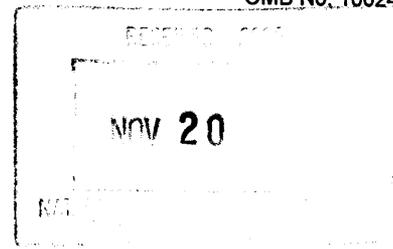


**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Registration Form**

1591



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 Lamb's Creek Bridge  
other names/site number Morgan County Bridge No. 146, Burnett's Creek Bridge; 109-497-40030

**2. Location**

street & number intersection Lamb's creek and Old SR 67 West N/A  not for publication  
city or town Martinsville  vicinity  
state Indiana code IN county Morgan code 109 zip code 46151

**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 36CFR Part 60. In my opinion, the property  meets  does not meet the National Register criteria. I recommend that this property be considered significant  nationally  statewide  locally. (  See continuation sheet for additional comments.)  
[Signature] 11/2/00  
Signature of certifying official/Title Date  
Indiana Department of Natural Resources  
State or Federal agency and bureau

In my opinion, the property  meets  does not meet the National Register criteria. (  See continuation sheet for additional comments.)  
\_\_\_\_\_  
Signature of certifying official/Title Date  
\_\_\_\_\_  
State or Federal agency and bureau

**4. National Park Service Certification**

I hereby  certify that 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:) \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

[Signature] Signature of the Keeper Date of Action  
Edson W. Beall 12/28/00

Lamb's Creek Bridge

Morgan IN

Name of Property

County and State

5. Classification

Ownership of Property (Check as many boxes as apply)

Category of Property (Check only one box)

Number of Resources within Property (Do not include previously listed resources in the count)

- private, public-local, public-State, public-Federal

- building, district, site, structure, object

Table with columns: Contributing, Noncontributing, buildings, sites, structures, objects, Total

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

Number of contributing resources previously listed in the National Register

N/A

0

6. Function or Use

Historic Functions (Enter categories from instructions)

Current Functions (Enter categories from instructions)

TRANSPORTATION: Road-Related (vehicular)

TRANSPORTATION: Road-Related (vehicular)

7. Description

Architectural Classification (Enter categories from instructions)

Materials (Enter categories from instructions)

OTHER: Pratt through truss

foundation CONCRETE

walls

roof

other METAL: iron

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.)

- Criteria A, B, C, D with checkboxes and descriptions.

Criteria Considerations

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

Property is:

- Criteria A-G with checkboxes and descriptions.

Areas of Significance

(Enter categories from instructions)

ENGINEERING

TRANSPORTATION

Period of Significance

1893-1950

Significant Dates

1893, 1939

Significant Person

(Complete if Criterion B is marked above)

Cultural Affiliation

N/A

Architect/Builder

Wrought Iron Bridge Co.

Narrative Statement of Significance

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

9. Major Bibliographic 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):

- Criteria for previous documentation on file (NPS).

Primary location of additional data:

- Criteria for primary location of additional data.

Name of repository:

Lamb's Creek Bridge  
Name of Property

Morgan IN  
County and State

### 10. Geographical Data

Acreeage of Property Less than one acre

#### UTM References

(Place additional UTM references on a continuation sheet.)

1	16	545160	4363740	3			
	Zone	Easting	Northing		Zone	Easting	Northing
2				4			

See continuation sheet

#### Verbal Boundary Description

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

#### Boundary Justification

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

### 11. Form Prepared By

name/title Joanne Raetz Stuttgen  
organization \_\_\_\_\_ date 03/15/00  
street & number 759 East Washington St. telephone 765-349-1537  
city or town Martinsville state In zip code 46151

### Additional Documentation

Submit the following items with the completed form:

#### Continuation Sheets

##### Maps

- A **USGS map** (7.5 or 15 minute series) indicating the property's location.
- A **Sketch map** for historic districts and properties having large acreage or numerous resources.

##### Photographs

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

#### Additional Items

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

### Property Owner

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

name Morgan County Commissioners  
street & number \_\_\_\_\_ telephone \_\_\_\_\_  
city or town Martinsville state In zip code 46158

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section number 7 Page 1 Lamb's Creek Bridge, Morgan County, IN

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*Description*

The Lamb's Creek Bridge (109-497-40030) received an Outstanding rating in the *Morgan County Interim Report* of 1993. Eligible for the National Register of Historic Places under Criteria A, the wrought iron Pratt through truss bridge is representative of a specific type of and period in American bridge engineering. A rare surviving example of once the most common type of iron bridge in Indiana, the Lamb's Creek bridge is the only remaining Pratt through truss highway bridge in the county and the only historic highway span over Lamb's Creek. Interestingly, it is one of two historic Pratt through trusses located within a square mile of each other. The other is a railroad bridge dating to c.1920.

The pin-connected Pratt through truss Lamb's Creek Bridge has a span of 85'-0", consisting of five panels 17'-0" long.<sup>1</sup> Deck width is 16'-0". It crosses Lamb's Creek on an approximate east-west alignment. The top chords are built up of laced channels stamped CARNEGIE USA riveted to a solid plate. Four main vertical compression posts are built up of two rolled channels laced inside and outside. Hip verticals are round rods with eye-pins. Pairs of square rod, eye-pinned diagonal tension members connect the top chord with the bottom chord and deck beams. I-beams and open-grid steel decking make up the deck. Poured concrete abutments support the entire structure. Remnants of an older [chert?] abutment are encapsulated by the c.1925 poured concrete west abutment, and presumably by the east as well despite lack of evidence. Upper sway, portal, and lower lateral bracing stabilize the bridge.

The 51'-0" top chords consist three 17'-0" sections of two 6" x 2" channels riveted on the top to a solid plate 12" wide and laced together on the bottom. The top chord and inclined end post have a pinned connection.

The main vertical posts each consist of two 6" x 2" rolled bars laced together on the inside and outside. The main verticals are riveted to the top chord and attached to the deck beams with U hangers. The hip verticals are round rods 1 ½" in diameter and eye-pinned at the top and bottom.

The square rod diagonals measure 1 ½" x 3/4". The rods are cut from rolled sections and the top

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<sup>1</sup> All dimensions are based on field measurements made by R. W. Armstrong & Associates, Inc., on May 3, 1998. See *Bridge Inspection Report, Phase I, Morgan County, IN*. Indianapolis, IN: R. W. Armstrong & Associates, Inc., 1998: no pagination. See Morgan County Bridge #146. Report on file in the office of Keno Koehl, Morgan County Highway Engineer.

**United States Department of the Interior  
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

**Section number 7 Page 2 Lamb's Creek Bridge, Morgan County, IN**

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and bottom eye-pinned are hand forged.

Each bottom chord consists of five pairs of 17'-0" rolled, punched, and pinned eye bars spaced 6" apart. Square rod deck hangers measuring 26" long and 1-1/2" thick have hand-forged and threaded ends. The pin connecting all of the pieces is 2-1/4" in diameter.

The one-lane bridge has an 18'-0" roadway. Three I beam deck girders date to 1975; the westernmost girder is a 1998 replacement. All girders are 6" deep. Eleven I-beam stringers carry a steel open-grid deck

The last regular maintenance of the Lamb's Creek Bridge was done in 1975. The steel deck girders, stringers, and deck date to that time. In October 1998, the bridge suffered partial damage under the weight of a loaded tri-axle dump truck. The westernmost girder was replaced, along with 32'-0" of decking. The south deck hanger was bent and heat-straightened.<sup>2</sup>

Upper sway bracing consists of crossed diagonal round, eye-pinned rods with turnbuckles. The lower bracing rods are identical but lack turnbuckles. Portal bracing . . . . A plaque on the east portal bracing reads

18 93  
WROUGHT IRON BRIDGE CO.  
BUILDERS  
CANTON, OHIO.

The 1998 inspection report recommends replacement of the Lamb's Creek Bridge by the year 2002. The Morgan County highway engineer, Keno Koehl, desires to preserve it and seeks it listing on the National Register of Historic Places to qualify for federal enhancement funds for its repair and rehabilitation.

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<sup>2</sup> Personal interview with Keno Koehl, Morgan County Highway Engineer. 28 February 2000.

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section number 8 Page 3 Lamb's Creek Bridge, Morgan County, IN

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*Statement of Significance*

The Lamb's Creek Bridge spans Old State Road 67 West over Lamb's Creek in southeastern Jefferson Township, Morgan County, Indiana. The immediately surrounding land is rich river bottom owned by Jim and Ann Lankford, third-generation owners of a large and successful farm operation. The White River forms the southern and eastern boundaries of the township, and Lamb's Creek bisects the township east and west. Most of the northern section is hilly with heavily forested areas; the southern portion is flood-enriched loam.

Lamb's Creek was early on known as Burnett's Creek, with the intersecting Martinsville-Gosport Road already well-established by 1860. A bridge must have existed early on. It appears to have been a covered bridge, but no record of its description or construction has been found. Repairs to this bridge were required by December 1878, and the Morgan County Commissioners paid out a total of \$120.56 for labor, lumber, and other materials.<sup>3</sup>

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<sup>3</sup> Serving as Morgan County Commissioners in 1878 were Albert H. Taylor, Wm. M. Duckworth, and Wm. S. Beeson.

On November 1, 1878, W. W. Olds received \$15.00 and John W. Clark received \$26.18 for repairing Lamb's Creek Bridge; C. W. Olds was paid \$17.00 for labor; and J. M. Mitchell was paid \$41.87 for "material furnished and labor performed repairing Lamb's Creek Bridge" (*Commissioners Report* 14: 8).

On December 12, 1878, John W. Clark received \$4.00 "for work done on Burnett's Creek Bridge" and B. F. Clark was paid \$1.25 for "hauling for Burnett's Creek Bridge" (*Commissioners Report* 14: 17). The same day, Ed Moran was paid \$10.36 for "lumber for Burnett's Creek Bridge" (*Commissioners Report* 14:20) and W. W. Olds received \$4.00 for "labor" (*Commissioners Report* 14: 21).

The final payment for repairs to the Burnett's Creek Bridge was made to W. G. Bain on December 3, 1878. He was paid .90 for "hauling lumber for Burnett's Creek bridge" (*Commissioners Record* 14: 28).

The span appears to have been known as both the Lamb's Creek and Burnett's Creek Bridge and was located on property owned by J[ames] M. Mitchell, a Martinsville merchant and one of the wealthiest men in the county. His neighbor to the north was W. G. Bain. See the Morgan County plat map for 1860 hanging in the Morgan County Public Library, Martinsville, IN.

All *Commissioners Records* are located in the office of the auditor of Morgan County, Martinsville, IN.

**United States Department of the Interior  
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

**Section number 8 Page 4 Lamb's Creek Bridge, Morgan County, IN**

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On the night of March 23, 1893, a fierce cyclone swept through Martinsville before crossing the White River and heading northwest into Jefferson Township. The weekly *Martinsville Republican* of March 30 ran a near-full front page story about the cyclone in which was reported the destruction of the three-span covered bridge (built 1873) over White River and the loss of the Burnett's Creek Bridge to the flooding creek.<sup>4</sup>

A side story headlined "COMMISSIONERS AT WORK" reported that Capt. Braden and W. W. Winslow, representatives of the Wrought Iron Bridge Company of Canton, OH, and John Larsh, representative of the Hunt and Adams Co. of Indianapolis, accompanied the commissioners to both bridge sites to assess the immediate need for bridges. Upon returning to Martinsville, they submitted bids for the White River Bridge. The contract was awarded to Wrought Iron Bridge Company for a sum of \$14,795, with the bridge to be completed by June 15, 1893. The commissioners' report for this special meeting held March 24, 1893, reveals that the Burnett's Creek Bridge was also contracted to Wrought Iron Bridge Company for \$17.50 per lineal foot, or a total of \$1422.44. The height was specified to be 86 feet, and the bridge was to be completed in 60 days. The Burnett's Creek Bridge was completed and erected by July 1, 1893, the date payment of \$1422.44 was issued to Wrought Iron Bridge Company by the Morgan County Commissioners.<sup>5</sup>

The Wrought Iron Bridge Company of Canton, OH, organized in 1864 by David Hammon, was incorporated in 1871 and absorbed by the American Bridge Company in 1900. According to historian James L. Cooper, it was the largest Ohio supplier of Pratt through truss bridges to the state of Indiana, and among its distinguishing characteristics of bridges of this type include "the cast iron connector through which the diagonal eyebars adjust between the endpost and top chord, the adjustability of all other diagonals and counters, and the laced Ts for the intermediate verticals".<sup>6</sup>

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<sup>4</sup> According to the *Martinsville Republican* of March 30, 1893, the county commissioners, John W. Minton, Isaac Knight, and W. A. Chamber, discussed the possibility of re-using one of the three spans of the White River covered bridge at the Burnett's Creek crossing. Why they did not is unknown.

<sup>5</sup> *Commissioners Record* 18: 523.

<sup>6</sup> James L. Cooper, *Iron Monuments to Distant Posterity: Indiana's Iron Bridges, 1870-1930*. (Greencastle, IN: DePauw University, 1987), 57. See also Victor Darnell, *Directory of*

**United States Department of the Interior  
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

**Section number 8 Page 5 Lamb's Creek Bridge, Morgan County, IN**

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The Pratt truss was already 20 years old by the time the Wrought Iron Bridge Company was founded, having been patented by Caleb and Thomas Pratt in 1844. The father-and-son engineering team adapted the standard Howe truss by substituting iron for wood, which allowed the major functions of web members to be reversed: the verticals were in compression and the diagonals in tension. This reduced the danger of buckling in the longest web members.<sup>7</sup>

Throughout the nineteenth-century, the Pratt through truss was the most popular metal truss found in America, owing in large part to the development of the railroad system and the iron industry. In Indiana in 1855, the state legislature established a policy on roadways and bridges that gave their construction and maintenance to county commissioners. By the 1880s, metal became the preferred material for bridges and remained so until about 1905 when it was replaced by concrete.<sup>8</sup>

The establishment of the Indiana State Highway Commission in 1916 led to a systematic, if somewhat slow, improvement in roadways, which were graded and paved, and bridges, which were frequently upgraded to handle increased loads. Still other roads and bridges were bypassed when the state rerouted highways. Such was the case with the Lamb's Creek Bridge on the Martinsville-Gosport Road, which after 1920 became Indiana State Road 67 and was later, in 1939, bypassed by the construction of the modern State Road 67. Since that time, the roadway and the bridge has been under the jurisdiction of Morgan County and is used largely by local residents and farmers.

Recognizing it as a rare surviving example of a once common iron bridge, the Morgan County highway engineer, Keno Koehl, desires it to be listed on the National Register of Historic Places. He intends to pursue federal funding for its preservation.

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*Bridge-Building Companies, 1840-1900.* (Washington, D. C.: Society of Industrial Technology, 1984), [page number].

<sup>7</sup> Cooper, 55.

<sup>8</sup> *Ibid.*, 2-3, 5-6.

**United States Department of the Interior  
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

**Section number 9    Page 6    Lamb's Creek Bridge, Morgan County, IN**

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Keno Koehl, Morgan County Highway Engineer. Personal interview with Joanne Raetz Stuttgen. 28 February 2000.

Morgan County Commissioners' Reports, Book 14: page 8 (November 1, 1878), pages 17, 20-1 (December 12, 1878); page 28 (December 13, 1878); Book 18: page 523 (March 24, 1893), page 564 (July 1, 1893; Office of the Auditor, Morgan County Courthouse Annex, Martinsville, IN.

*Morgan County Interim Report*. Indianapolis: Historic Landmarks Foundation of Indiana, 1993.

Morgan County maps 1860, 1876, 1897.

**United States Department of the Interior  
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

**Section number 10 Page 7 Lamb's Creek Bridge, Morgan County, IN**

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***Verbal Boundary Description***

Intersection of Lamb's Creek and Old SR 67 West in Section 1 Township 11N R1W.  
Approximately three tenths mile west of the intersection of Bain Road and Old SR 67 West.

***Boundary Justification***

This is the historic and current boundary of the property.

**United States Department of the Interior  
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

**Additional Documentation    Page 8    Lamb's Creek Bridge, Morgan County, IN**

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***Photographs***

All photographs were taken by Joanne Raetz Stuttgen on Thursday, February 24, 2000. Original negatives and standard black and white prints are on file in the office of Keno Koehl, Morgan County Highway Engineer, 5400 Blue Bluff Road, Martinsville, IN 46151.

1.     Camera facing west: east elevation  
       Photo 1 of 5
  
2.     Camera facing south: north elevation  
       Photo 2 of 5
  
3.     Camera facing west: southwest intersection of top and bottom chords  
       Photo 3 of 5
  
4.     Camera facing west: eye-pin connection of vertical, bottom chord, and floor beam  
       Photo 4 of 5
  
5.     Camera facing west: intersection of vertical and bottom chord; deck hanger; deck beam,  
       and sway bracing  
       Photo 5 of 5