

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

# 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 National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any 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.

### 1. Name of Property

Historic name: Clover Ford Iron Bridge

Other names/site number: Shelby County Bridge No. 13

Name of related multiple property listing:

N/A

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

### 2. Location

Street & number: Blue River Memorial Park, 725 Lee Blvd.

City or town: Shelbyville State: IN County: Shelby

Not For Publication:  Vicinity:

### 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this  nomination  request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property  meets  does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

national  statewide  local

Applicable National Register Criteria:

A  B  C  D

|   |                                 |
|---|---------------------------------|
| <p>_____</p> <p><b>Signature of certifying official/Title:</b></p> <p>_____</p> <p><b>State or Federal agency/bureau or Tribal Government</b></p> | <p>_____</p> <p><b>Date</b></p> |
|---|---------------------------------|

Clover Ford Iron Bridge  
Name of Property \_\_\_\_\_

Shelby County, IN  
County and State \_\_\_\_\_

|   |  |
|---|--|
| In my opinion, the property ___ meets ___ does not meet the National Register criteria. |  |
| _____   | _____  |
| <b>Signature of commenting official:</b>  | <b>Date</b>  |
| _____   | _____  |
| <b>Title :</b>  | <b>State or Federal agency/bureau<br/>or Tribal Government</b> |

**4. National Park Service Certification**

I hereby certify that this property is:

- \_\_\_ entered in the National Register
- \_\_\_ determined eligible for the National Register
- \_\_\_ determined not eligible for the National Register
- \_\_\_ removed from the National Register
- \_\_\_ other (explain:) \_\_\_\_\_

\_\_\_\_\_  
Signature of the Keeper Date of Action

**5. Classification**

**Ownership of Property**

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

**Category of Property**

(Check only **one** box.)

- Building(s)
- District
- Site

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|           |                                     |
|-----------|-------------------------------------|
| Structure | <input checked="" type="checkbox"/> |
| Object    | <input type="checkbox"/>            |

**Number of Resources within Property**

(Do not include previously listed resources in the count)

| Contributing | Noncontributing |            |
|--------------|-----------------|------------|
| <u>1</u>     | <u>0</u>        | buildings  |
| <u>0</u>     | <u>0</u>        | sites      |
| <u>0</u>     | <u>0</u>        | structures |
| <u>0</u>     | <u>0</u>        | objects    |
| <u>1</u>     | <u>0</u>        | Total      |

Number of contributing resources previously listed in the National Register 0

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**6. Function or Use**

**Historic Functions**

(Enter categories from instructions.)

TRANSPORTATION: road-related

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**Current Functions**

(Enter categories from instructions.)

TRANSPORTATION: pedestrian-related

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Clover Ford Iron Bridge  
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## 7. Description

### Architectural Classification

(Enter categories from instructions.)

OTHER: Pratt through-truss

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**Materials:** (enter categories from instructions.)

Principal exterior materials of the property: METAL: Iron; STONE: Limestone

### Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

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### Summary Paragraph

The Clover Ford Iron Bridge is a metal six-panel pinned through truss built by King Bridge Company in 1889. It was originally located over Buck Creek carrying County Road 875 West in rural Shelby County, but was relocated to Blue River Memorial Park, placed over a lagoon feature, and restored in 2019. Originally set on rusticated, cut-limestone abutments, the bridge was placed on new cut-limestone abutments and has a new wood bridge deck and railings for pedestrian and bicycle traffic in the park.

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## Narrative Description

Clover Ford Iron Bridge is located over a semi-dry lagoon in Blue River Memorial Park on Shelbyville's northeast side. The bridge carries a pedestrian and bicycle trail named Blue River Trail across the lagoon through the park. The lagoon, which is man-made, is edged with native grasses and shrubs and connects to the Little Blue River just south of the bridge (photo 04). The trail is paved with asphalt up to a concrete retaining wall (finished to grade, photos 02, 05) at the bridge approaches. The bridge crosses the lagoon in a slightly northeast-southwest direction off of east-west cardinal points. A metal plaque, identifying the bridge at Shelby County Bridge No. 13 and its restoration date of 2019, and interpretive sign with a brief history of the bridge flank the east approach (photo 02).

The metal bridge is set on abutments composed of a course of one-two new rusticated, cut-limestone abutments to mimic its original environment at its crossing of Buck Creek in northwestern Shelby County (best seen in photo 01). The original abutments were several courses tall of rusticated cut-limestone with wing walls and capstone. The wing walls were flared from the principal abutment wall on which the bridge set and rose from grade approximately three courses with capstone. The original bridge deck was metal and modern metal roadway guardrails extended across the sides of the bridge. The bridge now features a deck composed of wood boards and tall railings composed of wood boards on posts and wood cap/handrail.

The historic metal structure features a six-panel through-truss, pinned. The total span is approximately 93 feet and extends to 95 feet in overall length. The deck is approximately 15'-6" wide and the height from deck to cross members is just over 14 feet. The inclined portals feature a top, cross-panel of metal latticework (diamond pattern, photos 02, 05), and rounded brackets below forming a shaped arched top to the portal. The rounded brackets are composed of one large and two small metal webbed circles (photo 07). Each panel is formed by vertical and horizontal cross members with steel webbing pinned to solid top and bottom chord members. Iron rods form x-bracing across the panels in each side and across the top of the bridge. These have turnbuckles. Flat eye bars run diagonally from the porta/upper chord/end post connection down to the second deck girder on each side. The deck is carried by large v-shaped girders at the base of each panel edge (photos 03-04). These extend out from each side of the deck and carry the bottom chord and form the pinned intersection with vertical laced members. Additional flat eye bars connect to the pins on these deck girders, parallel to the bottom chord. The metal structure was restored upon relocation and is painted pale green to match its historic color.

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## 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.)

- 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 old or achieving significance within the past 50 years

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**Areas of Significance**  
(Enter categories from instructions.)  
ENGINEERING

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Period of Significance**  
1889

\_\_\_\_\_  
\_\_\_\_\_

**Significant Dates**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Significant Person**  
(Complete only if Criterion B is marked above.)

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Cultural Affiliation**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Architect/Builder**  
King Bridge Company

\_\_\_\_\_  
\_\_\_\_\_

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### **Period of Significance**

The period of significance is the year Clover Ford Iron Bridge was constructed in 1889. Because the bridge was relocated in 2019 and removed from its historic context, the period of significance does not extend to the period the bridge was in use, but rather is focused on the bridge as an example of a historic Pratt through-truss metal structure.

### **Criteria Considerations**

Consideration B is marked because the iron bridge structure was relocated from its original location in rural northwestern Shelby County to the Blue River Memorial Park in northeast Shelbyville to make way for a new county bridge. Only the metal structure was relocated to the park, but it was set on cut-stone abutments and over a water feature to provide historic context to the structure. Because the bridge is a locally significant pinned Pratt through-truss from the King Bridge Company, fabricated in 1889, the structure meets eligibility requirements.

**Statement of Significance Summary Paragraph** (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Clover Ford Iron Bridge, 1889, is eligible for listing on the National Register of Historic Places using criterion C/engineering. The bridge was fabricated and installed by the Ohio-based King Bridge Company, a nationally-known firm. The pinned Pratt through-truss is a single-span bridge with six panels. While not exhibiting ornate features, its rounded brackets that shape the portals feature somewhat whimsical webbed metal circles. Though once a common type, Pratt trusses are now rare in Indiana and Shelby County. Before relocation, the bridge was also important to 19<sup>th</sup> century transportation in rural Shelby County, connecting small villages and allowing farmers to get product to markets in better fashion than crossing waterways at fords, from which the Clover Ford Bridge received its name.

In its new setting, the bridge crosses a manmade inlet-lagoon and carries a park trail. Since the bridge still serves a transportation function and retains its significant truss design and materials, the bridge is eligible for designation. Moving and nominating the bridge was a stipulation of an agreement between Federal Highway Administration, Indiana Department of Transportation, Shelby County officials, and the Division of Historic Preservation and Archaeology.



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**Narrative Statement of Significance** (Provide at least **one** paragraph for each area of significance.)

## ENGINEERING

In 1889, the Shelby County Commissioners decided to construct an iron bridge at Clover Ford on Buck Creek, named for an adjacent property owner named William Clover, to allow better access for residents of Moral Township to Brookfield and London.

The following is information regarding the award for construction and construction details on Clover Ford Iron Bridge from Shelby County Commissioners Reports in 1889.

In early April 1889, the Shelby County Commissioners paid Thomas Finley \$68 for services as engineer on a bridge near Brookfield. In May, the Board contracted for the construction of a structure at Clover Ford of Buck Creek, one and quarter miles southwest of Brookfield in Moral Township. William F. Loyd won the masonry contract at \$440.00 for timber and excavation and \$6.60 per cubic yard for stonework. The proposal of the King Iron Bridge & Manufacturing Company of Cleveland, Ohio, for a wrought-iron superstructure at \$1,190 was selected. The structure was to have a 90-foot clear span and 94-foot full length with a 16-foot roadway. The nine runs of stringer and the riding surface were to be of timber. The commissioners added to the King Bridge Company contract the provision that any defect in the sizes, quality, or weight in said superstructure herein provided for shall operate as a forfeiture of 25 per cent of the above contract price for said entire structure.

The King Bridge Company received 60 per cent of its contract price in early September (1889). Payments to Loyd of \$640.00, \$341.00, and \$800.00 came in October and November. Payments of \$25.00 and \$183.00 to D. W. Avery and to William Avery of \$100.00 in the same period was likely for stone that Loyd used in construction. C. A. House was paid \$18.00, B. F. Belton was paid \$12.00, and William Borden was paid \$7.50 for moving stone to the Buck Creek site. B. F. Belton provided fill and W. F. Loyd installed rip-rap in early 1890.<sup>1</sup>

The bridge truss type selected for use at Clover Ford by Ohio-based King Bridge Company was the commonly-used Pratt through-truss. The truss type was developed by Caleb and Thomas Pratt and patented in 1844. Caleb Pratt was a Boston architect and his son, Thomas, was educated at Rensselaer Polytechnic Institute in mathematics and construction. Thomas served with the Army Corps of Engineers prior to working with engineering staffs for New England-area railroads. Thomas Pratt developed a truss that reversed the function of one web member of the Howe truss, commonly used in wood bridge construction, to prevent buckling and be more suitable for iron bridge construction. It quickly became the most popular metal truss found in 19<sup>th</sup> century America with over 750 versions of the truss used in Indiana (through-truss and pony truss, extant in 1987). A majority of these are pinned like the Clover Ford Bridge.<sup>2</sup> The Clover

<sup>1</sup> <https://historicbridges.org/bridges/browser/?bridgebrowser=indiana/cloverfordbridge/>

<sup>2</sup> Cooper, pg. 55

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Ford Iron Bridge is identified as Shelby County Bridge #13 in James Cooper's comprehensive survey on Indiana's metal bridges.<sup>3</sup> Cooper identifies 22 extant metal bridges in Shelby County in the 1987 survey and six other Pratt through-trusses besides the Clover Ford Bridge.

Shelby County mirrored much of the rest of central and southern Indiana in its selection of bridge types for construction of roads over waterways, though it may have embraced metal bridge construction earlier than other counties. At least two covered wood bridges were built in the county, in the mid-1880s into the early 1890s, at the same time the county was constructing metal bridges. The earliest metal bridge in the county was likely Pike Bridge over the Flatrock River. It was a bowstring through-truss constructed in 1869 and replaced in 1910. The Flatrock River, along with Sugar Creek and the Big Blue River were common waterways for which Shelby County officials were prompted to provide crossings. Both Holland's Mill and Hood's Ford were metal truss bridges over the Flatrock River that predated Clover Ford Iron Bridge, dating to 1879 and 1883-1885, respectively, but are no longer extant.

At least seven other Pratt through-truss bridges had been constructed by Shelby County, mostly post-dating the Clover Ford Bridge, constructed between the late 1880s-1910s. Only two remain extant. Mound Road Bridge (c. 1910) over Flatrock River and Mull Bridge (c. 1890) over Little Blue River are closed to traffic. One other notable extant metal bridge is McConnell Ford Bridge carrying County Road 275 North over Sugar Creek. It is a Camelback through-truss built in 1915 and is also closed to traffic. There are three small metal pony truss bridges that are also extant and date to c. 1900-1910.

By the early-to-mid 1910s, Shelby County Commissioners began contracting with concrete bridge builders for road crossings of waterways. These include simple single-span arches to multiple arches for wider spans. This continued into the 1940s, with more prominent concrete arch spans constructed during the 1920s. Few steel bridges were built during this period, mostly by the Indiana Highway Department on state roads, as the county fully-embraced concrete bridge construction which continues to be the practice today.

Prior to 1855, most bridges in Indiana were either privately built by landowners or were constructed by private companies who may have required the payment of tolls. The state legislature authorized county governments to construct or financially assist with the construction of bridges in 1855. By 1870, county governments had the sole responsibility for constructing bridges, which is essentially still in place today. Crossing waterways up to the early 1800s was done either by fords or ferries. Eventually, open wood structures were built, then later, these were built on stone abutments. Stone arched bridges were being introduced at the same time. Iron bridge construction, as the preferred method, followed both stone and wood bridge construction and remained popular from the late 1800s into the mid-1900s until the use of concrete became popular.

The first metal bridge constructed for use in Indiana likely occurred shortly after the Civil War, but a lack of transportation and fabrication base caused a delay in shifting from wood bridges to

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<sup>3</sup> Cooper, pg. 184

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iron bridges by county commissioners.<sup>4</sup> James Cooper, an authority on Indiana's bridges, estimates the shift in use of wood to iron came in the late 1880s and remained the preferred method of bridge construction until about 1905. It was at that time salesman for concrete bridges were winning a significant number of contracts.<sup>5</sup> A number of metal bridge fabrication companies were established in Indiana during the late 19<sup>th</sup> century. Steel would remain an important option for fabrication of long, expansive spans, particularly by the Indiana State Highway Commission, which continued to use steel throughout the 20<sup>th</sup> century.

## TRANSPORTATION

Buck Creek flows through Moral Township, Shelby County, southeast toward and joining Sugar Creek. It crossed under an east/west county road that divided sections 26 and 35 and then under a county road that extended north/south just east of its crossing with the east/west road. This was located in the northeast corner of land owned by William Clover, a farmer who came with his family from Ohio and settled in the southwest corner of Moral Township in the late 1840s. No doubt because these crossings were no more than simple fords prior to construction of the iron bridge, the crossing location became known as Clover Ford. This name was then extended to the bridge once it was constructed in 1889. The Clover family sold their farm property sometime prior to 1900 and moved into adjacent Franklin Township, Marion County.

Two small villages in the township were aided by the bridge crossing based on their locations on or near these roads. Brookfield and London, only about a mile apart, were towns spurred into development by the Indianapolis, Cincinnati, and Louisville Railroad. A better crossing at the ford allowed farmers better access to depots at either village. A township schoolhouse was also located off the north/south road north of the crossing of Buck Creek. Township School No. 3 sat near the middle of section 26, accessed by the road and now better accessed by children due to the bridge. The bridge crossing also allowed better access to the Michigan Road, which was accessed by a north/south road running north out of Brookfield. This connected residents and farmers to Indianapolis to the northwest and Shelbyville to the southeast.

Between 1934 and 1957, the Clover Ford Bridge gained more use due to rerouting of the east/west county road to run slightly southeast to intersect the north/south road south of Clover Ford, thereby eliminating the need for two crossings of Buck Creek. This redirected east/west traffic onto the north/south road to cross the bridge, then head east to London or north to Brookfield. However, a decline in use of the bridge probably occurred with improvements in 1957 to London Road, which parallel County Road 875 West, which Clover Ford Bridge carried. The decline of the importance of railroad transportation also lessened the use of the bridge.

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<sup>4</sup> Cooper, pgs. 5-6

<sup>5</sup> Cooper, pg. 6

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## 9. Major Bibliographical References

**Bibliography** (Cite the books, articles, and other sources used in preparing this form.)

“Clover Ford Bridge” Historic Bridges.

<https://historicbridges.org/bridges/browser/?bridgebrowser=indiana/cloverfordbridge/> Accessed October 2, 2021.

Cooper, James. Iron Monuments to Distant Posterity: Indiana’s Metal Bridges, 1870-1930. New York: McGraw-Hill Publishing, 1987.

Indiana State Atlas: Shelby County, 1934. W. W. Hixson & Co.

SHAARD, Indiana DNR/DHPA website, accessed October 2, 2021.

“Shelby County, Indiana” <https://bridgehunter.com/in/shelby/>. Accessed October 2, 2021.

Shelby County, Indiana Atlas, 1880. J. H. Beers & Co.

Shelby County, Indiana Atlas, 1957. Johnson Publishing Co.

United States Census Records for Moral Township, Shelby County, Indiana: 1850, 1860, 1870, 1880, 1900 (Marion County).

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### 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 # \_\_\_\_\_
- recorded by Historic American Landscape Survey # \_\_\_\_\_

### Primary location of additional data:

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

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Name of repository: \_\_\_\_\_

**Historic Resources Survey Number (if assigned):** 145-057-10038

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## 10. Geographical Data

**Acreeage of Property** Less than one acre

Use either the UTM system or latitude/longitude coordinates

### Latitude/Longitude Coordinates

Datum if other than WGS84: \_\_\_\_\_

(enter coordinates to 6 decimal places)

- |              |            |
|--------------|------------|
| 1. Latitude: | Longitude: |
| 2. Latitude: | Longitude: |
| 3. Latitude: | Longitude: |
| 4. Latitude: | Longitude: |

**Or**

### UTM References

Datum (indicated on USGS map):

NAD 1927 or  NAD 1983

- |             |                 |                   |
|-------------|-----------------|-------------------|
| 1. Zone: 16 | Easting: 607154 | Northing: 4375923 |
| 2. Zone:    | Easting:        | Northing:         |
| 3. Zone:    | Easting:        | Northing:         |
| 4. Zone:    | Easting :       | Northing:         |

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**Verbal Boundary Description** (Describe the boundaries of the property.)

The boundary for Clover Ford Iron Bridge is confined to the metal bridge structure and a small area of land around the bridge. Therefore, the boundary is approximately 100' along each side of the bridge (east/west) and 20' across the width of the bridge at each portal (north/south). Beginning at a point approximately two feet northeast of the east portal, face southeast and follow a line 20' parallel with the east portal, then turn southwest and follow a line 100' parallel with the south side of the bridge, then turn northwest and follow a line 20' parallel with the west portal, then turn northeast and follow a line 100' parallel with the north side of the bridge to the point of beginning.

**Boundary Justification** (Explain why the boundaries were selected.)

The Clover Ford Iron Bridge was relocated from rural Shelby County to its new setting at Blue River Memorial Park. Because only the metal bridge structure was relocated, the boundaries are limited to the overall dimensions of the metal structure and small area of land around the structure.

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**11. Form Prepared By**

name/title: Kurt West Garner/KW Garner Consulting & Design  
organization: Indiana Landmarks  
street & number: 12954 6<sup>th</sup> Road  
city or town: Plymouth state: IN zip code: 46563  
e-mail: kwgarner@kwgarner.com  
telephone: 574-780-1423  
date: October 12, 2021

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**Additional Documentation**

Submit the following items with the completed form:

- **Maps:** A USGS map or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

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### Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

### Photo Log

Name of Property: Clover Ford Iron Bridge

City or Vicinity: Shelbyville

County: Shelby State: IN

Photographer: Kurt West Garner

Date Photographed: August 17, 2021

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking northwest at bridge, south of east portal

1 of 7.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking west toward east portal

2 of 7.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking southwest at bridge, north of east portal

3 of 7.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking southeast at bridge from lagoon

4 of 7.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking east toward west portal

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5 of 7.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking northeast at bridge, south of west portal

6 of 7.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking up at west portal bracket/arch detail

7 of 7.

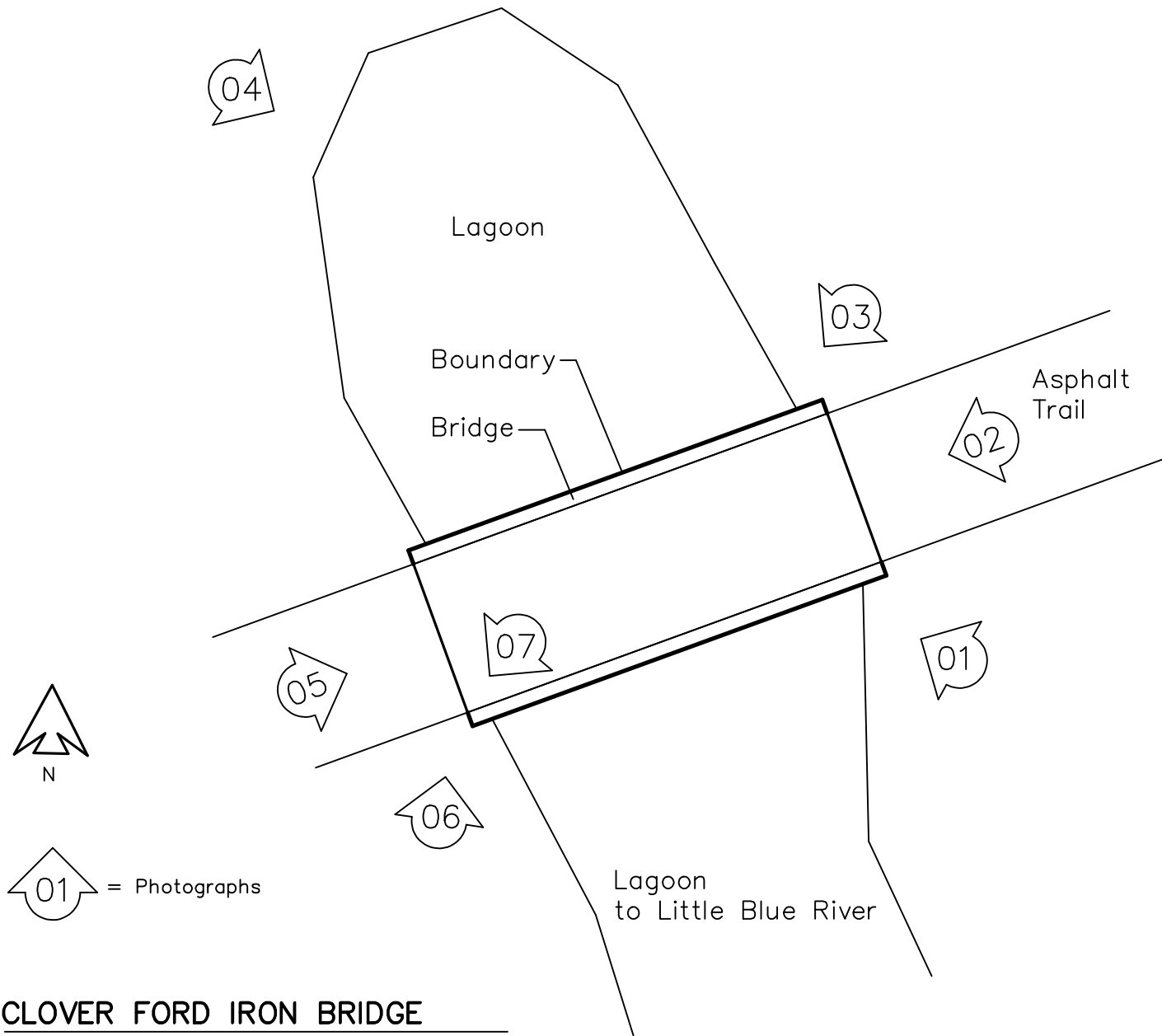
**Paperwork Reduction Act Statement:** This information is being collected for nominations to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.). We may not conduct or sponsor and you are not required to respond to a collection of information unless it displays a currently valid OMB control number.

**Estimated Burden Statement:** Public reporting burden for each response using this form is estimated to be between the Tier 1 and Tier 4 levels with the estimate of the time for each tier as follows:

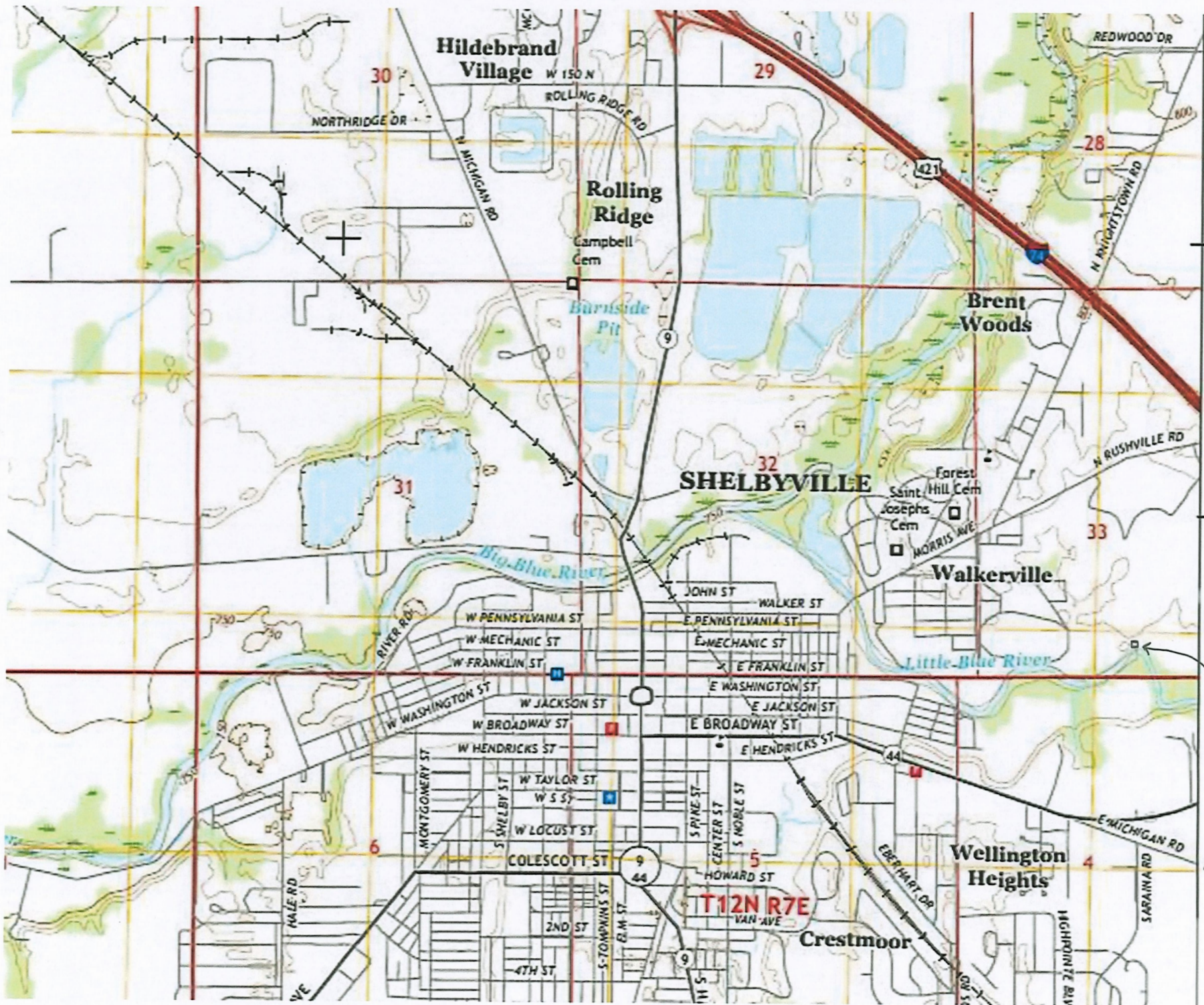
- Tier 1 – 60-100 hours
- Tier 2 – 120 hours
- Tier 3 – 230 hours
- Tier 4 – 280 hours

The above estimates include time for reviewing instructions, gathering and maintaining data, and preparing and transmitting nominations. Send comments regarding these estimates or any other aspect of the requirement(s) to the Service Information Collection Clearance Officer, National Park Service, 1201 Oakridge Drive Fort Collins, CO 80525.





**CLOVER FORD IRON BRIDGE**  
 National Register of Historic Places Sketch Map  
 Shelbyville, Shelby County, IN      Not to Scale

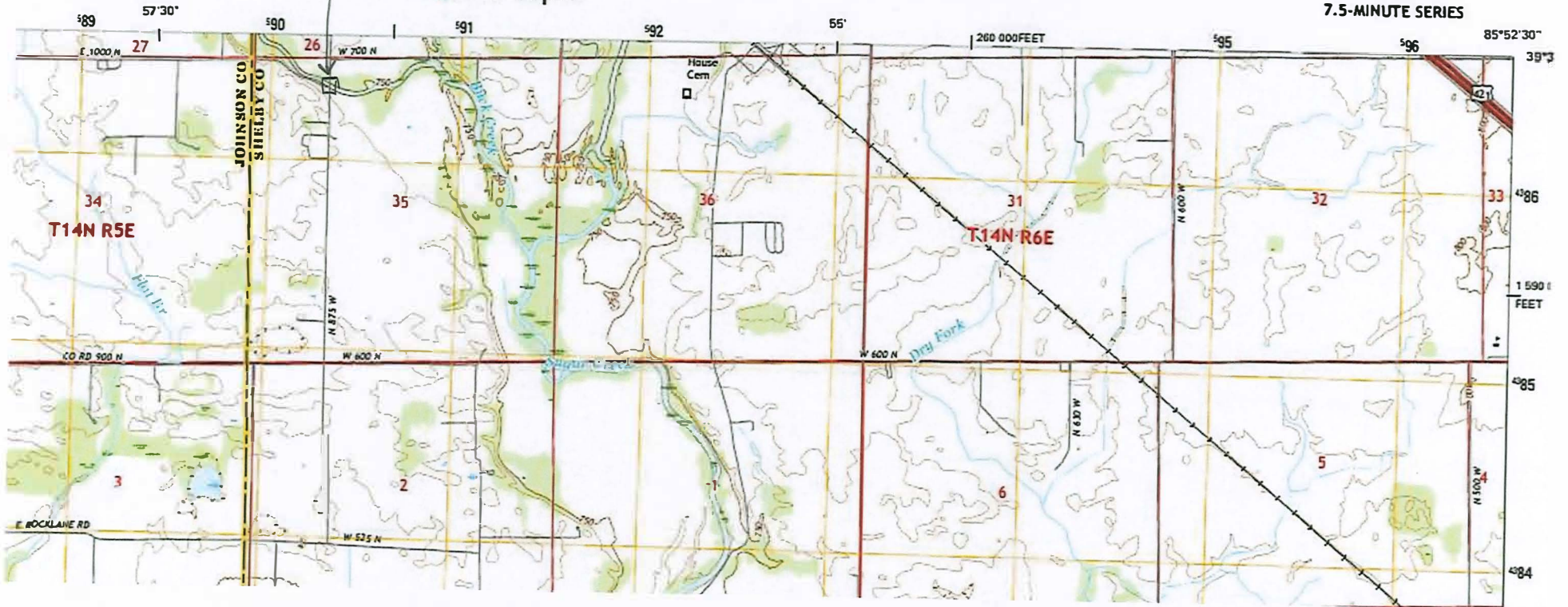


CURRENT (NOMINATED) LOCATION  
 Clover Folds from Brads E  
 National Register of Historic Places  
 Shelbyville, Shelby Co., IN  
 NAD 83 UTM  
 16 007154 4375923

FORMER LOCATION OF CLOVER FORD IRON BRIDGE  
MORAL TWP. SHELBY COUNTY, IN

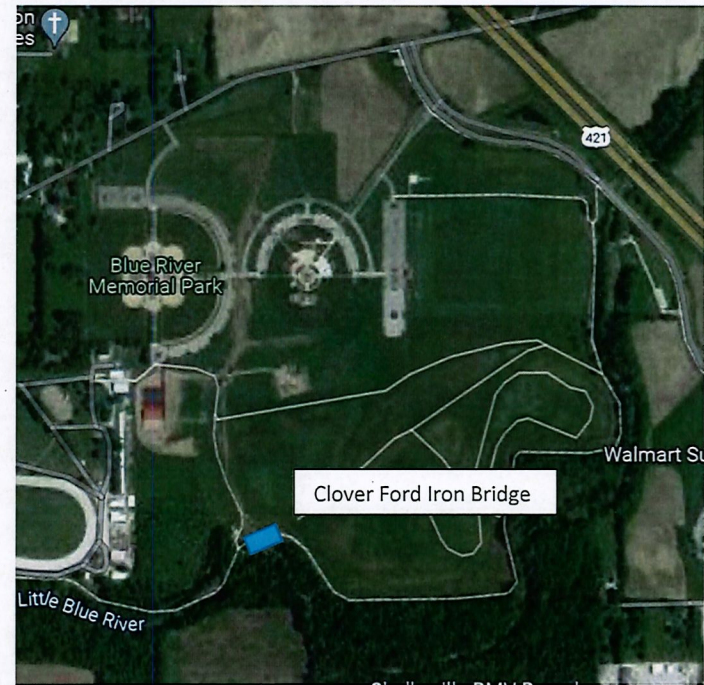
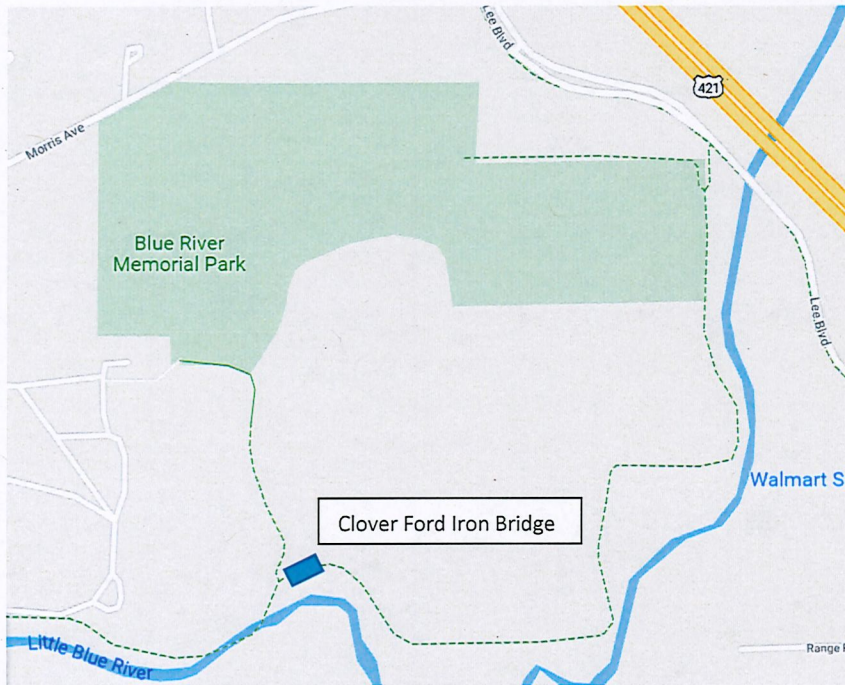
The National Map  
**US Topo**

BOGGSTOWN QUADRANGLE  
INDIANA  
7.5-MINUTE SERIES



CLOVER FORD IRON BRIDGE - NATIONAL REGISTER OF HISTORIC PLACES

Blue River Memorial Park, 725 Lee Blvd. Shelbyville, Shelby County, IN





IN\_ShelbyCounty\_CloverFordIronBridge\_0001



IN\_ShelbyCounty\_CloverFordIronBridge\_0002



IN\_ShelbyCounty\_CloverFordIronBridge\_0003



IN\_ShelbyCounty\_CloverFordIronBridge\_0004



IN\_ShelbyCounty\_CloverFordIronBridge\_0005



IN\_ShelbyCounty\_CloverFordIronBridge\_0006



IN\_ShelbyCounty\_CloverFordIronBridge\_0007