

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: Wheeling Covered Bridge

Other names/site number: Kirksville Covered Bridge; Patoka River 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 E 390 N over the Patoka River.

City or town: Wheeling 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Not For Publication: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

<p>_____ Signature of certifying official/Title: <u>Indiana DNR-Division of Historic Preservation and Archaeology</u> State or Federal agency/bureau or Tribal Government</p>	<p>_____ Date</p>
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<p>In my opinion, the property <input type="checkbox"/> meets <input type="checkbox"/> does not meet the National Register criteria.</p>	
<p>_____ Signature of commenting official:</p>	<p>_____ Date</p>
<p>_____ Title :</p>	<p>_____ State or Federal agency/bureau or Tribal Government</p>

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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.)

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: METAL

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 Wheeling Covered Bridge is 163 feet long and was built between 1876 and 1877 in Washington Township, Gibson County. The single-span Smith Truss is supported by stone abutments and modern steel cribbing in the middle. The bridge has weatherboard siding and features a modern metal roof. An adjacent crossing of the Patoka River was made with a bypassing road about 1980 to preserve the bridge.

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Narrative Description

The Wheeling Covered Bridge (photo 01) was once an important part of northwest Gibson County's transportation network. The bridge has a 163-foot single-span Smith Truss that rests on sandstone abutments from an adjacent quarry. Modern steel cribbing forms two middle supports (photo 05). Stone wing walls extend approximately 17' diagonally from the east side of the abutments and are about 13' tall (photos 09-10). The west side's wing walls were altered when the bridge was bypassed about 1980 (photo 07). The sandstone blocks from the wing walls remained on site and include a building stone. The building stone (photo 12) is against the wing wall off the southeast corner and features a flat panel carved with the following:

ERECTED 1877
W. T. WASHER Cont
A. H. POLK Supernt
M. S. ROBB
G. DRYSDALE
S. BENSON Comrs

The contractor, W. T. Washer, also carved his name and date on the back side of a stone that forms the southeast wing wall (right side of photo 11). Several other historic initials are also carved into blocks that form the abutments and wing walls. The stones that compose the wing walls and abutments have some minor finished tooling, mostly rusticated panel-faced design. The stones also show chisel marks for setting stones into place with rigging (photos 09-11).

The total length is nearly 170 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 northeast/southwest alignment over the Patoka River, just south of the unincorporated village of Wheeling, once named Kirksville (photo 01). The bridge once carried Gibson County Road E 390 N, a paved road now bypassed to the northwest. The general terrain around the bridge is wooded with wide, wooded creek banks below.

The heavy oak timber frame is composed of sawn lumber (photos 13-14). Fourteen panels of heavy oak timber X-bracing connect the trusses at the top (under the roof) and below the bridge deck in each span. Those below the deck carry wood joists which in turn carry the wood floor deck. The X-bracing of the trusses, in three layers, is bolted in the center and at the top and bottom to horizontal chords. Some of the X-bracing members in the trusses are reinforced with steel angle iron, likely a 20th century repair. Modern reinforcement in the form of wood gusset plates secured to the top inside face of the X-bracing is used. 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 13). The bridge's sides are covered with vertical boards, painted white. 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. The end walls are also covered with boards including the inside, finished wall of the portal. The portal is shaped with canted corners, and a trim board is at the top of the gable wall (photo 04). Rafters and spaced boards form the understructure of the roof on which the modern metal roof is installed (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

1877-1921

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 completed in 1877. While the bridge continued to be used for local vehicular traffic until it was bypassed about 1980, the period of significance ends in 1921 when the main flow of the Patoka River was diverted to Houchins Ditch. This changed the environment surrounding the bridge and the significant role it played in providing access during times of high water.

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 Wheeling Covered Bridge, completed in 1877, is an example of a Smith Truss and is one of two covered bridges extant in the county. The Wheeling 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 the Patoka River in Washington Township, embodies the importance bridges served to the early development of transportation in the county. 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 surviving covered bridges in general and of Smith Truss examples specifically further establishes the significance of the Wheeling Covered Bridge.

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

ENGINEERING & TRANSPORTATION

The Wheeling 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 Wheeling bridge example is known as Smith's triple web due to its triple layer of X webbing (photo 13), also referred to as type four. While the structure has had additional steel cribbing and steel reinforcement of some of its x-bracing, it retains a significant amount of original structural and weatherboard features, and a high majority of its stonework. These act in unison to convey the original intent of the bridge and demonstrate its truss system.

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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. Smith Trusses, though they seem "handmade," embody industrial manufacturing to a good degree. Smith standardized member dimensions and had his laborers pre-cut truss members and test-assembled them prior to shipping. In 1870, the company changed its name to Smith Bridge Company, under which contractors would often 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.¹ 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 has 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.² This is sometimes referred to as type 4, and is the type used for both examples of the Gibson County covered bridges: Wheeling Covered Bridge and Old Red 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 village of Vermont.

The Wheeling Covered Bridge

The Wheeling Covered Bridge was constructed between 1876 and 1877 to provide better access over the Patoka River in Washington Township in northeast Gibson County. This was an important crossing for a few reasons. The Patoka River experienced frequent high water and flooding in Gibson County, and this crossing connected the northeast section of the county, including areas of southwest Pike County and its county seat of Petersburg, to the county seat at

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

² Ibid

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Princeton in Gibson County to the southwest. The Wheeling dam and mill, which had been established by the 1830s on the northeast side of the bridge, relied on the river to ship lumber and corn meal from this point down river to Mt. Carmel, Illinois and the Wabash River.³

A small town was platted at this crossing on July 5, 1856, and named Kirksville (generally seen in the background of photo 01). It was a small village that only ever featured a few businesses, including the mill, a post office, school, and church. In 1876, the town had just two businesses besides the mill.⁴ One of the earliest industries at this location, besides the mill, was building flat boats on which lumber and other products were shipped downriver on the Patoka.⁵ This included cut stone from a nearby quarry. By the early 1900s, the name was changed to Wheeling, though the Kirksville name persisted into the mid-20th century. This is likely a reference back to the mill located in the town, named Wheeling Mills, which operated during the mid-to-late 1800s. The mill offered sawn lumber, and ground flour and meal for sale.⁶

Reference to a bridge presumably constructed at this crossing is found in a newspaper listing of county disbursements in 1848. It is simply listed as “Patoka Bridge (Kirk’s) for \$675.00.”⁷ A previous bridge had been built at this same location in 1832.⁸ It was at this crossing location in 1852 that a slave hunter who had hired several local men to find runaways had his recovery effort thwarted. Abolitionists, in an attempt to scare the slave hunter and his crew set off several large explosions to each side of the former bridge where the crew was assembled anticipating the runaways would cross the Patoka River.⁹

The Patoka River and its tributaries experienced flooding in 1875 which destroyed many of the county’s simple frame bridges. With construction of the Wheeling bridge in 1876-1877, it seems likely that the earlier bridge (1848) was a victim of this flooding. In 1876, a contract was awarded for the construction of a new bridge across Yellow Creek at Kirksville due to “the old one having retired in the late flood”.¹⁰ This is a tributary of the Patoka River, on the northwest edge of the village.

The Gibson County Commissioners also 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.¹¹ By 1877, the commissioners contracted W. T. Washer, a bridge builder of some repute in southwest Indiana, to construct a covered bridge over the Patoka River at Kirksville. Washer had built the Moore’s Road Covered Bridge (razed about 1979) west of Kirksville as well as a covered bridge over Big Bayou Creek in Wabash Township, Gibson County, in 1875.

³ Stormont, pg. 334

⁴ “Washington Township Items: Kirksville is looking up” *Princeton Clarion Leader* 20 July 1876. Pg. 5, col. 5

⁵ Stormont, pg. 521

⁶ “Wheeling Mills at Kirksville” *Princeton Clarion Leader* 25 Jan 1866. Pg. 3, col. 6

⁷ “COUNTY DISBURSEMENTS” *Princeton Clarion Leader*. 26 Aug 1848. Pg. 3, col. 4

⁸ Stormont, pg. 79

⁹ Stormont, pgs. 233-236

¹⁰ “Washington Township Items” *Princeton Clarion Leader*. 27 April 1876. Pg. 4, col. 4

¹¹ Letter to the editor. *Princeton Clarion Leader*. 25 May 1877. Pg. 4, col. 4

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He used the same truss system, provided by the Smith Bridge Company in Ohio, for all three bridges. The sandstone used for the abutments and wing walls (photos 09-10) was cut from the Whiting quarry located just north of the bridge site. The quarry produced stone that was frequently shipped downriver on the Patoka River by flatboats.¹² At least one other covered bridge had been constructed in Gibson County, on Old Highway 41 in Patoka over the Patoka River (no longer extant).¹³

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.”¹⁴ It was anticipated that the Dongola Bridge would cost less than \$5000.

An interesting event happened at the Wheeling Covered Bridge in 1880. Controversy had been building regarding removal of the Wheeling Mill Dam that allowed operation of the mill from the time it was constructed until it was burned by a man named Upton in 1879.¹⁵ However, likely with flooding that occurred in the 1870s and loss of the mill, it was seen as problematic for farmers in the region and to the flow of the river for transporting goods. Approximately fifty people marched to a rendezvous point at the covered bridge “just above the dam” where about one hundred spectators had assembled. The plan was to deconstruct the dam, but ultimately, they disbanded and voted to remove it another time.¹⁶ The bridge was a prominent landmark for religious camp meetings that were held in the grove of trees on the southeast side of the bridge between 1906 and the 1940s, and for Halloween pranksters who blocked the bridge with equipment taken from area farms.¹⁷

The issue of flooding in the region 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.¹⁸ However, in an effort to alleviate flooding in the northeast region of Gibson County, the Houchins Ditch was constructed in 1921 to make a straighter watercourse for the Patoka River.¹⁹ The ditch connects to the river approximately three thousand feet south of Wheeling and the covered bridge, then follows a westward course about three miles connecting again to the river northeast of Princeton. Some maps identify this as the new course of the river and label the oxbow portion that flows toward Wheeling as the old channel of the river. Regardless, this civil

¹² “Gibson County History” *Princeton Daily Clarion*. 30 June 1959. Pg. 2, col. 3

¹³ “Covered Bridges Should be Preserved Study Indicates” *Princeton Daily Clarion*. 1 July 1981. Pg. 1, cols. 2-6

¹⁴ “As to Bridges” *Princeton Clarion Leader*. 20 Dec 1877. Pg. 3, col. 5

¹⁵ “Covered Bridge at Wheeling” *Princeton Daily Clarion*. 25 Aug 1948. Pg. 2, col. 5

¹⁶ “More Dam Controversy” *Princeton Clarion Leader*. 1 April 1880. Pg. 1, col. 4

¹⁷ “Covered Bridge at Wheeling” *Princeton Daily Clarion*. 25 Aug 1948. Pg. 2, col. 5

¹⁸ “Army Engineers Report Favorably on Flood Survey” *Princeton Daily Clarion*. 30 Jan 1946. Pg. 1, col. 4

¹⁹ “New Patoka Drainage Petition Filed in Gibson Circuit Court” *Princeton Daily Clarion*. 22 Jan 1921. Pg. 1, col. 4

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engineering project greatly reduced the flow of water under the Wheeling Covered Bridge. By 1981, the bridge was abandoned for a structure that bypassed it on its west side. The bridge has since been reinforced and refurbished.

William T. Washer, the builder of both extant Wheeling and Old Red Covered Bridges in Gibson County, 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 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.²⁰ 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

²⁰ Indiana Covered Bridge Society:

https://www.indianacoveredbridges.org/_files/ugd/fdc7a7_a548037481d44c72bc5d79f97c96d57c.pdf

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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 save the dismantled structure, for example. By 1977, 102 covered bridges were extant, which dwindled to 98 extant covered bridges by the early 1990s.

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.

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

“Covered Bridge at Wheeling” *Princeton Daily Clarion*. 25 Aug 1948. Pg. 2, col. 5

“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.

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

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

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

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“More Dam Controversy” *Princeton Clarion Leader*. 1 April 1880. Pg. 1, col. 4

“New Patoka Drainage Petition Filed in Gibson Circuit Court” *Princeton Daily Clarion*. 22 Jan 1921. Pg. 1, col. 4

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

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

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.

“Washington Township Items: Kirksville is looking up” *Princeton Clarion Leader* 20 July 1876. Pg. 5, col. 5

“Washington Township Items” *Princeton Clarion Leader*. 27 April 1876. Pg. 4, col. 4

“Wheeling Mills at Kirksville” *Princeton Clarion Leader* 25 Jan 1866. Pg. 3, col. 6

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
- Name of repository: _____

Historic Resources Survey Number (if assigned): HB-1996; 051-635-15041

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10. Geographical Data

Acreage 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: 460075 | Northing: 4251635 |
| 2. Zone: | Easting: | Northing: |
| 3. Zone: | Easting: | Northing: |
| 4. Zone: | Easting : | Northing: |

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

The southeast and northwest 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 E 390 N which is approximately 40 feet wide. Similarly, the northeast and southwest 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.

Boundary Justification (Explain why the boundaries were selected.)

The boundary described includes the outer extents of the covered bridge, its abutments and wing walls, all parts of the wooden bridge, and the portion of former County Road E 390 N 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 6th Road
city or town: Plymouth state: IN zip code: 46563
e-mail: kwgarner@kwgarner.com
telephone: 574-780-1423
date: October 21, 2024

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.)
-

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: Wheeling Covered Bridge
City or Vicinity: Wheeling
County: Gibson State: Indiana
Photographer: Kurt West Garner

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Date Photographed: October 11, 2024

Description of Photograph(s) and number, include description of view indicating direction of camera: Aerial photo looking northeast toward bridge and village of Wheeling

1 of 14.

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

2 of 14.

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

3 of 14.

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

4 of 14.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking west at steel supports under the bridge

5 of 14.

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

6 of 14.

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

7 of 14.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking southwest under bridge

8 of 14.

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

Wheeling Covered Bridge
Name of Property

Gibson County, IN
County and State

9 of 14.

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

10 of 14.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking west and up at top of southeast wing wall (1877 carving)

11 of 14.

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

12 of 14.

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

13 of 14.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking north at truss in north wall of bridge

14 of 14.

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.

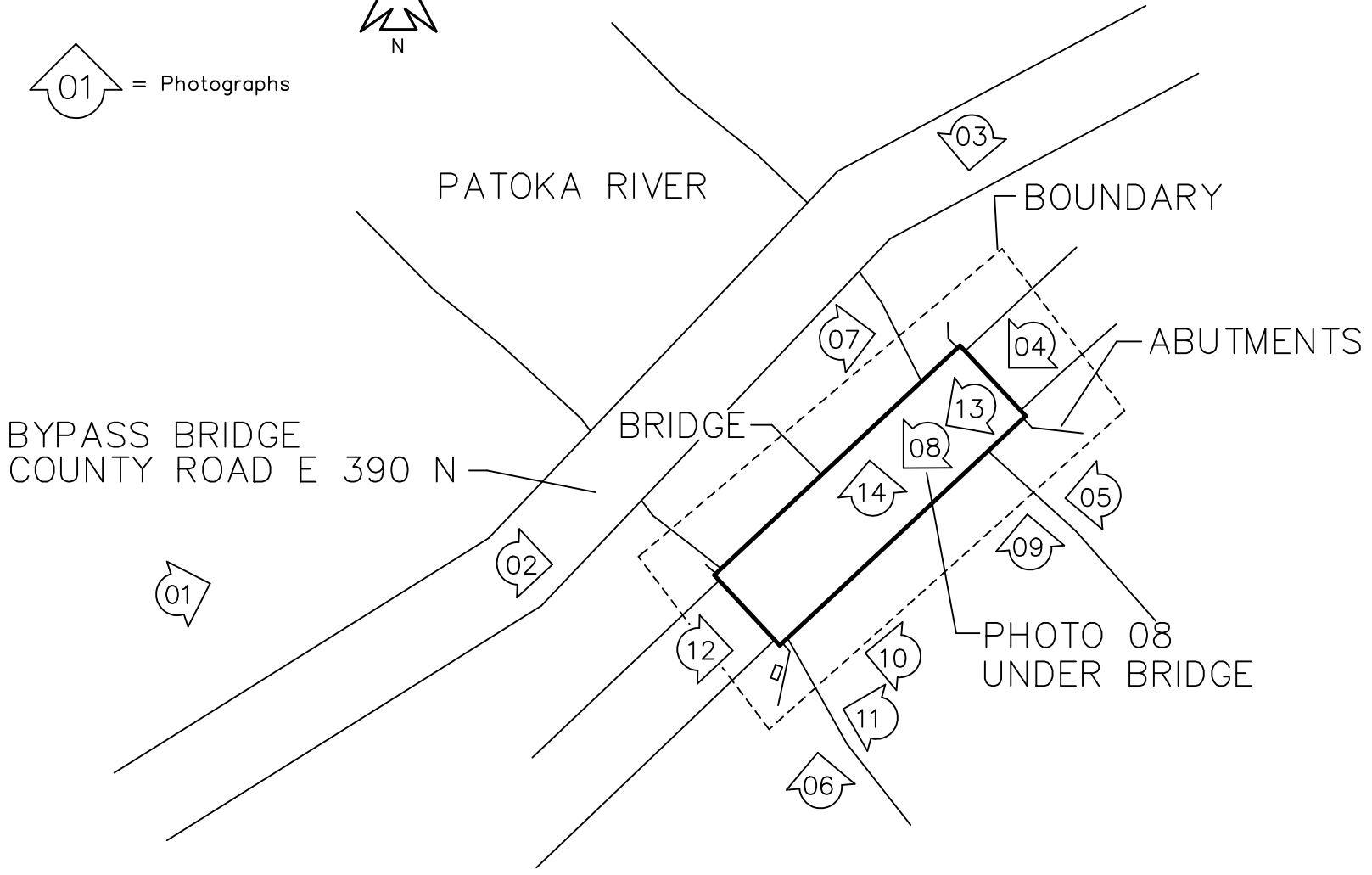
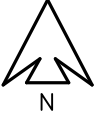
WHEELING COVERED BRIDGE
NATIONAL REGISTER OF
HISTORIC PLACES

GIBSON COUNTY, IN

SKETCH MAP

VILLAGE OF WHEELING

01 = Photographs





IN_GibsonCounty_WheelingCoveredBridge_0001



IN_GibsonCounty_WheelingCoveredBridge_0002



IN_GibsonCounty_WheelingCoveredBridge_0006



IN_GibsonCounty_WheelingCoveredBridge_0008



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IN_GibsonCounty_WheelingCoveredBridge_0014