

United States Department of the Interior
National Park Service

562497

National Register of Historic Places Registration Form

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



1. Name of Property

Historic name: National Road over Deer Creek Historic District

Other names/site number: _____

Name of related multiple property listing:
N/A

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

2. Location

Street & number: U.S. 40 and W. County Road 570S/Old U.S. 40 and S. County Road 25E
(Putnam County Bridges #237 & #187)

City or town: Putnamville State: IN County: 133

Not For Publication: Vicinity:

3. State/Federal Agency Certification


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

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

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

___ national ___ statewide X local
Applicable National Register Criteria:

X A ___ B X C ___ D

	<u>4.12.2018</u>
Signature of certifying official/Title:	Date
<u>Indiana DNR-Division of Historic Preservation and Archaeology</u>	
State or Federal agency/bureau or Tribal Government	

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

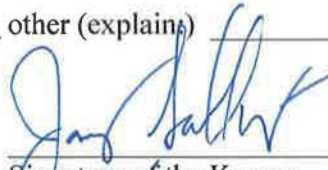
Signature of commenting official: _____ **Date** _____

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

5-23-2018
Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

Category of Property

(Check only one box.)

- Building(s)
- District
- Site

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Structure

Object

Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
_____	_____	buildings
_____1_____	_____	sites
_____3_____	_____	structures
_____	_____	objects
_____4_____	_____	Total

Number of contributing resources previously listed in the National Register _____

6. Function or Use

Historic Functions

(Enter categories from instructions.)

TRANSPORTATION/Road-Related _____

Current Functions

(Enter categories from instructions.)

TRANSPORTATION/Road-Related _____

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7. Description

Architectural Classification

(Enter categories from instructions.)

Other: Pratt through truss

Other: Open-spandrel arch

Materials: (enter categories from instructions.)

foundation: Stone Concrete

walls: Concrete Metal – Wrought and Cast Iron

roof: _____

other: Concrete Wood

Narrative Description

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

Summary Paragraph

The National Road over Deer Creek Historic District includes a significant array of historic features and structures that define two distinct eras of transportation on the National Road in western Indiana. Resources include: a concrete paved road section (1923), a four-arch concrete bridge over Deer Creek (Bridge #237 – Deer Creek Bridge (1923)), abutments of the Cooper bridge over Deer Creek (c.1891), traces of the original (c.1830) and mid-19th century routes of the National Road, and a metal truss bridge (Putnam County Bridge #187 – Cooper Bridge) that served this segment of the National Road in two different locations. The abutments and road trace are counted as site elements. The boundary of the district is discontinuous, including the concrete road, site elements, and concrete bridge. The metal truss bridge is a separate parcel.

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Narrative Description

Setting:

The site lies on the border of the Crawford Upland and Mitchell Plain geologic regions, close to the final advance lines of both the Wisconsin and Illinoian glaciations. It was here in Putnam County in the 1820s that the engineers and builders of the National Road encountered their first major natural obstacle west of the White River in downtown Indianapolis. The retreat of the glaciers and the subsequent water run off carved deep creek beds into the landscape; the fact that the glaciers did not level out the terrain in this part of Putnam County left gently rolling hills between the deep tributaries of the Wabash, such as Deer Creek.

Just over 1.5 miles west of the intersection of U.S. 231 and U.S. 40, a two lane road diverges to the north from current U.S. 40 and heads west/northwest into the Deer Creek valley. This is one of several “abandoned” legs of U.S. 40 / National Road in western Indiana. The deciduous wooded terrain of the valley drops sharply away to the meandering creek bed some 100 feet below. Across on the west side of the creek, the grade gradually descends. Though at one point, the National Road was probably flanked by rolling farmland through this area, nearly all the land within several hundred yards of the creek’s route is now rural woodland. Some residences stand nearby, also, the c.1950 stone-faced Admiral/Walker Motel stands at the eastern access point to this road segment.

Early Road Traces

(Photos 1-5)

While the engineers of the National Road had crossed several barriers in eastern and central Indiana, most of these were fairly straightforward. Even the Whitewater Gorge in Richmond and the White River in Indianapolis could be bridged by two-span wooden covered bridges with intermediate piers. But the remoteness of the Putnam County creeks, length of approaches, and dramatic changes in grade might have meant very expensive bridges of multiple spans. Granted all this and the types of vehicles passing on the road (laden wagons), engineers chose simplest solution: a gradual descent, curving to the northwest, via the gentlest route, to a fording point across Deer Creek (Photo 1). The road then gradually climbed out of the valley on a long arc flattening out to a west/southwest direction. The road was known to have this route as of 1836. Since the original specifications for the road called for bridges at all crossing, many have assumed that a timber truss bridge was built here as well. Indiana bridge historian George Gould did not indicate the presence of a timber truss bridge at this location. However, even today a layer of bedrock near the water level would have made a natural fording point.

At an undermined time, prior to 1879, the road was rerouted to accommodate the construction of a bridge. This version of the National Road straightened out the gentle “S” curve of the roadway, staying on an west/southwest bearing as the grade falls away into the valley, then, so the bridge could be at right angles to the creek, the road cuts sharply northwest, then arcs uphill to the west, out of the creek bed. This route of the Road is still discernable to visitors on foot (photos 2 and 3).

In 1891 the County Commissioners contracted for a new bridge to cross Deer Creek on this route. The commissioners paid John and Timothy Murphy to build cut stone abutments. These abutments remain at the site (photos 4 and 5). This bridge still stands nearby (see County Bridge #187, below). The road had this alignment until 1923, when the Federal government reclaimed the old route of the National Road, with the help from Indiana State Highway Commission officials.

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U.S. 40 – the 1920s

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(Photos 6 and 7)

When another generation of engineers approached the problem of building a modern automobile road through the Deer Creek valley, significant advances in technology offered them solutions undreamed of in the 19th century. Internal combustion-driven earthmovers, trucks, and steam shovels could sculpt roadbeds to the most desired grade, not to the ones nature allowed. Most significantly, the use of concrete allowed engineers to build smooth roads for the pneumatic tires of modern autos. The 1923 segment of the National Road through the Deer Creek valley shows all of these traits. The 1920s road curves gently to the northwest so that the creek is spanned at right angles, then, it angles gently back to the southwest after the crossing. Earthmoving equipment allowed the road to maintain a relatively even grade, up out of the creek bed to the east and along the edge of a ridge to the west of the creek. The 20' 2" wide poured concrete road with integral curbs remains intact from the 1920s on this entire stretch of road (photos 6 and 7). In cross section, the road crowns slightly at the center. The sweeping turns and much more gentle changes in grade on the 1920s road section were engineered so as to allow automobiles and trucks of the era to maintain a constant speed of about 35-40 m.p.h.

Bridge #237 - Deer Creek Bridge (1923)

(Photos 8-12)

Certainly the most dramatic testament of the new engineering capabilities of the new auto age is the bridge over Deer Creek. Contractors built the bridge from 1922-1924. The bridge is 347' long from baluster to baluster, 275' from abutment to abutment, and its road bed, including a 3' walkway on each side, is 20'2" wide. The grade of the bridge falls away about 7' feet from east to west over the length of the bridge, making a 2% drop in grade.

The bridge's four double ring open spandrel arches rise from three massive concrete piers, roughly 15' high and just over 20' deep, with a cylindrical nosing and cap on both north and south elevations to deflect debris. The projecting belt defining the cap wraps around the depth of each pier. The piers are 5' thick at the top, but have a 1:24 batter so that at the base each is about 7' at the stream bed. The footings are 3'6" deep, 8' wide and 29' across and each reaches down several feet to bedrock under the piers. Concrete finish on the piers is smooth, but the mark of the forms from the poured-in-place construction technique are still visible.

The railing for the bridge begins at the end of each abutment. Here the roadbed splays to 24' wide and the railings curve outward to follow. The abutments are a total of 36' deep, and 17'4" tall at the outermost pier, though most of this pier is buried under fill. The footings are 3'6" thick, 6' across, and extend under the length of the abutments. Also not visible to the eye is the grillage of over seventy ½" and ¾" thick steel bars reinforcing the concrete abutments, and the 1' x 2' reinforced concrete tie beams linking the abutments one side to the other.

Each set of arch rings differs in diameter. From east to west, the first arch spans 60', the next two, 70', the last to the west, 60'. Though they appear at a glance to have a single centering point, in fact, each set of rings has three centering points, making them slightly flat (parabolic) at the point of contact with the vertical extension of each pier, just above the battered pier bases. Each steel-reinforced concrete ring is about 1'4" on the north or south face, with a depth of 5'8". The rings thicken to about 2'6" toward the piers. The ring pairs are set 6'8" apart. Internally, a box grid of ¾" and ½" steel bars is embedded in each ring, giving the arches remarkable tensile strength. An open round arch arcade fills the spandrel on either side of the large arch rings. While the arch shapes are decorative, they do serve to mask (and therefore protect) a series of 5/8" thick "Y" bars that run internally across their spandrels. Steel bars embedded in each minor vertical column links weight transfer to the rings. Additionally, the rings are joined by 9" x

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12" horizontal tie beams at each connection point of the vertical minor arch members. These have ½" square steel bars in them. At the crown of each arch, the rings are connected to the roadbed by two stringers with fill between them, which have bars tying into the reinforcing of the roadbed.

The State Highway Commission added a remarkable degree of finish to this design. The vertical pier extensions are treated as pilasters, with vertically recessed bush-hammered panels. Workers accomplished the effect by using a traditional masonry bush hammer on selected portions of the bridge once concrete had cured. The force of the hammer cracked away a thin layer of the binding cement and exposed the rough aggregate.

The walkway extensions on either side of the bridge also permitted several opportunities for hand craftsmanship. The underside of the walkway overhang is supported on angled corbels, extensions of the concrete-encased steel floor stringers of the road bed. These occur at points aligning with the minor arch verticals, and, they are doubled at the vertical major piers. The railing is the most obviously decorative element of the bridge. Where many bridges of this era had more functional solutions, ISHC engineers planned a classically-inspired arcaded railing with major and minor balustrade piers. The railing sits atop a projecting base and the railing cap is molded with projecting belt courses and the top surface is angled for water run-off. Recessed panels on each major and minor balustrade pier have the bush-hammered treatment.

The road bed is a reinforced concrete slab, about 9 ½" thick at the center and 8" thick toward the curb. A system of reinforced stringers, about 10" thick, is set on an 8' x 10' on center grid, supports the road bed, along with larger 18" beams that connect to the arch rings by way of the minor vertical columns. These project beyond the roadbed to become the radius-edged corbels visible under the railing. The road bed is crowned for water run-off, additionally, 1" thick bronze grates, about 9"x11" in size, over hollow box scuppers set into the floor slab near balustrade piers, collect water and a short pipe underneath the walkway spills water away from the bridge.

Putnam County Bridge #187 - Cooper Bridge

(photos 13-16)

In 1891 the County Commissioners hired St. Louis Bridge Company to build this wrought and cast iron Pratt through truss bridge. The ISHC drawings for the Deer Creek Bridge show the "west elevation of the present structure" and state "present structure erected 1891." County commissioners' records confirm that the bridge was built in 1891. In 1927, records show that the commissioners paid to move this iron bridge to its present day location on C.R. 25E over Deer Creek just over 1/5-mile north of the corner of C.R. 25E and old U.S. 40. In its new role, #187 crosses Deer Creek due north-south, and it fed traffic from Greencastle onto the then-new 1923 segment of the National Road.

Though nearly within sight of the larger concrete span, the setting of #187 is not as dramatic. Here, the creek bed winds through gently rolling to level terrain. Farmland borders Deer Creek to the north, to the south, farmland and an edge of volunteer woodland border the creek. The drop off from road grade to creek bed is only about 10'. The approaching road bed to the south is built up so that it rises out of the flood plain.

#187 is a pin-connected, Pratt through-truss resting on concrete abutments. The bridge is about 16' high inside its portals, with a 15' 9" road bed, and is 118' long. The bridge has eight panels on each truss. Each portal is formed of two channels riveted to a top iron plate. Angled iron members joined by riveted flat lattice bars define the portal top; the corners have a diagonal channel where the portal joins to the verticals. Verticals are made of a pair of angle irons riveted to diagonal flat lattice bars. Principle

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diagonals angle down and inward to the center of the bridge and are forged eyebars, making pin connections at the floor beams and at the top chord. Round iron rods with turnbuckles serve as additional verticals, near the portals, and in the center two panels, round iron rods run the opposite diagonal direction as the paired eyebars. Similar to the laced paired channel verticals, horizontal laced members connect the two top chords at the joining point of the laced verticals. Diagonal round rods with turnbuckles connect the top chords within each panel as well.

The roadbed is a heavy plank wood deck running east-west with two sets of heavy boards at right angles, the sets so spaced as to handle the wear of auto tires. I-beams carrying the deck are located at the laced verticals and are fastened by U-shaped bolts to the pin connections at each end.

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.

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Criteria Considerations

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

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

Areas of Significance

(Enter categories from instructions.)

TRANSPORTATION
ENGINEERING

Period of Significance

1836-1937

Significant Dates

1923 1927

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Significant Person (last name, first name)
(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder (last name, first name)

St. Louis Bridge Company
Indiana State Highway Commission

Period of Significance (justification)

The period of significance, 1836-1937, begins with the earliest extant features of the site and ends when the highway was rerouted to the present U. S. 40. The 101-year time span encompasses all significant elements: the mid-19th century road bed, the 1891 stone abutments, the 1923 concrete road and bridge, and the metal truss Cooper Bridge, removed and reassembled on County Road 25 in 1927. Cooper Bridge has served in this capacity far longer than it served in its original role. In both cases, Cooper Bridge #187 served as part of the road system that transported people and goods across Deer Creek.

Criteria Considerations (explanation, if necessary)

The Cooper Bridge, originally built in 1891, was disassembled from its original location over Deer Creek in 1927 and rebuilt in the same configuration over the next adjacent creek crossing (see map). The bridge is significant in this nomination because it serves to cross the same waterway in similar surroundings and is one of the few remaining Pratt through truss bridges in Indiana.

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 Deer Creek segment of the old National Road meets National Register criteria A and C. It clearly illustrates two major eras in transportation on one of Indiana's most significant roads. The road segment, its bridges, and road traces contained in this nomination served as a major transportation route from its first construction through this part of Indiana, c.1836 to 1937, when the Indiana State Highway Commission bypassed the segment, making it a county road. Under Criterion C, structures within this nomination clearly have outstanding engineering and design characteristics. The U.S. 40 Bridge over Deer Creek, 1923, is one of two relatively unaltered examples of an open-spandrel concrete arch bridge designed by the Indiana State Highway Commission left in Indiana. At 347' long, it was one of the largest open spandrel designs by the Commission. The Cooper Bridge is a rare example of a pre-1900

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Pratt through Truss and illustrates the transition from wooden truss bridges to sturdier metal trusses. Originally, it carried the National Road over Deer Creek; in 1927, officials had the bridge moved to its current site, where it served to feed traffic to the new concrete road and bridge over Deer Creek.

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

The National Road

With the defeat of the British during the American Revolution and subsequent signing of the Treaty of Paris in 1783, a vast tract of land came under control of the fledgling United States. The same year, the Virginia legislature ceded any claims to lands west and north of the Ohio River. This tract, west of the Alleghenies, extending to the Mississippi River and north to the Great Lakes, was named the Northwest Territory under provisions of the Land Ordinance of 1785. This act called for surveyors to lay a grid of square miles across the land, to map, and to inventory the holdings. During the Constitutional Convention of 1787, Congress passed the Northwest Ordinance. Influenced by a previous draft of similar legislation proposed by Thomas Jefferson, the Northwest Ordinance of 1787 established a means of representational government and terms for territories to achieve statehood.

Jefferson, Washington, and their contemporaries understood well the need for a good road to the new Northwest Territory and Ohio. Washington had much experience dealing the harsh travel conditions there in his several expeditions into the lands beyond the Alleghenies. During the French and Indian Wars, Washington had suggested that the site near the confluence of the Allegheny and Monongahela Rivers, where the Ohio River is formed, would be an ideal site for a fort. After the French seized the unfinished structure, Washington served as part of General Braddock's force during an ill-fated attempt to seize Fort Duquesne in 1755.

While Braddock failed, the British eventually did succeed in building a road from Cumberland to Pittsburgh. Braddock is thought to have followed the Nemaquin Indian trail for parts of his route, and today, the National Road follows Braddock's Road closely in many areas. The strategic value of the road during the subsequent Revolutionary War was clear to all. Both the difficulty of the campaigns in the territory and their importance to the overall war effort were well understood. In 1774, the year before Congress called for a survey of the new territories west of the Alleghenies, George Washington once again journeyed west along the same route he had taken during the French and Indian Wars with Braddock. Washington was hoping to identify a permanent route for the road, and during his travels, he met Albert Gallatin, a surveyor and land agent.

Other portions of a straight route westward took individual initiative, or used native trails. In the 1790s, Colonel Ebenezer Zane and his brothers carved a footpath from Wheeling to Zaneville, but from there, the path deviated southward to the Ohio capital at Chillicothe and then southwestward to the Ohio River. In Indiana, historian B.R. Sulgrove recalled that before there was a National Road, there was the Whitewater Trail – a straight path from the Whitewater Valley west to the hunting grounds of the White River near Fall Creek, the to-be site of Indianapolis. Sulgrove claimed the path roughly paralleled the National Road as built, on the alignment of the Pennsylvania Railroad.

So it was that Congress moved quickly to consolidate their hold on the new territories by building a new road. Albert Gallatin, now serving as Secretary of the Treasury in the Jefferson administration, circulated a letter in 1802, proposing that the nation fund the new road by permitting some proceeds of the sale of

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federal lands to be used for the construction of the road. In 1803, Congress adopted this idea and passed the act creating America's first federally built road, citing in part the defensive nature the route could serve. Ironically, the hard lessons of the War of 1812 would only underscore the need for a National Road, while at the same time, it delayed the road's implementation. Henry Clay and others hoped the road would connect the Potomac Valley and the new capital in Washington, D.C. with the interior of the country, the Northwest Territory, and eventually to St. Louis. Likely since passable roads already linked Baltimore and Washington to Cumberland and hence the Cumberland Gap, the first priority was to start at Cumberland and work westward. In 1828, President John Quincy Adams signed legislation for the C & O Canal, which would eventually flow between Cumberland and Washington. The canal would therefore bring even more goods from the National Road to Washington, D.C.

The previous routes of Braddock and Zane, as well as the locations of nascent capitals at Columbus, Ohio, Indianapolis, and Vandalia, Illinois would influence the route of the National Road. Workers began grading and building the road in 1811, but it wasn't until 1827 that surveying began in Indiana. By this time, the Indiana General Assembly had selected a new site for the capital, Indianapolis (1821), and had moved their activities there. The route extended due east, but, in Indianapolis, the surveyors had to take a southwesterly tack to reach toward the projected terminus near St. Louis. At the west edge of Indiana, on banks of the Wabash, stood the west exit point of the road, at Terre Haute. Though barely eleven years old when surveyors laid out the road, Terre Haute had settlement roots dating back to pre-Revolutionary War days. A Wea village and French trading point occupied the site, then, William Henry Harrison's army built a fort there in 1811. In 1834, the National Road extended across Indiana at varying degrees of finish, and by 1839 workers had finished the section connecting to Vandalia, Illinois.

On September 10, 1827, survey began for the section of the National Road west of Indianapolis. The surveyors drew maps and recorded notes about the terrain and distances in six-mile sections. The Deer Creek area, Section Six, was surveyed on September 24, 1827. The notes about the setting indicated that the creek had "ledges of limestone [and a] good creek base." (Field Notes for the Cumberland Road in Indiana Vol II)

Appropriations for construction of the National Road were calculated at 2% of net proceeds from the sale of public lands within the states. The first appropriation Congress made for Indiana came in 1829 at an amount of \$51,600. The 1830 appropriation for Indiana of \$60,000 stipulated that the money was to be used for opening, bridging and grading the road, starting at Indianapolis and heading both east and west. Yearly appropriations between 1829 and 1838 totaled \$1,136,600. The final appropriation in 1838 came with the proviso that the funding be used to finish the road as completely as possible so that further responsibility for the road could be turned over to the State of Indiana.

The relinquishment of the National Road resulted from years of heated political debate over the funding of construction and improvements. Kentucky Congressman Henry Clay argued for continuation of the survey through Ohio, Indiana, and Illinois, but also hoped the road would extend to his home state. With the western border of the United States at the Mississippi River, Clay was considered a champion in Washington for Western interests. Martin Van Buren, hailing from New York State, voted in 1835 against National Road funding for Western states, marking him the supporter of Eastern interests. During Van Buren's 1842 campaign trip along the National Road, his carriage caught on a tree root in Plainfield, Indiana dumping him in the mud. The action was recounted as a retaliatory gesture for his lack of support rather than an accident. He arrived the next day, June 14, 1842, in Terre Haute unscathed from any further treachery on the road, passing through the Deer Creek Valley.

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The National Road provided the route for transporting the United State mail. The Great Western route ran between Washington and St. Louis. In 1837, the route, via the National Road, from Washington to Indianapolis took 65 ½ hours and 94 hours to St. Louis.

The significance of the road to settlement is well documented. The 1830s was a decade of record migration to Indiana. The town of Putnamville, less than one mile from the nominated site, was settled in 1830. Nearly 90,000 new settlers arrived per year, a large majority arrived via the National Road. Especially for Indianapolis, the National Road was a vital transportation link. The committee that selected the site of Indianapolis had hoped that sternwheelers could reach up the White River to the new capital, however, this proved to be impossible on any commercial scale. The National Road was the only interstate transportation link the city had until the arrival of the Madison and Indianapolis Railroad in 1847. Even then, there was no alternative east-west link until the Terre Haute & Richmond linked to the Indiana Central in Indianapolis in 1852 (eventually merged with other lines as part of the Pennsylvania Railroad).

Even after the economic hegemony of the railroads over canal, river, and road travel, the National Road continued to provide a vital link to farmers and small towns that thrived along its route. Moving large shipments of grain to market towns with rail access was still best accomplished with heavy wagons and teams; and the National Road was still the straight path to market for many farmers in some of Indiana's most productive farmland.

Building the National Road, 1811-1926

Building the National Road across the new lands of America was as much an engineering challenge as it was a political one. While engineers and surveyors attempted to literally keep the road on course, local politics and local conditions often blocked progress.

The National Road was intended to move horse-drawn and foot traffic across long distances. The specifications for the road called for a sixty-six-foot right-of-way, twenty-foot-wide road bed, covered in stone, earth, or gravel. Grades were supposed to not exceed 5%. Since the road would be a toll road, the road's commissioners built octagonal brick toll houses on the oldest portions of the road in Maryland and Pennsylvania. After clearing trees and pulling stumps, engineers attempted to the extent possible to create a level road path by hauling fill to steep depressions and moving earth to level hills. Within the decade after the first construction progress on the National Road, John MacAdam of Scotland published his treatises on road construction, *Remarks on the Present System of Road Making* (1816) and *Practical Essay on the Scientific Repair and Preservation of Roads* (1819). MacAdam first used his new system of progressively smaller layers of crushed stone, compacted to a convex crown at the center of the road, in 1816 in Great Britain. Sections of the National Road in Indiana and elsewhere were "macadamized" during the early years of the Road. Workers used iron rings to measure the stones for the various layers. Graveling and macadamizing were dramatic improvements over bare earth, because if firmly compacted, they provided less resistance to wheeled vehicles, and therefore, better speeds and distances.

Bridges were essential for the entire length of the road. In Maryland, Pennsylvania, (West) Virginia and Ohio, funds were sufficient for true masonry stone arch bridges. At Brownsville, PA, where the National Road crosses Dunlap's Creek, officials took advantage of local foundries and built the first iron bridge in the U.S. in 1839. Stone or iron spans would be few and far between by the time work crews reached Richmond, Indiana. Wooden truss bridges were the order of the day, and the double-lane, two-span wooden bridge over Richmond's Whitewater Gorge demonstrated the strength of the new truss

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technology. Similar bridges carried National Road traffic of the early years at Indianapolis and Terre Haute.

The Putnamville National Road section included in this nomination embodies many of these early engineering ideas. The gentle descent and ascent of the road into the Deer Creek valley reflects the 5% grade concept. Keeping abrupt changes in grade where significant to heavy wagon traffic, it would have prevented stress on the horse teams and better footing for high-sided Conestoga wagons. The angle of the 1840s road segment reflects the need for engineers to accommodate grade changes while also placing bridges or fording points at right angles to the waterway being crossed. Shorter bridges meant cheaper bridges, also, shorter bridges meant safer bridges, granted the technology available.

While there are several places where one can experience the early alignment of the National Road in Indiana, five stand out. They are noteworthy due to setting, integrity of the road bed itself, and/or the quality of historic places along that particular stretch. The five are: near Raysville in Henry County, near Reelsville (Putnam County), crossing Big Walnut Creek (Putnam County), near Harmony (Clay County), and the segment near Putnamville (the subject of this nomination). The Raysville section includes a narrow two lane road bed, lined with early farmhouses. The Big Walnut Creek crossing includes a filled-spandrel arch concrete bridge but the earlier road alignments have not been discovered or may have been obliterated in the early 1920s with the reconstruction of the road. The Reelsville leg includes a NR-listed open spandrel concrete bridge (NPS File Number 99000302), built over the site of a previous covered bridge. The segment near Harmony includes an old road bed with brick paving extending for roughly a mile, alongside current U.S. 40. Each illustrates differing aspects of the National Road. The Putnamville leg is significant for its layers of history and ability to convey several periods of the road.

Once built, responsibility for maintenance of the National Road changed hands quickly. The Federal Government ceded control of the National Road to the State of Indiana on August 11, 1848; however, the State had overspent on internal improvements, such as the centralized canal and railroad systems, and had no fiscal capacity for maintaining the road. In 1849, the state created the Central Plank Road Company and transferred responsibility for the road to the private toll-road enterprise. The company improved the dirt road with planking and built toll gates, charging tolls for passage on the road, to fund the road maintenance.

By the late 1800s, the toll road company abandoned the route, and county officials in each of the eight counties on the route took over maintenance of the road. Being the most developed and most sure route to the capital and other larger cities, the old National Road continued to carry a high amount of traffic. Under the county control, the road became indiscernible from other county roads. When Putnam County officials took control of the National Road, it was still a main market road for many farmers, and would have been a graveled road by the 1890s.

County Bridge 187 reflects the interim transportation period, when local horse-drawn traffic still used the National Road. In 1890 J.C. Cooper, a nearby farmer, petitioned the commissioners for a bridge across Deer Creek. They hired masons John and Timothy Murphy to build cut stone abutments in 1891. The St. Louis Bridge Company supplied the iron trusses and the commissioners paid J.T. Ohran to supervise the work (Cooper survey card). Its Pratt through truss design was a refinement in materials and engineering over the wood technology of its predecessor. Though once Indiana's most common metal truss bridge type, Pratt trusses predating 1900 are now considered rare. According to the guidelines used by the Indiana Division of Historic Preservation and Archaeology, such bridges that predate 1900 qualify for National Register listing, provided that they retain integrity of materials and design. #187 easily meets this test. At one time, county officials in Indiana were replacing many wooden bridges with iron trusses

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along the National Road. The Cooper Bridge, #187, appears to be the only surviving metal truss bridge that served the National Road in Indiana (Cooper, memo to Diebold).

At the turn of the century, new vehicles were rumbling down Hoosier roads. In 1901 the *Greencastle Banner* reported an auto that came over the National Road, travelling west from Putnamville through Mt. Meridian, noting that it was the first to come along the National Road. Indiana was entering the auto era. Elwood Haynes of Kokomo invented a workable auto in 1894, but Benz' 1885 motorized carriage was the first gas-powered car. There is little dispute that Henry Ford's 1908 Model T was the first affordable and dependable automobile. By the time Henry Ford began its mass production in 1913, some 50,000 Hoosiers were using autos. Other makers adopted his production techniques and auto prices actually fell. The movement for good roads, first taken up by bicyclists, now had strong, numerous, and well-funded voices with the coming of the auto age.

Automobile clubs formed to lobby for equitable laws and upgraded roads. The American Automobile Association (AAA) formed in 1902. The organization planned a cross country trip and chose the 1904 St. Louis Louisiana Purchase Exposition as their destination. Travelers set off from various locations to meet on August 11, 1904 for Auto Day at the World's Fair. On August 8, 1904, after spending the weekend in Indianapolis, a group of eleven autos traveled the National Road to their evening destination in Terre Haute. Carl Fischer and Henry Levey of Indianapolis served as pilots for the group, escorting them to Terre Haute. Locals lined up along the National Road to see the motorists on their way. The *Greencastle Star Press* described the scene: the cars traveling at nearly 20 mph, the driver fully attentive to his auto and tightly gripping the steering wheel, and the motorists and passengers attired in long linen dusters and goggles.

Improvements on the old National Road began with national efforts at road planning. In 1893, the Cleveland administration appointed General Roy Stone to head an Office of Road Inquiry, to provide planning information about road construction to states and local governments. Stone and his successor Martin Dodge called for federal aid for America's roads.

It was the emerging postal service that would force the hand on the road problem in the United States. Congress passed the Rural Free Delivery Act in 1896. The act meant that the isolation of village and farm was coming to end; no longer did farmers need to venture to their nearest post office to pick up or deliver mail, provided that they lived on a graveled road. Putnam County applied to the Postal Service for additional routes in 1902, including a path from Putnamville, east on the National Road to the crossing of the Bloomington (U.S. 231) and National Roads.

Counties attempted to expand their network of gravel or macadamized roads. Meanwhile, the debate over local roads, which farmers advocated, and interstate roads, which wealthy tourists wanted, added up to little progress on the funding issue. Roads continued to be a local matter, but Hoosiers did respond to grassroots efforts by establishing the private group, Good Roads Association, in 1910.

Many congressmen and citizens openly questioned the right or legal ability of the Federal government to make or fund roads, but, in 1907, the Supreme Court settled this issue. The opinion rendered in *Wilson v. Shaw* clearly stated that Congress had the right to fund roads as part of regulation of interstate commerce. In 1912, Congress responded to public pressure and passed the Post Office Department Appropriation Bill, which would cover one-third of road costs in rural delivery areas, provided that local governments picked up the other two-thirds. This provided a beginning to federal aid for roads, for seventeen states. In 1915, during the Pan American Road Congress in Oakland, California, leaders of the American

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Association of State Highway Officials (AASHO, the precursor to current AASHTO) proposed a new bill to Congress.

The resulting Federal Road Aid Act of 1916 provided dramatic increases in funding, and called for each state to establish a highway department before receipt of funds. Indiana established its State Highway Commission in 1917 under Governor James Goodrich. Court challenges held up the implementation of commission until 1919, however. Under the Indiana State Highway, the network of current state and interstate routes were planned. The commission first looked to long established roads; of these, they gave highest priority to resurrecting the old National Road. Under the new numbering system, it became U.S. 40. By 1926, the entire system was mapped and improved, but, U.S. 40 was the only road completely paved from state line to state line.

The Indiana State Highway Commission used the two-ring, open-spandrel arch design for most major bridges on new U.S. 40 in its jurisdiction. At Richmond, commission engineers executed a graceful bridge that soared over the Whitewater Gorge industrial area (demolished); and across Deer Creek and Walnut Creek in Putnam County (both survive in good condition). In Indianapolis, the city hired Daniel Luten to design a filled-spandrel arch concrete bridge for the National Road span over White River in 1916. This bridge, which survives with modifications, was retained as part of the new U.S. 40.

The state of the National Road at the onset of the auto age is reflected by the state of its bridges: even in Indianapolis, the original wooden covered bridge carrying the road over the White River was still in service until the city replaced it. The road section with bridge at Deer Creek in Putnam County clearly illustrates these early efforts of the commission, and retains its setting, materials and craftsmanship. The need for a new road configuration at the bridge crossing Deer Creek was dramatically illustrated by an auto wreck in 1913. A driver and passengers in a Ford crossed Bridge 187 at too high a rate of speed, were unable to make the sharp turn east of the creek, and tumbled down the embankment, but were spared serious harm ("Auto Party Has Narrow Escape" per Cooper survey card).

Engineering roads for automobiles and trucks called for a new set of standards. By the 1920s, the high-wheeled, wooden spoke tires of the Model T had given way to metal rimmed pneumatic tires, heavier cars, and larger farming trucks. Smoother surfaces were better for the new, lower undercarriage cars, as were sweeping curves that permitted constant, higher speeds. As Cooper notes, engineers hoped that the new generation of concrete bridges would permit motorists to maintain their speed as though they were not passing over a bridge at all (Cooper, p. 146).

The 1920s improvements included a new route for U.S. 40 at Deer Creek, including a new bridge for the crossing. The interest in maintaining a steady grade and gentle turns is evident in primary documentation for the bridge. The original set of drawings for the concrete arch span includes four sheets of grade studies to insure that the road and bridge would be a seamless experience for motorists. The valley was reshaped: 114 cubic yards of earth were cut, 16,069 or more cubic yards of fill were trucked in, and 15,955 cubic yards of borrow were used. While the settlers of the first generation of the road hoped to tame the west, it was power equipment and the internal combustion engine of the early twentieth century that remolded the National Road itself.

The Indiana State Highway Commission awarded a contract of \$65,741.27 to Edward Smith of Indianapolis in August 1922 for the construction of the bridge. ISHC engineers had designed the bridge and roadbed as they exist today. The bridge and road segment were in regular use by 1924.

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The County Commissioners moved Bridge #187 once the Deer Creek concrete bridge was completed. The bridge was just over thirty years old in 1922 when planning began on the project; not especially old, certainly, more than adequate for a feeder road that would allow more to reach the state-of-the-art concrete road and bridge segment. Granted all the fill moving involved, moving #187 to a new location would have been a serious but easily accomplished task. The commissioners bought the bridge back from the state for \$1 in 1927, and hired Alonzo Day to disassemble the bridge and reconstruct it on its present site for \$4,350 (Cooper survey card).

In the mid-1930s, Indiana State Highway Commission engineers worked with federal transportation officials to make U.S. 40 even better for high speed auto and truck traffic. The limitations of America's roads were made clear in 1919, when the U.S. Army led the Transcontinental Motor Convoy from Washington, D.C. to San Francisco. The army hoped this training effort would provide field training for war mobilization in the event of attack by an "Asiatic" enemy. It took the eighty-one vehicle convoy sixty-one days to reach the west coast, using the Lincoln Highway route. Partly from this experience and from the strategic placement of the National Road, officials decided to make as much of U.S. 40 into a four-lane, limited access road as possible. Engineers routed the road away from the 1923 Deer Creek segment, sweeping to the south to a pair of concrete filled spandrel bridges. The change was complete by 1937 and the old 1920s road reverted to local county use.

Engineering – Bridges over Deer Creek

The nominated district includes two distinct phases of bridge engineering. First the iron bridge over Deer Creek illustrates the transition from wooden truss structures to the more durable metal trusses. The 1923 concrete bridge illustrates the movement to reinforced concrete.

The Cooper Bridge, #187, built by the St. Louis Bridge Company is significant as an example of a Pratt through truss bridge. The Pratt design owes its name to Caleb and Thomas Pratt. Caleb, a Boston architect, worked with his son on the design which they patented together in 1844. Thomas had been trained at Rensselaer Polytechnic Institute in Troy, New York. The Pratts hoped to better existing designs such as the Howe Truss, by calling for little or no wooden members in the design, and also by matching wrought iron to the diagonal tension members, and cast or other metal to the posts, which operated under compression. The father and son essentially took the Howe Truss as a starting point, but, reversed the angles of the diagonals, so that they angled toward the center rather than away from the center. The Pratt truss became the most common solution for bridge makers and engineers in late 19th century.

The transition to concrete bridges required solving problems associated with the material. Well into the 19th century, few engineers doubted that a reliable replacement for the metal truss would be found. True masonry arches were too expensive, too time-consuming, and too limited in span for the needs of most of the United States. Most architects were employing cement as a fireproof coating or were accustomed to using steel barrel vaults or jack arches which could be layered with concrete to produce fireproof floors in courthouses or other large buildings. But concrete had no better tensile strength than true masonry without reinforcing by metal bars. It wasn't until 1884 that British expatriate Ernest Ransome invented a system of using steel rods to reinforce concrete as part of his concrete making operations in San Francisco. By 1894, Ransome was using reinforced concrete in the construction of reservoirs, and by the early 1900s, both he and Frenchman Francois Hennebique had created reinforced concrete framing systems for multi-story buildings.

In the field of bridge construction, Europeans led the way in attempts at reinforced concrete in the 1890s. Jean Monier in France had used a net-like, arch-shaped lattice of steel bars encased in mortar and Joseph

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Melan in Austria built bridges that encased steel or iron rings in protective mortar. American engineers at first stuck to steel trusses, but, but the early 1900s, the practice of combining concrete with slender steel bars was winning converts. Daniel Luten, professor of engineering at Purdue University and a leading bridge theorist and designer, championed the new reinforced concrete technology. According to Cooper, Luten's system and designs took advantage of the inherent qualities of each material, so that the concrete transferred the compressive forces while the network of steel rods acted in tension. The arch rings of Luten's system perform the same function as true masonry arches, by transmitting loads to the abutments over a greater distance than a simple straight reinforced beam would have allowed at the time.

Engineers used concrete arch rings in both filled spandrel designs and open spandrel designs, depending on the site to be spanned. Filled spandrel arched bridges allowed the engineer to use earth to buttress the forces acting on the arch. In a large or high span, using earth fill would often exceed the weight that the rings could bear, making open rings with tie beams and other framing a better solution, as it was at Deer Creek. This technique of using tie beams or stirrups was conceived by civil engineer Edwin Thacher. The stirrups connecting the pairs of ring arches from side to side contribute to the stability of the structure under live loads.

With the formation of the Indiana State Highway Commission, the state began to design its own bridges, borrowing from Luten's concepts patented years earlier. The Deer Creek Bridge therefore, does not represent a new technology so much as it represents a scale of construction and planning seldom repeated in Indiana. Its 347' length and three massive sets of concrete rings ranging from 60' to 70' in diameter are impressive monuments to the new automobile age.

Developmental History/Additional historic context information

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9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

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Baughman, John J. *Our Past, Their Present: Historical Essays on Putnam County, Indiana*. Greencastle, IN: Putnam County Museum, 2008.

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Cooper, James. Survey card (personal collection), Cooper Bridge, 9-14-2005. Citing the following sources:

"Auto Party Has Narrow Escape," "Notice of Bridge Letting," "Notice to Contractors" *Greencastle Herald*, July 11, 1913, p. 6; March 21, 1927, p. 2; September 6, 1927, p. 2.

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13: 102, 240, 267-268, 320, 351-352, 357
23: 501, 515, 527, 550
25: 243, 309, 332, 376, 428

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"Rural routes Petitioned For," May 10, 1902, p. 7.

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Indianapolis News, "Auto Tourists Leave For World's Fair City." August 8, 1904, p. 10.

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Sky, Theodore. *The National Road and the Difficult Path to Sustainable National Investment*. Lanham, MD: Rowan & Littlefield Publishing Group, 2011.

Weingroff, Richard F. "Federal Aid Road Act of 1916: Building the Foundation," *Public Roads* (published by Turner-Fairbank Highway Research Center, Federal Highways Administration) Summer 1996, vol. 60, no. 1. Accessed on line at <http://www.tfhrc.gov/pubrds/summer96/p96su2.htm>

Weingroff, Richard F. "1916 to 1939: The Federal-State Partnership at Work," *Public Roads* (published by Turner-Fairbank Highway Research Center, Federal Highways Administration) Summer 1996, vol. 60, no. 1. Accessed on line at <http://www.tfhrc.gov/pubrds/summer96/p96su2.htm>

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: _____

Historic Resources Survey Number (if assigned): 133-122-50004-50005

10. Geographical Data

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Acreage of Property 9.8

Use the UTM system

UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

For concrete road bed and concrete bridge, three points:

- | | | |
|-------------|-----------------|-------------------|
| 1. Zone: 16 | Easting: 513232 | Northing: 4381071 |
| 2. Zone: 16 | Easting: 513232 | Northing: 4380884 |
| 3. Zone: 16 | Easting: 512090 | Northing: 4380658 |

For iron bridge #187/Cooper Bridge, one point:

- | | | |
|-------------|------------------|------------------|
| 4. Zone: 16 | Easting : 513235 | Northing:4381221 |
|-------------|------------------|------------------|

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

Two parcels of land in Warren Township, Putnam County, Indiana, described as follows:

Refer also to attached map. From the intersection of the edge of the pavement at the northwest corner of Old U.S. 40 and Putnam County Road 25 East, proceed south along the west right-of-way of 25 East, one hundred sixty-six feet (166'). Using this point, and a point thirty feet (30') south of the southwest corner of the abutment of the former bridge across Deer Creek, proceed west along said line, until the north bank of Deer Creek is reached.* At this point, turn north and proceed to the south right-of-way of the Old U.S. 40. Follow said right-of-way line west/southwest until intersecting the north right-of-way line of current U.S. 40. Follow the right-of-way line of current U.S. 40 west, crossing the pavement of Old U.S. 40, to the north right-of-way line of Old U.S. 40. Turn east and follow the north right-of-way line of Old U.S. 40 east, including all of Bridge #237 – Deer Creek Bridge (1923), including its abutments, piers, arches, and right-of-way. Follow the north right-of-way of Old U.S. 40 to the west right-of-way of Putnam County Road 25 East, the point of origin.

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* The described line roughly parallels an auto path, said auto path being roughly 10' north of said line.

Also, an additional parcel as described:

A parcel in Warren Township, Putnam County, Indiana, consisting of all of Putnam County Bridge #187 – Cooper Bridge, including its superstructure, trusses, deck, abutments, and right-of-way. Including also two rectangles ten feet (10') deep of right-of-way width on either side of Putnam County Bridge #187.

Boundary Justification (Explain why the boundaries were selected.)

The boundary includes two discontinuous parcels that relate to the development of the National Road. The two parcels meet the considerations for nominating separate lands: the two are intrinsically historically related (indeed, Bridge #187 once stood within the boundaries of the larger parcel), they are geographically separated by otherwise non-historic parcels of land. The two boundaries enclose the significant resources associated with transportation and engineering. The original road bed of poured concrete is evident in the stretch connected to Bridge #237, therefore, the boundary includes it. The road width, material, and design offer insight into transportation routes of the era. Bridge #187 is the only known iron bridge left that once carried National Road traffic. Its role on its current site was to serve as a feeder road to the National Road.

11. Form Prepared By

name/title: Rose Wernicke / Paul Diebold
organization: History Consultant / Indiana DHPA
street & number: 447 West 91st Street
city or town: Indianapolis state: IN zip code: 46260
e-mail rdwernicke@yahoo.com
telephone: 317-372-3625
date: December 16, 2015

Additional Documentation

Submit the following items with the completed form:

National Road over Deer Creek Historic District
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- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 3000x2000 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: National Road over Deer Creek Historic District

City or Vicinity: Cloverdale

County: Putnam

State: Indiana

Photographer: Rose Wernicke

Date Photographed: August – September, 2015

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

1 of 16 – Camera facing west at original fording point over Deer Creek.
IN_PUTNAMCOUNTY_NATIONALROADOVERDEERCREEKHD0001

2 of 16 – Camera facing west at roadbed circa 1836, leading to Deer Creek.
IN_PUTNAMCOUNTY_NATIONALROADOVERDEERCREEKHD0002

3 of 16 – Camera facing northwest road trace circa 1879 north of Deer Creek.
IN_PUTNAMCOUNTY_NATIONALROADOVERDEERCREEKHD0003

4 of 16 – Camera facing north at abutment on north side of Deer Creek.
IN_PUTNAMCOUNTY_NATIONALROADOVERDEERCREEKHD0004

5 of 16 – Camera facing south at abutment on south side of Deer Creek.
IN_PUTNAMCOUNTY_NATIONALROADOVERDEERCREEKHD0005

6 of 16 – Camera facing east at roadbed circa 1923.
IN_PUTNAMCOUNTY_NATIONALROADOVERDEERCREEKHD0006

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7 of 16 – Camera facing northeast at 1923 roadbed.

IN_PUTNAMCOUNTY_NATIONALROADOVERDEERCREEKHD0007

8 of 16 – Camera facing northeast at circa 1923 bridge from Deer Creek.

IN_PUTNAMCOUNTY_NATIONALROADOVERDEERCREEKHD0008

9 of 16 – Camera facing north at 1923 bridge from Deer Creek.

IN_PUTNAMCOUNTY_NATIONALROADOVERDEERCREEKHD0009

10 of 16 – Camera facing northeast at north rail on 1923 bridge over Deer Creek.

IN_PUTNAMCOUNTY_NATIONALROADOVERDEERCREEKHD0010

11 of 16 – Camera facing west at south rail on 1923 bridge over Deer Creek.

IN_PUTNAMCOUNTY_NATIONALROADOVERDEERCREEKHD0011

12 of 16 – Camera facing west at north rail on 1923 bridge over Deer Creek.

IN_PUTNAMCOUNTY_NATIONALROADOVERDEERCREEKHD0012

13 of 16 – Camera facing north at north abutment below Cooper Bridge from Deer Creek.

IN_PUTNAMCOUNTY_NATIONALROADOVERDEERCREEKHD0013

14 of 16 – Camera facing northeast at Cooper Bridge from Deer Creek.

IN_PUTNAMCOUNTY_NATIONALROADOVERDEERCREEKHD0014

15 of 16 – Camera facing south to Cooper Bridge.

IN_PUTNAMCOUNTY_NATIONALROADOVERDEERCREEKHD0015

16 of 16 – Camera facing southeast to south abutment and Cooper Bridge from Deer Creek.

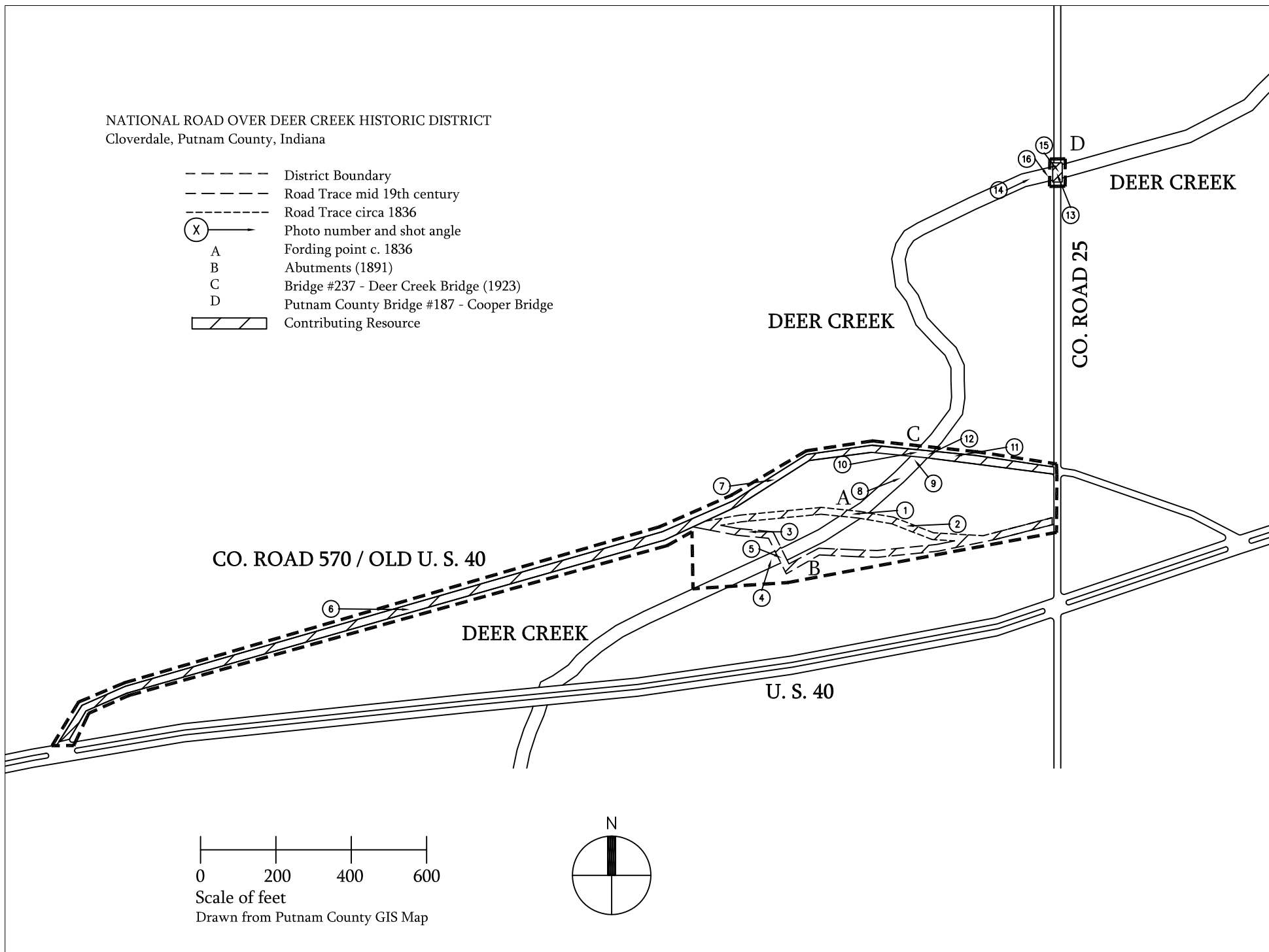
IN_PUTNAMCOUNTY_NATIONALROADOVERDEERCREEKHD0016

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.).

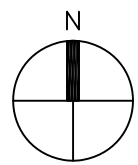
Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form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

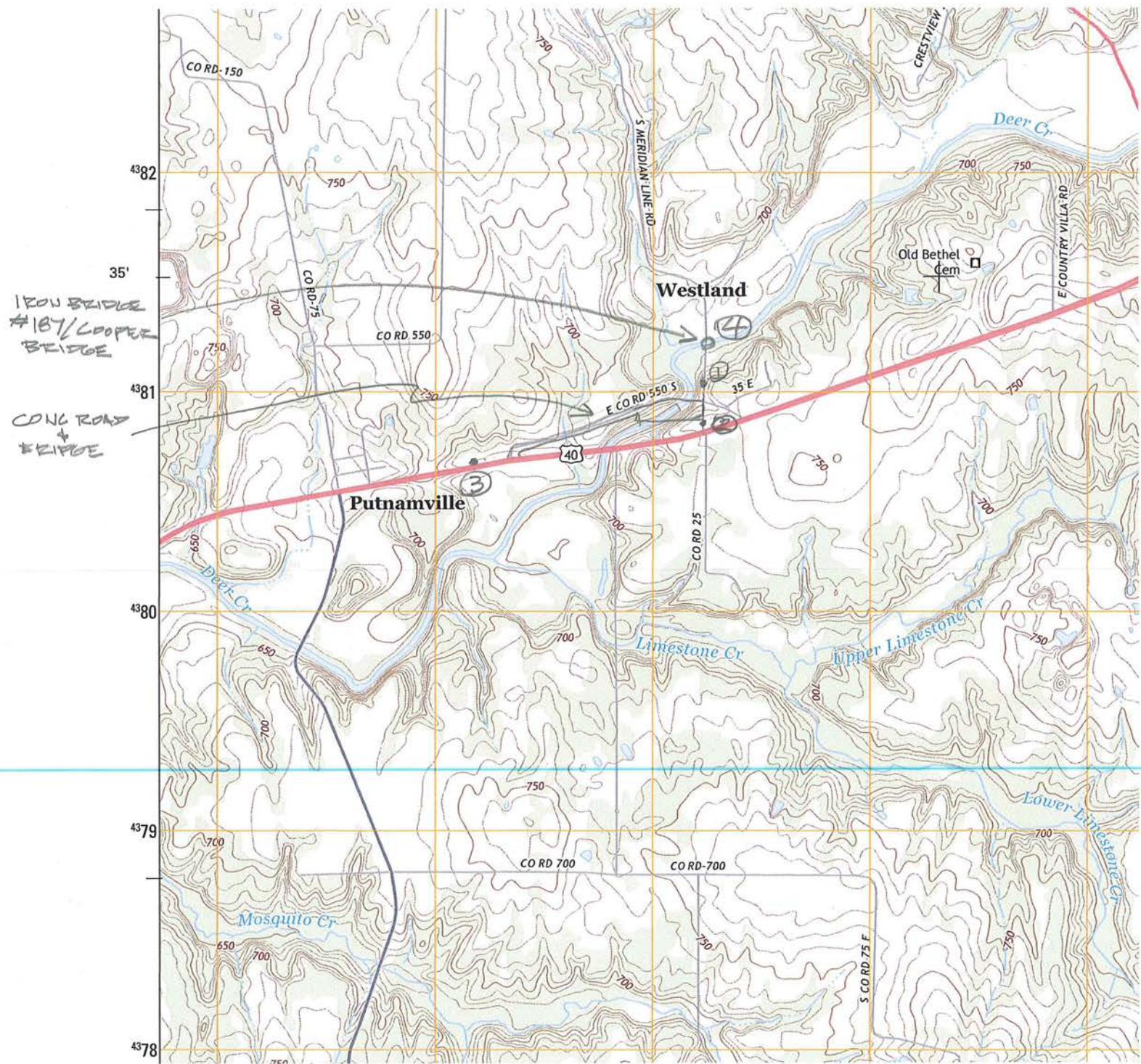
NATIONAL ROAD OVER DEER CREEK HISTORIC DISTRICT
 Cloverdale, Putnam County, Indiana

- District Boundary
- Road Trace mid 19th century
- Road Trace circa 1836
- (X) → Photo number and shot angle
- A Fording point c. 1836
- B Abutments (1891)
- C Bridge #237 - Deer Creek Bridge (1923)
- D Putnam County Bridge #187 - Cooper Bridge
- ▨ Contributing Resource



0 200 400 600
 Scale of feet
 Drawn from Putnam County GIS Map





NATIONAL ROAD OVER DEER CREEK
 HISTORIC DISTRICT
 PUTNAM CO., TN
 NAD 83 UTM'S

FOR CONCRETE ROAD AND
 BRIDGES 3 POINTS

FOR #187, SINGLE POINT-16 | 513235 | 4381221

① 16 513232 4381071 ③ 16 512090 4380658
 ② 16 513232 4390884

































National Register of Historic Places
Memo to File

Correspondence

The Correspondence consists of communications from (and possibly to) the nominating authority, notes from the staff of the National Register of Historic Places, and/or other material the National Register of Historic Places received associated with the property.

Correspondence may also include information from other sources, drafts of the nomination, letters of support or objection, memorandums, and ephemera which document the efforts to recognize the property.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Requested Action:

Property Name:

Multiple Name:

State & County:

Date Received: 4/16/2018 Date of Pending List: 5/4/2018 Date of 16th Day: 5/21/2018 Date of 45th Day: 5/31/2018 Date of Weekly List:

Reference number:

Nominator:

Reason For Review:

- | | | |
|---------------------------------------|---|---|
| <input type="checkbox"/> Appeal | <input type="checkbox"/> PDIL | <input type="checkbox"/> Text/Data Issue |
| <input type="checkbox"/> SHPO Request | <input checked="" type="checkbox"/> Landscape | <input type="checkbox"/> Photo |
| <input type="checkbox"/> Waiver | <input type="checkbox"/> National | <input type="checkbox"/> Map/Boundary |
| <input type="checkbox"/> Resubmission | <input type="checkbox"/> Mobile Resource | <input type="checkbox"/> Period |
| <input type="checkbox"/> Other | <input type="checkbox"/> TCP | <input type="checkbox"/> Less than 50 years |
| | <input type="checkbox"/> CLG | |

Accept Return Reject 5/23/2018 Date

Abstract/Summary Comments:

Recommendation/ Criteria:

Reviewer Jim Gabbert Discipline Historian

Telephone (202)354-2275 Date _____

DOCUMENTATION: see attached comments : No see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.

March 26, 2018

Cameron Clark
State Historic Preservation Officer
Division of Historic Preservation and Archaeology
402 West Washington St
Indianapolis, Indiana 46204-2739



Regarding: National Road over Deer Creek Historic District, U.S. 40 and W. County Road 570S/Old U.S. 40 and S. County Road 25E (Bridges #237 & #187), Putnamville vicinity, Putnam Co., IN

Dear Mr. Clark,

This letter is in reply to the letter received from your office. This letter serves as our formal objection to the property described above as being added to the historic registry. As the property owners we, Thomas and Sue Skene, do not want this property to be included in the National Register of Historic Places.

Sincerely,

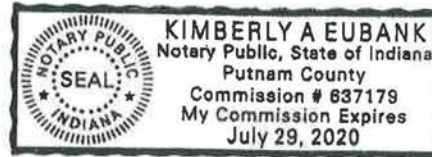
Thomas Skene
Thomas Skene

Sue Skene
Sue Skene

STATE OF INDIANA

SS:

COUNTY OF Putnam



Before me, the undersigned, a Notary Public in and for said County and State, this 28th day of March, 2018, came Thomas Skene + Sue Skene

And acknowledged execution of the foregoing instrument.

Kimberly A Eubank
Kimberly A EUBANK, Notary Public

My Commission Expires:

7-29-2020

Putnam Co., IN

COMMISSIONERS MEETING
REGULAR SESSION
April 6, 2015 9:00 a.m.



ATTENDANCE:

COMMISSIONERS:

David Berry, President
Rick Woodall, Vice-President
Donald Walton

ATTORNEY:

James Ensley, Attorney

AUDITOR:

Lorie Hallett, Auditor

AUDIENCE:

18 individuals

The Putnam County Board of Commissioners met in regular session on April 6, 2015 at 9:00 a.m. at the Putnam County Courthouse David Berry opened the meeting and the pledge to the flag was given.

KIWANIS

Sharon Owens and Kara Goodin were present to request the Commissioners to proclaim May 25, 2015 as Kiwanis Day.

Rick Woodall made a motion to approve May 25, 2015 as Kiwanis day and David Berry seconded the motion. The motion carried.

GIS/PLAT OFFICE

Robbie Cudnik told the Commissioners that she had checked on software for land and soils that she has to do for the Assessor, she has checked with Beacon the County's current web-site host, to see if they had the software available and they do at a cost of approximately \$20,000.00, however she also checked with WTH our current GIS mapping software, they told her it was already paid for with our mapping software.

Robbie is also requesting to change the web-site host to WTH due to the cost savings, they offer a host at a charge of \$3,600.00 and the current Beacon is \$8,400.00 per year.

Jim Ensley is reviewing the contract and will get back with the Commissioners.

INDIANA NATIONAL ROAD ASSOCIATION

Joe Kleckener with Historic Landmarks is requesting to add Deer Creek Bridge on Old US 40 to the Historic Landmarks list. The Bridge was built in 1923.





David Berry asked what impact adding the Bridge to this list would have on the maintenance costs. Tommy Kleckener told the Commissioners that it would have no impact on the cost of maintaining the bridge.

→ Donald Walton made a motion to add the bridge to the Historic Landmarks List. Rick Woodall seconded the motion. The motion carried.

MARY WILLIAMS

Mary Williams had asked at a previous meeting about the county's website and how it was maintained, she said she had gotten her answers then. Mrs. Williams also stated that she was glad to see that the Commissioners had hired someone from within the county to fill the vacancy in the Planning Department.

ASSESSOR

Assessor Nancy Dennis is requesting to fill a full-time data collector position and another full-time office staff. Nancy plans to fill the full-time office staff with her current part-time person so then she will need to fill that part-time position. Nancy also plans to restructure the salaries.

Donald Walton made a motion to fill the vacancies and Rick Woodall seconded the motion. The motion carried.

Nancy Dennis presented the Commissioners with a list of names to be the PTABOA Board for 2015,

Nancy Dennis, Assessor

Betty Bertram, County Resident-Democrat

Jana Sillery, County Resident-Republican

Virginia Whipple, Required out of county Level II-Democrat

Beth Hinkle, Alternate-Democrat

Ken Heeke, County Resident-Republican



Rick Woodall made a motion to approve the above named persons to the PTABOA Board and Donald Walton seconded the motion. The motion carried.

Nancy also told the Commissioners that she is checking into purchasing new software to track the appeals in the County. The total cost will be \$2,500.00.

Nancy told the Commissioners that her current software provider has informed her that her current server will no longer support her software. Nancy is checking with Brent Cash with 12 Point on costs.

COUNTY BLOOD DRIVE

Kathy Minnick asked the Commissioners for approval to hold a Blood Drive to be held in the Commissioners Room. She told the Commissioners that we had to provide space and tables and chairs and would be no cost to the County.

Donald Walton made a motion to approve the request and have Kathy set up dates and distribute information. Rick Woodall seconded the motion. The motion carried.

AIRPORT AUTHORITY APPOINTMENT

Cloverdale resident Cathy Tipton was appointed to the Airport Authority Board.

Donald Walton made a motion to appoint Cathy Tipton to the Airport Authority Board and Rick Woodall seconded the motion. The motion carried.

SHERIFF

Sheriff Scott Stockton requested to replace 4 part-time jail positions.

Rick Woodall made a motion to approve replacing 4 part-time jail positions and Donald Walton seconded the motion. The motion carried.

Sheriff Stockton told the Commissioners that he was trying to remove the County from a Government Surplus Program, however the County has already received some equipment and he is requesting to return the equipment to the Federal Government. The equipment is machine guns, 2 of the guns have been altered and the County has to restore them back as close to what they were when we received them. The equipment installed on the guns at a cost of approximately \$100.00 will be a loss to the County, and Mr. Stockton needs the Commissioner approval to return this equipment to the Federal Government.

David Berry made a motion to allow the Sheriff's Department to send back the Surplus Equipment and Rick Woodall seconded the motion. The motion carried.



The Sheriff also told the Commissioners that prior to Mr. Stockton taking office the Sheriff's Department had a reserve deputy that had ordered trucks that had not been authorized, the Sheriff stopped the order of the trucks before they were delivered. The same reserve deputy had also ordered gun racks for these vehicles and that order was not stopped, and these gun racks are not returnable. Sheriff Stockton is requesting authority to sell these racks.

David Berry made a motion to approve the sale of the gun racks and Rick Woodall seconded the motion. The motion carried.

HIGHWAY

Mike Ricketts told the Commissioners that INDOT will reimburse the County for use of county roads for detours during road work on State Highways providing proof of the condition of the county roads before the detours and proof after the detours.

Mike also told the Commissioners that for bridges rated a 4 or above will be inspected every 4 years, bridges with a rating of below 4 will be inspected every year.

The County grave roads are currently being worked on weather permitting.

UNFINISHED BUSINESS

Jim Ensley spoke to the Commissioners about the contract with Espy Services. Jim has spoken with Espy services and asked questions about the contract. Espy services will receive 50% of the refunds that the County is entitled to and for 12 months they will receive 50% of the savings.

David Berry made a motion to approve the contract and Donald Walton seconded the motion. The motion carried.

The Right of Way discussed last month in the New Maysville area, Jim told that the County would have to go before the Planning Commission to have it vacated. Jim Ensley will take care of that and have the paperwork notarized.

Jim also discussed concerns with the Visitor and Convention Bureau, he will address this again at a later meeting.



MAIL

1. NOTICE OF CANCELLATION TO INSURED
2. A LETTER FROM HERITAGE INVIROMENTAL
3. A LETTER FROM BITCO INSURANCE REGARDING THE HIGHWAY DEPT.

ADJOURN

David Berry made a motion to adjourn and Donald Walton seconded the motion. The motion carried.

David Berry, President

Rick Woodall, Vice President

Donald Walton

Attest: Auditor's Office



Phillip J. Gick
911 E. Washington St.
Greencastle, IN 46135
10 April 2018



Indiana Historic Preservation Review Board
c/o Division of Historic Preservation and Archaeology
Indiana DNR
402 W. Washington St., Room W274
Indianapolis, IN 46204

RE: National Road over Deer Creek Historic District

Dear Review Board members:

On behalf of the Heritage Preservation Society of Putnam County (HPS), I wish to express support for approval of the nomination of the National Road over Deer Creek Historic District to the National Register of Historic Places.

As the local nonprofit historic preservation organization, HPS works diligently to recognize Putnam County's many significant historic resources and to strengthen the appreciation of these resources. HPS continues to promote preservation through educational events and historic tours, restoration projects such as the Putnam County Civil War Soldiers Monument, and advocacy efforts that help strengthen appreciation of the county's collective heritage. HPS has also spearheaded the nomination of numerous historic districts in the county to the National Register, including nominations for districts in Cloverdale, Roachdale, Russellville, and Bainbridge which are under review at the State level now.

Encouraging the nomination of other eligible sites, buildings, or districts such as the National Road over Deer Creek Historic District remains a commitment of HPS. This district's association with the Historic National Road, its layers of transportation history, and its unique historic structures make it unlike anything else in Putnam County. National Register listing will recognize its importance and strengthen appreciation for its significance.

Thank you for the opportunity to comment on this important matter. I hope you will honor the merits of this historic district by approving its nomination to the National Register.

Any questions concerning this correspondence can be addressed to the undersigned at the address above, at: 765-848-1111 (home) and 618-972-6874 (cell) or phillipgick@hotmail.com

Sincerely,

Phillip J. Gick



Division of Historic Preservation & Archaeology • 402 W. Washington Street, W274 • Indianapolis, IN 46204-2739
Phone 317-232-1646 • Fax 317-232-0693 • dhp@dnr.IN.gov • www.IN.gov/dnr/historic



April 12, 2018

J. Paul Loether
Keeper of the National Register
National Register of Historic Places
Mail Stop 7228
1849 C St, NW
Washington, D.C. 20240



Re: National Road over Deer Creek Historic District, Putnam County, Indiana

Dear Mr. Loether,

Enclosed is a National Register of Historic Places nomination for the National Road over Deer Creek Historic District, Putnam County, Indiana. The Indiana Historic Preservation Review Board reviewed the application and voted to recommend its approval to the National Register of Historic Places.

Also enclosed is a letter of objection from two of the four owners of private property in the district (the owner of the bridges and road right-of-way is the Putnam County Commissioners, who have not objected; the private owners own land in the creek bed containing road traces and ruins of bridge abutments). Since this does not constitute a majority of the owners of private property in the district, we believe the nomination may proceed.

The enclosed disc contains the true and correct copy of the nomination for the National Road over Deer Creek Historic District, Putnam County, Indiana to the National Register of Historic Places.

Please address any questions you or your staff may have about this nomination to my National Register staff members, Paul Diebold or Holly Tate.

Sincerely,

Cameron F. Clark
State Historic Preservation Officer

CFC:PCD:pcd

enclosure: nomination package