

CRATER LAKE NATIONAL PARK ROADS, GOODBYE CREEK BRIDGE
Crater Lake National Park
Spanning Goodbye Creek at Munson Valley Road
Crater Lake
Klamath County
Oregon

HAER No. OR-107-A

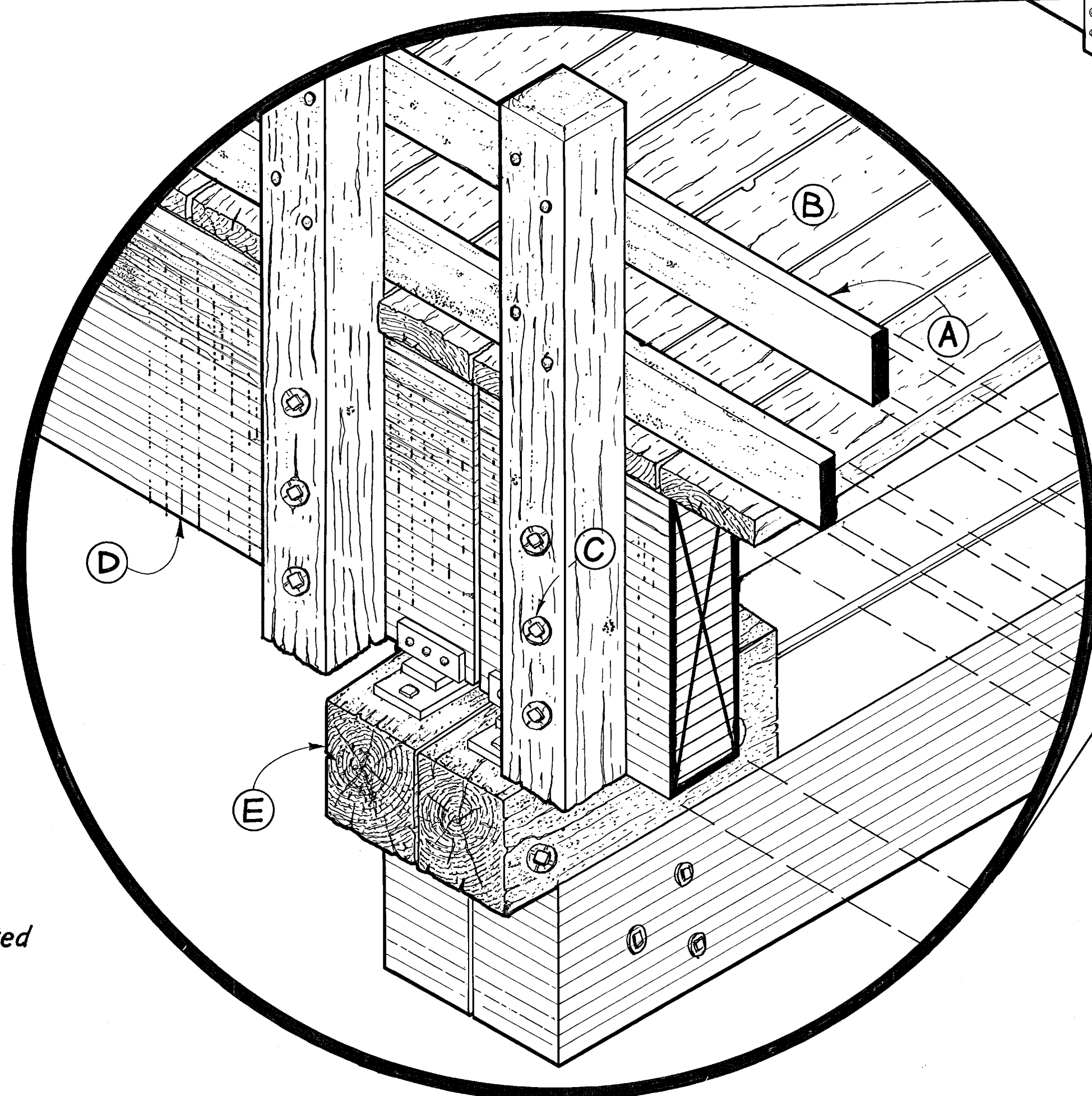
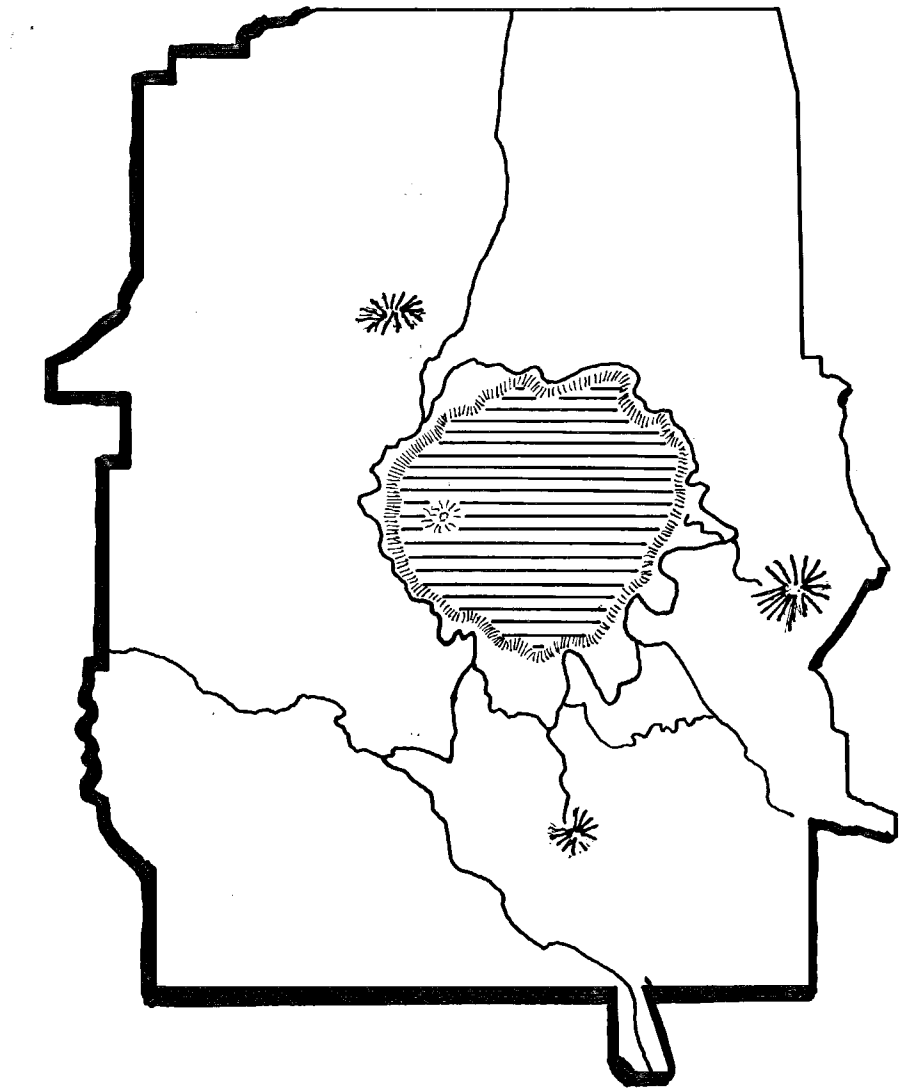
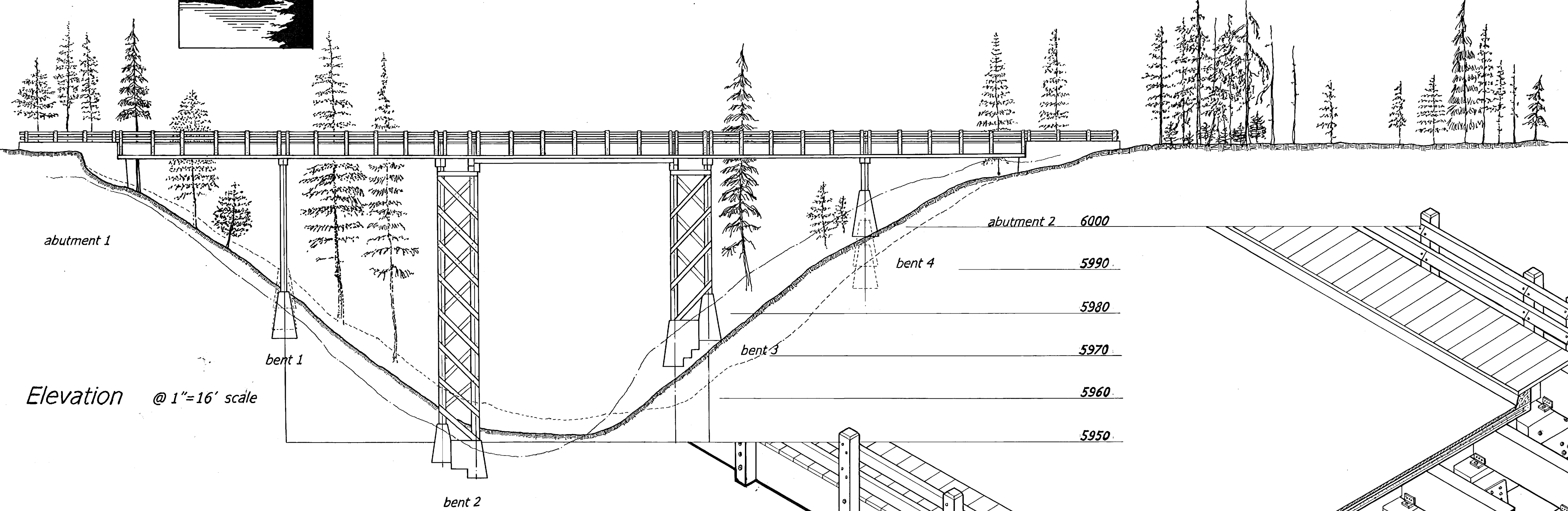
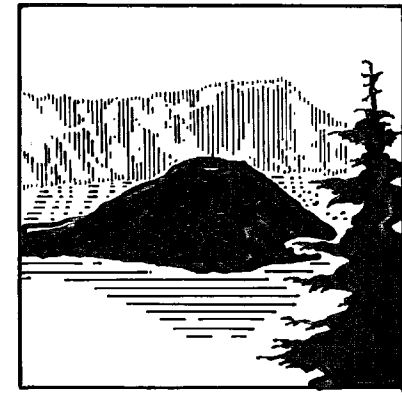
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PHOTOGRAPHS

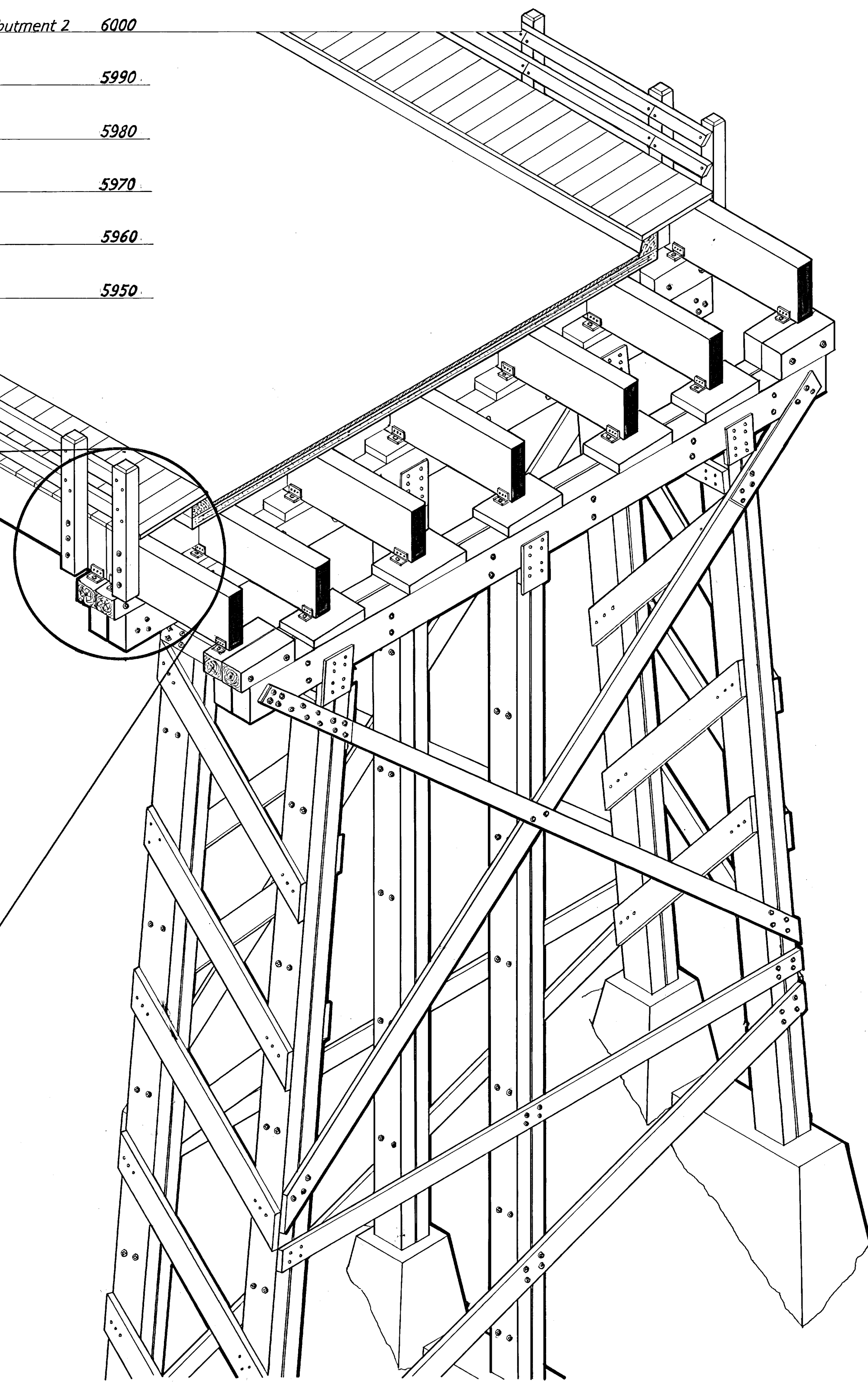
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HISTORIC AMERICAN ENGINEERING RECORD
National Park Service
U.S. Department of the Interior
1849 C St. NW
Washington, DC 20240

GOODBYE CREEK BRIDGE-1954



- A. wooden guardrails bolted to wooden guardposts
- B. sidewalk wooden decking 1' wide each
- C. 3 bolts and 3" diameter bolt plates for guardposts
- D. glue-laminated girder secured to log spacer with metal plate
- E. log spacer bolted to top of glue-laminated truss header with bolted cross-bracing



Goodbye Creek Bridge is one of only two bridges in Crater Lake National Park. In the 1920's both bridges were built of heavy douglas fir members. After they collapsed in 1942, the bridges were not rebuilt until the 1950's. Those bridges were reconstructed of creosote protected glue-laminated beams and "square sawn" members bolted together, sometimes with metal plates. The trussed "bent" legs rest on concrete piles.

The existing version of Goodbye Creek Bridge was built in 1954.

This is one of the earliest examples of glue-laminate bridge work in America.

Axonometric @ 1/4"=1' scale 30° x 32.5°

DELINEATED BY: (pencil on detail assisted by Sarah Lehman)
 WALTON D. STOWELL II
 NATIONAL PARK SERVICE ROADS & BRIDGES
 RECORDING PROGRAM
 NATIONAL PARK SERVICE
 UNITED STATES DEPARTMENT OF THE INTERIOR

CRATER LAKE NATIONAL PARK ROADS, GOODBYE CREEK BRIDGE - 1954
 CRATER LAKE NATIONAL PARK
 KLAMATH COUNTY

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