

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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JUL 11 1975
RECEIVED
DATE ENTERED MAR 26 1976

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

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC

****** Yatesville Covered Bridge
AND/OR COMMON

Same

2 LOCATION

STREET & NUMBER

off KY 3 500 Fallsburg

Over Blaine Creek, off Yatesville Road.

— NOT FOR PUBLICATION
CONGRESSIONAL DISTRICT

CITY, TOWN

Yatesville Fallsburg

— VICINITY OF

7

STATE

Kentucky

CODE

021

COUNTY

Lawrence

CODE

127

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
<input type="checkbox"/> DISTRICT	<input checked="" type="checkbox"/> PUBLIC	<input type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> MUSEUM
<input type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL	<input type="checkbox"/> PARK
<input checked="" type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL	<input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT	<input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT	<input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input checked="" type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL	<input type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY	<input checked="" type="checkbox"/> OTHER: unused

4 OWNER OF PROPERTY

NAME

Lawrence County

STREET & NUMBER

CITY, TOWN

Louisa

— VICINITY OF

STATE

Kentucky

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Lawrence County Courthouse

STREET & NUMBER

CITY, TOWN

Louisa

STATE

Kentucky

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

Survey of Historical Sites in Kentucky

DATE

1971

— FEDERAL STATE — COUNTY — LOCAL

DEPOSITORY FOR
SURVEY RECORDS

Kentucky Heritage Commission

CITY, TOWN

Frankfort

STATE

Kentucky

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input checked="" type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Yatesville Covered Bridge of Lawrence County (near the West Virginia Border) is located over Blaine Creek about 1000 yards off Yatesville Road (the community of Yatesville is now virtually non-existent).

The wooden structure is of William Howe's truss design. The board-and-batten siding is open at the top under the eaves in a clerestory-like effect and corrugated tin provides roofing. A single span of 128 feet, the bridge was for a long time painted barn-red.

About 25 yards to the south of the bridge is a stream-gauging station.

The bridge is no longer open to vehicular traffic. A pulleyed steel sedan beside the bridge has replaced its function, except for vehicles.

8 SIGNIFICANCE

PERIOD		AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION	
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE	
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE	
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input checked="" type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER	
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION	
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)	
		<input type="checkbox"/> INVENTION			

SPECIFIC DATES

1907

BUILDER/ARCHITECT

Unknown

STATEMENT OF SIGNIFICANCE

One of two covered bridges in Lawrence County, Yatesville is the older of the pair, dating from 1907. It is located in the center of one of the flatter sides of meandering Blaine Creek, near Spankem Branch.

Like many bridges built after the 1880s it utilizes William Howe's popular truss design. The steel rods were easily shipped and truss timbers could be prefabricated, making possible a quick assembly.

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Yatesville Covered Bridge

CONTINUATION SHEET

ITEM NUMBER 7

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According to Kentucky Department of Transportation measurements, the Yatesville Covered Bridge in Lawrence County is 130 feet in length.

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Yatesville Covered Bridge

CONTINUATION SHEET

ITEM NUMBER 8

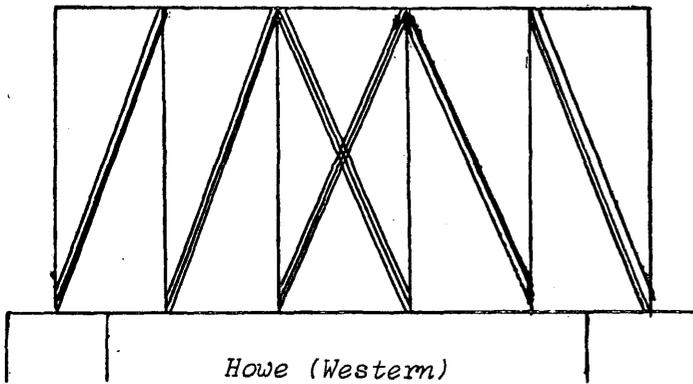
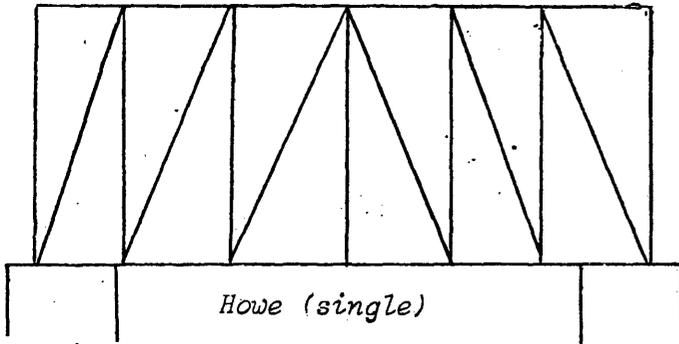
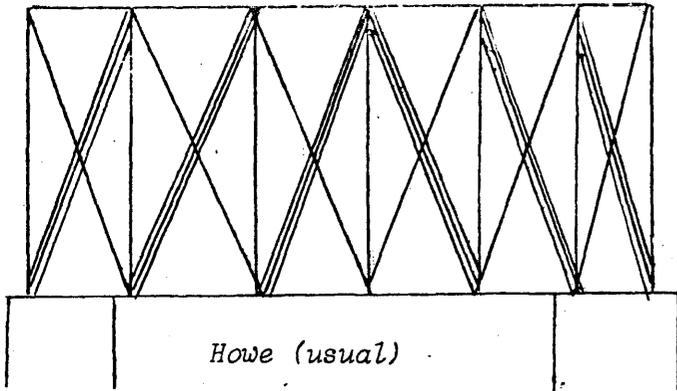
PAGE 2

At one time Kentucky had hundreds of covered bridges spanning her rivers. Just prior to World War II, sixty-five were still standing. By 1952, the numbers had shrunk to thirty-nine. Now only sixteen remain. These sixteen, which represent a variety of structural types, are concentrated in the central and northeast sections of the state in the small communities or rural areas of the state.

Many reasons have been offered to explain the construction of covered bridges in Kentucky during the 19th century. The road across the bridges were kept dry and free of snow in winter. Most important, however, was the protection the covering over the bridges provided against the deterioration of the wood. It permitted the timbered trusses and braces to season properly and kept water out of the joints. The life of the bridge was, therefore, significantly prolonged, averaging, generally seven to eight times that of one left uncovered.

Many of the covered bridges owe their present survival to modern spans constructed nearby that relieve the covered bridges of heavy traffic. Six are now closed to vehicular traffic although, like the others, they are visited by large numbers of tourists. All but one are publicly owned. Few are well maintained and most are in need of immediate repair or restoration if their preservation is to be secured.

Diagram and Description of Howe Truss



9. THE HOWE TRUSS. In 1840, William Howe, who came from a family of inventors in Massachusetts, conceived and patented a truss similar to the Long but with a most important improvement. He substituted iron rods for the wooden posts as tension members, eliminating one heavy timber and providing a means of easy adjustment by having screw ends with washers and nuts. The rods could be easily shipped and the truss timbers prefabricated making possible a quick assembly. This truss gradually replaced other trusses; in fact very few covered bridges other than the Howe were erected after 1880 and it was easily the most popular design during the last half of the century, in the middle West, East and on the West Coast, where many new covered bridges appeared well into the 1900's. Like the Long Truss, the patents showed single timbers for posts and diagonals. Actually most bridges in the East and Midwest have two diagonal braces and one counterbrace in each panel and two vertical rods between, except that often the end panels have three rods. There are but five Eastern bridges not so designed. These are located at Conway, Mass., Bean Blossom, Ind., Marysville, Va. and two in South Carolina. We may designate these as "single Howe," as they have but one diagonal brace and one or more panel rods. Among the newer bridges of Oregon there are many single Howes, and some counties adopted this as a standard type. Here there are usually a pair or more of diagonal braces and two or more panel rods. The center panel often has crossed diagonals, making a most pleasing appearance with partially sheathed sides. Fifty of the 162 Howe bridges are in Oregon, 30 in Indiana, and 20 in Ohio.

