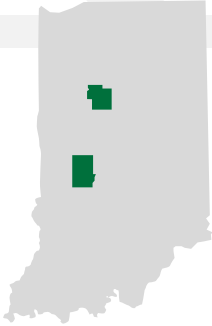


Recent Listings on the National Register of Historic Places



In May 2024, Indiana added ten listings to the National Register of Historic Places. These listings—a house and covered bridges—have added approximately 12 historic resources to the National and State Registers. For information on Indiana properties listed in the National Register of Historic Places and the Indiana Register of Historic Sites and Structures go to on.IN.gov/shaard.

CARROLL COUNTY

Wagoner-Ayres House

Flora, 1879-c.1920

Architecture

Listed May 20, 2024

The Wagoner-Ayres House is a two-story brick Italianate built by the William F. Wagoner family in 1879 on the north side of the main route leading east from the town of Flora to the Michigan Road. The Wagons purchased 60 acres and constructed the home which served as the homestead for the family farm. By 1910, a wrap-around porch with cast concrete block and columns replaced an earlier smaller porch.



The architectural features of the house are in keeping with the popularity of the Italianate style during the mid-to late 19th century though its interior woodwork refinements are more in keeping with the Eastlake style, which became popular by 1880. The house has simple brick segmental-arched window openings with stone sills and a bracketed cornice, common features of the Italianate style. The home's baseboards, casings, and transoms over interior doorways are fairly typical of the Italianate style; however, the milled surrounds and corner blocks, some with hand-carved incised floral patterns, give the woodwork a higher level of craftsmanship and sophistication. The horizontal lathe-turned spindle with finials, resting on small brackets, is an unusual refinement.

The Wagoner-Ayres House is a good example of the Italianate style, in cube form, used in the construction of a large brick country home. The Italianate style was popular between 1850 and 1880, particularly in Midwestern towns where the expansion of railroads brought wealth to communities and created a building boom during the period. The style traces its roots to England as part of the Picturesque Movement which emphasized rambling, informal architecture. As the style became popular in the United States, it was often modified and embellished into a truly Americanized style, typically in wooden construction, due to the plentiful timber in America. The style was popularized by house pattern books by Andrew Jackson Downing during the middle part of the 1800s.

PUTNAM COUNTY

Baker's Camp Covered Bridge

Bainbridge, 1901-1932

Engineering and Transportation

Listed May 21, 2024

The Baker's Camp Covered Bridge was built in 1901 by J. J. Daniels. The single-span bridge is 128 feet long with Burr arch truss that rests on cut stone abutments above Big Walnut Creek. The bridge is positioned in an east/west alignment and carries Putnam County Road 650 North, formerly the Danville-Rockville Road.

The general terrain around the bridge is wooded with some agricultural land to the west. The cut limestone abutments that support the bridge are composed of stone with capstones. The heavy oak timber frame is composed of sawn lumber with the Burr arches spliced together. Fourteen panels of oak timber X-bracing are below the bridge deck and overhead. The bridge's sides are covered with vertical planks, painted red. The top of the walls are open for ventilation. Two openings are located near the center of each side of the bridge. They have pent roofs supported by braces with metal on the roofs. Each end wall that forms the segmental-arched portal has a gabled wall.

Baker's Camp Covered Bridge remains open to vehicular traffic on County Road 650 North though it went through rehabilitation campaigns in 1989 and 2014. It created an important crossing on the Danville-Rockville Road over Big Walnut Creek in Floyd Township and embodies the important role bridges played in the early development of transportation in the county. The bridge represents the development of the Burr arch in wood form prior to the use of steel or concrete for bridge construction. The relative rarity of surviving examples of covered bridges further establishes the significance of the Baker's Camp Covered Bridge.



Cornstalk Covered Bridge

Roachdale vicinity, 1917-1932

Engineering and Transportation

Listed May 21, 2024

The Cornstalk Covered Bridge was built in 1917 by J. A. Britton. The single-span bridge has an 82-foot free-span Burr arch truss that rests on concrete abutments above Cornstalk Creek. The bridge is positioned in an east/west alignment and carries Putnam County Road 1350 North before it turns and becomes 1400 North east of the bridge.



The general terrain around the bridge is wooded with some agricultural land to the east. Modern metal guardrails are installed to each side of the road in front of the portals. The heavy oak timber frame is composed of sawn lumber with the Burr arches spliced together. Eight panels of oak timber X-bracing are below the bridge deck and overhead. The bridge's sides are covered with boards and narrow battens, painted red. The top of the walls are open for ventilation. Each end wall that forms the portal for the bridge has a gabled wall and shaped portal with clipped outside corners. The end walls are also covered with boards and battens. The roof and understructure were installed in 1990 at the time the bridge was rehabilitated.

The bridge remains open to vehicular traffic. It created an important crossing over Cornstalk Creek in Franklin Township and embodies the important role bridges played in the development of transportation in the county. The bridge represents the development of the Burr arch in wood form relatively late in its construction date, while the use of steel or concrete for bridge construction had been in full development. The relative rarity of surviving examples of covered bridges further establishes the significance of the Cornstalk Covered Bridge.

Dick Huffman Covered Bridge

Cloverdale vicinity, 1880-1973
Engineering and Transportation
Listed May 21, 2024

The Dick Huffman Covered Bridge, built in 1880 in Washington Township, was an important part of Putnam County's early transportation network in the southwest part of the county. The bridge has a 265-foot double-span Howe truss that rests on cut limestone abutments and a center pier. The bridge is positioned in a northeast/southwest alignment over Big Walnut Creek where it carries Putnam County Road 1050 South/Huffman Road.



The general terrain around the bridge is flat with agricultural land to the east and woods to the west. The stone abutments and pier are composed of cut stone. The heavy oak timber frame is composed of sawn lumber. Twelve panels of heavy oak timber X-bracing connect the trusses below the bridge deck and overhead in each span. Pairs of iron rods that allow for tightening are placed between each panel. The bridge's sides are covered with boards and narrow battens, painted red. The top of the walls are open for ventilation. Five openings are located in the south wall of the bridge. The three openings in the west half feature pent roofs supported by wood braces. Each end wall that forms the portal for the bridge has a gabled wall with an overhang and shaped portal with arched corners. The end walls are covered with vertical plank siding including the inside, finished wall of the portal.

The bridge, which created an important crossing over Big Walnut Creek in Washington Township, embodies the important role bridges played in the early development of transportation in the county. The bridge represents the development of the Howe truss in wood form prior to the use of steel or concrete for bridge construction. The relative rarity of surviving examples of covered bridges further establishes the significance of the Dick Huffman Covered Bridge.

Dunbar Covered Bridge

Greencastle, 1880-1932

Engineering and Transportation

Listed May 21, 2024

The Dunbar Covered Bridge was built in 1880 by J. J. Daniels. The double-span bridge is 174 feet long with Burr arch trusses that rest on cut stone abutments and a center pier above Big Walnut Creek. The bridge is positioned in a northwest/southeast alignment and carries Dunbar Road.



The general terrain around the bridge is wooded to the north with agricultural land to the south. The cut limestone abutments and pier that support the bridge are composed of cut stone with capstones. The center pier features a pointed concrete breakwater on its east side in the direction of flowing water. The heavy oak timber frame is composed of sawn lumber with the Burr arches spliced together. Ten panels of oak timber X-bracing are below the bridge deck and overhead in each span. The bridge's sides are covered with boards and battens, painted red. The top of the walls are open for ventilation. A wide opening is at the north end of the bridge's east wall. Four openings are located at the south end of the bridge's east wall. They have pent roofs supported by braces. Each end wall that forms the portal for the bridge has a gabled wall. The portals feature clipped top corners and the end walls are also covered with boards and battens.

The bridge, rehabilitated in 2010 with some replacement deck boards and new roof, remains open to vehicular traffic. The bridge, which created an important crossing on Dunbar Road over Big Walnut Creek in Greencastle Township, embodies the important role bridges played in the early development of transportation in the county. The bridge represents the development of the Burr arch in wood form prior to the use of steel or concrete for bridge construction had been in full development. The relative rarity of surviving examples of covered bridges further establishes the significance of the Dunbar Covered Bridge.

Edna Collings Covered Bridge

Clinton Falls vicinity, 1922-1932
Engineering and Transportation
Listed May 21, 2024

The Edna Collings Covered Bridge was built in 1922 by Charles Hendrix. The single-span bridge has an 80-foot free span Burr arch truss that rests on concrete abutments above Little Walnut Creek. The bridge is positioned in an east/west alignment and carries Putnam County Road 450 North just west of its intersection with County Road 690 West.



The general terrain around the bridge is wooded with some agricultural land to the west. The concrete abutments that support the bridge are likely original and feature tapered wing walls. The heavy oak timber frame is composed of sawn lumber with the Burr arches spliced together. Nine panels of oak timber X-bracing are below the bridge deck and overhead. The bridge's sides are covered with boards and narrow battens, painted red. The top of the walls are open for ventilation. Each end wall that forms the portal for the bridge has a gabled wall and shaped portal with clipped outside corners. The end walls are also covered with boards and battens.

The bridge remains open to vehicular traffic. The bridge, which created an important crossing over Little Walnut Creek in Clinton Township, embodies the important role bridges played in the development of transportation in the county. The bridge represents the development of the Burr arch in wood form, relatively late in its period of construction, while the use of steel or concrete for bridge construction had been in full development. The relative rarity of surviving examples of covered bridges further establishes the significance of the Edna Collings Covered Bridge.

Houck Covered Bridge

Greencastle vicinity, 1880-1932
Engineering and Transportation
Listed May 21, 2024

The Houck Covered Bridge, built in 1880 in Washington Township, was once an important part of Putnam County's early transportation network. The bridge has a 210-foot double-span Howe truss that rests on cut limestone abutments and a center pier. The bridge is positioned in an east/west alignment where it once carried Putnam County Road 550 South until the road was rerouted north.



The general terrain around the bridge is flat agricultural land. The stone abutments and tapered center pier are composed of cut stone. The heavy oak timber frame is composed of sawn lumber. Ten panels of heavy

oak timber X-bracing connect the trusses below the bridge deck and overhead in each span. Pairs of iron rods that allow for tightening are placed between each panel. The bridge's sides are covered with boards and narrow battens, painted red. The top of the walls are open for ventilation. Two openings are centered in each span on each side of the bridge. The openings on the south side feature pent roofs covered with metal and supported by wood braces. Each end wall that forms the portal for the bridge has a gabled wall with overhang. The end walls are covered with vertical plank siding including the inside, finished wall of the portal.

The bridge, which created an important crossing over Big Walnut Creek in Washington Township, embodies the important role bridges played in the early development of transportation in the county. The bridge represents the development of the Howe truss in wood form prior to the use of steel or concrete for bridge construction. The relative rarity of surviving examples of covered bridges further establishes the significance of the Houck Covered Bridge.

Oakalla Covered Bridge

Greencastle vicinity, 1898-1932
Engineering and Transportation
Listed May 21, 2024

The Oakalla Covered Bridge was built in 1898 by J. J. Daniels. The single-span bridge is 174 feet long with Burr arch truss that rests on cut limestone abutments above Big Walnut Creek. The bridge is positioned in a north/south alignment and carries County Road 375 West just south of its intersection with County Road 200 West.



The general terrain around the bridge is flat surrounded by agricultural land and wooded creek bank. The cut limestone abutments that support the bridge are composed of rusticated stone. The heavy oak timber frame is composed of sawn lumber with the Burr arches spliced together. Sixteen panels of oak timber X-bracing are below the bridge deck and overhead in each span. The bridge's sides are covered with vertical planks, painted red. The top of the walls are open for ventilation. Two openings are located in each side of the bridge. They have pent roofs supported by braces with metal on the roofs. Each end wall that forms the portal for the bridge has a gabled wall. The portal is shaped with a segmental arched top. The end walls are also covered with boards and battens.

The bridge closed to vehicular traffic in 2022. The bridge, which created an important crossing on County Road 375 West over Big Walnut Creek in Madison Township, embodies the important role bridges played in the early development of transportation in the county. The bridge represents the development of the Burr arch in wood form prior to the use of steel or concrete for bridge construction had been in full development. The relative rarity of surviving examples of covered bridges further establishes the significance of the Oakalla Covered Bridge.

Pine Bluff Covered Bridge

Bainbridge vicinity, 1886-1919
Engineering and Transportation
Listed May 21, 2024

The Pine Bluff Covered Bridge, built in 1886 in Jackson Township, was once an important part of Putnam County's transportation network. The bridge has a 211-foot double-span Howe truss that rests on concrete abutments and pier. The bridge is positioned in a northeast/southwest alignment over Big Walnut Creek and carries Putnam County Road 900 North as it turns and becomes 950 North east of the bridge.



The general terrain around the bridge is wooded hills with wide creek banks below. Concrete abutments and a pier support the bridge. The heavy oak timber frame is composed of sawn lumber. Ten panels of heavy oak timber X-bracing connect the trusses below the bridge deck and overhead in each span. Pairs of iron rods that allow for tightening are placed between each panel. The bridge's sides are covered with boards and narrow battens, painted red. The top of the walls are open for ventilation. A pair of openings, centered roughly over the waterway on each side of the bridge, are covered by a simple pent roof supported by braces. Each end wall that forms the portal for the bridge has a gabled wall and shaped portal with arched outside corners. The end walls are also covered with board and batten including the inside, finished wall of the portal.

The bridge, which created an important crossing over Big Walnut Creek in Jackson Township, embodies the important role bridges played in the early development of transportation in the county. The bridge represents the development of the Howe truss in wood form prior to the use of steel or concrete for bridge construction. The relative rarity of surviving examples of covered bridges further establishes the significance of the Pine Bluff Covered Bridge.

Rolling Stone Covered Bridge

Bainbridge vicinity, 1915-1919
Engineering and Transportation
Listed May 21, 2024

The Rolling Stone Covered Bridge was built in 1915 by J. A. Britton. The single-span bridge is 103 feet in length and features a Burr arch truss that rests on concrete abutments. The bridge carries Putnam County Road 800 North over Big Walnut Creek in a general north/south alignment.



The terrain around the bridge is rolling and wooded. The heavy oak timber frame is composed of sawn lumber with the Burr arches spliced together. Ten panels of oak timber X-bracing are below the bridge deck and overhead. The bridge's sides are covered with boards and narrow battens, painted red. The top of the walls are open for ventilation. There are two openings in the east wall of the bridge and three openings in the west wall of the bridge. The small openings feature pent roofs supported by braces with the roof covered in metal. Each end wall that forms the portal for the bridge has a gabled wall and is covered with vertical planks. The bridge remains open to vehicular traffic.

The bridge, which created an important crossing over Big Walnut Creek in Floyd Township, embodies the important role bridges played in the development of transportation in the county. The bridge represents the development of the Burr arch in wood form, relatively late in its period of construction, while the use of steel or concrete for bridge construction had been in full development. The relative rarity of surviving examples of covered bridges further establishes the significance of the Rolling Stone Covered Bridge.