

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

PH0697311

FOR NPS USE ONLY	
RECEIVED	FEB 14 1979
DATE ENTERED	JUN 22 1979

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

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

1 NAME

HISTORIC COVERED BRIDGES OF WASHINGTON AND GREENE COUNTIES *Thematic*
AND/OR COMMON Reservoirs

2 LOCATION

STREET & NUMBER _____
CITY, TOWN _____ ___NOT FOR PUBLICATION
CONGRESSIONAL DISTRICT 22
VICINITY OF _____
STATE Pennsylvania COUNTY Washington & Green CODE 125/059

3 CLASSIFICATION

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

4 OWNER OF PROPERTY

NAME Multiple (See continuation sheet)
STREET & NUMBER _____

CITY, TOWN _____ STATE _____
VICINITY OF _____

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC. Washington Co. Courthouse / Greene Co. Courthouse
STREET & NUMBER South Main Street / High Street
CITY, TOWN Washington, PA / Waynesburg, PA STATE _____

6 REPRESENTATION IN EXISTING SURVEYS

TITLE Pennsylvania Inventory of Historic Places
DATE 1978 FEDERAL STATE COUNTY LOCAL
DEPOSITORY FOR SURVEY RECORDS Pennsylvania Historical & Museum Commission
CITY, TOWN Harrisburg STATE Pennsylvania

7 DESCRIPTION

CONDITION

EXCELLENT
 GOOD
 FAIR

DETERIORATED
 RUINS
 UNEXPOSED

CHECK ONE

UNALTERED
 ALTERED

CHECK ONE

ORIGINAL SITE
 MOVED DATE _____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Washington and Greene Counties are located in the southwest corner of Pennsylvania bordering the states of Ohio and West Virginia. In the nineteenth century Washington and Greene Counties were important agricultural and sheep-raising areas as well as being rich in bituminous coal, natural gas, petroleum, sand, and clay. The eastern borders of these counties are formed by the Monongahela River. Coal mining and steel and glass manufacturing today are the major industrial activities in these counties.

Covered bridges were once plentiful in Pennsylvania, every year more are destroyed and replaced. The Office of Historic Preservation, Pennsylvania Historical and Museum Commission in conjunction with local historical and governmental groups is currently conducting a survey of the remaining covered bridges in Pennsylvania. This nomination is a development of the survey.

There were originally 35 covered bridges in Greene County and 42 in Washington County. As of October 1978 there are 9 covered bridges remaining in Greene County, 25 in Washington County and one between counties.

The majority of the remaining bridges are Queenpost truss; 6 in Greene County, 15 in Washington County. Kingpost truss are the second most abundant with 2 in Greene County and 9 in Washington County. Greene and Washington Counties each have only one Burr arch truss bridge and share one Burr arch truss bridge.

The majority of the bridges are made of white oak, which was the plentiful and durable lumber during the nineteenth century. None of the bridges remaining have their original split oak shingles. These have been replaced with tin, sheet iron or corrugated iron. Four types of siding were used in the construction of the Washington and Greene County bridges: lap siding, drop siding, double V barn siding and plain sheathing boards. Lap siding is the old type and was used on the older bridges such as Hughes, Washington County. Several have drop siding generally called weatherboarding; others of later construction are double v barn siding but most are covered with vertical sheathing. Stripping is used between the boards to seal against the elements.

8 SIGNIFICANCE

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

SPECIFIC DATES

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The covered bridges of Washington and Greene Counties are fine examples of the adaptiveness and resourcefulness of the rural American in the nineteenth century. The development of the covered bridge is historically tied to Europe and as the new world became settled, bridge builders were confronted with the problem of spanning the large rivers of North America where the most plentiful resource was timber.

The first American covered bridge was the Permanent Bridge in Philadelphia built by Timothy Palmer in 1805. It was a three span bridge measuring 550 feet. Following this pretegiuous start the covered bridge boom began. And as the need grew many new types of trussing systems were developed. Pennsylvania was once and possible is still the leader in the number and development of covered bridges in the United States. Records show that Pennsylvania once had over three hundred of these bridges. Many of these bridges are the first example of a trussing type and were built by noted bridge builders such as Timothy Palmer, Louis Wernwag, James Moore and Theodore Burr. But the majority of Pennsylvania's covered bridges were built by local carpenters. This is especially true in the rural counties such as Washington and Greene. Where the simple King and Queen post styles were used the most.

The majority of the remaining bridges in Washington and Greene Counties are Queenpost and Kingpost truss. The simple Kingpost truss is basically a triangle truss with two-timbers slanting down from the center to the ends of the lower chord of the bridge. The kingpost extends down vertically from the center to the lower chord, forming two triangles. This trussing system was used for smaller bridges seldom over 30 to 35 feet.

The Queenpost is a variation of the Kingpost with an added horizontal crosspiece and could be used for spans of 60 to 70 feet.

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COVERED BRIDGES, WASHINGTON & GREENE COUNTIES

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The Burr Arch truss is commonly used for longer spans of 100 feet or more. It is a multiple kingpost with large arches fastened to the sides and tied to the abutments.

The covered bridge is an important historical transportation resource of Pennsylvania. The identification and preservation of all of Pennsylvania's covered bridges is important.

UNITED STATES DEPARTMENT OF THE INTERIOR
HERITAGE CONSERVATION AND RECREATION SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

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Washington & Greene County Covered Bridges

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The covered bridges of Washington and Greene Counties are significant for several reasons. Firstly, they are significant for the reasons stated in the statement concerning the covered bridge in Pa. as a whole. Secondly, these two counties represent the largest number of remaining structures on a county basis, after Lancaster and Columbia Counties. They are certainly the largest number remaining in the western part of Pa. Because of the number remaining several comparisons can be made.

This set of 35 bridges is unusual for its geographic location as well as the heavy concentration of two truss types. It is hard to make comparisons of the type and numbers of bridges during the 1830 to 1880 period when over 1500 bridges were located in 64 of Pennsylvania's 67 counties, however with a more complete knowledge of the existing bridges some comparative statements can be made today. Western Pa. never had a heavy concentration of covered bridges historically, however, the counties of Washington and Greene stand out in their number of bridges. Geographically this section of Pa. is extremely hilly with numerous small streams and valleys. Never as rich an agricultural area as the central Pa. counties, the area did however support many family farms and in the late 1800's many sheep farms. However, the transportation systems of the area were just as important to the local farmer taking grain to mill or produce to market as in the larger agricultural areas of Pa. It is an interesting regional variation that the covered bridges in these two counties are mainly Queenpost and Kingpost truss. While these two truss types are usually used for smaller spans, they also are simpler to construct and therefore easier for the local carpenter to adapt in his area. From what records that exist, it appears that all the covered bridges in these two counties were built by local carpenters. The majority are identical in appearance with vertical siding, gable roofs and windows cut in the side walls. These windows appear to be a local adaptation as they are not present in any great number in any other county.

This set of 44 bridges are a significant part of the transportation history of the area and the state.

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The covered bridge is an important and significant historic structure in the Commonwealth of Pa. Not only does Pa. have the most extant covered bridges today, it probably had the most during the height of the covered bridge period 1830 to 1875. Estimates have been made that Pa. once had at least 1500 covered bridges. (Allen, 1959: 51). Not only is the sheer number important but Pa. had the first known U.S. covered bridge, as well as the prototypes for most of the major truss types.

The first US covered bridge was located in Philadelphia over the Schuylkill, built in 1800 by Timothy Palmer, a master carpenter from Newburyport, Massachusetts. From the completion of this first bridge, the age of the covered bridge was upon Pa. Not only was the truss types of Burr and others first tried out in Pa. but the covered bridge spread as the local carpenter adapted it to the local problem of crossing the numerous small streams and creeks throughout Pa. The covered bridge is also important in the history of bridge building. The early stone arch bridges were really only practical on smaller streams and then in areas with an abundance of good building stone. The peak of the stone bridge in Pa. can be seen in the Rockville Bridge over the Susquehanna River built by the Pa. Railroad and contains a quarter of a million tons of stone. The covered bridge was the transition from the stone to the cast-iron in most places.

Since the heyday of the covered bridge they have been rapidly disappearing through neglect, flood, arson and progress. Prior to the Agnes Flood of 1972, Pa. had 271 covered bridges, spread across 41 of its 67 counties. Since that time the number has been decreasing at a fast rate. Because of their importance, the state level National Register Review Committee as well as the Office of Historic Preservation have embarked on a covered bridge survey and registration project. A survey form and inquiry letter were developed and mailed to county bridge engineers, historical societies, members of the Society of Industrial Archaeologists, the Theodore Burr Covered Bridge Society and numerous others. To date we have information on approx. 3/4 of the 41 counties containing covered bridges. Our results to date show that the number of covered bridges is down about a third from the 1972 figure of 271. Just since beginning our survey, two bridges have been destroyed by arson and one by an overloaded truck. It is because of

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this rapid disappearance rate, as well as their significance to Pa. in the history of transportation that we intend to nominate as many as possible to the National Register of Historic Places. Because of time and the immensity of the task a thematic nomination covering the whole state is impossible. We are therefore nominating these structures on a county or two county basis. All bridges constructed after 1930 have been excluded unless the bridge has a significance of its own. Bridge construction dates and builders are not always readily available, therefore after exhausting the files of the bridge engineers, historical societies and the archives, we have been lenient with the bridges for which we could find no dates, mainly on the view that very few have been built in the last 50 years and that the registration of all of these fast disappearing resource is valuable. Moved structures have been included in our nominations for several reasons; firstly in all cases if these structures had not been moved they would have been destroyed, secondly they still retain their significance as examples of trussing types and while they have lost their location they still retain an integrity of location in a rural setting. Therefore we have tended to nominate every eligible covered bridge in each county.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

(See Continuation Sheet)

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY .98

QUADRANGLE NAME SEE CONTINUATION SHEET

QUADRANGLE SCALE 1:24,000

UTM REFERENCES

A

ZONE	EASTING	NORTHING

B

ZONE	EASTING	NORTHING

C

ZONE	EASTING	NORTHING

D

ZONE	EASTING	NORTHING

E

ZONE	EASTING	NORTHING

F

ZONE	EASTING	NORTHING

G

ZONE	EASTING	NORTHING

H

ZONE	EASTING	NORTHING

VERBAL BOUNDARY DESCRIPTION

SEE CONTINUATION SHEET

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Charlotte K. Lane, Executive Director / Susan M. Zacher

ORGANIZATION

Washington-Greene Co. Tourist Promotion Agency / PHMC

STREET & NUMBER

TELEPHONE

412-222-8130 / 717-787-4363

CITY OR TOWN

STATE

Washington, Pa. 15301 / Harrisburg, Pa. 17120

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

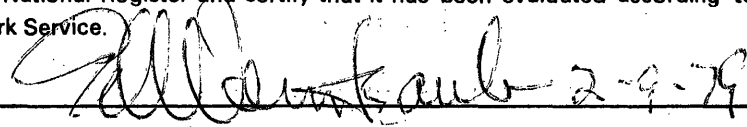
NATIONAL

STATE X

LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

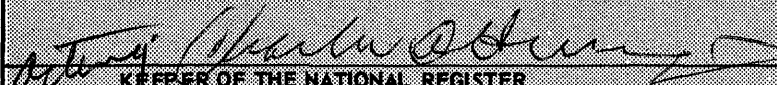


TITLE ED. WEINTRAUB, Director
Office of Historic Preservation

DATE

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER



DATE 6-22-79

ATTEST: [Signature]

DATE June 21 1979

CHIEF OF REGISTRATION

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Washington-Greene County Covered Bridge Map. Washington-Greene County
Tourist Promotion Agency.