

United States Department of the Interior
National Park Service

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AUG 19 2016

National Register of Historic Places
Registration Form

Nat. Register of Historic Places
National Park Service

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an 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 listed in the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Strimple's Mill Road Bridge Over Locketong Creek

other names/site number _____

2. Location

street & number Strimple's Mill Road

not for publication

city or town Delaware Township

vicinity

state New Jersey

code NJ

county Hunterdon

code 019

zip code 07833

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I certify that this 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

nationally statewide locally. See continuation sheet for additional comments.

Signature of certifying official/Title

Date

State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet for additional comments.

Signature of certifying official/Title

Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that this property is:

Signature of the Keeper

Date of Action

entered in the National Register.
 See continuation sheet.

determined eligible for the National Register.
 See continuation sheet.

determined not eligible for the National Register.

removed from the National Register.

other, (explain:) _____

[Signature] 10/4/16

Strimple's Mill Road Bridge ...
Name of Property

Hunterdon County, NJ
County and State

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
_____	_____	sites
1	_____	structures
_____	_____	objects
1	_____	Total

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

Historic Bridges of Delaware Township, Hunterdon County, NJ

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions
(Enter categories from instructions)

Transportation/road related

Current Functions
(Enter categories from instructions)

Transportation/road related

7. Description

Architectural Classification
(Enter categories from instructions)

N/A

Materials
(Enter categories from instructions)

foundation Stone
walls (abutments) stone

roof _____
other (superstructure) iron and steel

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

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 of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

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 # _____

Areas of Significance

(Enter categories from instructions)

Engineering

Period of Significance

1897

Significant Dates

1897

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/BUILDER

Wrought Iron Bridge Company (fabricator)

Primary location of additional data

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository:

Strimple's Mill Road Bridge ...
Name of Property

Hunterdon County, NJ
County and State

10. Geographical Data

Acreage of property Less than 1 acre

UTM References

(Place additional UTM references on a continuation sheet.)

1	18T	498999mE	4476279mN	3			
	Zone	Easting	Northing		Zone	Easting	Northing
2				4			

See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Caroline Charlese Scott

organization New Jersey Historic Preservation nOffice date December 9, 2015

street & number 501 East State Street telephone _____

city or town Trenton state New Jersey zip code _____

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

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

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional Items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of the SHPO or FPO.)

name _____

street & number _____ telephone _____

city or town _____ state _____ zip code _____

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.470 *et seq.*)

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 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 Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Strimple's Mill Road Bridge over Lockatong Creek
Hunterdon County, NJ

Section number 7 Page 1

Description Narrative

Summary Paragraph

The Strimple's Mill Road Bridge over Lockatong Creek is a single-span, 6 panel, pin-connected, Pratt through truss bridge constructed in 1897 by the Wrought Iron Bridge Company. (Photos 1, 10)

Setting

Lockatong Creek crosses the northwestern corner of Delaware Township, creating a deepening ravine as it flows southwest toward its Delaware River outlet between Prallsville and Raven Rock. Approaching the bridge from the east, Strimple's Mill Road descends steeply from an elevation of 460 feet to meet the roadway elevation of the bridge at 280 feet. After crossing Lockatong Creek, Strimple's Mill Road ascends again to an elevation of approximately 460 feet at the intersection of Federal Twist Road, which runs southwest to reach New Jersey Route 29 and the Delaware River. Both Lockatong Creek and Strimple's Mill Road traverse a densely wooded rural topography.

The main channel of Lockatong Creek passes beneath the east half of the bridge (Photo 6) and the west half of the bridge is above the floodplain (Photo 3). Extending west from the west abutment is a dry-laid stone retaining wall that flanks the roadway for a distance of approximately 20 feet.

The Strimple's Mill Road Bridge is 93 feet long and 16 feet wide, with ashlar stone abutments with wingwalls. (Photos 3, 6). The bridge provides a horizontal roadway clearance 14 feet 8 inches wide and a vertical clearance of 13 feet 1 inch (Photos 1, 4). The trusses, all original, retain their pin connections. Two channels, a cover plate, and lattice, riveted together, form the inclined end portals and upper truss chord. The vertical columns, (4 for each truss) are likewise riveted and formed from two channels with lacing (Photo 7). Connected to the bottom of each vertical column is an I-shaped steel floor beam (Photo 9) and six I-shaped steel stringers between the floor beams which support a galvanized metal deck covered by an asphalt pavement overlay. Both the bottom chord and the diagonal eye-bars have forged eyes. Sleeve nuts allow for adjustments (Photos 8, 9). The New Jersey Department of Transportation historic bridge survey form for this bridge noted a distinct feature: "The end panel vertical hanger has a four-prong, claw like end which engages the pins directly over and in line of the U-bolt floor beam hanger. Such an arrangement...means that the hangers are out of phase or reversed."¹

A builder's plate (Photo 10), centered on the upper lateral at each end portal, reads:

1897
Wrought Iron Bridge Co.
Builders
Canton Ohio

All of the main truss components are original. During the 1940, 1950s, and 1960s, bridge maintenance consisted of frequent painting, plank replacement, and some welding. Corner braces were welded to the top laterals in 1948 and the floor beams, stringers, and roadway deck replaced in 2005.

¹ Lichtenstein, Survey Forms Hunterdon County Bridge Survey

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Strimple's Mill Road Bridge over Lockatong Creek
Hunterdon County, NJ

Section number 8 Page 1

Significance Statement

Summary Paragraph

The Strimples Mill Road Bridge over Lockatong Creek is significant at the local level under National Register of Historic Places Criterion C in the area of engineering. The bridge is a well preserved example of single span, Pratt through truss bridge constructed by the Wrought Iron Bridge Company of Canton, Ohio. This company was one of the most prolific late-19th century bridge fabricating concerns in the country. Additionally, the bridge exhibits unusual details, including the "crow's foot" vertical hanger detail and the "reversed" vertical hangers. The Strimple's Mill Road Bridge meets the registration requirements established by the Multiple Property Documentation Form (MPDF) for the metal truss bridges of Delaware Township. The bridge was constructed within the period of significance, retains the appearance of and fully functions as a truss bridge, is an exceptionally complete example of its type, and retains its original truss members, pin connections, and decorative features. The truss members are structural and not merely decorative, the abutments and wing walls are original, and neither the width nor height of the bridge has been altered.

Strimple's Mill Road

In the 1860s, two north-south roads traversed this part of Delaware Township. East of the Strimples Saw Mill a road ran from Stockton-Prallsville through Rosemont and Barbervtown to Frenchtown. To the west of the mill, a road from Raven Rock traveled through Milltown to reach Frenchtown. To the south, the east-west aligned Raven Rock Rosemont Road crossed Lockatong Creek to link these north-south roads. Strimple's Mill Road also connected them about 2.75 miles upstream.

The Strimple Saw Mill was originally the water-powered sawmill of Daniel Carrell (spelled Carle on early maps). The 1850 United States Census listed Daniel's occupation as "carpenter." In 1852, Carrell sold some Strimple's Mill Road land to Everitt Hartpence and Hiram Robbins and, a few years later, the Carrell family moved to Chicago. A subsequent owner sold the land to Calvin G. Strimple in 1858.¹

Constructing the Bridge

On June 30, 1897 the *Hunterdon Republican* reported:²

Sealed proposals for the steel bridge to be built over the Lackatong Creek at Strimple's mill, west of Sergeantsville, were opened by a Committee of Freeholders last Saturday. Ten iron companies bid and the lowest was \$850 by the Canton, Ohio, Wrought Iron [Bridge] Co. The mason work went to Mr. J.C. Wyckoff of Annandale at \$4.10 per cubic yard and the lumber contract was jointly awarded to Joseph Williamson and William Hartpence, each bidding \$3.40 per hundred feet. The amount of lumber necessary is 3,232 feet, costing 109.89.

Both Williamson and Hartpence resided in Delaware Township during the period 1880 to 1900 and census records listed Williamson as a farmer and Hartpence as a mason.

¹ Goodspeed, Marfy. "Goodspeed Histories," <http://goodspeedhistories.com>.

² *Hunterdon Republican*, June 30, 1897

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Strimple's Mill Road Bridge over Lockatong Creek
Hunterdon County, NJ

Section number 8 Page 2

Pratt Truss

The Pratt Truss was patented by Thomas and Caleb Pratt in 1844 and became the most popular truss configuration for iron bridges because of its “simplicity of design and economy of fabrication and erection.”³ The Pratt Truss was originally constructed with wrought iron diagonals and wood verticals and top and bottom chords. It differed from the Howe truss in that the verticals were designed to act in compression and the diagonals in tension instead of the reverse. It was more expensive to build than the Howe, but when the same design was executed in iron and steel, “it came into wider use than any other type.”⁴ The Pratt Truss was used for both through- and pony-truss bridges. Through-truss bridges were used to cross wider creeks and were sometimes used to combine several shorter timber spans into one long span, thus eliminating the need for piers.

Wrought Iron Bridge Company

During the second half of the 19th century, companies such as the Wrought Iron Bridge Company, Berlin Bridge Company, King Iron Bridge Company, Keystone Bridge Company, Canton Bridge Company, Groton Bridge Company, and Champion Bridge Company emerged as prominent manufacturers and fabricators of metal truss bridges. The Wrought Iron Bridge Company, founded in Canton, Ohio in 1864 by David Hammon, was one of the most successful late-19th century bridge manufacturers. Illustrated catalogs and traveling agents were used to promote their bridges to distant markets; their bridges were common throughout New Jersey.⁵ The company mass-produced parts and shipped pieces by railroad. Local contractors were able to assemble a bridge quickly, like a model. By 1882, the company claimed to have erected “nearly 4,300 spans” in 26 states, Canada, and Mexico. In 1899, the company was consolidated along with 27 other companies into the American Bridge Company.⁶

In addition to the Strimple's Mill Road Bridge, Delaware Township has one other Pratt through-truss bridge and three Pratt pony-truss bridges. All of the Pratt truss bridges were built before circa 1901. The 1878 Phoenix Column through-truss bridge across the Lockatong Creek on Raven Rock Road (D300) was built by the Lambertville Iron Works, and the Wrought Iron Bridge Company built two Pratt pony-truss bridges: the 1889 (D488) span over the Wickecheoke Creek on Old Mill Road and the circa 1895 span (WD120) across the Alexauken Creek on Hamp Road.

Even when Hunterdon County engaged one of the national bridge building companies, the masonry work and the provision of lumber for construction and roadway decking was contracted separately from the iron bridge construction. Bids would be awarded for masonry work by the cubic yard and lumber by the linear foot. This system ensured that local craftsman would continue to benefit from the public expenditures. In contracting for the Strimple's Mill Road Bridge, the Wrought Iron Bridge Company's \$850 bid was the lowest bid of the 10 submitted and separately the county awarded the masonry work to an Annandale contractor (at \$4.10 per cubic yard) and the lumber contract (3,232 feet at \$3.40 per hundred feet) to local suppliers Williamson and Hartpence.⁷

Criterion C Significance

³ Marburg, 1911, p. 313.

⁴ Ibid.

⁵ Lichtenstein, Hunterdon County Bridge WD120 Survey Form.

⁶ Ibid..

⁷ *Hunterdon Republican*, June 27, 1897.

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Strimple's Mill Road Bridge over Lockatong Creek
Hunterdon County, NJ

Section number 8 Page 3

In Delaware Township, truss bridges permitted the crossing of wider streams with no intermediate piers and permitted larger and heavier vehicles to reach more of the county's dispersed agricultural communities. The surviving truss bridges in Delaware Township are the legacy of Hunterdon County's pioneering introduction of metal truss bridge technology beginning with the 1858 construction of the cast iron Fink Suspension Truss Bridge in Franklin Township, followed by the construction of the three (3) Lowthorp Truss bridges in 1868 and 1870. As noted in the National Register of Historic Places nomination for the New Jersey and National Registers of Historic Places listed Peck's Ferry Bridge in Delaware Township, the surviving metal truss bridges are "an embodiment of the development of industrial techniques to solve transportation challenges in rural area, where roads were used by farmers and local craftsmen to transport their goods to market."⁸ In providing the saw mill and local farmers with enhanced access to the Delaware and Raritan Canal, Belvidere Delaware Railroad, and the roads along the Delaware River, the Strimple's Road Bridge illustrates the significant associations between truss bridge technology and the improvement of the local transportation network.

The Strimples Mill Road Bridge also embodies two of the most significant changes in late 19th-century bridge building: the advancements of metallurgy from cast to wrought iron to steel and the standardization of structural components and fabrication techniques. Although design and fabrication was standardized, the truss bridge was exceptionally adaptable and versatile, span length, width, and load bearing capacity could easily be adjusted to meet very specific needs and bridge components could be manufactured at the mill and easily fabricated on site. The Strimple's Mill Road Bridge, using riveted steel Pratt trusses, embodies the distinctive characteristics of that historically significant type and method of construction.

The bridge possesses integrity of location and setting, especially with the proximity of the abutting formerly water powered saw mill. With changes limited to the in-kind replacement of floor beams and stringers and the substitution of a metal and asphalt roadway for timber planks, the bridge retains integrity of design, materials, workmanship, feeling, and association.

⁸ Goodspeed, Marfy. "Peck's Ferry Bridge," National Register of Historic Places Nomination. March 1999.

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National Register of Historic Places Continuation Sheet

Strimple's Mill Road Bridge over Lockatong Creek
Hunterdon County, NJ

Section number 9 Page 1

Bibliography

Books and Public Documents

Gordon, Thomas F. *A Gazetteer of the State of New Jersey*. Trenton: Daniel Fenton, 1834.

Lichtenstein, A. G. and Associates Inc. *New Jersey Historic Bridge Survey*. 1992. New Jersey Department of Transportation, 1992. Copy at New Jersey Historic Preservation Office, Trenton, NJ and at http://www.state.nj.us/transportation/works/environment/pdf/Survey_Doc.pdf

Schmidt, Herbert G. *Rural Hunterdon, An Agricultural History*. New Brunswick: NJ: Rutgers University Press, 1946.

Maps and Atlases

Beers, F.W. *Atlas of Hunterdon County, New Jersey, 1873*. New York: Beers, Comstock & Cline, 1873.

Cook, George. *A Topographical Map of the Vicinity of Flemington*, 1889.

Cornell, Samuel C. *Map of Hunterdon County, New Jersey*. S. C. Cornell and Lloyd Vanderveer, Philadelphia, 1851.

Newspapers

Hunterdon Gazette. Flemington, NJ.

Hunterdon County Democrat. Flemington, NJ.

Hunterdon Republican. Flemington, NJ.

Trenton Evening Times. Trenton, NJ.

Internet Resources

Goodspeed, Marfy. "Delaware Township Mills in the 19th Century." 2007. Delaware Township Post

Website. <http://www.delawaretownshipnj.org/2007/08/delaware-township-mills-in-the-19th-century/>

Goodspeed, Marfy. "Goodspeed Histories," <http://goodspeedhistories.com>.

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National Park Service

National Register of Historic Places Continuation Sheet

Strimple's Mill Road Bridge over Lockatong Creek
Hunterdon County, NJ

Section number 10 Page 1

Geographical Data

Verbal Boundary Description

The boundary of this particular resource is delineated by the footprint of the substructure, which extends to include the full length of the abutments and wing-walls as well as the approach roadway stone retaining walls, and the superstructure. The boundary is a four-sided polygon defined by the extreme ends of the wing walls.

Boundary Justification Statement

The bridge is located next to a potentially historic saw mill that appears to pre-date the current bridge, but the span is individually significant on its own merits. The history of the two structures appears to be independent.

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National Park Service

National Register of Historic Places Continuation Sheet

Strimple's Mill Road Bridge over Lockatong Creek
Hunterdon County, NJ

Section number Photos Page 1

Photograph List

Name of Property: Strimples Mill Road Bridge

City or Vicinity: Delaware Township

County: Hunterdon

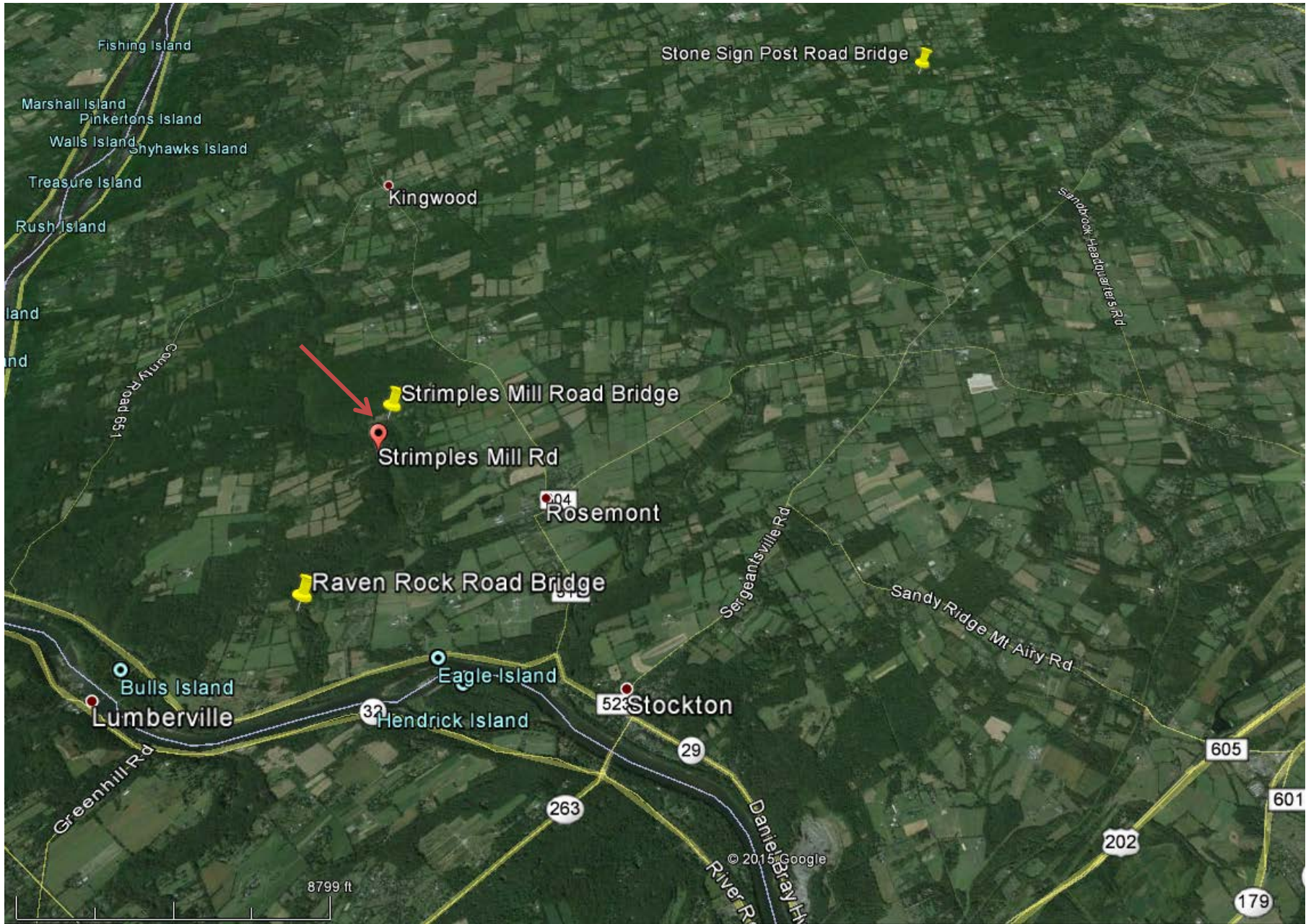
State: New Jersey

Photographer: Wm. Roger Clark

Date Photographed: April 28, 2015

Description of Photograph(s) and number:

- 1 of 10 Strimples Mill Road Bridge, west portal, looking east
- 2 of 10 Strimples Mill Road Bridge, west portal, north truss, looking toward Strimples Saw Mill
- 3 of 10 Strimples Mill Road Bridge, west end, west abutment,
- 4 of 10 Strimples Mill Road Bridge, east portal, looking west
- 5 of 10 Strimples [Saw] Mill
- 6 of 10 Strimples Mill Road Bridge, east end, looking northeast, saw mill and tailrace
- 7 of 10 Strimples Mill Road Bridge, latticed vertical column
- 8 of 10 Strimples Mill Road Bridge, lower truss chord connection, diagonal tie rods and welded plates
- 9 of 10 Strimples Mill Road Bridge, floor beams, lower truss chord connections, original eyebars and modern tension rods
- 10 of 10 Strimples Mill Road Bridge, west portal, builder's plate at upper lateral

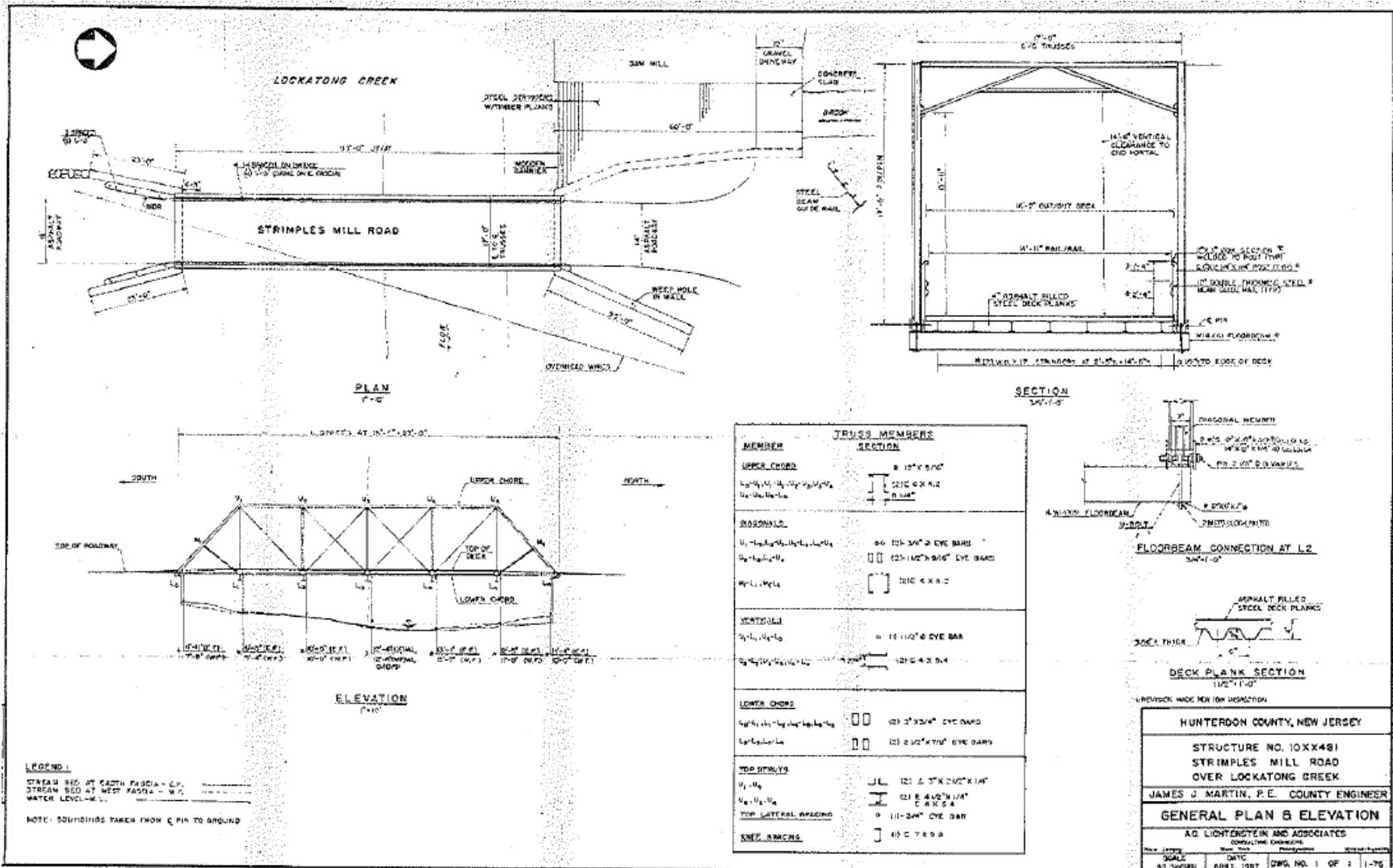


Location Map - Strimples Mill Road Bridge over Locketong Creek
Delaware Township, Hunterdon County, NJ

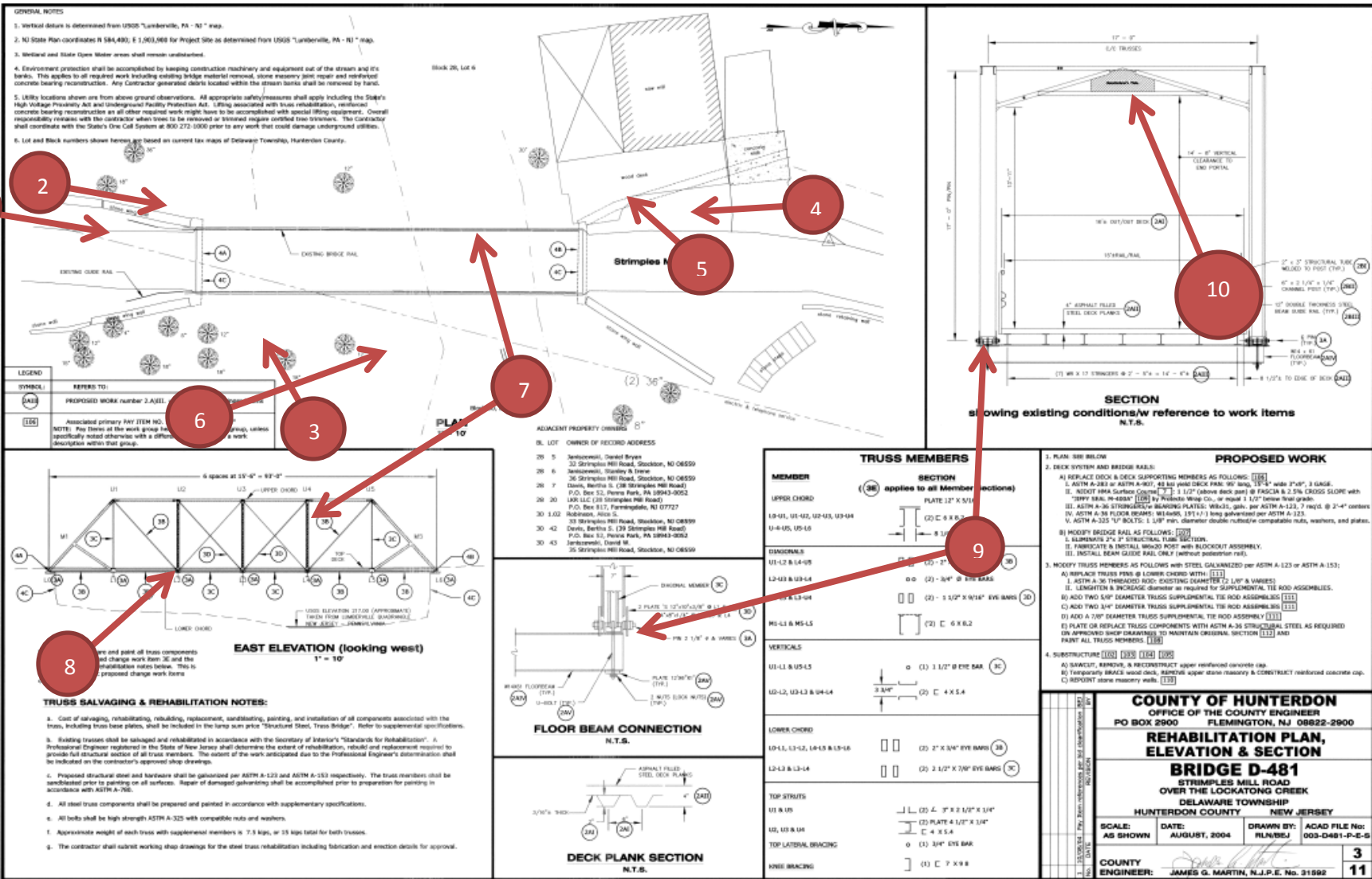




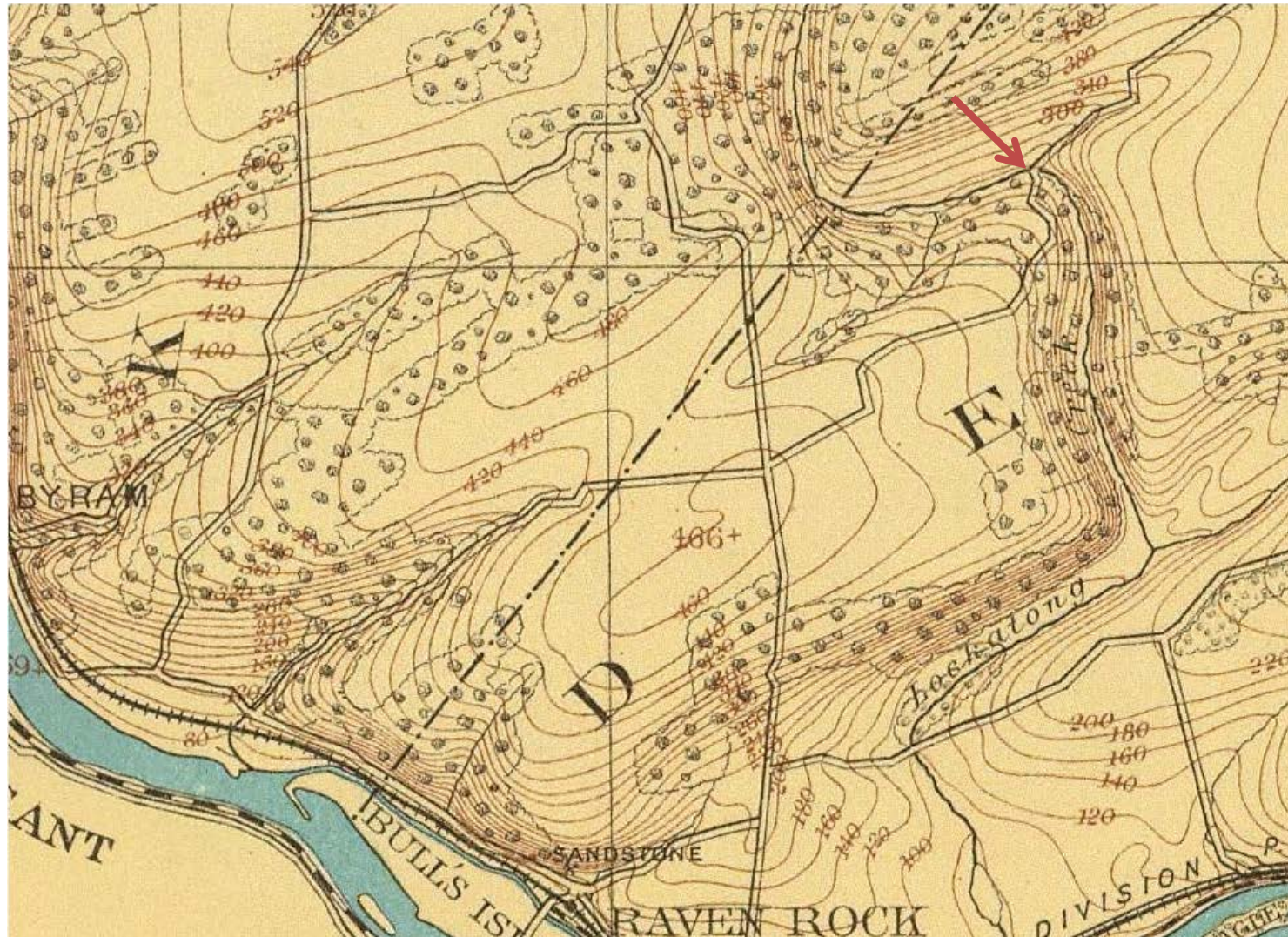
Strimple's Mill Road Bridge over Locketong Creek
Delaware Township, Hunterdon County, NJ
UTM Coordinates: 18T 498999mE 4476279mN



Elevations and Plan Views - 2
 Strimple's Mill Road Bridge over Lockatong Creek
 Delaware Township, Hunterdon County, NJ



Plan Views with Photo Locations
Strimple's Mill Road Bridge over Lockatong Creek
Delaware Township, Hunterdon County, NJ



Strimple's Mill Road Bridge over Locketong Creek
Strimple's Mill Road, Delaware Township, Hunterdon County, NJ
Historic Map - 1888



13'-1"

WEIGHT
LIMIT
15
TONS





STRIMPLE'S
MILLS
CUSTOM
SAWING

1997-2006











1897

WROUGHT IRON BRIDGE CO.
BUILDERS
CANTON OHIO

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Strimple's Mill Road Bridge over Lockatong Creek

MULTIPLE NAME: Bridges of Delaware Township, Hunterdon County, New Jersey M
PS

STATE & COUNTY: NEW JERSEY, Hunterdon

DATE RECEIVED: 8/19/16 DATE OF PENDING LIST: 9/19/16
DATE OF 16TH DAY: 10/04/16 DATE OF 45TH DAY: 10/04/16
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 16000693

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT RETURN REJECT 10/4/16 DATE

ABSTRACT/SUMMARY COMMENTS:

RECOM./CRITERIA C
REVIEWER Andie DISCIPLINE AD
TELEPHONE _____ DATE 10/4/16

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



Project # 16-0613
HPO-H2016-015

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State of New Jersey

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DEPARTMENT OF ENVIRONMENTAL PROTECTION

NATURAL & HISTORIC RESOURCES

HISTORIC PRESERVATION OFFICE

P.O. Box 420

Trenton, NJ 08625-0420

TEL. (609) 984-0176 FAX (609) 984-0578

Nat. Register of Historic Places
National Park Service

BOB MARTIN
Commissioner

CHRIS CHRISTIE
Governor

KIM GUADAGNO
Lt. Governor

August 3, 2016

Paul Loether, Chief
National Register of Historic Places
National Park Service
1201 I (Eye) Street, NW
Washington, D.C. 20005

Dear Mr. Loether:

The enclosed disk contains the true and correct copy of the nomination for the Strimple's Mill Road Bridge over Lockatong Creek, on Strimple's Mill Road, in Delaware Township, New Jersey, and meets the registration requirements described under the Multiple Property Documentation for the Historic Bridges of Delaware Township.

This nomination has received unanimous approval from the New Jersey State Review Board for Historic Sites. All procedures were followed in accordance with regulations published in the Federal Register.

Should you want any further information concerning this application, please feel free to contact Katherine J. Marcopul, Acting Administrator, New Jersey Historic Preservation Office, Mail code 501-04B, P.O. Box 420, Trenton, New Jersey 08625-0420, or call her at (609) 984-5816.

Sincerely,

Rich Boornazian
Deputy State Historic
Preservation Officer