

United States Department of the Interior
National Park Service

FINAL

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 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 Cavanaugh Bridge

other names/site number Jackson County Bridge #195

071-641-50015

2. Location

street & number 6 mile south of CR 700 S, on 550 W over Muscatatuck River N/A ☐ not for publication

city or town Brownstown ☒ vicinity

state Indiana code IN county Jackson code 071 zip code

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 of certifying official/Title

Indiana Department of Natural Resources

State or Federal agency and bureau

Date

10/28/2007

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 of the Keeper

Date of Action

Cavanaugh Bridge
Name of Property

Jackson 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
☐ 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 (vehicular)

7. Description

Architectural Classification

(Enter categories from instructions)

OTHER: Pratt through truss

Materials

(Enter categories from instructions)

foundation STONE: Sandstone

walls METAL: Steel

roof

other WOOD

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

Cavanaugh Bridge

Jackson IN

Name of Property

County and State

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.)

Areas of Significance

(Enter categories from instructions)

TRANSPORTATION

ENGINEERING

Period of Significance

1899-1957

Significant Dates

N/A

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Lafayette Bridge Company

Fillion, Peter

Luedtke, Albert

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):

- ☐ 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 # _____

Primary location of additional data:

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

Name of repository: _____

Cavanaugh Bridge
Name of Property

Jackson IN
County and State

10. Geographical Data

Acreage of Property Less than 1 acre

UTM References (Place additional UTM references on a continuation sheet.)

1

1	6	5	7	5	0	2	0	4	2	9	0	6	7	0
---	---	---	---	---	---	---	---	---	---	---	---	---	---	---

Zone Easting Northing

3

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

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 for
organization Robert P. Thomas, et all date 04-22-2007
street & number 759 E. 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 Jackson County Commissioners
street & number 111 S. Main St. telephone 812/ 358-6122
city or town Brownstown state IN zip code 47220

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.

**National Register of Historic Places
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Section number 7 Page 1

Cavanaugh Bridge, Jackson County, IN

DESCRIPTION

Cavanaugh Bridge (Jackson County #195) spans Muscatatuck River on an approximate north-south alignment. It carries Jackson County Road 550 West, which turns into Wheeler Hollow Road in Washington County on the south bank of the Muscatatuck. The roadway is elevated approximately 30 feet above the river. Fertile Jackson County farmland is found north of the bridge. To the south, in Washington County, is rolling woodland. The Jackson County seat of Brownstown is located approximately seven miles north on State Road 135. Salem, the Washington County seat, is located approximately 14 miles south on State Road 135.

Substructure

The two abutments are constructed of hewn blocks of native brown sandstone. Blocks are 27"W x 52"L x 18"H in the bottom course, tapering to approximately 24"W x 49"L x 15"H in the top course.

Superstructure***General Description***

The steel, pin-connected Pratt through truss has a clear span of 174' and an extreme length of 180'. The truss height is 28'10", with vertical clearance of 16'5" over the deck. The truss consists of ten panels 18' in length.

Trusses

The top chords and inclined endposts consist of ten 18' sections of paired channels riveted to a cover plate above and lacing bars below.

The bottom chords consist of nine pairs of rolled, punched, and pinned rectangular eye bars spaced 18' feet apart.

The verticals consist of seven main compression posts built up of two rolled channels laced together on the inside and outside. The main verticals are pinned to the upper and lower chords. The hip verticals are paired rectangular rods with looped-welded eyebars.

Seven pairs of rectangular-rod diagonals cut from rolled sections and with die-forged eyes connect with the top and bottom chords. The top and bottom eye-pins are die-forged. Additionally, the four center panels of each truss have counter bracing ties that are round, loop-welded rods with turnbuckles.

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Section number 7 Page 2

Cavanaugh Bridge, Jackson County, IN

Top, sway, portal, and lower lateral bracing stabilize the bridge. Top bracing consists of seven laced channels and six pairs of round, eye-pinned struts with turnbuckles. Sway bracing, approximately 12'5" below the top, consists of seven laced channels and six pairs of round, eye-pinned struts. The lower bracing consists of ten pairs of round, eye-pinned rods. Laced channel bracing is found on both A-frame portals. Cast iron nameplates at the top of each portal identify the Lafayette Bridge Company as manufacturer and the date of construction as 1899. Galvanized guard rails are bolted to the endposts.

The single-lane bridge has a 16' roadway. The floor is comprised of nine rolled I floor beams U-bolted to the lower pins. Rectangular rod deck hangers have hand-forged and threaded ends. Seven runs of rolled I stringers are 6" deep. The riding surface is timber. Guard rails consist of paired steel channels riveted to the verticals.¹

Cavanaugh Bridge retains a high degree of structural integrity. It has undergone no significant alterations since its fabrication and erection in 1899. It was last repaired in 1987, according to the current bridge inspection report; however, it is not possible to ascertain just what repairs were made. All original elements appear to be extant, with the exception of replacement wood decking. All of the truss members—especially the verticals—show serious rusting, to the extant that pitting and holes are readily apparent. Other damage includes a missing portion of the guard rail on the west truss and a bent east bottom chord.



¹ The guard rails, considered unusual by James L. Cooper in an email to the author on 31 March 2007, appear to be a later replacement. The original prospective plans show a laced panel serving as the guard rail; whether this was the actual guard rail is unknown. The plans also include a pine felloe rail. Prospective plans for the Cavanaugh Bridge are on file in the office of the Jackson County Auditor, Jackson County Courthouse, Brownstown, IN.

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Cavanaugh Bridge, Jackson County, IN

ARCHITECT/BUILDER (continued)

Luedtke, Albert

STATEMENT OF SIGNIFICANCE

Cavanaugh Bridge is eligible for the National Register of Historic Places under Criteria C and A. The bridge is a significant example of a Pratt truss, the most common type for pre-1930s metal bridges, albeit a type that is rapidly disappearing. It is a product of the Lafayette Bridge Company (LBCo) of Lafayette, Indiana, once a prominent regional firm. Additionally, it is among the longest LBCo spans extant in Indiana.² Cavanaugh Bridge is also associated with three state and regional trends: the twilight of river fords and ferries, the growing role of local government in the provision and maintenance of transportation infrastructure, and the heyday of metal bridges. Its period of significance is 1899-1957.

In Indiana, bridges on a county line are typically owned by both counties, with one county assuming responsibility for its construction and maintenance. In the case of Cavanaugh Bridge, this is Jackson County.

On Tuesday, May 9, 1899, the Boards of Commissioners of Jackson and Washington Counties met in joint session and ordered that a bridge be built across the Muscatatuck River at the site of a ferry crossing long operated by the Cavanaugh family of Washington County. The Jackson County commissioners were authorized to measure the site of the bridge; procure the plans, specifications and blueprints; file and advertise the plans; and set a time and place for letting the contract.³ On June 13, the Boards again met to open the bids from nine different firms. The contract was awarded to the Lafayette Bridge Company with a "lowest and best" bid of \$3,689.00.⁴ The contract for the stone abutments went to local contractors Albert Luedtke and

²Barker, telephone interview with author, September 20, 2006. The longest LBCo span is Freedom Bridge, a 300' Pennsylvania through truss. It spanned White River at Freedom, Owen County, but is currently dismantled and in the process of being re-erected at Conner Prairie. Martin County #68 is a 383' two-span bridge erected in 1894. Lawrence County #52 is a 354' two-span bridge erected in 1895.

³ Jackson County *Commissioners Record* 19: 353.

⁴ Competing bids were submitted by King Bridge Company, \$3724; Indianapolis Bridge and Iron Company, \$3864; Wabash Bridge Company, \$3725; Lafayette Bridge Company, \$3689; New Castle Bridge Company, \$3919; William J. Struble, \$3900; New Columbus Bridge Company, \$3710; Bracket Bridge Company, \$3720; and Bellfountain Bridge Company, \$3770.

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Cavanaugh Bridge, Jackson County, IN

John Fillion.⁵ The completed bridge was inspected and accepted on February 8, 1900, with payment of \$3,600 made to LBCo on March 5, 1900.⁶

Founded in 1889, LBCo fabricated bridges under the Lafayette name until 1900, when the firm was acquired by U. S. Steel, which bought out the Hoosier owners and integrated LBCo into the American Bridge Company (ABCo). A year later, ABCo discontinued fabrication in Lafayette, Indiana, a move that led local investors to organize the Lafayette Engineering Company (LECo). Limited to the design and erection of superstructures and the building of substructures, LECo subcontracted its fabrication of metal and concrete bridges. By 1920, the firm had left the ranks of Hoosier bridge designers and fabricators.⁷

The prospective drawings and specifications for the proposed Cavanaugh Bridge, on file in the office of the Jackson County Auditor, are for a Pratt through truss, by 1899, the most popular bridge type in America. In both through and pony variations, it was the most common type of metal bridge in Jackson County. Eleven of 35 existing bridges recorded in 1987 were Pratt through trusses.⁸ Today, six of 10 remaining historic spans are Pratts. Three of these are ponies. Sparksville Bridge (1890), a Pratt through truss bypassed in 2005-06, is older than Cavanaugh by nearly ten years. It consists of three spans: one 60' pony and two throughs, with a clear span of 176'. Cavanaugh's single span surpasses by far the length of this and all other Jackson County Pratts. Furthermore, it is the only Pratt with a sandstone substructure.⁹

Caleb and Thomas Pratt, father and son, devised their namesake truss in 1844. It quickly became a springboard for numerous improvements in bridge engineering. One of the first to be built entirely of iron, or in a combination of both iron and wood, the new Pratt truss relied upon the earlier Howe truss with its grid and web of diagonals. The difference lay in the reversal of the web members. The Pratt truss, with its diagonal rods in tension and verticals in compression, allowed for a greater economy of materials and a greater flexibility in design over time.¹⁰

The Jackson County Commissioners developed prospective specifications for the substructure and superstructure of the new Cavanaugh Bridge, but exactly who was responsible for drawing

⁵ Jackson County *Commissioners Record* 19: 410. Luedtke and Fillion bid the stonework at \$4.65 per cubic yard, the timber foundation at \$6.00 per cubic yard, wet excavation at 40 cents per cubic yard, and dry excavation at 12 ½ cents per cubic yard.

⁶ Jackson County *Commissioners Record* 20: 96, 101.

⁷ Cooper, *Iron Monuments to Distant Posterity: Indiana's Metal Bridges, 1870-1930* (Greencastle, IN: DePauw University, 1987), 22-24.

⁸ Cooper: 143-45.

⁹ Jackson County *Bridge Inspection Report, Phase II*. FBPH, Inc., 2005. On file in the Jackson County Highway Department, Brownstown, IN. The six other Pratts are #6, 154, 158, 203 (Sparksville), and 277. Sparksville Bridge is the only bridge remaining in Indiana fabricated by Youngstown Bridge Company. It is not yet listed on the National Register of Historic Places; see James L. Cooper, "Indiana's Historic Metal Bridges" database.

¹⁰ *Iron Monuments*, 55-6.

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Cavanaugh Bridge, Jackson County, IN

up the plans is unknown. The bridge's steel members were shipped in mid-August to the railway station nearest to the bridge site—most likely Brownstown. An LBCo team then moved the members to the site and erected them on the substructure completed by Luedtke and Fillion.¹¹

A native of France, Peter Fillion was a member of a family of stone masons. In the 1850s, his paternal uncles were operating a stone business in Louisville, KY. In 1854, they opened a quarry at Bedford, Indiana, from which stone for the Louisville custom house was removed. This was the first major exportation of limestone from Lawrence County.¹² Within a few years, Peter's father, John, immigrated and joined them. Peter arrived in 1859 at age 14. In 1860, the John Fillion family relocated to Bedford where John opened a limestone quarry, operated a lime kiln, and established a homestead south of town. Working alongside his father, Peter took over the family business as an adult.¹³ At his death in 1907, he had just completed the first year of a four-year term as mayor of Bedford.¹⁴

Albert Luedtke was a native of Germany who immigrated to America in 1865, settling in Chicago. Married in Indianapolis in 1869, he relocated to Carr Township, Jackson County, within a year. He was employed by Enoch Dixon, a farmer and building contractor operating a limestone quarry on property owned by his father, Thomas Dixon, in the west half of section 11, and engaged as a stone mason on the Indiana statehouse. In 1883, Luedtke purchased the Dixon quarry. Just how long it remained in operation is uncertain. The property has remained in the family since the 1923 death of Luedtke, who in late life served as Carr Township Trustee and Jackson County Auditor.¹⁵

Construction projects attributed to Albert Luedtke include the Jackson County Courthouse built in the 1870¹⁶, Medora Covered Bridge abutments¹⁷, former Jackson County Jail¹⁸, Guthrie House

¹¹ Original LBCo contract on file office of the Jackson County Auditor, Brownstown, Indiana.

¹² Ron Bell, Fillion post on jenforum.net, 11 September 2005; source is a May 25, 1854 Bedford newspaper article. The Fillions purchased the quarry from S. F. Irwin. The 1854 report of the state geologist, R. T. Brown, says that stone for the Louisville custom house is being furnished by Mr. Erving [sic]; see "Geological Survey for the State of Indiana," in *Third Annual Report of the Indiana State Board of Agriculture, for the year 1853* (Indianapolis: Austin H. Brown, State Printer, 1854): 312. In the previously cited newspaper article, Irwin explains that Brown is incorrect and that he has sold the quarry to "Messrs. M[ichael] and F[rederick] Fillion."

¹³ Anne Winterhalter Miller (Fillion's great-granddaughter) personal interview with author, vic. Bedford, IN, 9 February 2007.

¹⁴ Obituary, *Bedford Star*, 13 July 1907, and *Bedford Weekly Mail* 19 July 1907.

¹⁵ Obituary, *Brownstown Banner*, 4 July 1923. Also, telephone interview with Larry McKeiagg (Luedtke's great-great nephew), telephone interview with author, 14 February 2007.

¹⁶ Obituary, *Brownstown Banner*, 4 July 1923.

¹⁷ McKeiagg.

¹⁸ Obituary, *Seymour Daily Tribune*, 28 June 1923.

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Cavanaugh Bridge, Jackson County, IN

at Tunnelton (as an employee of Enoch Boone, who was the contractor)¹⁹, and the old Medora School.²⁰

Sometime in the mid-1880s, Luedtke and Fillion formed a partnership in the contracting business.²¹ They received extensive contracts for buildings and bridge abutments throughout southern Indiana, extending even into other areas of the state. One of their earliest known local projects was the limestone abutments for Sparksville Bridge (1890).²² Other local projects include the Tampico Bridge substructure²³, and numerous other bridge substructures, as evidenced by the records of the Jackson County Commissioners. Known projects in other areas of the state were bridge substructures at Perrysville²⁴ and Clinton.²⁵

The rise of the Luedtke and Fillion partnership parallels the rise of LBCo. Both firms received numerous contracts for Jackson County bridge work throughout the 1890s. The first LBCo contracts for bridges in Jackson County appear in the commissioners records of 1895; six were built that year, at least four of which were placed on Luedtke and Fillion substructures. The Cavanaugh Bridge is the last LBCo bridge in the county. How many other LBCo bridges were fabricated of steel is unknown. After 1895, steel bridges predominated both locally and throughout Indiana.²⁶

Cavanaugh Bridge is additionally significant for its association with state and regional trends in the development and improvement of road transportation. The period from statehood to the mid-1850s, was characterized by a boom in road-surfacing projects fed by intense public demand for improvements. A great many of these roads, and ferries such as Judy Ferry, were maintained by charter companies and individuals through the collection of tolls. In May 1852, the state legislature authorized township trustees to use public moneys to build and repair bridges within their geographic jurisdiction. In 1855, this authority was transferred to the county commissioners.

During the period 1855-1870, the rapid expansion of the rail system, particularly its reliance on metal bridges, greatly influenced bridge building on local highways. By the 1870s, metal began to succeed timber as the material of choice for bridge fabrication. The result was a major shift in the planning and manufacture of bridges, with large regional firms like LBCo replacing local builders and county officials assuming a critical role in the development of the modern

¹⁹ Winford Dixon (great-great nephew of Enoch Boone Dixon), telephone interview with author, 28 February 2007.

²⁰ McKeiagg.

²¹ "Fillion & Luedtke are doing a great deal of stone work lately," reported the *Bedford Democrat* in November 1886. Research notes contributed by Ron Bell of Bedford, IN, who did not record the exact date of the article.

²² Jackson County *Commissioners Record* 15: 473-74.

²³ *Brownstown Banner*, 20 July 1893.

²⁴ *Bedford Weekly Mail*, 23 November 1900.

²⁵ *Brownstown Banner*, 14 September 1899.

²⁶ Jackson County *Commissioners Record* 21: 182, 305. Cooper, email to author, 31 March 2007.

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Cavanaugh Bridge, Jackson County, IN

transportation system. Within a decade, metal bridges were preferred over timber in most counties.²⁷

Cavanaugh Bridge is located at the site of Drusilla (also spelled Drucilla), a Jackson County village platted by John J. Judy in 1833. Though the village appears on the 1876 Washington County map (*not* on the Jackson County map of the same year), the village appears to have never really existed. An 1886 history of Jackson County reports that no business was ever transacted here, but longtime local resident Dean Huffman says Judy operated a lumber business and saw mill on the north bank of Muscatatuck River.²⁸ John Judy and his descendants operated a ferry here from approximately 1831-76.²⁹ On 1 December 1881, James Cavanaugh, a resident of Jefferson Township, Washington County, filed a petition with the Washington County commissioners to establish a ferry at the site and received a one-year license.³⁰ The 1880 federal census identifies Cavanaugh as a ferryman; thus, it appears he operated Judy's Ferry, licensed in Jackson County, as an employee, before seeking to become owner-operator.

James Cavanaugh was born in Dublin, Ireland, in 1840. At the age of 10, he immigrated to America with his mother, settling in Cincinnati where he was raised and educated. He learned the tanning trade, which he followed for many years. After being mustered out of Company I, 66th Indiana Volunteers, following the close of the Civil War, he relocated to Jefferson Township, Washington County. He may have been employed at a large tannery operated by Thomas Lockwood just over the Muscatatuck River in Jackson County. In 1866, he married Lucy Bridget Reynolds, a neighbor. By 1878, his land holdings had grown to 100 acres. In 1892, he and Lucy retired from farming and ferrying when James was appointed superintendent of the Washington County poor asylum. Their son Edward then took over ferry operations. Cavanaugh Ferry was replaced by Cavanaugh Bridge in 1899.³¹

The winds of change began blowing five years earlier when, in June 1894, 128 people petitioned the Jackson County commissioners for a free gravel road between Vallonia and Judy's Ferry. A viewing committee was appointed to scout out a route and develop cost estimates. In December, the commissioners elected to proceed and ordered a referendum. Of 148 votes cast, 82 favored a

²⁷ Cooper: 2-6.

²⁸ *History of Jackson County* (Chicago: Brant and Fuller, 1886): 395. The *Jackson County Interim Report* (1988) says the village grew up around a lumber business. Huffman was raised by his grandfather, Doc Huffman, on a farm on the site of Drusilla. Spring plowing turned up large sandstone foundation blocks that Doc believes marked the location of Judy's mill. Telephone interview with author, 16 March 2007.

²⁹ John J. Judy received a ferry license from the Jackson County commissioners on 1 November 1831; see Jackson County *Commissioners Record* 1: 495. The 1876 map of Washington identifies the site as Judy's Ferry; see *Illustrated Historical Atlas of the State of Indiana* (Chicago: Baskin, Forster and Co., 1876): n. p.

³⁰ Washington County *Commissioners Record* H: 240.

³¹ Harlen, *St. Patrick Cemetery and the Catholic Church in Salem, Indiana*, n. d.: 21-22.; Stevens, *Centennial History of Washington County, Indiana* (Indianapolis: B. F. Bowen and Co., Inc., 1916): 516; Thomas, "The Cavaughns of Cavanaugh Bridge," unpublished paper in possession of author.

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Cavanaugh Bridge, Jackson County, IN

new road. The contract went to Horace L. Bennett, who had the road completed by 9 December 1895.³²

Since the opening of the Cavanaugh Bridge in January 1900, the old Vallonia-Judy's Ferry Road, now County Road 550 West, has been an important local crossing over the Muscatatuck River. The nearest crossings are one and one-half miles to the east at Milport and five and one-half miles to the west. The site also has significance to the social history of the area, according to local resident Dean Huffman. His grandfather often told stories about grand Fourth of July celebrations and circuses that performed on the Jackson County side of the river. Circus daredevils climbed to the top of the bridge and dove into the deep water on its east side. Another local resident, Joe Peters, relates that during Prohibition, the area was infamous for its seasonal cabins, clubhouses, speakeasies, gambling joints, and "houses of ill repute."³³

After nearly 95 years of use, Cavanaugh Bridge was closed to vehicular use by the Jackson County commissioners. Its extreme deterioration caused by rust posed a serious hazard to the public, and galvanized guardrails were bolted to the endposts. At this time, there are no plans for either its replacement or restoration.³⁴

Because Cavanaugh Bridge is a rare surviving example of a steel Pratt through truss span and because of its associations with the development of the modern roadway system and their own family, the descendants of James Cavanaugh are seeking its inclusion on the National Register of Historic Places. It is their earnest desire that the bridge be preserved.

³² Jackson County *Commissioners Record* 17: 153-54, 224, 273, 297, 325, 339, 504-05. On page 451, a petition for a bridge at Judy's Ferry was continued in the September 1895 term. Neither the original request nor a follow up to the continuance has been found.

³³ Thirteen Jackson County cabins were owned by Ma Temple. Joe Peters, telephone interview with author, 16 March 2007. The 7 May 1930 obituary of Walter Temple in the *Seymour Daily Republican* identifies him as the proprietor of The Palm Beach, a pleasure resort on the Muscatatuck River near Cavanaugh Bridge. He left a widow who is unnamed; she is presumed to be "Ma" Temple.

³⁴ Jason Fee, former Jackson County Highway Engineer, telephone interview with author, September 22, 2006.

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Cavanaugh Bridge, Jackson County, IN

SOURCES CONSULTED**Publications**

Blatchley, W. S. *21st Annual Report of the Geological Survey of Indiana [for the year 1896]*. Indianapolis: Wm. B. Burford, Contractor for State Printing and Binding, 1897.

Brown, E. T. "Geological Survey of the State of Indiana." In *Third Annual Report of the Indiana State Board of Agriculture, for the year 1853*, pp. 299-332. Indianapolis: Austin H. Brown, State Printer, 1854.

Cooper, James L. *Iron Monuments to Distant Posterity: Indiana's Metal Bridges, 1870-1930*. Greencastle, IN: DePauw University, 1987.

Cox, E. T. *5th Annual Report of the Geological Survey of Indiana*. Indianapolis: Sentinel Co., 1874.

----- . *6th Annual Report of the Geological Survey of Indiana*. Indianapolis: Sentinel Co., 1875.

History of Jackson County. Chicago: Brant and Fuller, 1886.

History of Lawrence County, Indiana. Reproduction of original 1884 publication. Paoli, IN: Stout's Print Shop, 1965.

History of Washington County. Paoli, IN: Stout's Print Shop, 1965. Reproduction of *History of Lawrence, Orange, and Washington Counties, Indiana*. Chicago: Goodspeed Brothers & Co., 1884.

Jackson County Interim Report. Indianapolis: Historic Landmarks Foundation of Indiana, 1988.

Noblitt, Loren W., PhD, and Jackson County Historical Society. *The Composite History of Jackson County, Indiana*. Paducah, KY: Turner Publishing Co., 1988.

Interviews

Arthur, Fleeta. Telephone interview with author, 12 February 2007.

----- . Personal interview with author, Freetown, IN, 28 February 2007.

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Barker, James A. Telephone interview with author, September 20, 2006.

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Dixon, Winford. Telephone interview with author, 23 February 2007.

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[Untitled news item about Luedtke and Fillion building Clinton bridge substructure]. *Brownstown Banner*, 14 September 1899.

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Maps

1878 map of Carr and Driftwood Townships, Jackson County, Indiana. In *Combined 1858 Wall Map and 1900 Atlases of Jackson County, Indiana*. Mount Vernon, IN: Windmill Publications, 1994.

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Continuation Sheet**

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1900 Plat map of Carr Township, Jackson County, Indiana. In *Combined 1858 Wall Map and 1900 Atlases of Jackson County, Indiana*. Mount Vernon, IN: Windmill Publications, 1994.

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**National Register of Historic Places
Continuation Sheet**

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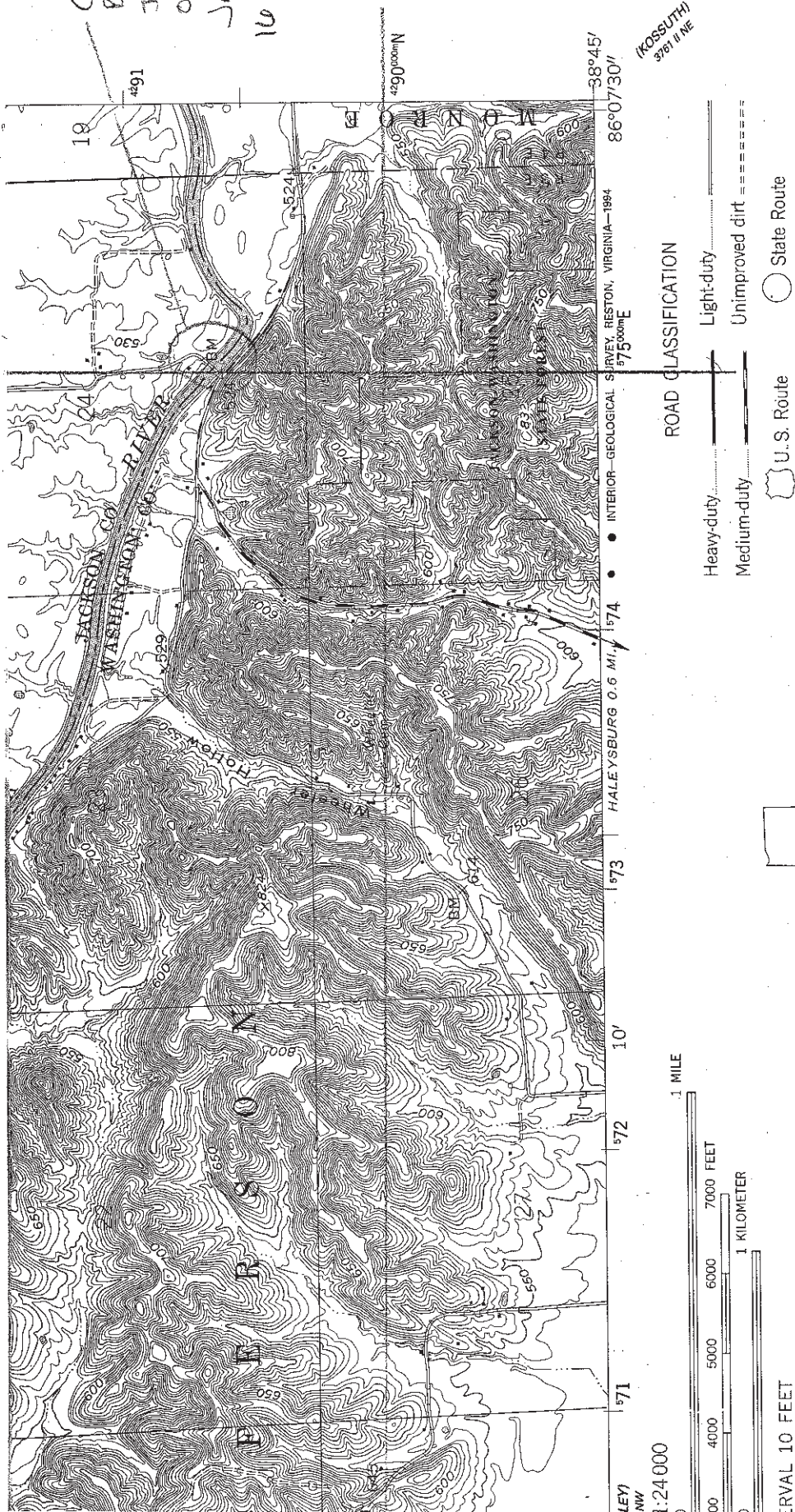
VERBAL BOUNDARY DESCRIPTION

This nomination includes Cavanaugh Bridge, its superstructure, abutments, underpinnings or other supports, the trusses, deck, and 20' of the approaching road on either side. Cavanaugh Bridge carries Jackson County 550 West over Muscatatuck River.

BOUNDARY JUSTIFICATION

The boundary includes the significant resource and its immediate environment.

Cavanaugh
Bridge
Jackson Co. 195
071-641-50015
JACKSON CO, IN
10 575020
4290670



MEDORA, IND.
38086-G2-TF-024
1959

PHOTOREVISED 1988
MINOR REVISION 1994
DMA 3761 I SW - SERIES V851

QUADRANGLE LOCATION

Revisions shown in purple and woodland compiled in cooperation with State of Indiana agencies from aerial photographs taken 1984 and other sources. This information not field checked
Map edited 1988

NATIONAL MAP ACCURACY STANDARDS
R, COLORADO 80225 OR RESTON, VIRGINIA 22092,
RESOURCES, INDIANAPOLIS, INDIANA 46204
AND SYMBOLS IS AVAILABLE ON REQUEST