et al., "Oregon Covered Bridges Thematic Group Nomination," 8-2; Rebecca Burrow, Chris Bell, and Chris Leedham, *Oregon's Historic Bridge Field Guide* (Salem, OR: Oregon Dept. of Transportation, 2013), 307-308; Jeff Grency, "Study to List Remaining Covered Bridges," *Oregonian* (Portland, OR), January 28, 1988.

³⁴ Potter, et al., "Oregon Covered Bridges Thematic Group Nomination," 8-2; "Covered Bridges of Douglas County," *Experience Roseburg Oregon*, August 4, 2021, <https://www.experienceroseburg.com/blog/post/covered-bridges-of-douglas-county/>.

³⁵ Kramer, "City of Drain/Pass Creek (Drain) Covered Bridge Rehab Project, 5.

³⁶ Potter, et al., "Oregon Covered Bridges Thematic Group Nomination," 7-0; "Covered bridges may find shelter under listing in national register," *Register-Guard* (Eugene, OR), September 28, 1977. Ten bridges, including the Pass Creek Covered Bridge, were not listed at the request of their owners.

³⁷ Sarah Jalving, "Irish Bend Covered Bridge No. 14169," National Register of Historic Places Nomination 13000117 (Washington, DC: U.S. Department of the Interior, National Park Service, 2013); Diana Painter, "Antelope Creek Covered Bridge," National Register of Historic Places Nomination 12001091 (Washington, DC: U.S. Department of the Interior, National Park Service, listed December 26, 2012).

³⁸ Bennett, "History of Covered Bridges in the United States," 75n65.

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structures remain important cultural and engineering resources that illustrate Oregon’s transportation history and the broader evolution of timber-truss bridge construction in the United States.

Table 1. Extant Covered Bridges in Douglas County, Oregon

Name	Crossing	Year Built	Truss Tyle	NRHP Status
Horse Creek Covered Bridge ³⁹	Horse Creek (historic); Myrtle Creek (current)	1930; dismantled 1987 and reassembled in new location in 1991	105-foot timber Howe through-truss	Listed under 1979 Thematic Group nomination; delisted automatically when dismantled in 1987
Milo Academy Covered Bridge ⁴⁰	South Umpqua River	1962	100-foot steel truss (housing is decorative rather than protective)	Listed under 1979 Thematic Group nomination (NRIS# 79002055)
Cavitt Creek Bridge ⁴¹	Little River	1943	70-foot timber Howe through-truss	Not listed under 1979 Thematic Group nomination at request of local government
Rochester Covered Bridge ⁴²	Calapooya Creek	1933; substantially remodeled 1969	80-foot timber Howe through-truss	Not listed under 1979 Thematic Group nomination at request of local government
Neal Lane Covered Bridge ⁴³	South Myrtle Creek	1939	42-foot kingpost through-truss	Not listed under 1979 Thematic Group nomination at request of local government
Pass Creek Covered Bridge ⁴⁴	Pass Creek (historic and current)	1925; dismantled 1987 and reassembled approx. 380 feet downstream in 1988	61-foot timber Howe through-truss	Not listed under 1979 Thematic Group nomination at request of local government

The City of Drain’s Development and Transportation Context

The community of Drain emerged in the mid-nineteenth century at a strategic transportation junction in northern Douglas County, where interior valleys connected with routes to the Oregon Coast. The community was reportedly laid out in 1847 by Warren Goodell, who sold his claim to famed pioneer Jesse Applegate. Charles C. Drain subsequently purchased 320 acres, including the townsite, from Applegate in 1860.⁴⁵ The town’s formal development occurred after 1872, when Charles Drain sold land to the Oregon and California

³⁹ Harry Esteve, “Bridge ‘retiring’ to Cottage Grove,” *Register-Guard* (Eugene, OR), November 19, 1987; “Crane pulls covered bridge in place over Myrtle Creek,” *Register-Guard* (Eugene, OR), May 13, 1991; Potter, et al., “Oregon Covered Bridges Thematic Group Nomination,” n.p.

⁴⁰ Potter, et al., “Oregon Covered Bridges Thematic Group Nomination,” n.p.

⁴¹ Burrow et al., *Oregon’s Historic Bridge Field Guide*, 84; Potter, et al., “Oregon Covered Bridges Thematic Group Nomination,” n.p.

⁴² Burrow et al., *Oregon’s Historic Bridge Field Guide*, 81; Potter, et al., “Oregon Covered Bridges Thematic Group Nomination,” n.p.

⁴³ Burrow et al., *Oregon’s Historic Bridge Field Guide*, 83; Potter, et al., “Oregon Covered Bridges Thematic Group Nomination,” n.p.

⁴⁴ Burrow et al., *Oregon’s Historic Bridge Field Guide*, 77; Potter, et al., “Oregon Covered Bridges Thematic Group Nomination,” n.p.

⁴⁵ A.G. Walling, *History of Southern Oregon, Comprising Jackson, Josephine, Douglas, Curry, and Coos Counties, Compiled from the Most Authentic Sources* (Portland, OR: Printing and Lithography House of A.G. Walling, 1884), 431.

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Railroad for use as a depot, thereby establishing Drain as a rail stop within a broader regional transportation network.⁴⁶ The City of Drain was incorporated in February 1887, with Charles Drain's son John C. Drain serving as its first mayor.⁴⁷

Historians have noted that Drain's location corresponds with an earlier overland stage route that linked Scottsburg to the west and the Willamette Valley to the north with Roseburg to the south, making Pass Creek a critical crossing point well before the arrival of the railroad.⁴⁸ By 1876, this crossroads function was well established, as evidenced by early settlers and entrepreneurs who acquired railroad land, operated businesses serving travelers and freight, and acted as agents for express companies such as Wells Fargo, facilitating the movement of goods, money, and communications.⁴⁹ Together, these activities underscore Drain's early role as a local commercial and transportation hub connecting wagon roads, rail service, river transport, and coastal trade routes within northern Douglas County, a role in which the Pass Creek Covered Bridge played an integral part by facilitating the movement of people, goods, and services across Pass Creek during this formative period. Within this historical context, the Pass Creek Covered Bridge represents a tangible remnant of early transportation infrastructure that shaped Drain's development and connected northern Douglas County to regional trade and travel networks.

Construction and Early History of the Pass Creek Covered Bridge

The first bridge over Drain's Pass Creek crossing was built circa 1870 to serve the overland stagecoach route between Roseburg and Scottsburg, a key transportation corridor that predated modern highways and rail links to the coast.⁵⁰ This span was replaced in 1906 (or possibly earlier) by a second bridge, portions of which may have survived into the twentieth century. Oral histories suggest that some elements of the existing structure, particularly the hand-hewn bottom chords, could predate the 1925 bridge and perhaps even the 1906 span, though no definitive documentation has been located.⁵¹ Covered-bridge historian Fred Kildow even proposed that the bridge "just might be the oldest continuously used covered bridge in the state," though this remains unconfirmed.⁵²

In 1925, the current Pass Creek Covered Bridge was constructed following what contemporary accounts describe as a "massive rebuild" of the 1906 bridge.⁵³ While some components of the older structure may have been salvaged and reused, the scope of the 1925 work effectively constituted new construction. The completed structure was a 61-foot Howe truss, a configuration combining timber diagonals with vertical metal rods that tie the upper and lower chords together for added strength. The bridge was protected or "covered" by a housing with vertical-board cladding without battens and a wood-shingled gable roof. As it was built, the 1925 bridge carried North First Street across Pass Creek and was immediately adjacent to the Southern Pacific Railroad line.⁵⁴

Pass Creek Covered Bridge served vehicular traffic for nearly six decades. Structural deterioration led to closure to vehicular traffic in 1980 and again in 1981, and a 1987 inspection rated the superstructure in

⁴⁶ City of Drain, Oregon, "History of Drain, Oregon," accessed March 25, 2026, <https://www.cityofdrain.org/community/page/history-drain-oregon>; Jennie Slowe Carlson and Gladys DeMeritt, *Wagon Trains Lead to Roses in December: City of Drain, 1859–1959* (Drain, OR: Drain Centennial Committee, 1959), 4-6, para 5.

⁴⁷ Kramer, "City of Drain/Pass Creek (Drain) Covered Bridge Rehab Project, 4

⁴⁸ George Kramer, "Pass Creek Covered Bridge, Drain Oregon's Oldest?" *Preserve Oregon Blog*, March 17, 2013; Pettit, "Pass Creek Covered Bridge."

⁴⁹ Charles Henry Carey, "History of Oregon", vol. 2 (Portland: Pioneer Historical Publishing Company, 1922), 665-666, Hugh Callwell, accessed March 24, 2026, <https://archive.org/details/historyoforegon02care>.

⁵⁰ Pettit, "Pass Creek Covered Bridge."

⁵¹ Kramer, "City of Drain/Pass Creek (Drain) Covered Bridge Rehab Project, 5.

⁵² Fred Kildow, "Pass Creek-Krewson Covered Bridge," *The Bridge Tender* (vol. 4, no. 3, Fall 1982).

⁵³ Kramer, "City of Drain/Pass Creek (Drain) Covered Bridge Rehab Project, 5.

⁵⁴ Kramer, "City of Drain/Pass Creek (Drain) Covered Bridge Rehab Project, 1.

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“critical” condition.⁵⁵ The bridge was replaced in 1987–88 when a new concrete span was constructed at the North First Street crossing.⁵⁶

1987-1988 Relocation and Subsequent Use

In 1987, a community-led effort spearheaded by Ed “Mr. Pass Creek Bridge” Jones and four-term Mayor Grant Levins secured an \$8,000 grant from Douglas County to dismantle, relocate, and reassemble the Pass Creek Covered Bridge approximately 380 feet downstream in Drain Civic Center Park.⁵⁷ Additional funding may have come from private donors or grants.⁵⁸ The relocation preserved the bridge’s north–south orientation and maintained its relationship to Pass Creek, whose width, vegetation, and surrounding environment at the new site closely resemble those at the original crossing less than 400 feet upstream.

Following the move, the bridge was reassembled on new concrete piers and approaches. The 1988 reassembly retained much of the 1925 fabric, including the hand-hewn bottom chords and other original materials. Some structural reinforcements were added to address deterioration, including 6×14-inch “helper” timbers bolted to the bottom chords, and some replacement siding and wood-shingle roofing were installed, consistent with the bridge’s historic design and materials. The approach spans were newly constructed at this time, their stringers, deck, and railing constructed from untreated timber.⁵⁹

Following relocation, Pass Creek Covered Bridge functioned as a pedestrian and bicycle crossing for many years. Due to its condition, it was temporarily closed to traffic in 2014.⁶⁰ Though it is not currently in active transportation use, it is still widely regarded as a prominent community landmark and is frequently used as a backdrop for wedding and senior photographs.

Significance under Criterion C

The Pass Creek Covered Bridge is significant under Criterion C in the area of Engineering as one of an increasingly small number of covered bridges in Oregon. Constructed in 1925, the bridge is an example of a timber Howe truss, pairing timber diagonals with metal tension rods, and reflects Oregon’s characteristic engineering practice of enclosing timber trusses to protect structural members from the region’s wet climate and extend their service life. These qualities are evident in the bridge’s exposed interior trusswork, vertical board siding, gabled form, and segmented portals, which together reflect the design vocabulary of Oregon’s early twentieth-century covered bridges.

Douglas County once contained numerous covered bridges spanning tributaries of the South Umpqua and Umpqua River systems, supporting travel between farms, mills, rail depots, and market towns.⁶¹ Today, the Pass Creek Covered Bridge is one of fewer than 50 surviving covered bridges in Oregon—roughly 10 percent of the historic total—and one of just six extant in Douglas County.⁶² The bridge was documented in the 1979 Oregon Covered Bridges Thematic Group Nomination but, at the request of the City of Drain, was determined eligible rather than listed in the National Register at that time.⁶³ Although relocated in 1988, the bridge meets Criteria Consideration B because its current setting and relationship to Pass Creek closely approximate those of its original location, and it retains integrity of setting, design, materials, workmanship, feeling, and association.

⁵⁵ Kramer, “City of Drain/Pass Creek (Drain) Covered Bridge Rehab Project, 6.

⁵⁶ Dana Times, “Drain (pop. 1,085) Not Nearly Ready to Go Down Drain,” *Oregonian* (Portland, OR), August 24, 1987; Burrow et al., *Oregon’s Historic Bridge Field Guide*, 77.

⁵⁷ Kramer, “City of Drain/Pass Creek (Drain) Covered Bridge Rehab Project, 6; “Drain Gets Grant to Restore Bridge,” *Register-Guard* (Eugene, OR), November 11, 1987.

⁵⁸ “Drain Gets Grant to Restore Bridge,” *Register-Guard* (Eugene, OR), November 11, 1987.

⁵⁹ Burrow et al., *Oregon’s Historic Bridge Field Guide*, 77; Kramer, “City of Drain/Pass Creek (Drain) Covered Bridge Rehab Project, 6.

⁶⁰ Pettit, “Pass Creek Covered Bridge.”

⁶¹ Cockrell, *Roofs Over Rivers*, 8–12, 51.

⁶² Potter, et al., “Oregon Covered Bridges,” 8-0; Burrow et al., *Oregon’s Historic Bridge Field Guide*, 307-308.

⁶³ Potter, et al., “Oregon Covered Bridges,” 7-0.

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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:

State Historic Preservation Office
 Other State agency
 Federal agency
 Local government
 University
 Other
Name of repository: Oregon Department of Transportation

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10. Geographical Data

Acreage of Property less than one

(Do not include previously listed resource acreage; enter "Less than one" if the acreage is .99 or less)

Latitude/Longitude Coordinates

Datum if other than WGS84: N/A

(enter coordinates to 6 decimal places)

1	<u>43.660647°</u>	<u>-123.316653°</u>	3	<u></u>	<u></u>
	Latitude	Longitude		Latitude	Longitude
2	<u></u>	<u></u>	4	<u></u>	<u></u>
	Latitude	Longitude		Latitude	Longitude

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

The nominated boundary is a roughly 61-foot-long by 20-foot-wide rectangle spanning Pass Creek in T22 R05W S17. It is located between two City-owned properties, Tax Accounts R25219 and R25283, as shown on the attached map. It is centrally located inside Drain city limits.⁶⁴

Boundary Justification (Explain why the boundaries were selected.)

The nominated area contains the entire Pass Creek Covered Bridge structure, as it was reassembled using original structural elements (dating to the 1925 period of significance) on this site in 1988.

11. Form Prepared By

name/title Christine Henderson, Administrative Assistant date March 30, 2026
organization City of Drain telephone 541-836-2449
street & number email adminassist@cityofdrain.org
city or town Drain state Oregon zip code 97435

Additional Documentation

Submit the following items with the completed form:

- **Regional Location Map**
- **Local Location Map**
- **Tax Lot Map**
- **Site Plan**
- **Floor Plans (As Applicable)**

⁶⁴ Douglas County Assessor Data accessed April 1, 2026, at https://geocortex.co.douglas.or.us/html5viewer/index.html?viewer=douglas_county_gis.viewer.

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Photographs:

Submit clear and descriptive photographs. The size of each image must be 3000x2000 pixels, 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: Pass Creek Covered Bridge
City or Vicinity: City of Drain
County: Douglas **State:** OR
Photographer: Christine Henderson, City of Drain, Administrative Assistant
Date Photographed: March 18, 2026

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

- Photograph 1 of 9:** OR_DouglasCounty_PassCreekCoveredBridge_0001
Overview of Pass Creek Covered Bridge, camera facing northwest.
- Photograph 2 of 9:** OR_DouglasCounty_PassCreekCoveredBridge_0002
West wall and south portal of Pass Creek Covered Bridge, camera facing northeast.
- Photograph 3 of 9:** OR_DouglasCounty_PassCreekCoveredBridge_0003
Overview of Pass Creek Covered Bridge, camera facing south.
- Photograph 4 of 9:** OR_DouglasCounty_PassCreekCoveredBridge_0004
North portal and west wall of Pass Creek Covered Bridge, camera facing southeast.
- Photograph 5 of 9:** OR_DouglasCounty_PassCreekCoveredBridge_0005
East wall and north portal of Pass Creek Covered Bridge, camera facing southwest.
- Photograph 6 of 9:** OR_DouglasCounty_PassCreekCoveredBridge_0006
North portal of Pass Creek Covered Bridge and replacement approach span, camera facing south.
- Photograph 7 of 9:** OR_DouglasCounty_PassCreekCoveredBridge_0007
South portal of Pass Creek Covered Bridge and replacement approach span, camera facing north.
- Photograph 8 of 9:** OR_DouglasCounty_PassCreekCoveredBridge_0008
Top of wood Howe truss and roof framing inside Pass Creek Covered Bridge, camera facing south.
- Photograph 9 of 9:** OR_DouglasCounty_PassCreekCoveredBridge_0009
Interior of Pass Creek Covered Bridge including wood Howe truss and wood decking, camera facing south.

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

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List of Figures

(Resize, compact, and paste images of maps and historic documents in this section. Place captions, with figure numbers above each image. Orient maps so that north is at the top of the page, all document should be inserted with the top toward the top of the page)

Figure 1. Regional Location Map

Figure 2. Local Location Map

Figure 3. Tax Lot Map

Figure 4. Site Plan

Figure 5. Engineering Plans (current condition)

Source: Oregon Department of Transportation, March 2013.

Figure 6. Engineering Plans (pre-relocation)

Source: OBEC Consulting Engineers (March 1986) in City of Drain archives, Pass Creek Covered Bridge.

Figure 7. Historic photograph of Pass Creek, with Pass Creek Covered Bridge visible behind the steel railroad bridge (no date).

Source: Oregon Historical Society Research Library, 15191, in Daniel K. Pettit, "Pass Creek Covered Bridge," *The Oregon Encyclopedia*, accessed April 1, 2026, https://www.oregonencyclopedia.org/articles/pass_creek_covered_bridge/.

Figure 8. View of the Pass Creek Covered Bridge in its original location on North First Street beside the steel railroad bridge over Pass Creek (circa 1972).

Source: City of Drain, Pass Creek Covered Bridge archives, file 1972. Photo captured by E.D. Culp.; featured on the City of Drain's website, accessed April 1, 2026, <https://www.cityofdrain.org/community/page/pass-creek-covered-bridge>.

Figure 9. Interior view looking out through the portal of the Pass Creek Covered Bridge in its original location, showing the plank deck, slatted timber siding, and portal framing typical of Oregon covered bridge construction, facing south (circa 1970s).

Source: State Library of Oregon, Digital Collections, Groff Covered Bridge Slide Collection, Pass Creek Covered Bridge, Drain, OCLC Number 972507327 accessed April 1, 2026, <https://digitalcollections.library.oregon.gov/nodes/view/300814?>

Figure 10. Pass Creek Covered Bridge in its original location on North First Street with the steel railroad truss adjacent to the east, illustrating the juxtaposition of covered wagon-road infrastructure and early twentieth-century rail transportation at this crossing (circa 1965-1980).

Source: State Library of Oregon, Digital Collections, Groff Covered Bridge Slide Collection, Item no. 322-O71, accessed April 1, 2026, <https://digitalcollections.library.oregon.gov/nodes/view/300818?>

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Figure 11. Pass Creek Covered Bridge in its original location on North First Street with the steel railroad truss adjacent to the east (1977, documenting the bridge in its original roadway setting shortly before relocation).

Source: City of Drain, Pass Creek Covered Bridge archives, 1977; City of Drain. "Pass Creek Covered Bridge," accessed April 1, 2026, <https://www.cityofdrain.org/community/page/pass-creek-covered-bridge>

Figure 12. Excerpt from *The Bridge Tender* showing the Pass Creek Covered Bridge in its original location on the occasion of a joint picnic meeting of the Covered Bridge Society and the Umpqua Historical Preservation Society of Roseburg (1982).

Source: Original copy of *The Bridge Tender*, Vol 4, No 3 (Fall 1982) in City of Drain archives, Pass Creek Covered Bridge.

Figure 13. Conceptual site plan illustrating the proposed preservation and relocation of the Pass Creek Covered Bridge in Drain, Douglas County, Oregon, showing the planned removal of the covered bridge from its original roadway alignment and reuse as a pedestrian footbridge within a park setting along Pass Creek, together with the construction of a new highway bridge to serve North First Street (1983).

Source: City of Drain, City Hall Archived Information, Pass Creek Covered Bridge, 1983).

Figure 14. Pass Creek Covered Bridge in its current location, showing the covered timber superstructure and pedestrian decking within its present park setting (circa 2024).

Source: Bronson Paul Westbrook, "Covered Bridges" Facebook group post, photograph of Pass Creek Covered Bridge, Drain, Douglas County, Oregon, December 19, 2024, <https://www.facebook.com/groups/539031139560383/posts/3360280660768736/>.

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Figure 1. Regional Location Map
Basemap Google Earth, September 15, 2023.



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Figure 2. Local Location Map
Basemap Google Earth, September 15, 2023.



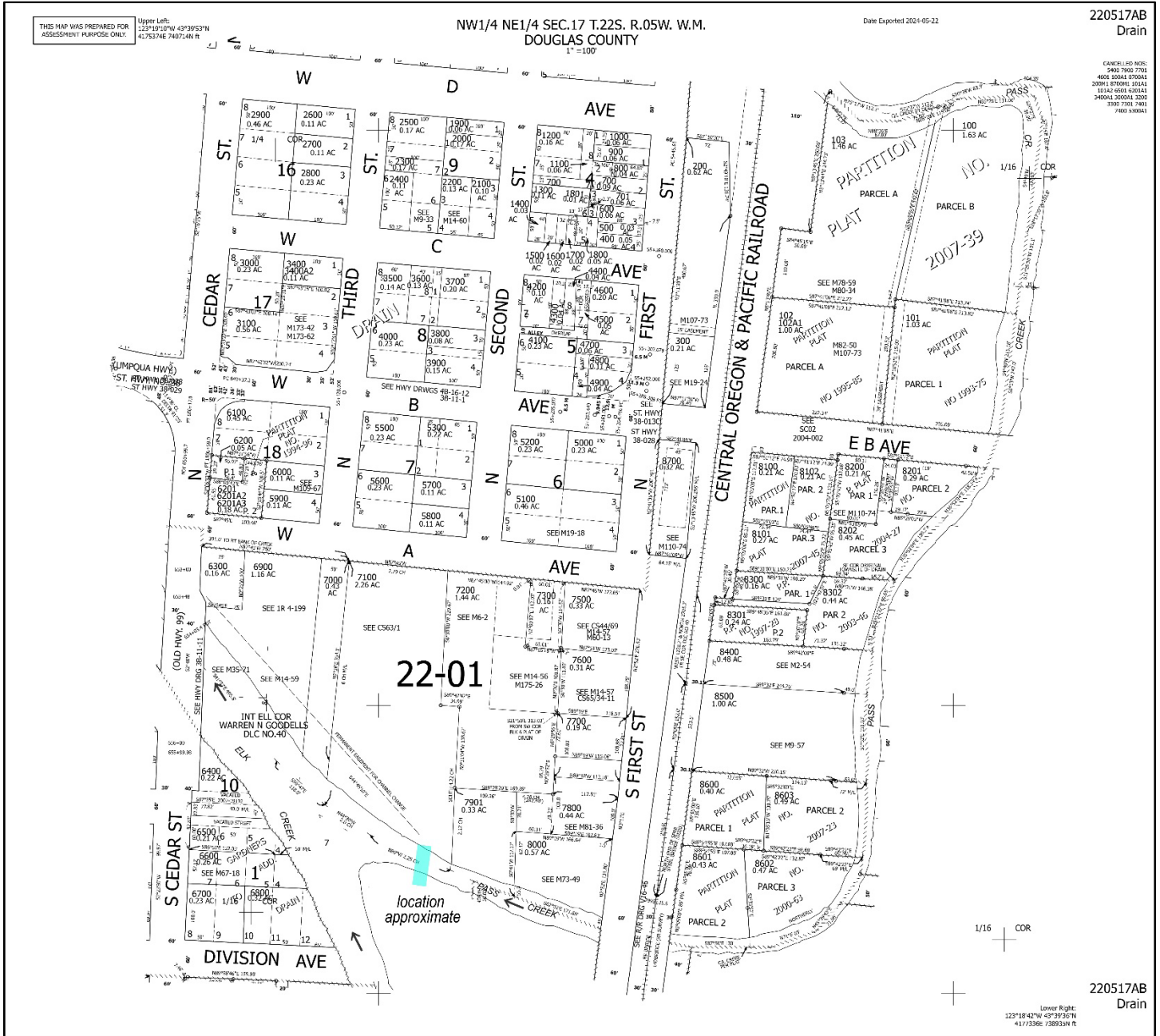
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Figure 3. Tax Lot Map
Douglas County Assessor's Office.



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Figure 4. Site Plan
Basemap Google Earth, September 15, 2023.



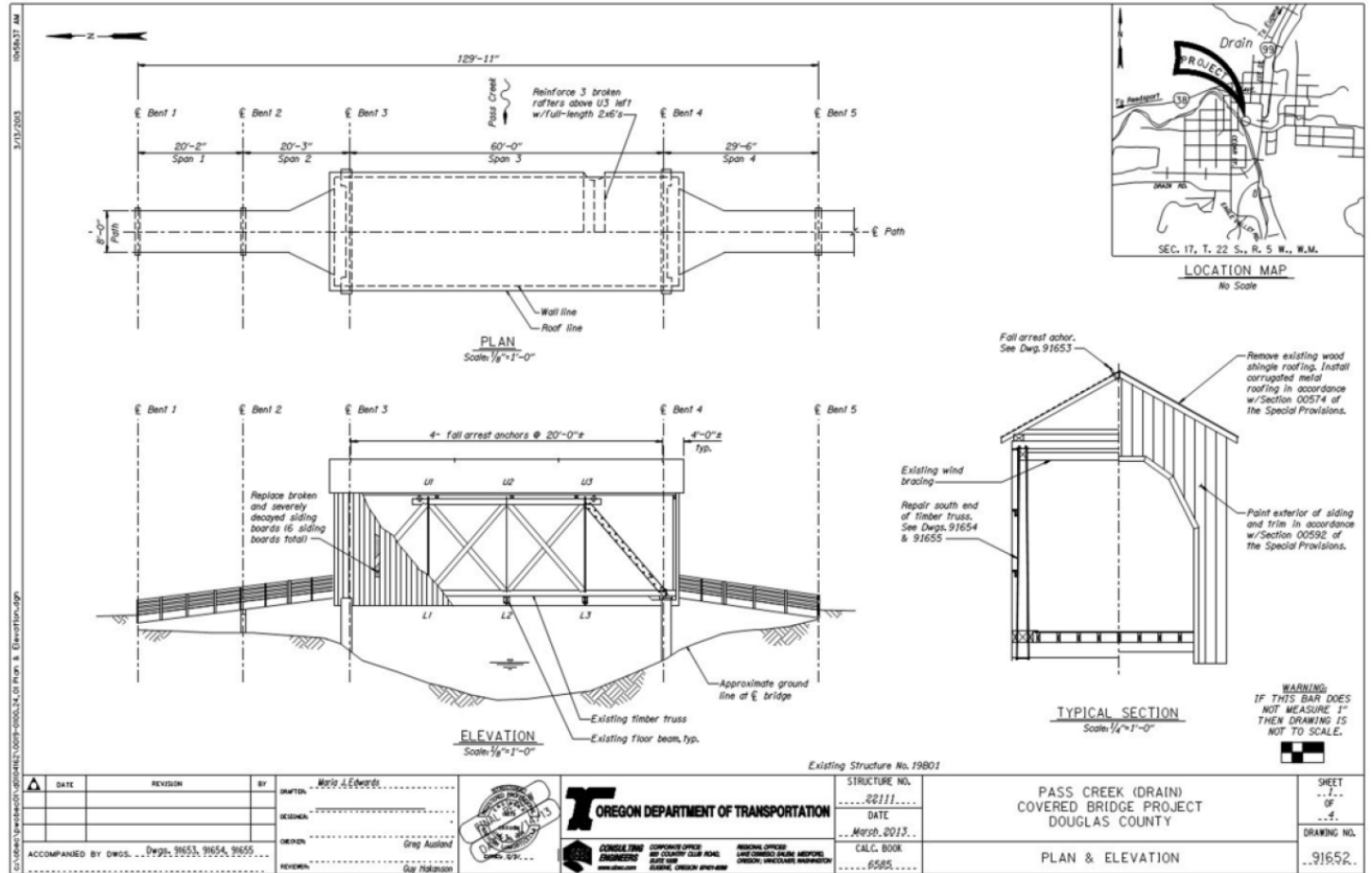
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Figure 5. Engineering Plans (current condition)
Source: Oregon Department of Transportation, March 2013.



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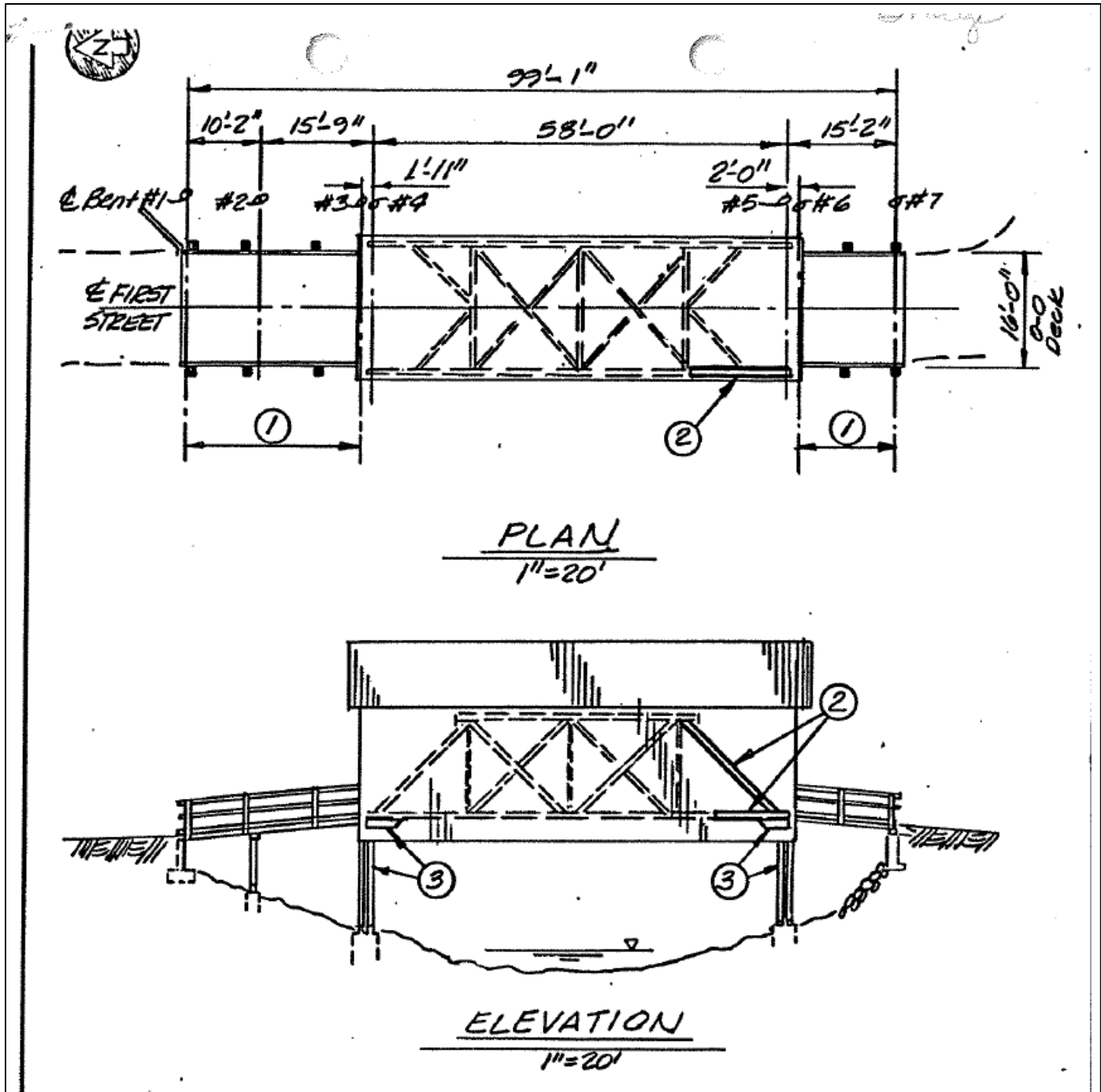
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Figure 6. Engineering Plans (pre-relocation)

Source: OBEC Consulting Engineers (March 1986) in City of Drain archives, Pass Creek Covered Bridge.



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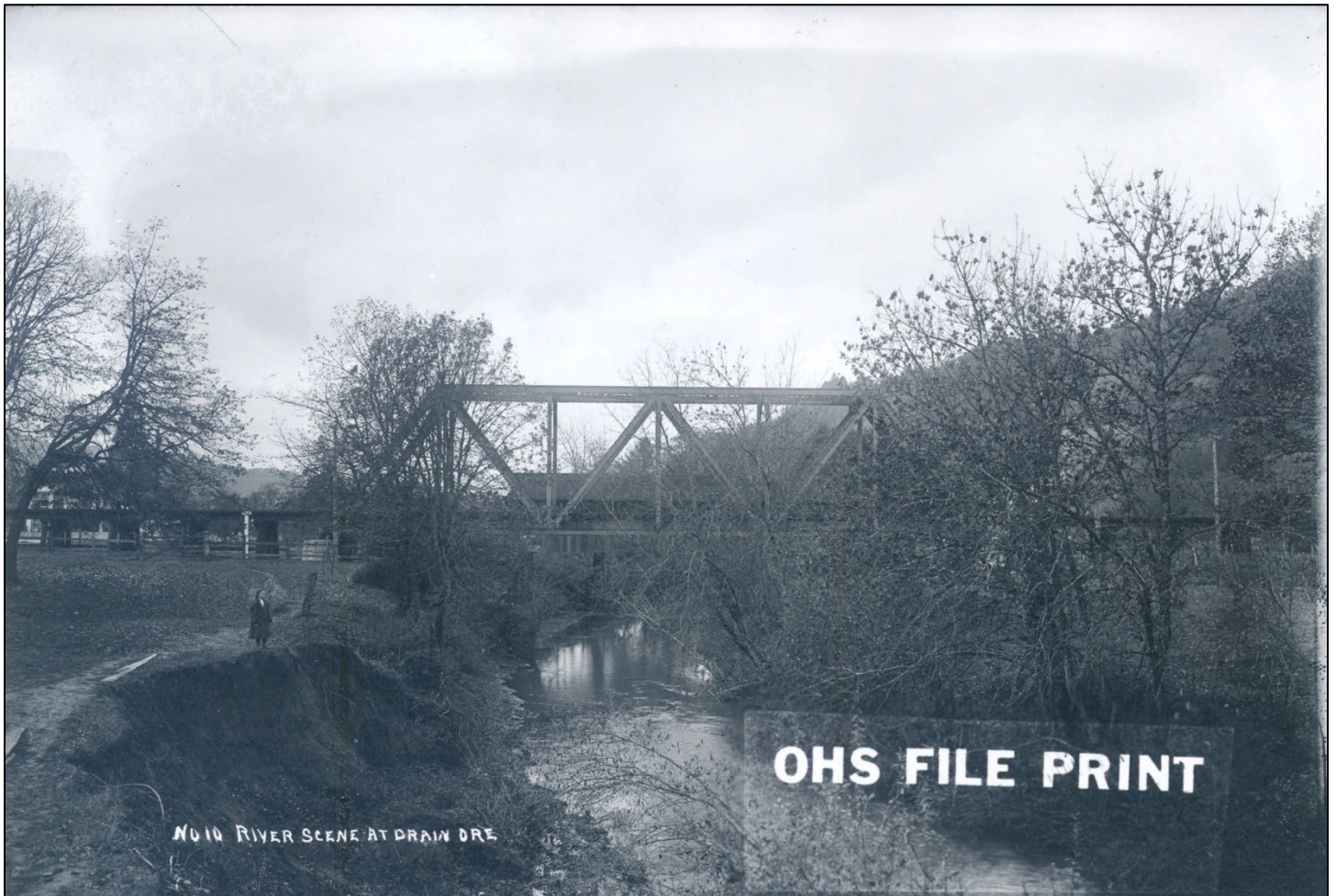
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Figure 7. Historic photograph of Pass Creek, with Pass Creek Covered Bridge visible behind the steel railroad bridge (no date).

Source: Oregon Historical Society Research Library, 15191, in Daniel K. Pettit, "Pass Creek Covered Bridge," *The Oregon Encyclopedia*, accessed April 1, 2026, https://www.oregonencyclopedia.org/articles/pass_creek_covered_bridge/.



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Figure 8. View of the Pass Creek Covered Bridge in its original location on North First Street beside the steel railroad bridge over Pass Creek (circa 1972).

Source: City of Drain, Pass Creek Covered Bridge archives, file 1972. Photo captured by E.D. Culp.; featured on the City of Drain’s website, accessed April 1, 2026, <https://www.cityofdrain.org/community/page/pass-creek-covered-bridge>.



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Figure 9. Interior view looking out through the portal of the Pass Creek Covered Bridge in its original location, showing the plank deck, slatted timber siding, and portal framing typical of Oregon covered bridge construction, facing south (circa 1970s).

Source: State Library of Oregon, Digital Collections, Groff Covered Bridge Slide Collection, Pass Creek Covered Bridge, Drain, OCLC Number 972507327 accessed April 1, 2026,
<https://digitalcollections.library.oregon.gov/nodes/view/300814?>



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Figure 10. Pass Creek Covered Bridge in its original location on North First Street with the steel railroad truss adjacent to the east, illustrating the juxtaposition of covered wagon-road infrastructure and early twentieth-century rail transportation at this crossing (circa 1965-1980).

Source: State Library of Oregon, Digital Collections, Groff Covered Bridge Slide Collection, Item no. 322-O71, accessed April 1, 2026, <https://digitalcollections.library.oregon.gov/nodes/view/300818?>



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Figure 11. Pass Creek Covered Bridge in its original location on North First Street with the steel railroad truss adjacent to the east (1977, documenting the bridge in its original roadway setting shortly before relocation).

Source: City of Drain, Pass Creek Covered Bridge archives, 1977; City of Drain. "Pass Creek Covered Bridge," accessed April 1, 2026, <https://www.cityofdrain.org/community/page/pass-creek-covered-bridge>



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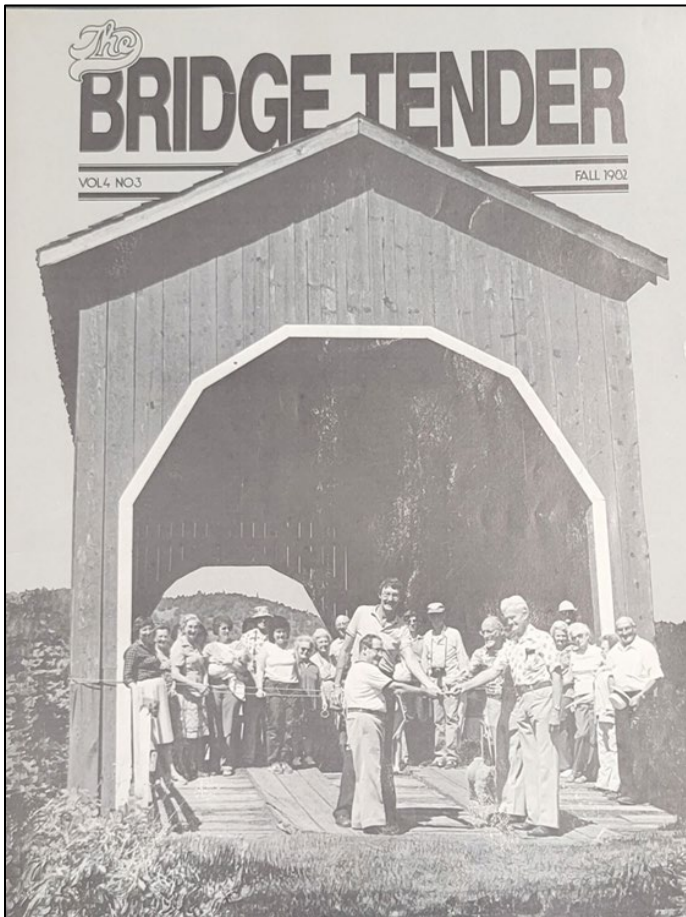
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Figure 12. Excerpt from *The Bridge Tender* showing the Pass Creek Covered Bridge in its original location on the occasion of a joint picnic meeting of the Covered Bridge Society and the Umpqua Historical Preservation Society of Roseburg (1982).

Source: Original copy of *The Bridge Tender*, Vol 4, No 3 (Fall 1982) stored in City of Drain Archives.



PASS CREEK-KREWSON COVERED BRIDGE
by Fred Kildow




On August 21, 1982, the Pass Creek-Krewson covered bridge in Drain, Oregon became the site of a joint picnic meeting of the Covered Bridge Society and the Umpqua Historical Preservation Society of Roseburg. Forty-one members and friends of both organizations enjoyed the Saturday afternoon gathering which featured plenty of food, (the old bridge was groaning under the weight of it all), good fellowship, and speeches by Mayor Grant Levins, Doug Card, president of the Umpqua Historical Preservation Society, Ed Jones, and Fred Kildow.

Mayor Levins spoke about the troubles of trying to find money to restore the bridge with the possibility of submitting a bond issue to the voters in the near future. A previous poll had shown about half of the citizens of Drain favoring bridge restoration. Doug Card told about preservation work in Douglas County and the efforts to promote interest in saving the Pass Creek-Krewson covered bridge.

Mr. Ed Jones, known as "Mr. Pass Creek Bridge" for his one-man crusade to prevent the removal of the bridge, swore that he "would do all in his power to keep the bridge from being torn down." To everyone's delight, "Mr. Pass Creek Bridge" had taken it upon himself to paint and install a sign in front of the bridge stating: PASS CREEK-KREWSON BRIDGE BUILT 1925-ORIGINAL BRIDGE CROSSED HERE IN THE 1870'S, ROUTE OF OVERLAND STAGE COACHES TO SCOTTSBURG FROM ROSEBURG AND JACKSONVILLE. He pointed out a highwater mark on his yardlight post left by some winter flooding which endangered the covered bridge and flooded the lower portion of his late 1800's house.

Sue Shaffer, who has been working to gain tribal status for the Cow Creek Indians, said she hopes the effort to save the Pass Creek bridge won't take the 130 years of work that has gone into the efforts to restore the "rights" of the Cow Creek Indians.

Grant Levins, Mayor of Drain speaks at the May 1982 Umpqua Historical Preservation Society meeting.



ON THE COVER.

THE GROUP AT PASS CREEK-KREWSON (37-10-02) DURING PRESENTATION OF THE CHECK. SHOWN ARE MAYOR GRANT LEVINS, DOUG CARD, ED JONES, SUE SHAFFER, AND FRED KILDOW.

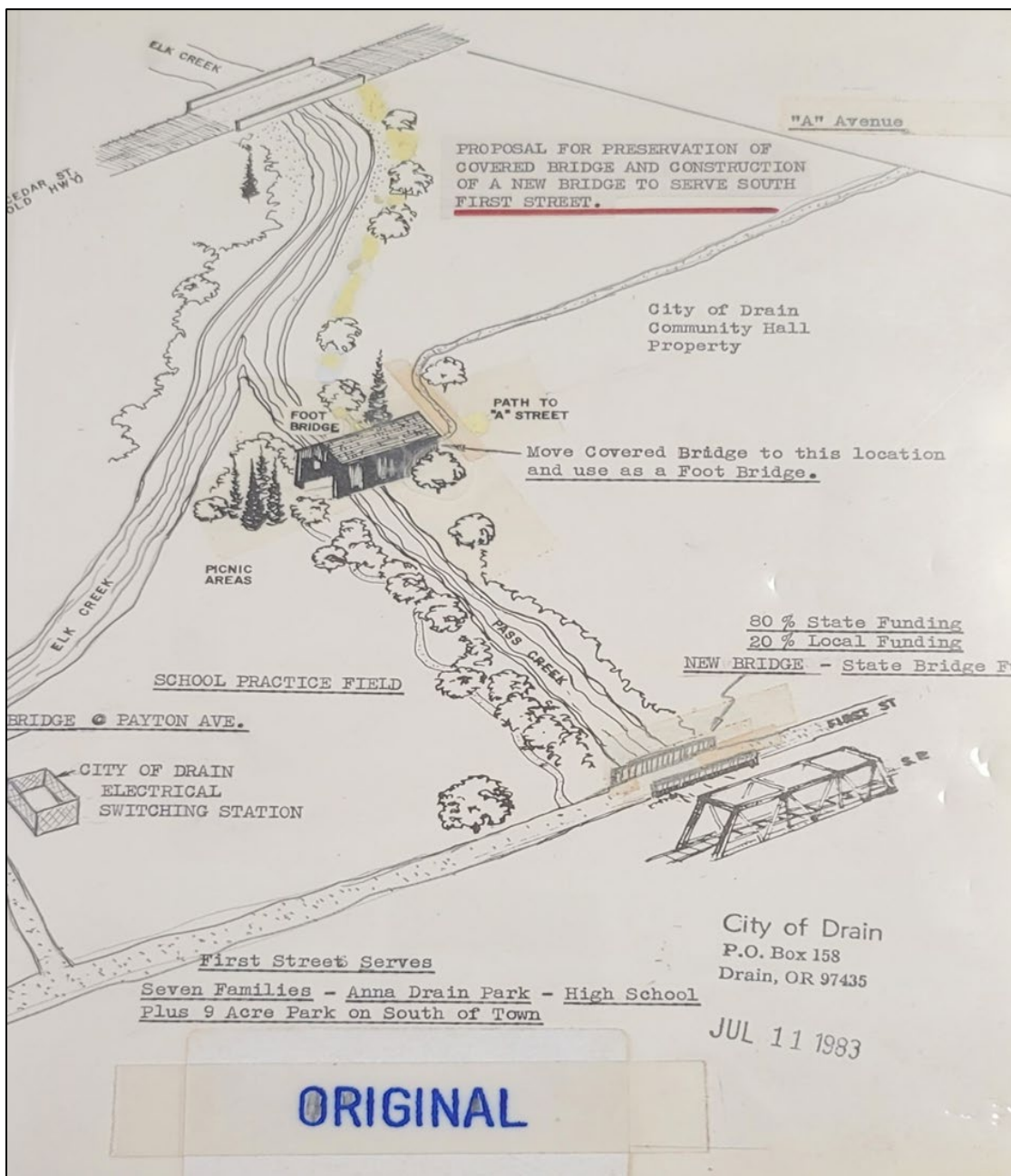
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Figure 13. Conceptual site plan illustrating the proposed preservation and relocation of the Pass Creek Covered Bridge in Drain, Douglas County, Oregon, showing the planned removal of the covered bridge from its original roadway alignment and reuse as a pedestrian footbridge within a park setting along Pass Creek, together with the construction of a new highway bridge to serve North First Street (1983). Source: City of Drain, City Hall Archived Information, Pass Creek Covered Bridge, 1983).



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Figure 14. Pass Creek Covered Bridge in its current location, showing the covered timber superstructure and pedestrian decking within its present park setting (circa 2024).

Source: Bronson Paul Westbrook, "Covered Bridges" Facebook group post, photograph of Pass Creek Covered Bridge, Drain, Douglas County, Oregon, December 19, 2024, <https://www.facebook.com/groups/539031139560383/posts/3360280660768736/>.



**Pass Creek Covered Bridge
Douglas County: OR**



Photograph 1 of 9: OR_DouglasCounty_PassCreekCoveredBridge_0001
Overview of Pass Creek Covered Bridge, camera facing northwest.



Photograph 2 of 9: OR_DouglasCounty_PassCreekCoveredBridge_0002
West wall and south portal of Pass Creek Covered Bridge, camera facing northeast.

**Pass Creek Covered Bridge
Douglas County: OR**



Photograph 3 of 9: OR_DouglasCounty_PassCreekCoveredBridge_0003
Overview of Pass Creek Covered Bridge, camera facing south.

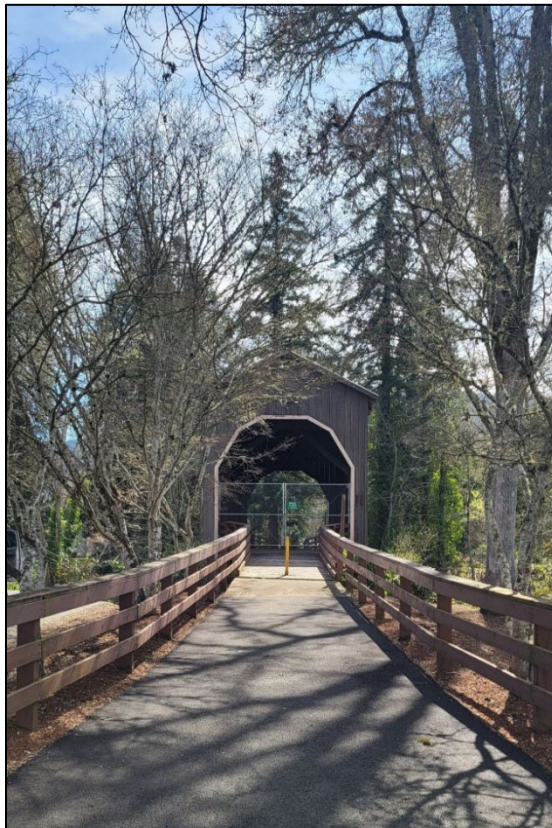


Photograph 4 of 9: OR_DouglasCounty_PassCreekCoveredBridge_0004
North portal and west wall of Pass Creek Covered Bridge, camera facing southeast.

**Pass Creek Covered Bridge
Douglas County: OR**



Photograph 5 of 9: OR_DouglasCounty_PassCreekCoveredBridge_0005
East wall and north portal of Pass Creek Covered Bridge, camera facing southwest.



Photograph 6 of 9: OR_DouglasCounty_PassCreekCoveredBridge_0006
North portal of Pass Creek Covered Bridge and replacement approach span, camera facing south.

**Pass Creek Covered Bridge
Douglas County: OR**

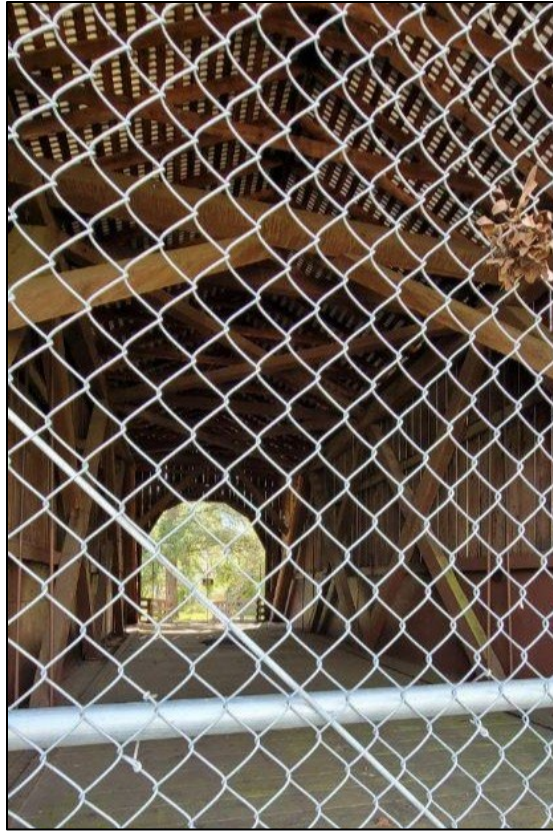


Photograph 7 of 9: OR_DouglasCounty_PassCreekCoveredBridge_0007
South portal of Pass Creek Covered Bridge and replacement approach span, camera facing north.



Photograph 8 of 9: OR_DouglasCounty_PassCreekCoveredBridge_0008
Top of wood Howe truss and roof framing inside Pass Creek Covered Bridge, camera facing south.

**Pass Creek Covered Bridge
Douglas County: OR**



Photograph 9 of 9: OR_DouglasCounty_PassCreekCoveredBridge_0009
Interior of Pass Creek Covered Bridge including wood Howe truss and wood decking, camera facing south.