

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

STATE:
West Virginia
COUNTY:
Monroe
FOR NPS USE ONLY
ENTRY DATE

1. NAME

COMMON:

13. Indian Creek Covered Bridge

AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER:

Along U.S. Route #219 near St. John's Church

CITY OR TOWN: Approximately 1½ miles south of
Salt Sulphur Springs

CONGRESSIONAL DISTRICT:

Second

STATE

West Virginia

CODE

54

COUNTY:

Monroe

CODE

063

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
☐ District ☐ Building ☐ Site ☒ Structure ☐ Object	☐ Public ☒ Private ☐ Both	Public Acquisition: ☐ In Process ☐ Being Considered	☒ Occupied ☐ Unoccupied ☐ Preservation work in progress
PRESENT USE (Check One or More as Appropriate)			
☐ Agricultural ☐ Commercial ☐ Educational ☐ Entertainment	☐ Government ☐ Industrial ☐ Military ☒ Museum	☐ Park ☐ Private Residence ☐ Religious ☐ Scientific	☐ Transportation ☐ Other (Specify) _____ _____ _____ ☐ Comments _____ _____ _____

4. OWNER OF PROPERTY

OWNER'S NAME:

Monroe County Historical Society, Inc.

STREET AND NUMBER:

CITY OR TOWN:

Union

STATE:

West Virginia

CODE

54

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC:

Monroe County Courthouse

STREET AND NUMBER:

CITY OR TOWN:

Union

STATE

West Virginia

CODE

54

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:

DATE OF SURVEY:

☐ Federal☐ State☐ County☐ Local

DEPOSITORY FOR SURVEY RECORDS:

STREET AND NUMBER:

CITY OR TOWN:

STATE:

CODE

STATE: West Virginia
COUNTY: Monroe

ENTRY NUMBER

DATE

FOR NPS USE ONLY

SEE INSTRUCTIONS

DESCRIPTION

CONDITION

(Check One)

☐ Excellent☒ Good☐ Fair☐ Deteriorated☐ Ruins☐ Unexposed

(Check One)

☒ Altered☐ Unaltered

(Check One)

☐ Moved☒ Original Site

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

Indian Creek Covered Bridge is a single-span, modified Howe truss structure. Built about 1898, the unit sits atop abutments of hand-shaped limestone blocks which were so designed as to fit without mortar. It is slightly more than fifty feet long and fourteen feet wide at the floor, with a clearance of eleven feet.

Structural framing of the bridge is in four sections, those in the center forming an "X" pattern while the ends are triangles. There are five vertical posts on each side. From the apex of the center post an arrangement of two beams with a space between projects to the base of the posts on either side. Through this open space passes a single beam from the top of the second and fourth posts to the base of the center. From the apex of the second and fourth vertical elements to the base of the first and fifth posts projects a stout beam of two timbers which are fastened together. These wooden structural timbers vary in size from 9" x 4" to 14" x 10". The whole is strengthened by 1½" iron rods extending from the top to the bottom of each post and attached with sturdy bolts. Additional steel braces are placed along the beams between the first and second and fourth and fifth posts, one in a vertical position and the other at about a 45° angle from the floor.

Interior framing for the sides and roof is simple. It is constructed with the purpose of holding protective coverings rather than contributing to structural support. Siding is of vertical pine boards and the gable roof is covered with free-split shingles, the latter originally being of chestnut but now of red oak.

The bridge decayed to some extent after use ended about 1929, but when it was leased by the Monroe County Historical Society in 1965, restoration work was undertaken. Abutments and framing were intact at the time. A brother of the original builders was contracted to replace deteriorating materials and strengthen the structure. The supporting truss-work was solid and merely had to be touched up. Siding was replaced as necessary, a new floor was laid, and a new roof was put on. Restoration was to be as authentic as possible, but red oak had to be substituted for chestnut for the shingles and these were made on the site with a free and mallet. An interesting sidelight to roof construction is that shingles were placed in the dark of the night under a moon (so they would not turn up!) in deference to ancient custom.

The Monroe County Historical Society continues to maintain the bridge and now uses it to house a collection of horse-drawn vehicles.

SEE INSTRUCTIONS

8. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

☐ Pre-Columbian

☐ 16th Century

☐ 18th Century

☒ 20th Century

☒ 15th Century

☐ 17th Century

☒ 19th Century

SPECIFIC DATE(S) (If Applicable and Known) c. 1898

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

☐ Aboriginal

☐ Education

☐ Political

☒ Urban Planning

☒ Prehistoric

☒ Engineering

☐ Religion/Phi-

☐ Other (Specify)

☐ Historic

☐ Industry

losophy

☐ Agriculture

☐ Invention

☐ Science

☐ Architecture

☐ Landscape

☐ Sculpture

☐ Art

Architecture

☐ Social/Human-

☐ Commerce

☒ Literature

itarian

☐ Communications

☐ Military

☐ Theater

☐ Conservation

☐ Music

☒ Transportation

STATEMENT OF SIGNIFICANCE

Indian Creek Covered Bridge is both a tribute to the industriousness and ingenuity of its two young builders and a landmark in the developing rural transportation system in the area of Monroe County, West Virginia, about the turn of the twentieth century. The Weikel brothers, contractors for the structure, applied techniques acquired through self-education and common sense to design a bridge which would serve for about thirty years of continuous use and remain basically solid even to this day.

Monroe County, located in the extreme southeast of West Virginia, was quite rural and sparsely settled in the late nineteenth century. The natural barrier of Peters Mountain blocked much commerce to the east and south, and internal transportation was rudimentary except between the frequented springs resorts. Off the "beaten path" of main roads, railroads and waterways, what routes did exist were often narrow and dusty or muddy. This was compounded by natural barriers of terrain and water, the latter usually crossed at established fords.

As the twentieth century approached, Monroe County Court (administrative) was taking an increased interest in upgrading the road system and participated in funding several improvements. Farming of transportation maintenance was a growing practice as contracts for bridges at several locations were let when the cry rose for better roads. One such improvement was planned for the Indian Creek area south of Union and Salt Sulphur Springs, and a contract was awarded for the construction of a covered bridge by Oscar and Ray Weikel in 1898.

The Weikels were sixteen and eighteen years old, respectively, at the time, and their guarantee for the bridge was backed by their uncles who ran a sawmill in the county. The young men industriously undertook the task, setting up their own sawmill near the site and preparing all materials but the iron rods, nails and shingles. At first the county desired an arched structure, but the Weikels made their own plans and a level-floored bridge was agreed to.

Logs were delivered to their sawmill by oxen, and the finished products were transported to the construction location by horse and wagon. Some interesting sidelights in the building show the ingenuity of the brothers. They developed their own tool to lift the large timbers into place, a sort of double-gearred, back-action cant hook which was attached to each end and handled by up to four men. After the bridge was completed and accepted by the county at a cost of about \$400, the Weikels became established and continued in the lumber business in Monroe and Greenbrier counties for several years.

This contract gave the young men a good start in business and bolstered the transportation system of the area for at least thirty years. It was

SEE INSTRUCTIONS

10-300a
1969)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet)

STATE West Virginia	
COUNTY Monroe	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

(Number all entries)

8. SIGNIFICANCE (Continued)

about 1929 or 1930 when U.S. Route 219 was opened through the southern portion of Monroe County, and the old Indian Creek Covered Bridge was no longer needed. It served its purpose well, however, and now stands as a monument to the engineering skills of its young builders and the challenge of the transportation system in the rugged terrain of southeastern West Virginia.

ALIOGRAPHICAL REFERENCES

Myrtle. Covered Bridges of West Virginia. Parsons, W.Va.: McClain Printing Co., 1973. (pp. 39-41)

Blizzard, William C. "Restoration of a Picturesque Landmark." Sunday Gazette-Mail (Charleston, W.Va.), August 22, 1965.

"Builder Writes of Old Covered Bridge." Monroe Watchman (Union, W.Va.), November 5, 1964.

Weikel, Oscar C. to Haskell Shumate, February 18, 1965. Copy on file with the West Virginia Antiquities Commission, Old Mountainlair, West Virginia University, Morgantown, West Virginia.

SEE INSTRUCTIONS

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees	Minutes	Seconds
NW	° ' "	° ' "		37°	32'	50"
NE	° ' "	° ' "		80°	34'	30"
SE	° ' "	° ' "				
SW	° ' "	° ' "				

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: 1 acre

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE

11. FORM PREPARED BY

NAME AND TITLE: C.E. Turley, Field Research Agent and James E. Harding, Research Analyst	
ORGANIZATION: West Virginia Antiquities Commission	DATE: December 19, 1974
STREET AND NUMBER: Old Mountainlair, West Virginia University	
CITY OR TOWN: Morgantown	STATE: West Virginia CODE: 54

12. STATE LIAISON OFFICER CERTIFICATION

NATIONAL REGISTER VERIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National ☐ State ☒ Local ☐

Name Leonard M. Davis
Leonard M. Davis

Title State Historic Preservation Officer

Date December 20, 1974

I hereby certify that this property is included in the National Register.

Director, Office of Archeology and Historic Preservation

Date _____

ATTEST:

Keeper of The National Register

Date _____



Form No. 10-301
Rev. 7-72

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

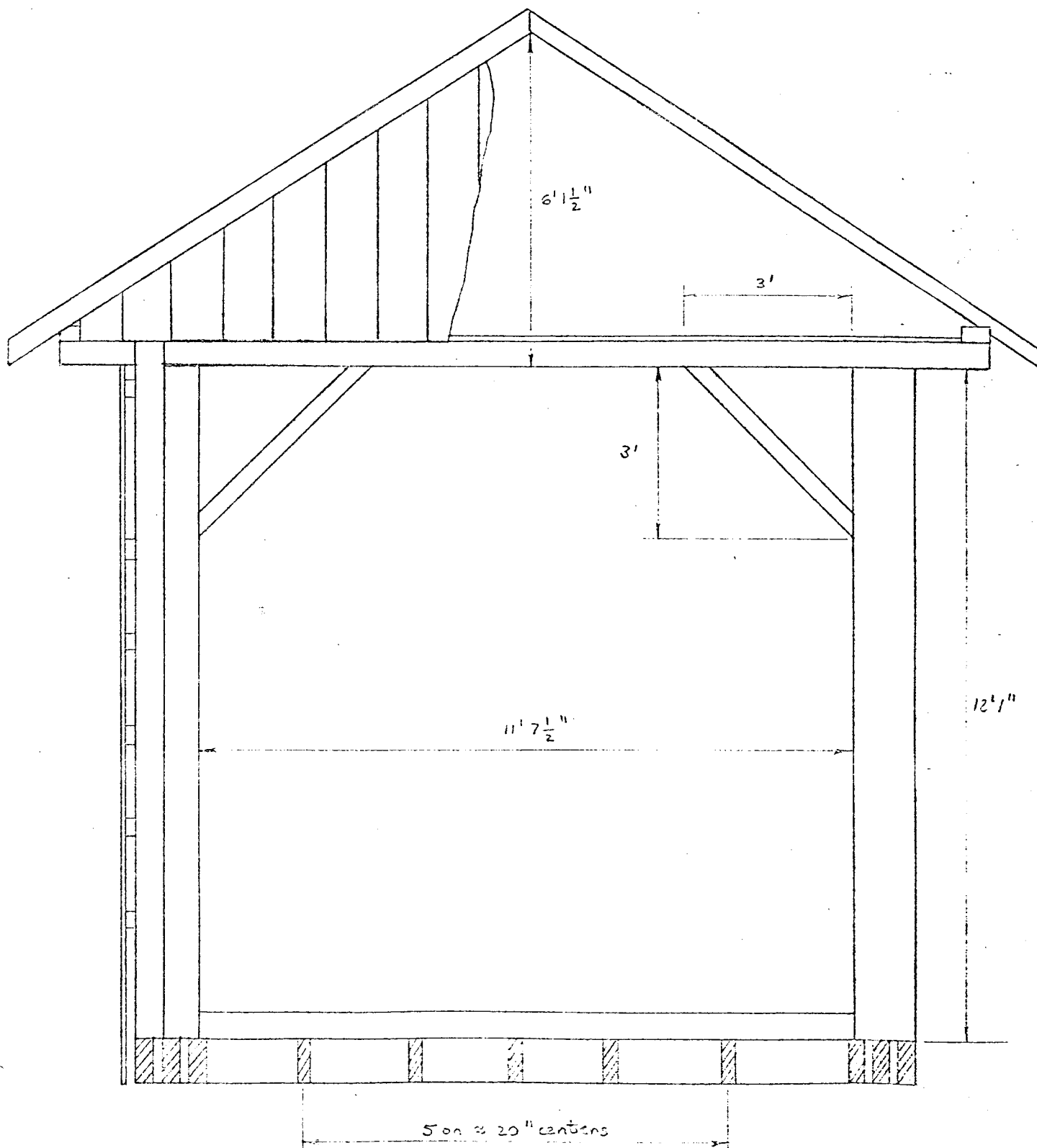
**NATIONAL REGISTER OF HISTORIC PLACES
PROPERTY MAP FORM**

(Type all entries - attach to or enclose with map)

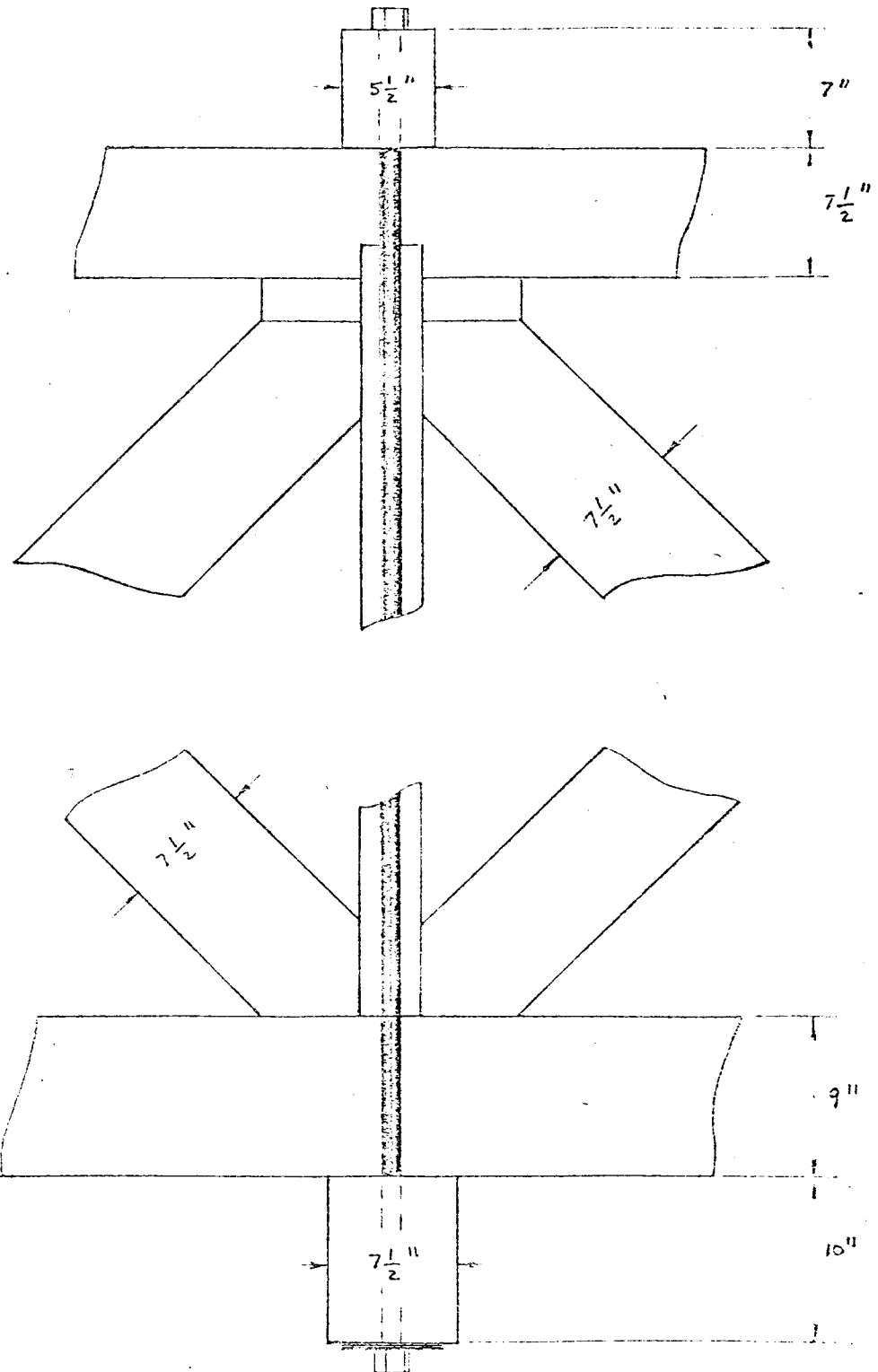
STATE West Virginia	
COUNTY Monroe	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

SEE INSTRUCTIONS

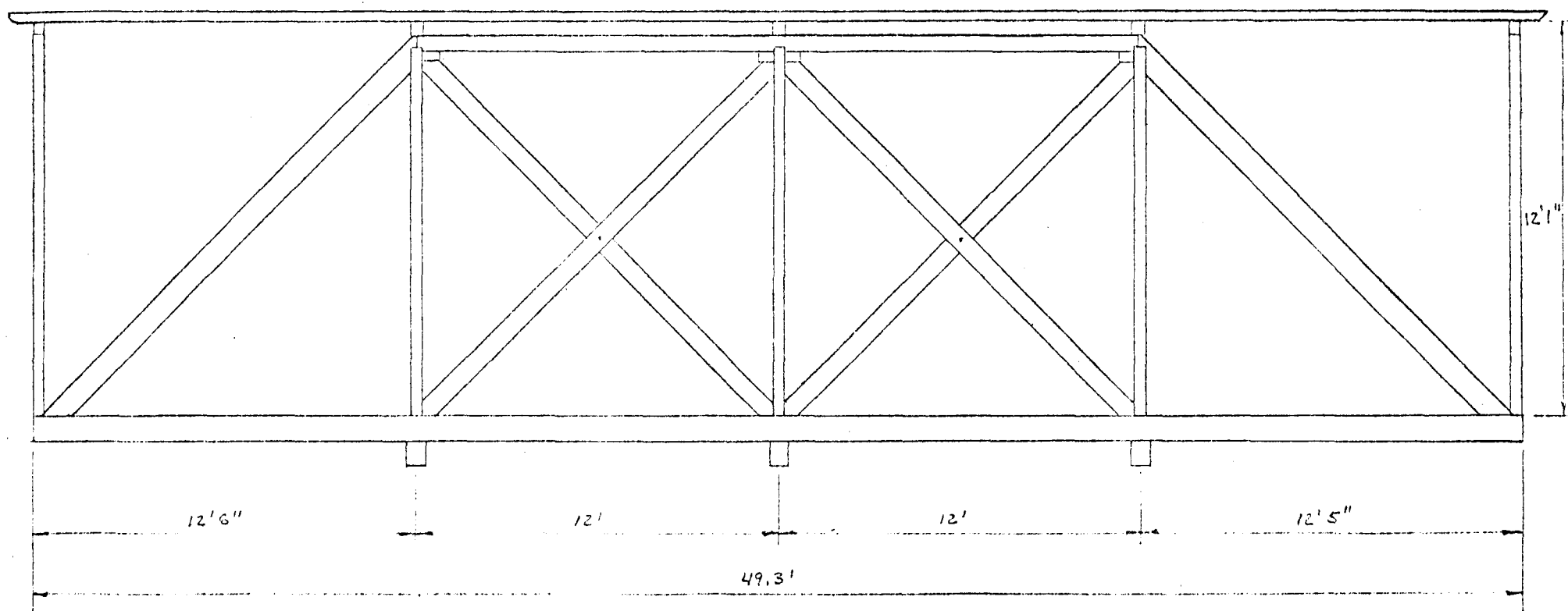
1. NAME			
COMMON: Indian Creek Covered Bridge			
AND/OR HISTORIC:			
2. LOCATION			
STREET AND NUMBER:			
Along U.S. Route #219 near St. John's Church			
CITY OR TOWN:			
Approximately 1½ miles south of Salt Sulphur Springs			
STATE:	CODE	COUNTY:	CODE
West Virginia	54	Monroe	063
3. MAP REFERENCE			
SOURCE:			
U.S. Geological Survey, Alderson, W.Va., 15' Quadrangle			
SCALE: 1:62500			
DATE: 1921			
4. REQUIREMENTS			
TO BE INCLUDED ON ALL MAPS			
1. Property boundaries where required.			
2. North arrow.			
3. Latitude and longitude reference.			



16. INDIAN CREEK COVERED BRIDGE



16. INDIAN CREEK COVERED BRIDGE



16. INDIAN CREEK COVERED BRIDGE

