UNIVERSAL STATEMENT OF THE INLAND
NATIONAL PARK SERVICE
INVENTORY OF HISTORIC PLACES
INFORMATION -- NOMINATION FORM

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

1 NAME
HISTORIC
Parke County Covered Bridge Historic District
AND/OR COMMON

2 LOCATION
STREET & NUMBER
Various Points within Parke County
CITY, TOWN

STATE
Indiana
CODE
018
COUNTY
Parke
CODE
121

3 CLASSIFICATION
CATEGORY
DISTRICT
BUILDING(S)
STRUCTURE
SITE
OBJECT

OWNERSHIP
PUBLIC
PRIVATE
BOTH

STATUS
X. OCCUPIED
UNOCCUPIED
WORK IN PROGRESS
ACCESSIBLE
YE: RESTRICTED
YE: UNRESTRICTED
NO

PRESENT USE
AGRICULTURE
COMMERCIAL
X. PARK
EDUCATIONAL
PRIVATE RESIDENCE
ENTERTAINMENT
RELIGIOUS
GOVERNMENT
INDUSTRIAL
TRANSPORTATION
MILITARY
OTHER: not in use

4 OWNER OF PROPERTY
NAME
Multiple Ownership - See Continuation Sheet
STREET & NUMBER
CITY, TOWN

VICINITY OF
STATE

5 LOCATION OF LEGAL DESCRIPTION
COURTHOUSE, REGISTRY OF DEEDS, ETC.
County Recorder
STREET & NUMBER
Parke County Courthouse
CITY, TOWN
Rockville
STATE
Indiana

6 REPRESENTATION IN EXISTING SURVEYS
TITLE
Indiana Historic Sites and Structures Survey
DATE
1972

FEDERAL
STATE
COUNTY
LOCAL

DEPOSITORY FOR SURVEY RECORDS
Department of Natural Resources
CITY, TOWN
Indianapolis
STATE
Indiana
1. Parke County Commissioners (County owned); Courthouse; Rockville, Ind., 47872

The following covered bridges, as identified by number, are the property of Parke County and under the jurisdiction of the Parke County Commissioners:

Numbers 2, 4, 5, 6, 7, 9, 10, 11, 12, 14, 18, 19, 20, 22, 23, 24, 25, 28, 29, 30, 31, 32, 33, 35, 36, 38, and 39.

2. Parke County Park Board (County owned); Courthouse; Rockville, Ind. 47872

The following covered bridges are county owned property under the jurisdiction of the Parke County Park Board:

Numbers 8, 16, 21, and 26.

3. Indiana Department of Natural Resources; Turkey Run State Park; Marshall, Indiana 47859.

Bridge No. 37 is cared for by Turkey Run State Park.

4. Parke County Golf Course, Inc.; U.S. 41 North; Rockville, Ind. 47872

Bridge No. 13, located on the golf course, is county owned and under the jurisdiction of the Parke County Golf Course, Inc.

5. Joe Woody (privately owned); Tangier Road; Bloomingdale, Ind. 47832

Bridge No. 27 is located on land owned by the Joe Woody family.

6. Lee Alan Bryant Health Care Facility, Inc., R.R. 1; Rockville, Ind. 47872

Bridge No. 1 is located on land owned by the Lee Alan Bryant Health Care Facility, Inc., and is under their care.
The Parke County Covered Bridge Historic District is a thematic district consisting of 35 covered bridges located in Parke County, Indiana. The existing structures were constructed between 1856 and 1920. The bridges range in length from the J. H. Russell Bridge (#27) measuring forty-two feet to West Union Bridge (#26) which is 315 feet long.

Twenty-four structures remain in use in the county road system. Five bridges remain on their original sites but have been bypassed by modern structures. Structures moved from their original locations within Parke County include Jessup Bridge (#2), Portland Mills Bridge (#4), Catlin Bridge (#13), and J. H. Russell Bridge (#27). The Jessup and Portland Mills Bridges were relocated in 1970 and 1961 in the place of other covered bridges which had collapsed or had been destroyed by fire. The Catlin structure was moved in 1961 and now crosses a stream in a golf course. The J. H. Russell Bridge was moved in 1970 and now rests in a field on private property.

The Jessup, Portland Mills, and Catlin structures were moved when new bridges were erected on their original sites. Failure to relocate the bridges would have meant demolition of those structures. The Russell Bridge was originally located on the land of J. H. Russell. In 1970 the bridge was in a weakened condition and is now for sale. The Parke County, Inc., an organization formed to preserve the Counties bridges has hopes of acquiring the Russell Bridge and moving it to a suitable location.

Most of the bridges are of Burr Arch Construction. Jackson Bridge (#58) has a Double Burr Arch. Phillips Bridge (#22) preserves the Multiple King Post design while the J. H. Russell (#27) is of Queen Post design.

All of the bridges have been altered by routine maintenance over the years, including repair or replacement of roofs, floors, and siding. All have been painted at various times. Known major alterations are noted below.

The following is a list of surviving covered bridges within the district. The numbering system was adopted in the 1950's; bridges which have been destroyed in the last twenty years account for the gaps in the numbers:


#2 Jessup Bridge - This is the Jessup Covered Bridge located on the Adams Covered Bridge site. The original Adams Bridge fell in, October 31, 1969. In early 1970 the Jessup Covered Bridge was moved to its present location. It is 1 span, 154' length, built in 1910 by J. P. Van Fossen Construction. Crosses Little Raccoon. Burr Arch construction. In county road system. Floor beams and flooring replaced in 1977.
#4 Portland Mills Bridge - 1 span, 130' in length. Built in 1856 by Henry Wolf. Crosses Little Racoon. Burr Arch construction. Relocated at present site in 1961 to replace Dooley Station Bridge, which was destroyed by fire in 1960. In county road system.


#10 Neet Bridge - 1 span, 143' in length, built in 1904 by J. J. Daniels. Crosses Little Racoon. Burr Arch construction. In county road system.


#13 Catlin Bridge - 1 span, 54' in length, built in 1907 by C. McDaniel. Presently located on golf course north of Rockville. Original site was across Sun-derland Creek at Catlin. Burr Arch construction. It was moved in 1961 to the Parke County Golf Course. New wood shingle roof installed in 1976.

<table>
<thead>
<tr>
<th>ITEM NUMBER</th>
<th>CONTINUATION SHEET</th>
</tr>
</thead>
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<tr>
<td>7</td>
<td>NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM</td>
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</tbody>
</table>


**#22** Phillips Bridge - 1 span, 43' in length, built in 1909 by J. A. Britton. Crosses Big Pond Creek. Multiple King Post construction. In county road system. Replacement of damaged floor beams and overhead "X" braces in 1977.


**#25** Leatherwood Station Bridge - 1 span, 72' in length, built in 1899 by J. A. Britton. Crosses Leatherwood Creek. Burr Arch construction. In county road system.

#27 J. H. Russell Bridge - 1 span, 42' in length, built in 1897 by P. Weaver. Queen Post construction. Located on private property. Taken out of service in 1970.

#28 Jackson Bridge - 1 span, 207' in length, built in 1861 by J. J. Daniels. Crosses Sugar Creek. Double Burr Arch construction. This is the longest single-span bridge in Parke County. In county road system. Repair of floor system runners, floor boards, swag bracing, and floor beams and repair of abutments in 1977.


#37 Narrows Bridge - 1 span, 121' in length, built in 1882 by J. A. Britton. Crosses Sugar Creek at Turkey Run State Park. Burr Arch construction. Retired from service 1957. It is a part of the State Park. A brown asphalt shingle roof has been installed.

#38 Beeson Bridge - 1 span, 55' in length, built in 1906 by Frankfort Construction. Crosses Roaring Creek. In county road system. Burr Arch construction.

The Parke County Covered Bridge Historic District is nationally significant for its large number of covered bridges. Between 1847 and 1920, 58 known covered bridges were constructed in Parke County. Of the original 58, 35 bridges built between 1856 and 1920 have survived; Parke County is reputed to have more covered bridges than any other county in the Nation.

Covered bridges were developed to answer the needs of spanning larger streams and rivers with structures which would be lasting without incurring the expenses involved in stone structures. The enclosed bridge protected the principle features of the structure from natural elements; thus, a maintained covered bridge could last indefinitely while open wooden structures might last only ten to twenty years.

A number of basic designs were used on covered bridges in Indiana. Three represented in the Parke County District are the Queen Post, Multiple King Post Truss, and the Burr Arch Truss. The Queen Post design was used in shorter spans and had two vertical posts connected by upper and lower cords. Two Queen Post bridges were erected in Parke County; only the J. H. Russell structure (#27) has survived. Only five known Queen Post structures were built in Indiana; of these three have survived.

The Multiple King Post was an improvement on the King Post and Queen Post Trusses to allow for longer spans. The Multiple King Post consisted of a series of vertical posts with diagonal braces sloping away from the center. Two bridges of this design were built in Parke County; only the Phillips Bridge (#22) has survived.

The single most popular truss design used in Parke County and Indiana is the Burr Arch. Patented in 1804 by Theodore Burr, this system used wooden arches attached to the Multiple King Post design. This truss was strong enough to bridge fairly long distances. The wide use of this design in Indiana and Parke County is due to the fact that the major bridge building firms and county commissioners preferred it. The Jackson Bridge (#28) is somewhat unusual in that double arches were used on both sides of the trusses.

Although there were ten different builders of the Parke County bridges, two men were responsible for twenty-four of the structures. Joseph Albert Britton and his sons constructed fourteen spans, and J. J. Daniels was responsible for ten of the surviving bridges. These two men along with the A. M. Kennedy family, and Robert W. Smith were the builders of most of Indiana's covered bridges.
Joseph J. Daniels was born in 1826 in Marietta, Ohio. His father was an agent for Stephan Long who had developed the Long Truss. Daniels assisted his father in the 1840's and then started his own bridge business. His first effort in Parke County was a span constructed in 1851. Two years later he became the construction engineer for the new Evansville & Crawfordsville Railroad and during the next eight years built a number of railroad covered bridges. After leaving the railroad, Daniels settled in Rockville in Parke County and resumed his own bridge business. Perhaps his most outstanding work was the 1861 Jackson Bridge (#28) measuring 207 feet and consisting of double Burr Arches. This is one of the longest single span covered bridges in the Nation and is still in use in the county road system.

Daniels actively sought bridge contracts. He promoted himself and his work by soliciting letters of praise from satisfied customers. Although he was educated on the Long Truss, he usually used the Burr Arch truss; while this switch may have been due in part to royalty fees, many county commissioners preferred the Burr Arch as cheaper and stronger. Daniels anticipated the development of the iron truss bridges by using more iron pieces and metal tension rods than most other builders. In his career he constructed some 60 bridges before completing his last one in 1904 (the Neet, #10) at age 78. He died twelve years later in Rockville at age 90.

Joseph Albert Britton, the other major Parke County bridge builder, also spent most of his life in Parke County. Born in 1839 near Rockville, he learned carpentry from his father, who was recognized as a skilled craftsman. After military service in the Civil War, he read law and was admitted to the bar in Indiana and Kansas. Dissatisfied with the life of an attorney, he returned in 1871 to Rockville and took up carpentry, constructing a number of houses until completing his first bridge in 1882 (Narrows Bridge #37). Britton's bridge building lasted some forty years and employed several of his sons in the business. Britton's earlier bridges were not as good as his later ones, and he usually concentrated on shorter spans in comparison to Daniels. Britton like Daniels preferred the Burr Arch and made use of metal tension rods. Reportedly, the Brittons built forty bridges in three counties; of 23 known bridges, 17 are still standing.

Several factors account for the large number of surviving covered Bridges in Parke County. The county's topography includes many streams and rivers which made the spans necessary to tie different portions of the county together. Farmers needed the bridges to obtain supplies and transport their goods to market. The presence of Daniels and Britton in the county was a factor since both campaigned actively for jobs. The competition between the two after 1882 no doubt increased their promotional efforts. The bridges have survived because the superior workmanship reduced the need to replace the structures, despite a number of floods and normal wear. Another factor was the inability of the county government to incur the expense of replacing all of the bridges.
In 1957 a group of Parke County citizens recognized the value of the bridges and formed an organization to preserve them. Every October since 1957, a Covered Bridge Festival has been held and now draws 400,000 people from across the Nation, generating an estimated $1.5 million in the county's economy.

One structure, the Leatherwood Station Bridge (#25) was declared eligible for the National Register in 1977.

The Parke County Covered Bridge District is nationally significant for its concentration of 35 covered bridges in one county. The structures are reminders of engineering and transportation techniques used in the nineteenth century.
See Continuation Sheet

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY  286,080

QUADRANGLE NAME  See Continuation Sheet  QUADRANGLE SCALE  1:24000

ZONE EASTING NORTHING  ZONE EASTING NORTHING

ZONE EASTING NORTHING  ZONE EASTING NORTHING

VERBAL BOUNDARY DESCRIPTION

The District is bounded by the legal boundary of Parke County.

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

<table>
<thead>
<tr>
<th>STATE</th>
<th>CODE</th>
<th>COUNTY</th>
<th>CODE</th>
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<tbody>
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11 FORM PREPARED BY

NAME / TITLE
Charles Felkner, Executive Secretary

ORGANIZATION
Parke County, Inc.

STREET & NUMBER
East Ohio Street

CITY OR TOWN
Rockville

STATE  Indiana

DATE  December 12, 1977

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL  X  STATE  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  Indiana State Historic Preservation Officer

DATE

FOR NPS USE ONLY

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

DATE

KEEPER OF THE NATIONAL REGISTER

ATTEST:

CHIEF OF REGISTRATION

GPO 921-803


<table>
<thead>
<tr>
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<td>Jessup Bridge</td>
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<td>Portland Mills Bridge</td>
<td>Quad Map, Bellmore</td>
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<td>Mansfield Bridge</td>
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<td>Big Rocky Fork Bridge</td>
<td>Quad Map, Mansfield</td>
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<td>Conley's Ford Bridge</td>
<td>Quad Map, Catlin</td>
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<td>Bridgeton Bridge</td>
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| #13 | Catlin Bridge  
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| #14 | Nevins Bridge  
     Quad Map, Catlin, Ind.  
     U.T.M. 16/481780/4392560 |
| #16 | Thorpe Ford Bridge  
     Quad Map, Mecca, Ind.  
     U.T.M. 16/477270/4387310 |
| #18 | Roseville Bridge  
     Quad Map, Mecca, Ind.  
     U.T.M. 16/474805/4389010 |
| #19 | Harry Evans Bridge  
     Quad Map, Mecca, Ind.  
     U.T.M. 16/474750/4390080 |
| #20 | Zacke Cox Bridge  
     Quad Map, Mecca, Ind.  
     U.T.M. 16/475500/4393770 |
| #21 | Mecca Bridge  
     Quad Map, Mecca, Inc.  
     U.T.M. 16/472160/4397530 |
| #22 | Phillips Bridge  
     Quad Map, Montezuma  
     U.T.M. 16/472380/4402310 |
| #23 | Sim Smith Bridge  
     Quad Map, Montezuma  
     U.T.M. 16/471640/4402450 |
| #24 | Melcher Bridge  
     Quad Map, Montezuma  
     U.T.M. 16/471320/4404170 |
| #25 | Leatherwood Station Bridge  
     Quad Map, Montezuma  
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<td>Wilkins Mill Bridge</td>
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#38 Beeson Bridge
Quad Map, Rockville
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#39 Billie Creek Bridge
Quad Map, Rockville
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