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United States Department of the Interior  
National Park Service

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National Register of Historic Places  
Registration Form

FEB 15 1994

NATIONAL  
REGISTER

This form is for use in nominating or requesting determinations for individual properties and 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 from 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 Scotland Bridge

other names/site number Boone County Bridge #41

2. Location

street & number Lost Road (County Road 200 E) over Sugar Creek  N/A  not for publication

city or town Mechanicsburg  vicinity

state Indiana code IN county Boone code 011 zip code 46050

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby 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.)

*Robert R. Roberts* 2-2-94  
Signature of certifying official/Title Date  
Indiana Department of Natural Resources  
State of 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 the property is:

- 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:)

for  
*Edson H. Beall* Signature of the Keeper 3/17/94 Date of Action  
Entered in the National Register

Scotland Bridge  
Name of Property

Boone County, IN  
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	
0	0	buildings
0	0	sites
1	0	structures
0	0	objects
1	0	Total

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

N/A

**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)

OTHER: true masonry arch

**Materials**  
(Enter categories from instructions)

foundation STONE: limestone

walls STONE: limestone

roof N/A

other ASPHALT

**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

TRANSPORTATION

**Period of Significance**

1901-1943

**Significant Dates**

1901

1908

**Significant Person**

(Complete if Criterion B is marked above)

N/A

**Cultural Affiliation**

N/A

**Architect/Builder**

Eck, Theodore and Ridout, Charles;  
Adam, John; Barker, B. Frank

**Primary location of additional data:**

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

Name of repository: Indiana Historic Sites and Structures Inventory



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Scotland Bridge carries Lost Road (County Road 200 East) due north over Sugar Creek in Clinton Township of Boone County. The bridge itself is the only readily apparent man-made structure at the site; the area is heavily wooded and the banks of Sugar Creek have dense undergrowth. Generally, the topography of the area is level.

Built of coursed, rock-faced Indiana limestone, the Scotland Bridge has mortar joints executed in a grapevine technique. The bridge spans a total of 120 feet. The roadbed is 14 feet wide; at either end, the roadbed stands about 14 feet high, at the center it is roughly 17 feet high.

When first erected in 1901, the bridge consisted of four true masonry round arches each spanning 27 feet and rising 13.5 feet. By 1908, Sugar Creek had undermined all but the southernmost arch, and the bridge was rebuilt using this one round arch and two new true masonry segmental arches. As rebuilt, the center arch spans 52 feet and rises about 16 feet. The northern span is also segmental, it spans 32 feet and rises about 13 feet. Materials from the old arches were reused to cut costs. All the arches exhibit true masonry construction (i.e., the arch rings consist of voussoirs which provide the necessary support). Portions of the limestone parapet had to be rebuilt at this time also.

Other than routine maintenance and weathering, the bridge has changed little from its 1908 reconfiguration.

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Scotland Bridge  
Boone County, Indiana

Scotland Bridge meets Criterion C as a rare and intact example of true masonry arch construction. Under Criterion A, Scotland Bridge has local significance because it provided an important transportation link on a road which formerly ended at Sugar Creek. The Scotland Bridge on "Lost Road" allowed access to Scotland Church and Cemetery, an important center for this rural Scotch-Irish community.

County Road 200 East is also known as Lost Road, because, according to local lore, the road ended abruptly at or near Sugar Creek. Lost Road appeared to "vanish" into the swampy area around the current site of the bridge, according to an 1860s account. An 1876 atlas map shows the road continuing north of Sugar Creek, indicating an earlier bridge on the site or a ford. In 1894, the Scotland Christian Church was built, and regular, permanent access north of Sugar Creek would have been necessary. Yet, Lost Road retained its curious name, perhaps due to the large stretch of virgin timber through which the road passed north of the creek. In 1901, citizens of Clinton Township, Boone County petitioned the county commissioners to erect a bridge to carry Lost Road over Sugar Creek. One newspaper account states that "the farmers of the vicinity were very anxious to have a stone bridge." In the same account, citizens offered to contribute to the county's funding for the project ("County Commissioners").

Boone County Surveyor B.F. Barker submitted two sets of specifications for the project in February 1901: one for a metal truss span, and one for a stone arch bridge. The latter set of specifications called for four full-centered right arches spanning 27 feet each with a rise of 13.5 feet. Greensburg or Laurel (Laurel?) limestone was specified by Barker. The swamp-like site required extensive footings and foundations, reaching to four feet below the creek bed, were needed, according to the specifications. Additionally, if the footings did not reach hardpan, then piling was to be used.

In March of 1901, the commissioners received seven bids for a metal truss bridge and one bid for a stone arch structure.

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Scotland Bridge  
Boone County, Indiana

Apparently deferring to local wishes, the commissioners awarded the contract to Eck and Ridout of Lebanon. Their bid for a stone span costing \$4,000 was about \$1,000 more than most expensive metal truss proposal. Theodore Eck and Charles Ridout were stone contractors from Lebanon, Indiana. Eck and Ridout had a good local reputation in Boone County. They specialized in building and repairing small bridges and were active in the early 1900s. This was to be their largest bridge commission by far.

With Barker acting as engineer and construction supervisor, the bridge was completed by August, 1901. In spite of the careful consideration given to proper footings and foundations, the three northernmost arches of the bridge had been undermined by the current of Sugar Creek. In 1908, these three arches had to be replaced. It appears that Barker wished to save face and county money by rebuilding the three northernmost arches using only two arches (Cooper, p. 6).

In so doing, *segmental* rather than true round arches had to be used, since, to span the distance with two true round arches would have required a substantial difference in height of the road bed. The use of segmental arches also posed design risks, since segmental arches exert more lateral thrust than true round arches.

Bids were received from four persons (including Ridout, who was no longer associated with Eck) but due to an error in the specifications, the county was forced to readvertise. In September of 1908, John Adam of Lebanon submitted the only bid to repair Scotland Bridge. The new specifications included concrete foundations and aprons for the bridge. Work was complete by December, 1908.

Little is known of John Adam. His parents emigrated from Germany; John was born in Pennsylvania or Maryland. Adam was a saddle and harness maker and part owner of a livery. He bid on bridge repair jobs in the early 1900s in Boone County, and by 1910, he called himself a bridge contractor.

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Scotland Bridge  
Boone County, Indiana

Scotland Bridge is significant as the only true masonry (as opposed to stone veneered) bridge in Boone County. Several other stone spans are known to have existed in the county during the early 1900s, but they no longer stand. In particular, the 52 foot span of the center arch is noteworthy for its length and craftsmanship. Why stone arch bridges were favored in Boone County, where limestone had to be imported from other counties, remains unknown, however, the predominant Scotch-Irish settlers of the area may have had a tradition of building such structures in stone. With the advent of reinforced concrete construction in the early 1900s, and the dominance of metal truss spans at the turn of the century, solid masonry construction rapidly lost its appeal.

Section 9-Bibliography

"Action of Board," Lebanon Pioneer, September 10, 1908, page unknown.

Boone County Commissioner's Records, Boone County Courthouse.

Boone County Highway Department Records.

Caldwell, T.R. "The Lost Road and its Lonely Grave," Lebanon Pioneer, January 25, 1923, page unknown. (Reprinted in Boone County Magazine, October 1974, pp. 19-22.)

Cooper, James L. "The Case of the Missing Arch on Lost Road," Unpublished report on Scotland Bridge, DePauw University, March, 1993.

Cooper, James L. HABS-HAER Inventory Card, Boone County Bridge #41 (Scotland Bridge), 1988.

"County Commissioners," Lebanon Pioneer, March 21, 1901, page unknown.

"Notice of Bridge Letting," Lebanon Pioneer, February 14, 1901,



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Boone County, Indiana

page unknown.

"Notice of Bridge Letting," Lebanon Pioneer, August 15, 1908, page unknown.

"One Road Contract," Lebanon Pioneer, August 6, 1908, page unknown.

Starke, Ralph. "Axe and Buzz Saw Whine Death March in Scotland Woods--Forest Primeval," Lebanon Reporter, January 25, 1962, p. 1.

Structure Inventory and Appraisal Sheet, Boone County Bridge #41 (Scotland Bridge), 1989/1991.

Section 10-Geographical Data-Verbal Boundary Description

The boundary includes the right-of-way, roadway, parapet and copings, arches, foundations, footings, as well as any wingwalls or substructure of Boone County Bridge #41, also known as the Scotland Bridge, which carries Boone County Road 200 East over Sugar Creek in Clinton Township, Boone County, Indiana. Include 10' of the approach on either side of the bridge.

Boundary Justification

The boundary described above is inclusive of the essential features of the bridge which contribute to its eligibility for the National Register of Historic Places.