

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: Old Red Covered Bridge

Other names/site number: Big Bayou Creek Covered Bridge

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: Adjacent to County Road W 650 S over Big Bayou Creek.

City or town: Griffin State: IN County: Gibson

Not For Publication:  Vicinity: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

<hr/>	<hr/>
<b>Signature of certifying official/Title:</b>	<b>Date</b>
<b><u>Indiana DNR-Division of Historic Preservation and Archaeology</u></b>	
<b>State or Federal agency/bureau or Tribal Government</b>	

In my opinion, the property <input type="checkbox"/> meets <input type="checkbox"/> does not meet the National Register criteria.	
<hr/>	
<b>Signature of commenting official:</b>	<b>Date</b>
<hr/>	
<b>Title :</b>	<b>State or Federal agency/bureau or Tribal Government</b>

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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:) \_\_\_\_\_

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Signature of the Keeper

Date of Action

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**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

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**6. Function or Use**

**Historic Functions**

(Enter categories from instructions.)

TRANSPORTATION: road-related

**Current Functions**

(Enter categories from instructions.)

VACANT/NOT IN USE

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## 7. Description

### Architectural Classification

(Enter categories from instructions.)

OTHER: Covered Smith Truss

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

foundation: STONE: Sandstone  
walls: WOOD: Weatherboard

roof: METAL  
other: CONCRETE

### 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 Old Red Covered Bridge is 160 feet long and was built in 1875 in Wabash Township, Gibson County. The single-span Smith Truss is supported by a combination of stone and concrete abutments and two middle piers of concrete. The bridge has board-and-batten siding and features a metal roof. An adjacent road crossing of Big Bayou Creek bypassed the bridge about 1980 in an effort to preserve it.

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## Narrative Description

The Old Red Covered Bridge (photo 01) was once an important part of southwest Gibson County's transportation network. The bridge has a 160' single-span Smith Truss that rests on local sandstone abutments, reinforced on top with concrete (photos 07, 09). Two middle piers, approximately 16' tall, add support to the span and feature breakwater, or pointed, faces on both the upstream and downstream-facing ends (photo 08). Concrete wing walls extend approximately 9' diagonally from the abutments (photo 09). The concrete work dates to early 20<sup>th</sup> century and features plank-formed walls.

The total length is nearly 165 feet from overhangs at each portal. The bridge is approximately 18' wide and 19'-6" tall from the deck to the ridge. The bridge is positioned in a northwest/southeast alignment over Big Bayou Creek and once carried Gibson County Road West 650 S, a gravel road now bypassed to the north (photo 04). The county road intersects County Road South 1675 West, just west of the bridge. The general terrain around the bridge is flat farmland with wide, wooded creek banks below. Modern wood guardrails were installed to each side of the former roadway in front of the portals.

The heavy oak timber frame is composed of sawn lumber (photos 10-11). Fourteen panels of heavy oak timber X-bracing connect the trusses below the bridge deck and overhead in each span. The X-bracing, in three layers, is bolted in the center and at the top and bottom to the horizontal chords. Wide floorboards composing the bridge deck run diagonally with the flow of traffic. Wood runners, aligning with the flow of traffic, are on top of the deck boards (photo 11). The bridge's sides are covered with boards and narrow battens, painted red. From observation and from graffiti with dates, it appears that about 60% of the wood siding is 19<sup>th</sup> century in date, if not original (see below regarding graffiti). The top of the walls is left open for ventilation. Each end wall that forms the portal for the bridge has a gabled wall and 14' wide portal (photos 05-06). The end walls are also covered with board and batten including the inside, finished wall of the portal. Rafters and spaced boards form the understructure of the roof on which the metal roof is installed (photo 10). The only noticeable modern reinforcement is in the form of wood gusset plates secured to the top of the X-bracing (seen in photo 11). While graffiti carving is not uncommon in historic covered bridges, it is notable that some older carvings date to the 1890s-1940s, the oldest found to be about 1895 (photo 13).

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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**

1875-1946

\_\_\_\_\_

**Significant Dates**

\_\_\_\_\_

**Significant Person (last name, first name)**

(Complete only if Criterion B is marked above.)

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**Cultural Affiliation**

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**Architect/Builder (last name, first name)**

Washer, William T.

Smith Bridge Company

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### Period of Significance (justification)

The period of significance begins when the covered bridge was constructed in 1875. While the bridge continued to be used for local vehicular traffic until about 1980, the period of significance ends in 1946. Frequent flooding in the area stymied development and the township schools, post office, and church near the bridge ultimately closed. A levee system was built in 1946 to protect agricultural land, which changed the environment in the region around the bridge, but residential development remained low and other institutions never returned to the area around the bridge.

### 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 Old Red Covered Bridge, 1875, is an example of a Smith Covered Bridge Truss and is one of two covered bridges extant in the county. The Old Red Covered Bridge is eligible for the National Register of Historic Places based on two criteria. Criterion A is applicable under transportation as an area of significance. The bridge, which created an important crossing over Big Bayou Creek in Wabash Township, embodies the importance bridges served to the early development of transportation in the county. Due to frequent flooding throughout the county, passable roads and crossings were critical. County officials made sure the bridge and the road were built up well out of the flood plain. Criterion C is applicable with engineering as an area of significance. The bridge represents the development of the Smith Truss in wood form prior to the use of steel or concrete for bridge construction. The relative rarity of covered bridges in general of Smith Truss examples specifically further establishes the significance of the Old Red Covered Bridge.

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

#### ENGINEERING & TRANSPORTATION

The Old Red Covered Bridge is an example of a covered bridge using a wood truss form known as a Smith Covered Bridge Truss. While the truss has a similar appearance to the Howe Truss design, a series of X bracing, the Smith Truss was the invention by Robert Smith and used a series of layered webbing, sometimes but not always, in an X form. The Old Red Bridge example is known as Smith's triple web, also referred to as type four (photo 11). While the structure has had concrete reinforcement and middle piers constructed to support the center of the bridge (photos 07-09), it retains a significant amount of original structural members and

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weatherboard. These act in unison to convey the original intent of the bridge and demonstrate its truss system.

### *The Smith Truss & Smith Bridge Company*

Robert W. Smith was familiar with wood working and joinery being the son of a cabinet maker, growing up in Ohio. Smith was born in 1834 and by the age of 33, in 1867, had applied for and received a patent on his initial truss design. His design featured compression members at 45 degrees and tension members at 65 degrees. Smith's goals were to make the truss lighter by reducing the amount of timber in the structure and to extend its unsupported span. He organized the R.W. Smith & Company partnership in Toledo, Ohio, in 1867 and two years later received a second bridge patent for roof and lateral bracing systems. In 1870, the company changed its name to Smith Bridge Company, under which contractors would bid projects. Smith continued to modify and refine the truss design during the 1870s-1880s which resulted in variations that do not wholly follow the patented designs.<sup>1</sup> Smith died in 1898.

Smith's trusses are classified by single, double, and triple web designs. The single web design resembles a series of inverted Vs and have been misidentified as Warren trusses. Smith's double web design was a combination of the single web, copied but starting at a different location in the pattern (this is also referred to as type 3). The double web had two variations as well, one was symmetrically aligned while the other was asymmetrical. The triple web design became a bulky creation to add strength in long spans. The third web duplicated the first, with the second web between giving the truss its X form.<sup>2</sup> This is sometimes referred to as type 4, and is the type used for both examples of the Gibson County covered bridges: Old Red Covered Bridge and Wheeling Covered Bridge.

Smith Bridge Company's truss is represented by four other covered bridges in Indiana, outside of Gibson County. These are the Cataract Covered Bridge (1876), North Manchester Covered Bridge (1872), and the Spencerville Covered Bridge (1873). Vermont Bridge (1875) in Howard County is a Smith Truss bridge. It was relocated to Kokomo from five miles east in the village of Vermont.

### *The Old Red Covered Bridge*

The Old Red Covered Bridge is located in Wabash Township, in the very southwest corner of Gibson County. This area is bounded on the north and west by the Wabash River with Illinois on

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<sup>1</sup> Historic Structures: Smith Truss Covered Bridge: <https://www.historic-structures.com/info/bridges/smith-truss/>

<sup>2</sup> Ibid

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the opposite side of the Wabash. The area was prone to flooding because of the convergence of the White and Wabash Rivers near the top of the township, as well as the generally low elevation of land. A wide stream flows through this area, referred to as the bayou, and a few large ponds, hills, and wetlands dot the landscape. The name of the stream, which flows southwest through the township is Big Bayou Creek. A reference to a bridge built “across the bayou” occurs in an 1847 article entitled “CASH JOB.” The Gibson County Board of Commissioners were taking bids to construct a frame bridge across the bayou on the Petersburg and Mt. Carmel Road near the mouth of the White River (with the Wabash River). While this is further north and in the vicinity of Mt. Carmel, the reference to the bayou is interesting.<sup>3</sup>

The bayou area was more populated with farmsteads during the 19<sup>th</sup> century, but due to persistent flooding and civil engineering projects in the early 20<sup>th</sup> century, the number of farm residences and other public institutions has been greatly reduced. A post office by the name of Hugo, a township school, and a church and cemetery were located near the Old Red Bridge by the early 1900s. These were located on or near Foote’s Pond Hills, a higher elevation area rising southeast of the covered bridge. While field tiling had improved drainage and use of land in the bayou for agricultural purposes, the township’s population had declined between 1900 and 1910 and no towns or villages had been established.<sup>4</sup>

One primary road had been built in the township by the 1870s, leading from a network of roads in Montgomery Township and Owensville to the east, toward and skirting the Wabash River on the west, then taking a diagonal cross-township course before returning to the river at Wabash Township’s extreme west end. This road crossed Big Bayou Creek on the Old Red Bridge when it was constructed in 1875. While a few other roads were constructed in the township, most converged at this point using the crossing by the 1880s (photo 04).

It was announced that the Gibson County Commissioners had awarded a contract to the Smith Bridge Company for building the bridge over the Big Bayou Creek in the lower part of Wabash Township on June 24, 1875. The style of the bridge is given as “Smith’s wooden truss” and it was to have a 160-foot span and cost \$2720 to construct.<sup>5</sup> W. T. Washer, a noted bridge builder in southwestern Indiana was Smith’s representative and constructed the bridge.

The Gibson County Commissioners later awarded a contract to construct a covered bridge at Moore’s Farm (Moore’s Road Covered Bridge) over the Patoka River at a cost of \$7000 about 1876, but were criticized that other crossings were not being taken care of, specifically one at Dongola.<sup>6</sup> By 1877, the commissioners contracted W. T. Washer to construct a covered bridge over the Patoka River at Kirksville (now Wheeling). Washer had also built the Moore’s Road Covered Bridge (razed about 1979). He used the same truss system, provided by the Smith Bridge Company in Ohio, for all three bridges. At least one other covered bridge had been

<sup>3</sup> CASH JOB. *Princeton Clarion Leader*. 10 July 1847. Pg. 3, col. 4

<sup>4</sup> Stormont, pg. 384

<sup>5</sup> Local and Miscellaneous. *Princeton Clarion Leader*. 24 June 1875. Pg. 1, col. 1

<sup>6</sup> Letter to the editor. *Princeton Clarion Leader*. 25 May 1877. Pg. 4, col. 4

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constructed in Gibson County, on Old Highway 41 in Patoka over the Patoka River (no longer extant).<sup>7</sup>

It is interesting to note that by the end of 1877, the Gibson and Pike County Commissioners jointly opted to construct an iron bridge at Dongola (northeast Columbia Township, eastern Gibson County) instead of a wood bridge. Due to more affordability and availability of iron by the late 1870s-1880s, iron bridges became preferred over wood structures. In an article concerning the Dongola Bridge, it was stated that “a first-class iron bridge can now be built for less than a first-class wooden bridge of the same capacity. The wooden bridges over the Patoka...have cost from six to eight thousand dollars each.”<sup>8</sup> It was anticipated that the Dongola Bridge would cost less than \$5000.

The issue of flooding in Wabash Township persisted into the early 1900s, which prompted calls for a levee system along the White and Wabash Rivers along the north and west borders of the county. This issue was first raised in 1918, but it was not until 1946 when the levee project was initiated.<sup>9</sup> In 1938, the proposed levee project was outlined as it impacted Gibson County and it was noted that it would be funded through federal aid funds. Through both the Indiana levee act of 1937 and the federal flood control act of 1936, the entire cost of the undertaking would be paid for by the federal government. The Patoka-Wabash levee was expected to be 42 miles in length and follow most of the Wabash Riverbank in Wabash Township except in a few areas where it would turn more inland. Today, this portion of Wabash Township is characterized by the long earth-mounded levees over which gravel roads traverse. The project was primarily undertaken for the purposes of crop protection with almost 40,000 acres protected from flooding.<sup>10</sup>

The Old Red Covered Bridge had been constructed to elevate the structure, and consequently the road crossing well above Big Bayou Creek to keep it from being damaged during floods and maintain access for residents. This allowed better flow during high water times as well as protected the structure and crossing for when flood waters subsided. It was called “one of the best of the early improvements in Wabash Township” because of this.<sup>11</sup> In Stormont’s 1914 history of Gibson County, which makes this claim, it was said that the bridge had long been known in the western part of the county as “red bridge” for its coats of red paint.<sup>12</sup> By 1981, the bridge was abandoned for a structure that bypassed it on its north side; it was restored in 2019. To demonstrate that the levee system worked and that bridges no longer needed an elevated structure, the crossing for the bypass is a roadbed on top of concrete culverts, altogether lower than the covered bridge (photos 02-03).

William T. Washer, who built the bridge, was born in Kentucky in 1829 and died in Troy, Indiana in 1901. Washer had moved to Indiana by 1850 and was identified as a carpenter in the

<sup>7</sup> “Covered Bridges Should be Preserved Study Indicates” *Princeton Daily Clarion*. 1 July 1981. Pg. 1, cols. 2-6

<sup>8</sup> “As to Bridges” *Princeton Clarion Leader*. 20 Dec 1877. Pg. 3, col. 5

<sup>9</sup> “Army Engineers Report Favorably on Flood Survey” *Princeton Daily Clarion*. 30 Jan 1946. Pg. 1, col. 4

<sup>10</sup> “Old Levee Issue Reopened Here By Petition” *Princeton Daily Clarion*. 12 Oct 1938. Pg. 1, col. 5

<sup>11</sup> “Remember Way Back When” *Princeton Daily Clarion*. 7 Nov 1922. Pg. 4, col. 6

<sup>12</sup> Stormont, pg. 383

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1850 and 1860 census records. By 1870, through 1900, he identified his occupation as a bridge builder. Washer represented the Smith Bridge Company during a portion of his career, at least during the 1870s when the Gibson County bridges were constructed. He also worked in iron bridge construction and was often referred to as Captain W. T. Washer and as a notable bridge builder. Washer is responsible for at least one other extant covered bridge in Indiana outside of Gibson County. The Huffman Mill Covered Bridge, which spans the Anderson River between Perry and Spencer Counties, was completed by Washer in 1865. Washer constructed a Burr Truss Arch bridge for that 148' span. He used the arch system in about a half-dozen bridges in southern Indiana, including the Pikeville Covered Bridge (1887-1972). In total, it is thought that Washer constructed about twenty covered bridges, including several in Evansville.<sup>13</sup> The Huffman Mill Covered Bridge was listed on the National Register of Historic Places in 1998. His only other extant works are believed to be the two Smith Truss bridges in Gibson County.

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 building 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 this point often was done either by fords or ferries. Eventually, open wood structures were built, then later, contractors built wood bridges on stone abutments. Stone arch bridges were being introduced at the same time.

Indiana's wood bridge builders often favored the Burr arch truss which combined king post trusses with a stiffening double wood arch. J. J. Daniels, active in Parke County, and the Kennedy Brothers, active in Rush County, both favored Burr arch trusses. The majority of surviving wood truss bridges in Indiana are Burr arch designs. The Howe and Smith Truss concepts are more determinate in that specific members act in either compression or tension, while for the Burr arch, the arches have a role that is difficult to determine, even today. Both truss types offered viable solutions to spanning Indiana's waterways before iron or concrete became the most sought-after solutions.

Indiana has the third highest number of covered bridges in the nation. Between 1820 and 1922, it was estimated that 600 covered bridges were constructed of various truss patterns. The first covered bridge in Indiana was constructed around 1820 at Mooresville (now Floyd's Knob); several more followed through the late 1830s. Several covered bridges were constructed during this early time across the National Road (Richmond to Terre Haute) and then the Michigan Road (Madison to Michigan City). A litany of internal infrastructure improvements during the 1830s was brought to a halt during financial woes the state faced in the 1840s. By the time the era of wooden truss bridges ended, they were already the subject of reverent nostalgia and a nascent preservation movement. State park planners moved the Ramp Covered Bridge to Brown County State Park in 1932 in order to save the dismantled structure, for example. By 1977, 102 were extant, which dwindled to 98 extant covered bridges by the early 1990s.

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<sup>13</sup> Indiana Covered Bridge Society:

[https://www.indianacoveredbridges.org/\\_files/ugd/fdc7a7\\_a548037481d44c72bc5d79f97c96d57c.pdf](https://www.indianacoveredbridges.org/_files/ugd/fdc7a7_a548037481d44c72bc5d79f97c96d57c.pdf)

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## 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.)

Allen, Richard S. Covered Bridges of the Middle West. Bonanza Books, New York: 1970

“Army Engineers Report Favorably on Flood Survey” *Princeton Daily Clarion*. 30 Jan 1946. Pg. 1, col. 4

“As to Bridges” *Princeton Clarion Leader*. 20 Dec 1877. Pg. 3, col. 5

Atlas of Gibson & Pike Counties: 1881. D. J. Lake & Co., Philadelphia: 1881.

Black, Archibald. The Story of Bridges. McGraw-Hill Book Co., New York: 1936.

Boykin, Linda L. *The Wooden Age of Indiana’s Covered Bridges*, Butler University Thesis, 1986.

CASH JOB. *Princeton Clarion Leader*. 10 July 1847. Pg. 3, col. 4

“COUNTY DISBURSEMENTS” *Princeton Clarion Leader*. 26 Aug 1848. Pg. 3, col. 4

“Covered Bridges Should be Preserved Study Indicates” *Princeton Daily Clarion*. 1 July 1981. Pg. 1, cols. 2-6

“Gibson County History” *Princeton Daily Clarion*. 30 June 1959. Pg. 2, col. 3

Gould, George E. Indiana Covered Bridges Thru the Years. Indiana Covered Bridge Society, Indianapolis: 1977.

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Historic Structures: Smith Truss Covered Bridge: <https://www.historic-structures.com/info/bridges/smith-truss/>

Indiana Covered Bridge Society:  
[https://www.indianacoveredbridges.org/\\_files/ugd/fdc7a7\\_a548037481d44c72bc5d79f97c96d57c.pdf](https://www.indianacoveredbridges.org/_files/ugd/fdc7a7_a548037481d44c72bc5d79f97c96d57c.pdf)

Ketcham, Bryan. Covered Bridges on the Byways of Indiana. Oxford Printing Co., Oxford, Ohio: 1949.

Letter to the editor. *Princeton Clarion Leader*. 25 May 1877. Pg. 4, col. 4

Local and Miscellaneous. *Princeton Clarion Leader*. 24 June 1875. Pg. 1, col. 1

Map of Gibson County (Indiana) 1876. Baskin, Forster, & Co., Chicago: 1876.

“Old Levee Issue Reopened Here By Petition” *Princeton Daily Clarion*. 12 Oct 1938. Pg. 1, col. 5

Plat Book of Gibson County, IN. 1938. W. W. Hixson & Co., Rockford, IL: 1938.

Reed, Robert. Indiana’s Covered Bridges. Arcadia Publishing, Chicago: 2004.

“Remember Way Back When” *Princeton Daily Clarion*. 7 Nov 1922. Pg. 4, col. 6

Stormont, Gil R. History of Gibson County, Indiana: Her People, Industries, and Institutions. B. F. Bowen & Co.: Indianapolis, 1914.

United States Federal Census (Perry County, IN): 1850, 1860, 1870, 1880, 1900.

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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:**

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State Historic Preservation Office

Other State agency

Federal agency

Local government

University

Other

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

**Historic Resources Survey Number (if assigned):** HB-1995; 051-248-00002

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## 10. Geographical Data

**Acree of Property** Less than one acre

Use the UTM system

### UTM References

Datum (indicated on USGS map):

NAD 1927 or  NAD 1983

- |             |                 |                   |
|-------------|-----------------|-------------------|
| 1. Zone: 16 | Easting: 423080 | Northing: 4234828 |
| 2. Zone:    | Easting:        | Northing:         |
| 3. Zone:    | Easting:        | Northing:         |
| 4. Zone:    | Easting :       | Northing:         |

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

The southwest and northeast boundaries are lines parallel to and 10 feet south and north of the edge of the bridge and extend along the right-of-way for former County Road W 650 S which is approximately 40 feet wide. Similarly, the northwest and southeast boundaries are lines parallel to and 10 feet east and west of the edge of the portals. Nothing in this boundary description should be construed as intent to include adjacent private property.

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

The boundary described includes the outer extents of the covered bridge, its abutments, all parts of the wooden bridge, and the portion of former County Road W 650 S alignment that features approaches to the bridge.

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**11. Form Prepared By**

name/title: Kurt West Garner  
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 21, 2024

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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**

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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: Old Red Covered Bridge  
City or Vicinity: Griffin  
County: Putnam State: Indiana  
Photographer: Kurt West Garner  
Date Photographed: October 11, 2024

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

1 of 13.

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

2 of 13.

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

3 of 13.

Description of Photograph(s) and number, include description of view indicating direction of camera: Ariel photo looking northeast at bridge, bypass, and county road intersection

4 of 13.

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

5 of 13.

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

Old Red Covered Bridge  
Name of Property

Gibson County, IN  
County and State

6 of 13.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking west at north abutment

7 of 13.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking southwest at concrete piers

8 of 13.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking southwest at south abutment and concrete wing wall

9 of 13.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking southeast inside bridge toward south portal

10 of 13.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking southeast inside bridge at truss/east wall

11 of 13.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking down at truss and floor detail inside bridge along west wall

12 of 13.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking west at 19<sup>th</sup> century carving inside bridge on west wall

13 of 13.

**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.).

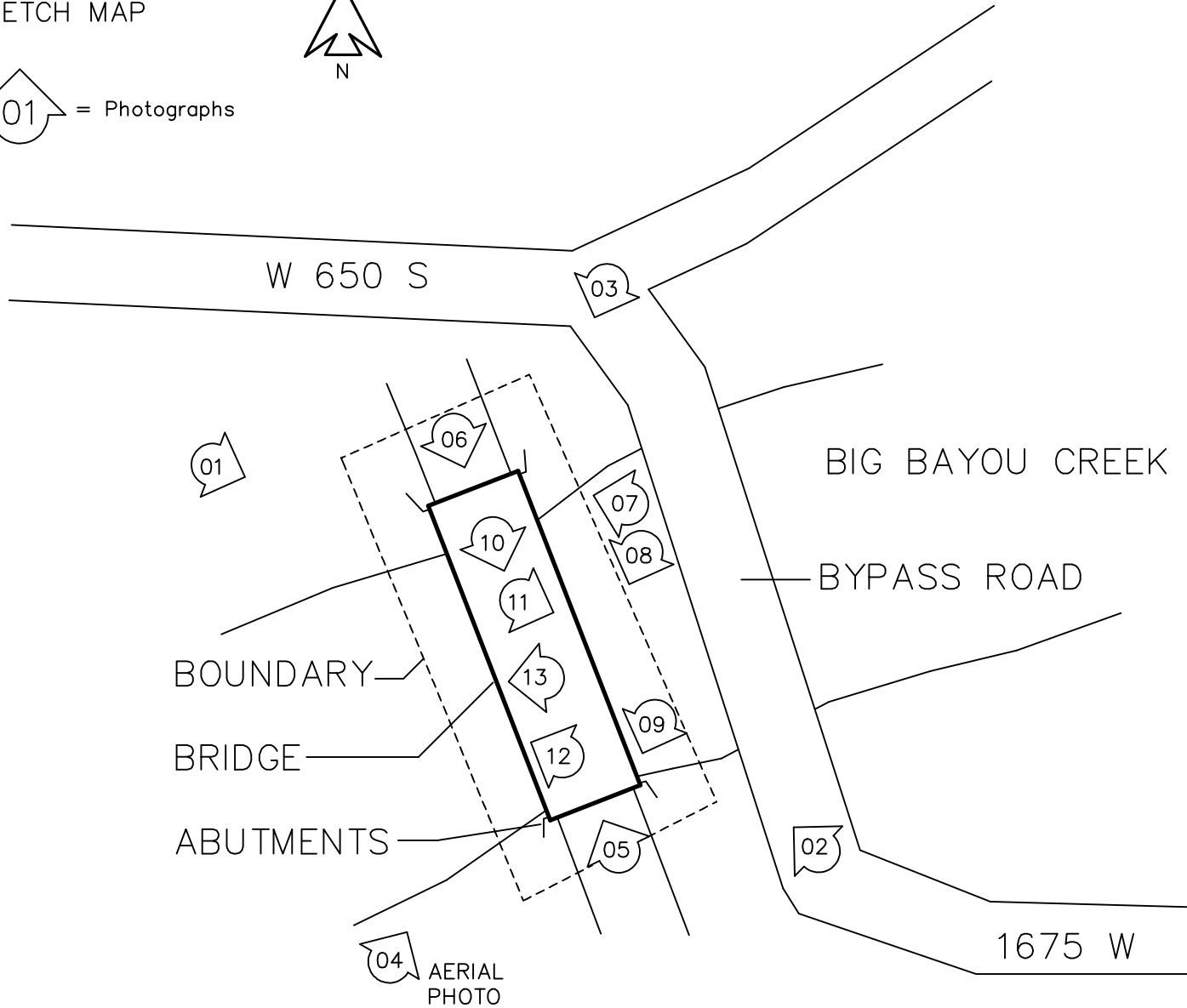
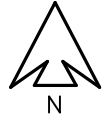
**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

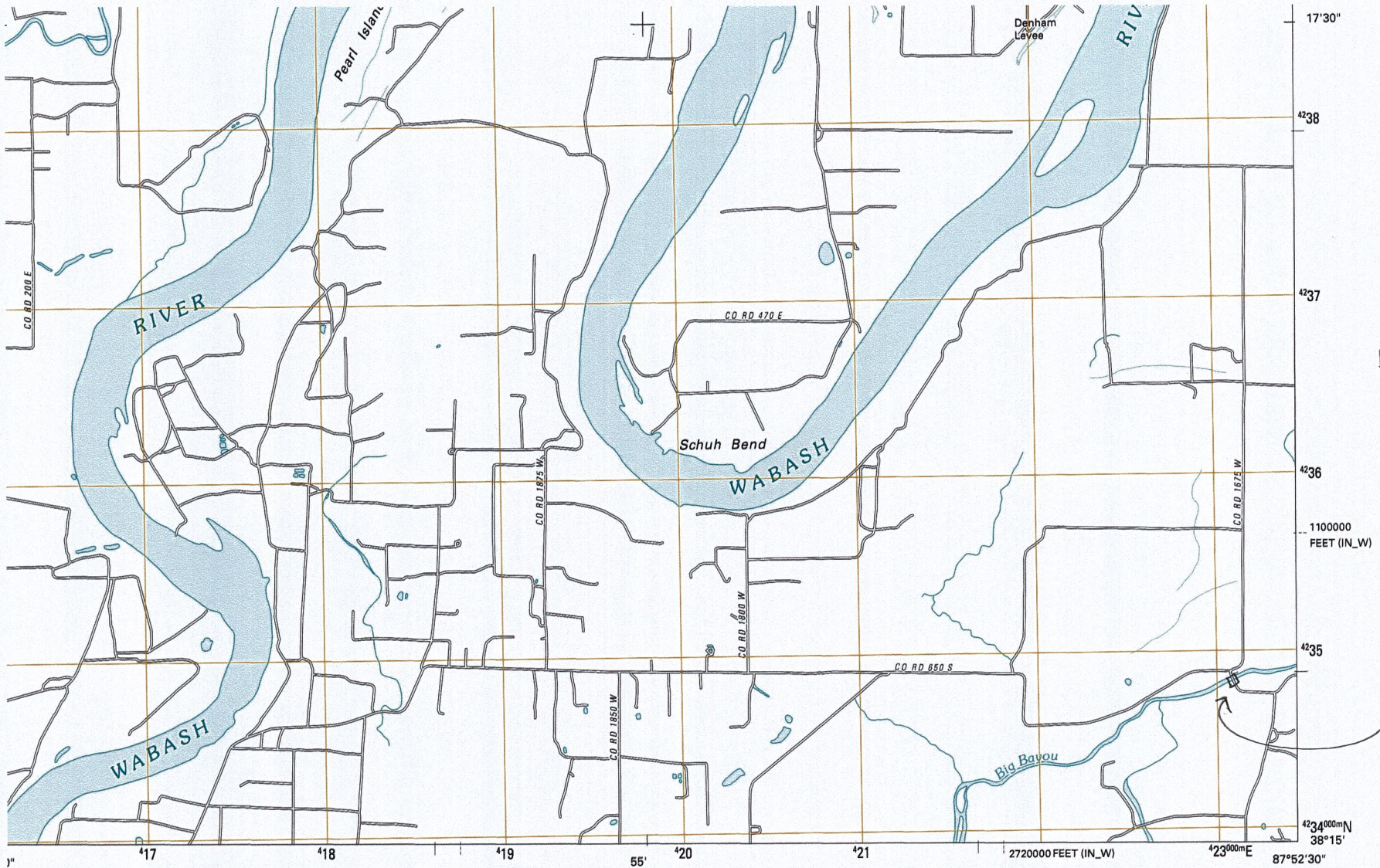
OLD RED COVERED BRIDGE  
NATIONAL REGISTER OF  
HISTORIC PLACES

GIBSON COUNTY, IN

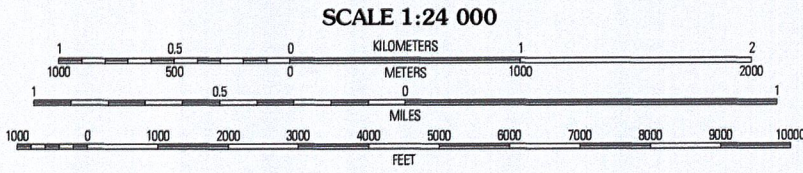
SKETCH MAP

01 = Photographs





OLD RED COVERED BRIDGE  
 NATIONAL REGISTER OF HISTORIC PLACES  
 GIBSON COUNTY, IN  
 NAD 83 UTM: 16 423080 4234838



CONTOUR INTERVAL 10 FEET  
 NORTH AMERICAN VERTICAL DATUM OF 1988

This map was produced to conform with version 0.5.10 of the  
 draft USGS Standards for 7.5-Minute Quadrangle Maps.  
 A metadata file associated with this product is also draft version 0.5.10



QUADRANGLE LOCATION

Albion North	Bone Gap	Mount Carmel
Albion South	Grayville	Keensburg
Crossville	New Harmony	Poseyville

ADJOINING 7.5' QUADRANGLES

**ROAD CLASSIFICATION**

Interstate Route	State Route
US Route	Local Road
Ramp	4WD

Interstate Route   
 US Route   
 State Route

GRAYVILLE, IL-IN  
 2010



IN\_GibsonCounty\_OldRedCoveredBridge\_0001



IN\_GibsonCounty\_OldRedCoveredBridge\_0002



IN\_GibsonCounty\_OldRedCoveredBridge\_0004



IN\_GibsonCounty\_OldRedCoveredBridge\_0006



IN\_GibsonCounty\_OldRedCoveredBridge\_0007



IN\_GibsonCounty\_OldRedCoveredBridge\_0008



IN\_GibsonCounty\_OldRedCoveredBridge\_0010



IN\_GibsonCounty\_OldRedCoveredBridge\_0011



IN\_GibsonCounty\_OldRedCoveredBridge\_0013