

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 PropertyHistoric name: Lockport Wabash River BridgeOther names/site number: Carroll County Bridge Number 142

Name of related multiple property listing:

N/A

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

2. LocationStreet & number: North County Road 300 North over Wabash RiverCity or town: Lockport State: IN County: CarrollNot 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

Signature of certifying official/Title:

Date

Indiana DNR-Division of Historic Preservation and Archaeology

State or Federal agency/bureau or Tribal Government

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria.

Signature of commenting official:

Date

Title :

State or Federal agency/bureau
or Tribal Government

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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

☐

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Category of Property

(Check only **one** box.)

Building(s) ☐

District ☐

Site ☐

Structure ☒

Object ☐

Number of Resources within Property

(Do not include previously listed resources in the count)

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

6. Function or Use

Historic Functions

(Enter categories from instructions.)

TRANSPORTATION: road-related

Current Functions

(Enter categories from instructions.)

TRANSPORTATION: road-related

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7. Description

Architectural Classification

(Enter categories from instructions.)

MODERN MOVEMENT: Art Deco
Reinforced Concrete Beam Bridge

Materials: (enter categories from instructions.)

foundation: CONCRETE

walls: CONCRETE

roof: N/A

other:

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.)

Summary Paragraph

The Lockport Wabash River Bridge, built between 1937-1938, carries County Road 300 West between the small village of Lockport on the north side of the Wabash River to County Road North 275 West, the former Wabash Highway, that runs along the south bank of the river. The bridge is 630 feet long and is Indiana's longest continuous T-beam concrete structure. It has elements of the Art Deco style in its tapered railings and scored design as it spans multiple concrete piers rising from the river.

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Narrative Description

The Lockport Wabash River Bridge rises high above the Wabash River at an historic crossing between the small village of Lockport, in Adams Township, on the north side of the river and County Road North 275 West that follows the south bank of the river in Rock Creek Township. The bridge, slightly angled to the northwest, carries County Road 300 West high above the river between the banks. The southern bank is higher while the north bank is lower causing the need for the approach to the bridge to rest on an earthen berm from the north. The banks are heavily forested while inland, the land is tilled for agriculture.

The bridge is 630 feet long, twenty feet wide, and rises above the river near its center approximately thirty feet (including bridge walls, photos 01, 09). The bridge features eight spans that rest on concrete abutments at either end and seven tall, tapered piers. The abutments feature wing walls that angle back into the bank. The abutments carry the approaches, which are asphalt. The piers have a pointed face, both upstream and downstream, which function as cutwaters (photo 10). The double bevel continues up the taper of the pier and curves outward, becoming a corbel that supports the deck edge. The outer two piers are shorter as the bridge decreases in height. The piers carry four horizontal T beams composed of reinforced concrete. The beams have a slight arc to give the bridge an elegant, arching appearance between piers. They rest on metal rollers atop the piers to allow movement of the structure. The outer beams are scored on their outside face with three horizontal lines that follow the arc.

The bridge carries a concrete deck between solid concrete railings composed of tapered panels between slightly taller, tapered piers set on a concrete base (photos 02, 05). The base is scored with a horizontal line on the outside walls of the bridge (photo 04). The taper on both panel and pier is divided into three bands, each slightly narrower than the lower band each marked by a downward chamfered edge at its top. Both piers and panels feature a slight arced top. This tapered design is repeated on both interior and exterior sides of the railing (photo 04). The railing is slightly cantilevered from the deck and is supported by the outside face of the piers. Modern guardrails are attached to covered, tapered end sections of the railing flanking the approaches on each side. A modern bronze plaque is fixed to the north railing near the east approach and dates to the bridge's rehabilitation in 2003 (right side of photo 02).

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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

TRANSPORTATION

Period of Significance

1938-1974

Significant Dates

Significant Person (last name, first name)

(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder (last name, first name)

McAnlis, Chauncey

H. L. Maddock Company

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Period of Significance (justification)

The period of significance begins in 1938 when construction on the Lockport Wabash River Bridge was completed. Because the bridge remains an important part of local infrastructure, one of few crossings over the Wabash River, 1974 is used as the end of the period of significance, since the span continued, and continues, to be one of few locally-available crossings of the widest obstacle to vehicular travel in the county.

Criteria Considerations (explanation, if necessary)

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 Lockport Wabash River Bridge is eligible for listing on the National Register of Historic Places using criterion A/transportation. The bridge served as a vital link in Carroll County's transportation infrastructure as is evidenced from the long history of a crossing at this location; the fording spot predates statehood (1816) and Euro-American settlement. The 1820s state-sponsored route associated with this crossing evolved into a locally significant motor vehicle road. The bridge is also eligible under criterion C/engineering for the impressive, early use of continuous concrete beam construction with elegant arches in a reserved Art Deco style. The bridge remains the longest span of its kind in Indiana.

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

TRANSPORTATION

The area of the Wabash River in which the Lockport Bridge is located has a long history as a place for crossings. Not only was the river low enough for native peoples to cross the riverbed, even into the 1700s and early 1800s, it was a common fording location for French trappers and early settlers. In 1820, an important French trading site, now French Post Park, was located just west of the south end of the bridge near the outlet of Rock Creek into the Wabash River (photo 01 is taken from French Post Park and photo 08 is taken in the direction of the park).¹ Lockport, on the north side of the Wabash River, was established in 1830. It became part of the development of the Wabash and Erie Canal when a series of locks were built, and a post office opened at the village in 1838.²

¹ Jean Baptiste Duret, agent for a Detroit Fur Trading Company, established the trading post, which remained in business until 1823. See "The History of French Post Park" by Bonnie Maxwell, 2023: <https://www.carrollcountycomet.com/articles/the-history-of-french-post-park/>

² Smith, Mark. *The Lockport Bridge: An Historic Linkage*

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The road following the south bank of the Wabash River was established as a state highway known as the Wabash Highway through an act of State Legislature in 1826. The highway extended from Terre Haute, through Lafayette and Delphi, to the mouth of the Salamonie River. Funding was approved in 1828 and the route was surveyed and built from Delphi northeast to the

old French Trading Post on the Wabash River, then it followed the south bank of the river to a ford at Logansport. While the road had been established and constructed by the state, it fell under the authority of county commissioners to be maintained. The road was divided into districts with supervisors who oversaw citizens assigned to maintain the road. An extension of the St. Louis Telegraph line was hung from insulators on trees along the route in 1848, and taverns and inns were also constructed for travelers on the highway.

It was not until 1883 that a bridge was constructed at the site to connect the Wabash Highway to the north side of the river at Lockport. Residents of Rock Creek Township, on the south side of the river, lobbied Carroll County Commissioners to construct a bridge at this location in 1882. The commissioners agreed and construction began on stone piers in March 1883, then the iron, four-span structure was completed by 1884. In February 1936, the bridge, which was already in need of repair, was swept away by a massive ice gorge that had been building on the Wabash River upstream from historic flooding. The massive breakup of ice forced three spans of the steel bridge to lift up and off the piers, then it broke down the fourth span. The iron structure eventually folded under the ice and moved downstream where part became lodged against the Carrolton Road Bridge constructed less than ten years prior.³

The Carroll County Commissioners immediately began to plan for a new bridge at what had become an important crossing of the river. Because the Wabash River was considered a navigable waterway, any new structure across the river had to receive congressional approval based on the 1899 Rivers and Harbors Act. Local legislator, Congressman Charles Halleck, sought approval in May 1937.⁴ The commissioners turned to Fort Wayne City Engineer, Chauncey McAnlis, for the design of the bridge. Originally, bids came in higher than funding allowed and they were subsequently rejected. On August 16, 1937, the commissioners awarded the contract for construction of the bridge to H. L. Maddock Company of Newark, Ohio, in the amount of \$88,000.⁵ On August 26, 1937, the commissioners advertised for the sale of bonds to finance the project.⁶ Work progressed on the bridge between 1937 and 1938, when finally, the bridge opened for traffic in September 1938.⁷ With construction nearing a close, commissioners permitted traffic to begin to cross the bridge prior to railings being installed. It had been over two and half years since access was provided across the river at this location. The bridge withstood similar flooding and ice build-ups that occurred in 1958 and 1959.^{8 9}

³ "Water is Highest Since 1913 Flood; Bridge Destroyed" *The Delphi Citizen* 27 Feb 1936. Pg. 1 Col. 1

⁴ "Halleck Asks OK on Lockport Bridge" *The Delphi Citizen* 13 May 1937. Pg. 1

⁵ "Contract Awarded Construction Lockport Bridge" *Hoosier Democrat* (Flora) 21 Aug 1937. Pg. 4

⁶ "Bond Sale Notice" *The Delphi Citizen* 26 Aug 1937. Pg. 7

⁷ "Lockport Bridge Is Nearing Completion" *The Delphi Citizen* 11 Aug 1938. Pg. 11

⁸ "Air Pictures of the Wabash Flood in this Area" *The Logansport Press*. 12 June 1958. Pg. 16

⁹ "Ice Moves Out Without Incident As Community Settles Back to Normal" *The Delphi Citizen* 19 Feb 1959. Pg. 1

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Bridge crossings for the Wabash River remained few which made the usefulness of the old Wabash Highway route and the Lockport Bridge important well into the 20th century. In the late 1890s-1910s, the only bridge crossings for the Wabash River between Logansport and Delphi were at Georgetown, several miles northeast in Cass County, Lockport, and Carrollton, several

miles southwest in the corner of Deer Creek Township. Even though State Highway 25 had been designated between Logansport and Delphi in 1928, it was well-removed from the path of the old Wabash Highway which continued to carry local traffic that needed bridge access to travel to the north side of the river. Because bridge crossings remain few, established in the locations previously mentioned, the former Wabash Highway route retains its importance as a minor collector road linking to the bridge crossing of the Wabash River at Lockport.

ENGINEERING

The Lockport Wabash River Bridge was considered a marvel of engineering when it was constructed in 1937-1938. The bridge engineer, Chauncey McAnlis, incorporated reinforced concrete T-beam construction that allows for longer spans, thinner arches, and movement atop the concrete piers. When it was completed, it was the third longest bridge of its kind in the United States and remains the longest bridge of its kind in Indiana at 630 feet (photo 01, 09). The Portland Cement Association promoted McAnlis's design with a full-page advertisement with a photo of the bridge in *Engineering News-Record* in 1940. The advertisement read "For beauty....for unique structural advantages build CONTINUOUS CONCRETE BRIDGES." Indiana bridge expert James L. Cooper highlights the bridge in his book Artistry and Ingenuity in Artificial Stone: Indiana's Concrete Bridges 1900-1942 with photos and copies of McAnlis's original drawings.¹⁰

The design of T-beam, continuous concrete bridge construction allowed for longer spans, more flexible pier locations, reduced pier width, shallower concrete deck, and fewer expansion joints (photo 10 best shows these features). The Lockport Bridge boasts spans between piers as much as ninety-five feet long, pier width of four feet at the top and seven feet at the bottom, a seven-inch deck, and expansion joints at each end. Cooper speculates that the Lockport Bridge may be McAnlis's only extant work and that the Indiana State Highway Commission never undertook construction of a similar design of more than half the length or spans reaching not more than sixty-percent of the length of the Lockport Bridge. McAnlis was a graduate of Pennsylvania State College and taught at both Cornell and the University of Illinois. He would have been familiar with similar T-beam construction adopted by both the Kansas and Illinois State Highway Commissions as reported in *Engineering News-Record*.¹¹

¹⁰ Cooper, pgs. 187-189

¹¹ Cooper, pgs. 187-189

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Construction of the bridge required a construction camp to be created near the river. Piles were driven by the fall of 1937. Gravel was piled slightly upstream from the bridge to allow for pile driving and framework. A channel was cut through the gravel which permitted the river continuous flow. The gravel also created a berm on which machinery could move across the river. The bridge required 17,000 bags of cement and 400,000 pounds of steel.¹² Concrete T-beam construction would return to significant use after World War II, but by the 1950s, engineers began to use far less detail in their designs.

A note about the bridge's use of architectural styling should be mentioned. While the features are simple and somewhat understated, the bridge does exhibit features of the Modern Movement of architectural design. The bridge's designer, Chauncey McAnlis, incorporated two features that relate to Art Deco and Art Moderne design in the bridge railings and scoring of the outer beams that form the structure's broad arches. Adding elements of popular architectural styles to bridges was not uncommon throughout the 19th and early 20th centuries. Victorian-era bridges, particularly those of iron fabrication, included Gothic and Italianate features. As the City Beautiful movement gained popularity and concrete and stone was used for bridge construction, classical features were added to bridges during the late 1800s and early 1900s. Art Deco features began to be added to bridges by the late 1920s and more streamlined bridge designs of the 1930s through 1950s included Art Moderne features.

McAnlis used a common feature of Art Deco style in his design of the railings. The railings taper upward in both the wall and pier sections, in three parts that step inward and upward. The piers are slightly larger and taller than the solid railings but have matching treatment. Both have a slight barrel or rounded top (see photos 04, 06, 08). This Art Deco pattern was used in building towers, parapets, and finials, and iconic city skyscrapers. McAnlis also made the thin, elegant arches that feature only a slight arc between the piers appear even lighter by scoring the outside walls of the outer beams with two lines that follow the arc. The reduced mass of thin arches no doubt aided in lessening the weight of the structure, but the added scoring seems more decorative than functional since the two inner arches do not carry the same scoring. The scoring gives it a tripart appearance, similar to the railings (best seen in photo 10). As with many Art Moderne buildings the chamfered edges-lines convey movement.

The American movement of modern architecture had its strongest push after the 1922 architectural design competition for the *Chicago Tribune* building in which the Finnish architect, Eliel Saarinen's modern design came in second to a Gothic Revival design. Saarinen's design popularized the modern movement in the United States which led to the use of the Art Deco and Art Moderne styles. The former was "decorated" with stylized features in the 1920s-1930s and the latter was stripped of decoration and used more aerodynamic lines for walls and roofs from the 1930s-1940s. The proliferation of the styles' use depended on two significant events in American history, the Great Depression of the early 1930s and World War II during the early 1940s. Significant numbers of buildings were constructed in the styles between about 1928 and

¹² "Open Lockport Bridge to Traffic August 15" *Delphi Journal* 16 June 1938. Pg. 1

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1931, then again between about 1935 and 1940. This included many structures that were constructed during the 1930s, particularly as part of federal relief programs that had a massive impact on infrastructure improvements. Art Deco and Art Moderne came to symbolize sophistication and imagination which was a suitable application for modern infrastructure construction.

From settlement times until the 1940s, the Carroll County Commissioners selected or approved a wide variety of materials and technologies to span their waterways. Surviving bridges attest to this, including timber truss covered bridges, metal truss, solid masonry and concrete spans. The commissioners called for masonry bridges for both small and large projects. Carroll County features a number of stone arch bridges constructed by John C. O'Conner in the early 1900s, several of which have been listed on the National Register of Historic Places. The county also features a few concrete arch bridges including a state highway bridge over the Middle Fork of Wildcat Creek on State Road 75 (built in 1942). This bridge was constructed without reinforcing steel due to the nation's need for metal during World War II. The North Street Viaduct, a rigid concrete frame with slight arch was built in Delphi in 1935 over Highway 421 by the State Highway Commission. One other concrete structure forms a long span over the Wabash River. The impressive Carrollton Road Bridge, which is a Daniel Luten design, uses six spans to cross the river. It features a framed arch and an open balustrade. The bridge design was influenced by the City Beautiful movement and was built between 1926-1927.

Developmental History/Additional historic context information

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9. Major Bibliographical References

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

“Air Pictures of the Wabash Flood in this Area” *The Logansport Press*. 12 June 1958. Pg. 16

Atlas & Plat Book of Carroll County. Kenyon Company, Des Moines: 1919.

“Bond Sale Notice” *The Delphi Citizen* 26 Aug 1937. Pg. 7

Carroll County, Indiana Historic Sites and Structure Inventory. Indiana Landmarks, 2011.

“Contract Awarded Construction Lockport Bridge” *Hoosier Democrat*. 21 Aug 1937. Pg. 4

Cooper, James L. Artistry and ingenuity in artificial stone: Indiana’s Concrete Bridges 1900-1942. Greencastle, Indiana, Historic Bridge Books, 1997.

“Halleck Asks OK on Lockport Bridge” *The Delphi Citizen* 13 May 1937. Pg. 1

History of Carroll County, Indiana. Chicago: Kingman Brothers, 1882.

“Ice Moves Out Without Incident As Community Settles Back to Normal” *The Delphi Citizen* 19 Feb 1959. Pg. 1

Illustrated Historical Atlas, State of Indiana (Carroll Co). Baskin, Forster & Co., Chiago: 1876.

Indiana State Highway Maps: 1919, 1926, 1932, 1940, 1950

“Lockport Bridge Is Nearing Completion” *The Delphi Citizen* 11 Aug 1938. Pg. 11

Maxwell, Bonnie. “The History of French Post Park” *Carroll County Comet*. 16 Aug 2023.
<https://www.carrollcountymet.com/articles/the-history-of-french-post-park/>

Maxwell, Bonnie. Original research on Carroll County bridges.

“Open Lockport Bridge to Traffic August 15” *Delphi Journal* 16 June 1938. Pg. 1

Smith, Mark, Carroll County Historian. *The Lockport Bridge: An Historic Linkage* (unpublished)

Stuart, Benjamin F. History of the Wabash and Valley. Longwell-Cummins Co., Logansport, IN: 1924.

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| | | |
|----------|-----------|-----------|
| 2. Zone: | Easting: | Northing: |
| 3. Zone: | Easting: | Northing: |
| 4. Zone: | Easting : | Northing: |

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

The east and west boundaries are lines parallel to and 10 feet east and west of the sides of the bridge and extend along the right-of-way for County Road 300 West which is approximately 60 feet wide. Similarly, the north and south boundaries are lines parallel to and 10 feet north and south of the edge of the approaches. Nothing in this boundary description should be construed as intent to include adjacent private property.

Boundary Justification (Explain why the boundaries were selected.)

The boundary described includes the outer extents of the concrete bridge, its approaches, all parts of the concrete bridge, and the portion of County Road 300 West alignment that features approaches to the bridge.

11. Form Prepared By

| | | | |
|------------------|----------------------------|-----------|-----------------|
| name/title: | Kurt West Garner | | |
| organization: | Heartland Heritage, Inc. | | |
| street & number: | 12954 6 th Road | | |
| city or town: | Plymouth | state: IN | zip code: 46563 |
| e-mail: | kwgarner@kwgarner.com | | |
| telephone: | 574-780-1423 | | |
| date: | May 1, 2023 | | |

Additional Documentation

Submit the following items with the completed form:

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- **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.)
-

Photographs

Submit clear and descriptive photographs. The size of each image must be 3000x2000 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: Lockport Wabash River Bridge

City or Vicinity: Lockport

County: Carroll State: Indiana

Photographer: Kurt West Garner

Date Photographed: February 3, 2023

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking northeast toward bridge from French Post Park, south bank of river

1 of 10.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking north across the bridge from south end of bridge

2 of 10.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking down/north toward abutment on southeast corner of bridge

3 of 10.

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

4 of 10.

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

5 of 10.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking down/southwest at bridge from northeast corner

6 of 10.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking down/south toward bridge abutment from northeast corner

7 of 10.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking southwest (toward French Post Park) at railing detail from bridge deck

8 of 10.

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

9 of 10.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking northwest toward bridge from south bank of river, showing beam detail

10 of 10.

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.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 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 Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

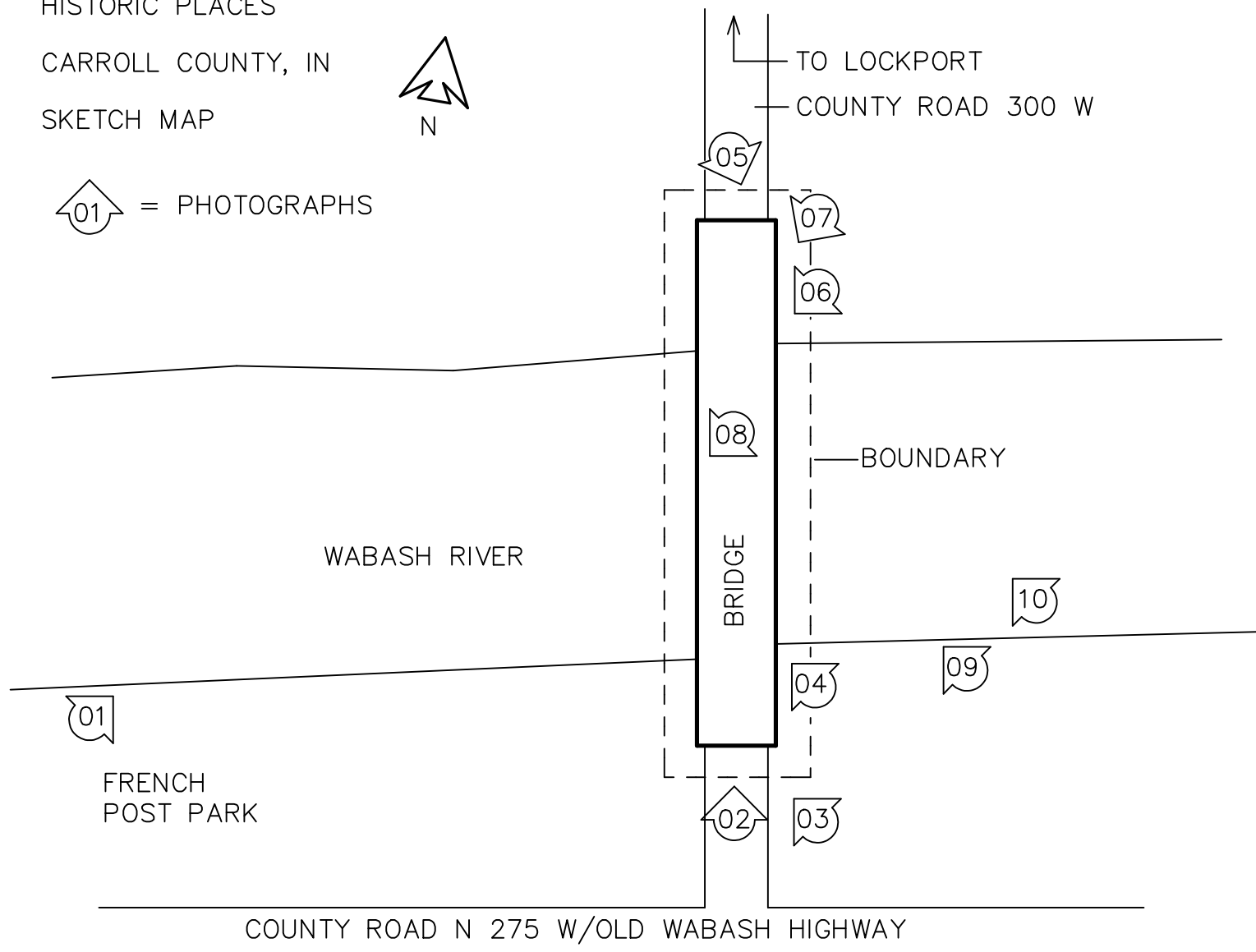
LOCKPORT WABASH RIVER BRIDGE
NATIONAL REGISTER OF
HISTORIC PLACES

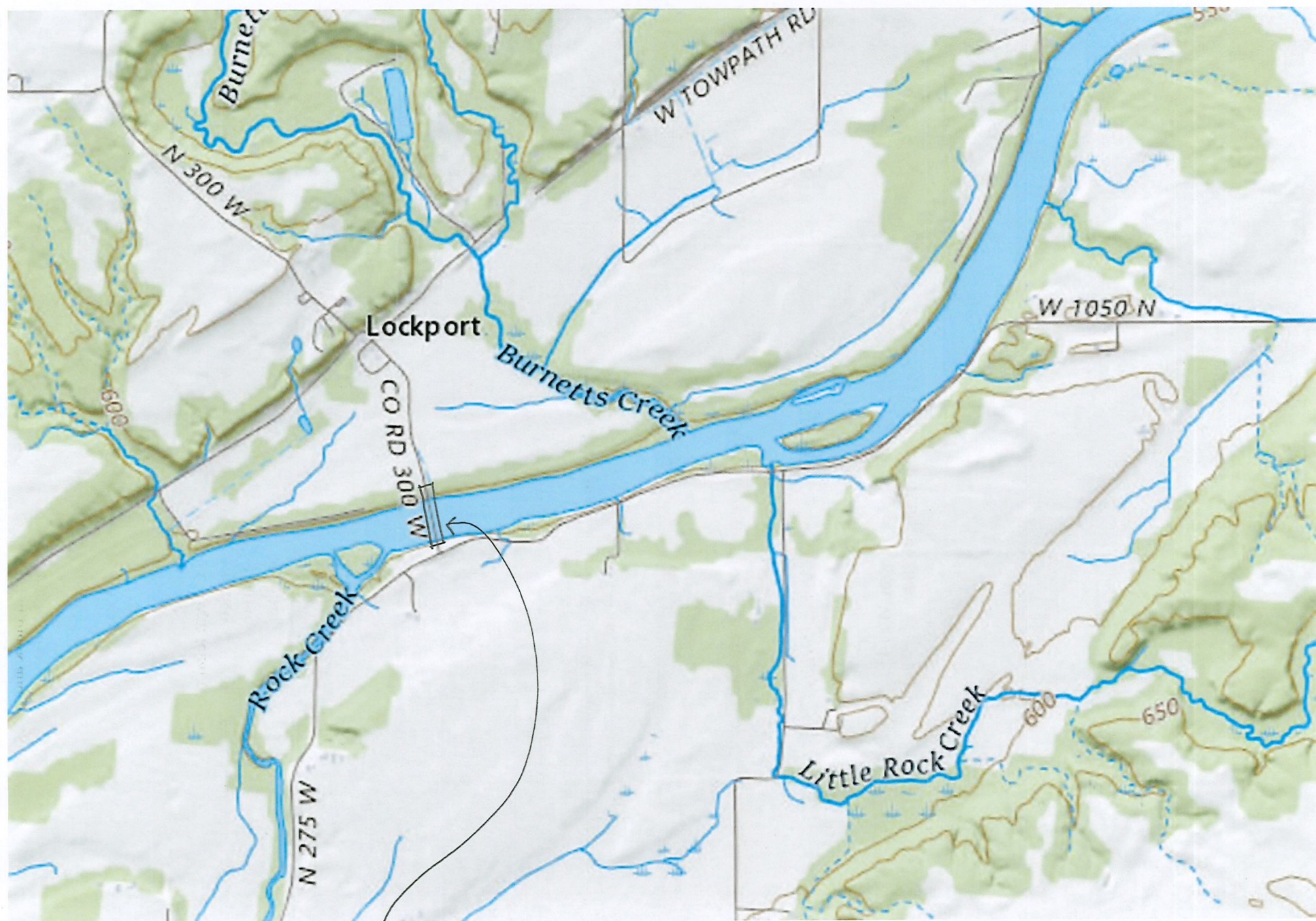
CARROLL COUNTY, IN

SKETCH MAP



 = PHOTOGRAPHS





LOCKPORT WABASH RIVER BRIDGE
 NATIONAL REGISTER OF HISTORIC PLACES
 CARROLL COUNTY, IN

NAD 83 UTM:
 16 536258 4504834



IN_CarrollCounty_LockportWabashRiverBridge_0001



IN_CarrollCounty_LockportWabashRiverBridge_0005



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IN_CarrollCounty_LockportWabashRiverBridge_0009



IN_CarrollCounty_LockportWabashRiverBridge_0010