

United States Department of the Interior
National Park Service

SENT TO D.O.
3-27-03

**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 How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. 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. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name **Lyndon Bridge**

other names/site number

2. Location

street & number **South end of 6th Avenue West** Not for publication

city or town **Lyndon** vicinity

state **Illinois** code **IL** county **Whiteside** code **195** zip code **61261**

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, 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 nationally statewide locally. (See continuation sheet for additional comments.)

Wilder L. Gher / SHPO
Signature of certifying official

3-26-03
Date

Illinois Historic Preservation Agency

State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of commenting or other official

Date

State or Federal agency and bureau

American Indian Tribe

Lyndon Bridge
Name of Property

Whiteside, Illinois
County and State

4. National Park Service Certification

I, hereby certify that this property is:	Signature of the Keeper	Date of Action
<input type="checkbox"/> entered in the National Register <input type="checkbox"/> See continuation sheet.	_____	_____
<input type="checkbox"/> determined eligible for the National Register <input type="checkbox"/> See continuation sheet.	_____	_____
<input type="checkbox"/> determined not eligible for the National Register	_____	_____
<input type="checkbox"/> removed from the National Register	_____	_____
<input type="checkbox"/> other (explain):	_____	_____

5. Classification

Ownership of Property
(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

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
<input type="checkbox"/> 0	<input type="checkbox"/> 0 buildings
<input type="checkbox"/> 0	<input type="checkbox"/> 0 sites
<input type="checkbox"/> 1	<input type="checkbox"/> 0 structures
<input type="checkbox"/> 0	<input type="checkbox"/> 0 objects
<input type="checkbox"/> 1	<input type="checkbox"/> 0 Total

Number of contributing resources previously listed in the National Register 0

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

Lyndon Bridge
Name of Property

Whiteside, Illinois
County and State

6. Function or Use

Historic Functions (Enter categories from instructions)
TRANSPORTATION/road-related

Current Functions (Enter categories from instructions)
TRANSPORTATION/road-related

7. Description

Architectural Classification
(Enter categories from instructions)

Other: Parker Pratt through truss bridge

Materials (Enter categories from instructions)

Foundation **Concrete**

Roof

Walls **Steel**

other **Wood, Stone**

Narrative Description (Describe the historic and current condition of the property on one or more continuation sheets.)

Lyndon Bridge
Name of Property

Whiteside, Illinois
County and State

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 a grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)

Engineering

Period of Significance **1894-1912**

Significant Dates **1894, 1912**

Significant Person (Complete if Criterion B is marked above)

Cultural Affiliation

Architect/Builder **Riser, R.S., Engineer/Keefers & Wyncoop, Builders**

Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.)

Lyndon Bridge
Name of Property

Whiteside, Illinois
County and State

9. Major Bibliographical References

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

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 # _____

Primary Location of Additional Data

State Historic Preservation Office

Other State agency

Federal agency

Local government

University

Other

Name of repository

Whiteside County Courthouse

10. Geographical Data

Acreeage of Property **less than 1 acre**

UTM References (Place additional UTM references on a continuation sheet)

Zone Easting Northing Zone Easting Northing

1 16 256712 4621641 3 _____

2 _____ 4 _____

See continuation sheet.

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

Lyndon Bridge
Name of Property

Whiteside, Illinois
County and State

11. Form Prepared By

name/title **Fred D. Steele, President**

organization **Lyndon Economic Advisory Panel**

date **2/2003**

street & number **512 1st Street East**

telephone **815/778-3739**

city or town **Lyndon**

state **Illinois**

zip code **61261**

Additional Documentation

Submit the following items with the completed form:
Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.

A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items (Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of the SHPO or FPO.)

name **Village of Lyndon, Michael Kramer, Village President**

street & number **404 West Commercial Street**

telephone **815/778-4484**

city or town **Lyndon**

state **Illinois**

zip code **61261**

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. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the 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 Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 7 Page 1

LYNDON BRIDGE

Narrative Description

Lyndon Bridge is located south of Lyndon, Illinois. It crosses the Rock River and enters Lyndon Road, which continues on South towards Prophetstown, Illinois. On the south side of the bridge, beyond the trees at the river's edge, is farmland. The land there is low and will flood. The bank on the north side of the river, where the Village of Lyndon is located, is approximately fifteen feet higher, so there is no fear of flooding. Lyndon Bridge is the only through truss bridge left in Whiteside County on public roads.

General Description

Lyndon Bridge runs north to south and has four spans. Three spans are Parker through truss and are pin-connected. These spans, which were built in 1894, are two hundred feet long and have ten panels each. The fourth span was added in 1912 to better cross the flood plain. It is one hundred feet long and is a rivet-connected Pratt truss. The superstructure of all four spans is of steel, with fifteen-inch steel I beams at the end of each panel and seven-inch steel I beam stringers, which support the wood floor. It has a steel lattice railing. The roadway is eighteen feet wide.

The north end of the bridge rests on an abutment made of stone built up fifteen feet to road level. There are two oblong piers in the river made of concrete poured inside steel casing. The south end of the third span is supported by two cylinder caissons of concrete incased in steel. The north end of the one hundred-foot span added in 1912 also rests on these cylinder caissons. The south end of this span is set on a concrete abutment.

Over the years, the bridge has received basic repairs required to keep it functional. These repairs include a new floor and coat of paint in 1920, a new concrete footing in 1939, 100 new planks and repairs to the south abutment in 1968, and floor repairs in 1976.

The bridge has been inspected and is deemed safe for pedestrian and bicycle use. It is closed to all motor vehicular travel.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 2

LYNDON BRIDGE

Statement of Significance

The Lyndon Bridge is eligible for listing in the National Register of Historic Places under Criterion C, for engineering as a good local example of the Parker Pratt through truss bridge type with the addition of one approach span. The bridge is the only metal through truss bridge remaining in Whiteside County. The period of significance is from 1894 when the bridge was built to 1912 when the Pratt through truss span was added to the south end.

The History of Lyndon

The first non-natives came to Lyndon in 1835 when three families and two single men arrived that year. A larger number came to the area in 1836, before townships were established, and settled in a neighboring precinct of what was to become Fenton Township. The area that was to become Lyndon Township grew rapidly. On November 4, 1851 an election was held for township organization. It passed; thus Lyndon Township was organized on April 6, 1852.

In 1839 the Illinois General Assembly approved an act for choosing a permanent seat for Whiteside County. Voters gathered at their polling places on the first Monday in May of that year to decide this issue. The village with the majority of votes would be the winner. If there was no winner, the election was to be held every four weeks until it was decided. It took six votes for Lyndon to win. The people of Lyndon built a story and a half 17' x 26' building for court use and other public purposes.

Later that year, Sterling Illinois, the main contender for the County Seat asked for a canvass of the votes. On recount, the votes of one precinct, which had been rejected, were declared valid and Sterling was named the winner. The commissioners met there until September 1842 when an order was passed to return the County Seat to Lyndon. In 1846 it was again moved back to Sterling. In May of 1858 the County Seat was moved to Morrison, Illinois where it remains today.

The railroad had a tremendous impact on the growth and settlement of communities in the United States, and the village of Lyndon was no exception. Lyndon was bypassed twice by two major rail lines, the first being the Chicago Northwestern Railroad, which

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 3

LYNDON BRIDGE

completed its main line from Sterling to Morrison in 1855. This was to become the main line from Chicago on to the west, and missed Lyndon by five miles. The Rockford, Rock Island and St. Louis Railroad Company completed its trunk line through Lyndon township in 1869; it too bypassed the platted settlement by only a few blocks. As a result, the Village of Lyndon expanded to include the tracks and the station on March 6, 1869, when the Railroad Addition was laid out. It contained thirty-seven blocks. Most of the business soon moved to that area.

In 1874 the Village of Lyndon was incorporated. Lyndon now had a railroad, and was prospering. The villagers had three churches, two hotels, two hardware stores and the railroad, which was for freight and for some passenger service. Those living south of the village had to take a ferry over the Rock River in order to get to Lyndon. This posed some difficulty for travelers, since it was not easy to load horses, buggies, and wagons on the ferry to cross the river.

The Lyndon Bridge

Efforts to ease travel across the Rock River began in 1876 when the Village petitioned the County Board to build a bridge over the river. They were denied. There was nothing mentioned in the minutes of the Whiteside County Board of Supervisors about a bridge again until 1891. Apparently, the county was convinced that a bridge was needed in Lyndon, for the Board Chairman appointed a committee and Mr. Wetherbee from Lyndon filed the following report at the completion of their work December 11, 1894:

Your committee appointed chairman of the Board to act with the Commissioner of Highways of the Town of Lyndon in the building of a bridge across Rock River near the Village of Lyndon, would beg leave to submit the following report on matters before them.

We met with said commissioners at the site of the proposed bridge on June 30, 1891 and organized according to law.

At a meeting held February 18, 1892 it was decided to advertise for bids for the construction of said bridge. It was also decided to employ R.S. Riser, Engineer to make plans and specifications at an expense not to exceed \$50.00. At a meeting held on March 10, 1892, eight bids were

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 4

LYNDON BRIDGE

received ranging from \$16,400 to \$19,127. The bid of Keefers & Wyncoop of \$16,400, being the lowest bid was accepted, entered into a contract with them to build said bridge. At a meeting held on April 28, 1892, it was decided to substitute rectangular piers in place of the stone piers, and have stone caps placed on cylinder piers at the south end, and also to have the bridge raised four feet at an additional cost of \$2,850.

At a meeting held July 23, 1894 it was decided to change the north end of the bridge so as to have a stone pier instead of tubular piers and a dirt filling instead of trestle approach at an additional expense of \$250. It was also decided to employ Adam Manning at \$1.50 per day to watch the construction of the bridge. At a meeting held December 11, 1894 the bridge was accepted. The original contract was for \$16,400. The change made April 28, 1892 added \$2,850. The change made on July 23, 1894 added \$250. R.S. Riser plans and specifications \$50, Adam Manning overseer \$56.25, making the total cost of the bridge \$19,606.25

As the bridge is now completed according to contract, and the town of Lyndon had paid one half of the expenses of the same, county of Whiteside is now liable for one half the cost of the bridge to-wit \$9,803.12 which amounts are to be paid to the following parties. Keefers & Wyncoop \$9,750.00, R.S. Riser \$25.00, Adam Manning \$28.12. Therefore be it resolved the clerk be instructed to draw orders in favor of the above parties for the several amounts due them, and said orders to be due to them March 10, 1895.

All of which is respectfully submitted December 13, 1894. Charles A. Wetherbee, John Fenton and DJ Parker, Committee

The committee selected a Parker Pratt design for the Lyndon Bridge. Originally, the bridge had three spans two hundred feet in length. The north end of the number one span was set on a stone abutment built up fifteen feet above the river to grade level. It had two piers in the river which are oblong shaped made of concrete poured inside steel casing. Two round cylinder piers of concrete incased in steel supported the south end. These piers were not in the river but were set in the flood plain. There were ten panels in each span of the bridge. Each panel was twenty feet

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 5

LYNDON BRIDGE

long and where the panels come together there was a fifteen-inch I beam between the trusses, which held the stringers that supported the floor planks.

The bridge was first built to hold wagons, but progress prompted the county to make some changes. Motor vehicles, including tractors were putting more weight on the floor. In 1906 the county decided to put in a new floor. In anticipation of much heavier loads, the original wood stringers were replaced with seven-inch steel I beams. Then a new wood floor was laid and steel lattice rails were added to the structure.

The county was having much trouble maintaining the south approach to the bridge because it was in the flood plain. The flooding caused so much trouble that the county added a new one hundred-foot span over the flood plain in 1912. This rested on the two cylinder piers with the south span and a concrete abutment at the road. This span was half as long as the other three spans. so the county opted for a Pratt riveted design.

The Lyndon Bridge, as it stands today, has three Parker Pratt pin-connected spans and one Pratt riveted design span. The bridge had a great impact on Lyndon. By providing people with easier access to the community, the bridge helped the businesses of Lyndon to prosper.

Pratt and Parker Through Truss Bridges

A truss bridge is identified by its framework, in which trusses are used to support a structure. Truss bridges commonly carry traffic in one of three ways: on top of the main support structure (deck), between two support structures without cross-bracing on top (pony), or through the support structures, which has cross-bracing above and below traffic (through). The truss bridge was first built of wood, and the design of such bridges was improved upon in 1840 by William Howe, who patented a method of construction using diagonal wood compression members and vertical wrought-iron tension rods. The Howe design was widely used on early railroad bridges.

The introduction of new materials, such as iron and steel, in 1890s, affected bridge design, and Howe bridges soon gave way to Pratt through truss bridges. The Pratt through truss design was patented in 1844 by Thomas and Caleb Pratt. Vertical members acting in compression and diagonals acting in tension distinguished it from the Howe truss. This design feature reduced the length of the compression members to help prevent them from bending or buckling. The top chord on Pratt bridges continues straight across the structure. Pratt truss bridges were easy to manufacture and construct. Pin-connected Pratt bridges, which were common in the United

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 6

LYNDON BRIDGE

States, were usually built, disassembled for delivery, and then reassembled on location. They also did not require skilled workmen to reconstruct. These factors undoubtedly contributed to their popularity; Pratt bridges became the most prevalent metal truss system used for distances up to 250 feet.

There were variations on the Pratt design, such as the Parker design, which was created by engineer C.H. Parker. Unlike the Pratt, which has a top chord that is parallel to the bottom chord, the Parker version is arched, which is why it is sometimes referred to as a camelback truss. Because of its arched top chord, the bridge is stronger than a regular Pratt truss while it uses the same amount of material. The Parker is essentially a Pratt with a polygonal top chord, but the Parker design is better for longer spans.

Other innovations in bridge design soon developed, and the Warren Truss form, with its riveted construction, became preferred over pin connections, which often became loose. Warren trusses were patented in England by James Warren and Willoughby Monzoni in 1848 and proved to be better for deck trusses. Pin-constructed Pratt bridges continued to be built in the United States through the 1920s for smaller spans. There were other types of truss bridges, but the Pratt and its variations were the most commonly built bridges of their time. Steel continued to dominate bridge construction until the early 1900s when reinforced concrete was introduced. Reinforced concrete was better equipped to handle the heavier loads that were becoming more common in the twentieth century.

The Lyndon Bridge is a good example of both Parker and Pratt through truss designs. The three 1894 spans have the polygonal top chord, which is commonly characteristic of Parker through truss bridges. Since these sections span two hundred feet apiece, the Parker through truss would have been the logical design choice of that time. These spans were also built using pin-connectors, which was widely used in the United States at the time of its construction. The 1912 span has the straight top chord that runs parallel to the bottom chord that is characteristic of the Pratt through truss bridge. This later addition, with its riveted connectors, also reflects the changes taking place in bridge construction at that time.

The Illinois Historic Bridge Survey was completed in 1994 and identified 374 highway-related bridges that were recommended eligible for listing in the National Register of Historic Places. Of those, only six Parker through trusses were identified from the 1898 – 1917 era. Four were already listed in the National Register and the other two were determined eligible. Of these bridges, the Division Street Bridge in Lockport that crosses the Des Plaines River, bore the

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 7

LYNDON BRIDGE

closest resemblance to the Lyndon Bridge. The bridge, which has since been demolished, had two, 200 foot pin-connected Pratt through truss spans and one Pratt through truss span. The report identified the 1899 bridge as one of the oldest known examples of that type in Illinois. The Lyndon Bridge, while not listed on the bridge survey, was later determined eligible by the Illinois Historic Preservation Agency. It is comparable to the other Parker Pratt through truss bridges in Illinois.

Integrity

The Lyndon Bridge has sufficient integrity for listing in the National Register of Historic Places. The Lyndon Bridge is a fine example of both a Parker and a Pratt through truss bridge and the only through truss bridge in existence in Whiteside County Illinois. The bridge has sustained few alterations over the years. The Whiteside County Highway Department has kept detailed records of the maintenance of the bridge. In 1920 the floor again needed repair. The repairs were completed and a new coat of paint was applied. This is the last time the bridge was painted. In 1939 it was noted that the south pier in the river was settling. Clinton Bridge and Iron Works was contracted to repair it. They found that the piling under the concrete footing was rotting. The record states that the bad part of the piling was removed and a new concrete footing was poured. The deteriorating concrete inside the steel casing was also removed and replaced.

Over the ensuing years the deck was maintained and no major work was done until 1968 when the abutment at the south approach was repaired and one hundred new planks were put in the floor at a cost of \$6,800.00. The bridge was inspected regularly and in 1976 Whiteside County paid \$4,513.00 for repairs to the floor.

As roads and methods of transportation improved, the bridge lost its place of need and importance. Trucks were larger, loads were much heavier, and the bridge was less practical to use. It became a convenient short cut to Prophetstown, Tampico and the farms south of the river but it was not feasible for the county to maintain it for such minimal use.

The inspections by County Engineers on June 30, 1980 resulted in the bridge being closed to all traffic, including pedestrian. It had been posted at four tons the preceding eleven years. The bridge sat for the next fifteen years absence of maintenance when the County Highway Department decided to demolish it. A group of people in Lyndon met and decided to try and save the bridge, not for vehicular travel but as a unique part of Lyndon's history. A successful

NPS Form 10-900-a
OMB No. 1024-0018
(8-86)

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 8

LYNDON BRIDGE

“Save the Bridge” campaign was launched and in 1998 the Village of Lyndon gained title to the bridge. The county road map currently lists the structure as an abandoned bridge.

The Village Board of Trustees had the bridge inspected and it was deemed safe for pedestrian use. The abutment at the north end of the bridge was rebuilt and several stringers replaced. Deck planks are replaced as needed and as funds are available. In November 2002 the Village was notified that the State of Illinois had approved a grant request in the amount of \$35,000 for repairs and enhancements to the bridge. The project was reviewed and approved by the Illinois Historic Preservation Agency, which determined the bridge eligible for listing in the National Register. Immediate plans are to maintain the bridge and make it a desirable place to visit.

NPS Form 10-900-a
OMB No. 1024-0018
(8-86)

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 9 Page 9

LYNDON BRIDGE

Bibliography

A History of Whiteside County, by Wayne Bastion, published 1967, pages 53, 290-302.

Allen Comp and Donald Jackson, Bridge Truss Types: a guide to dating and identifying. American Association for State and Local History, Technical Leaflet 95, History News 32 (1937) 3 and 8.

Minutes of the Whiteside County Board Supervisors, on file at the Courthouse in Morrison, IL, Whiteside County. Book F page 267, December 23, 1894, Book G page 546, December 12, 1906, Book H, page 396 December 10, 1912.

Maintenance Records of the Lyndon Bridge at the Whiteside County Highway Department at Morrison, IL.

Nolan, John B. Determination of Eligibility: Illinois Historic Bridge Survey. Springfield, IL: Illinois Department of Transportation, 1994. Available from the Illinois Historic Preservation Agency.

"Truss Bridges." Civil Engineering on the Web, Indian Institute of Technology, Dehli, India, 12/4/2002. Available from:
www.iitd.ac.in/cgi-bin/nph-p/http/10.116.2.57/webcivil/bridge/Brtyp/truss/truss/htm

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 10 Page 10

LYNDON BRIDGE

Boundary Description

Boundaries include the bridge and area associated with the bridge and is a strip of land described as: From the intersection of the southeast right-of-way line of First Street West and the northeast right-of-way line of 6th Avenue West in the original Town of Lyndon extending southeast along said northeast right-of-way line of 6th Avenue West to the Village limits of Lyndon, which is the point of beginning. Continuing along the extension of the said northeast right-of-way line of 6th Avenue West 700 feet to a point, thence deflecting 90 to the right and extending 70 feet to another point, thence deflecting 90 to the right and extending on a line parallel to the said northwest right-of-way line of 6th Avenue West to the Village limit of Lyndon, thence northeast along the Village limit of Lyndon to the point of beginning.

Boundary Justification

Boundaries include the bridge and area historically associated with the bridge.

NPS Form 10-900-a
OMB No. 1024-0018
(8-86)

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 10 Page 10

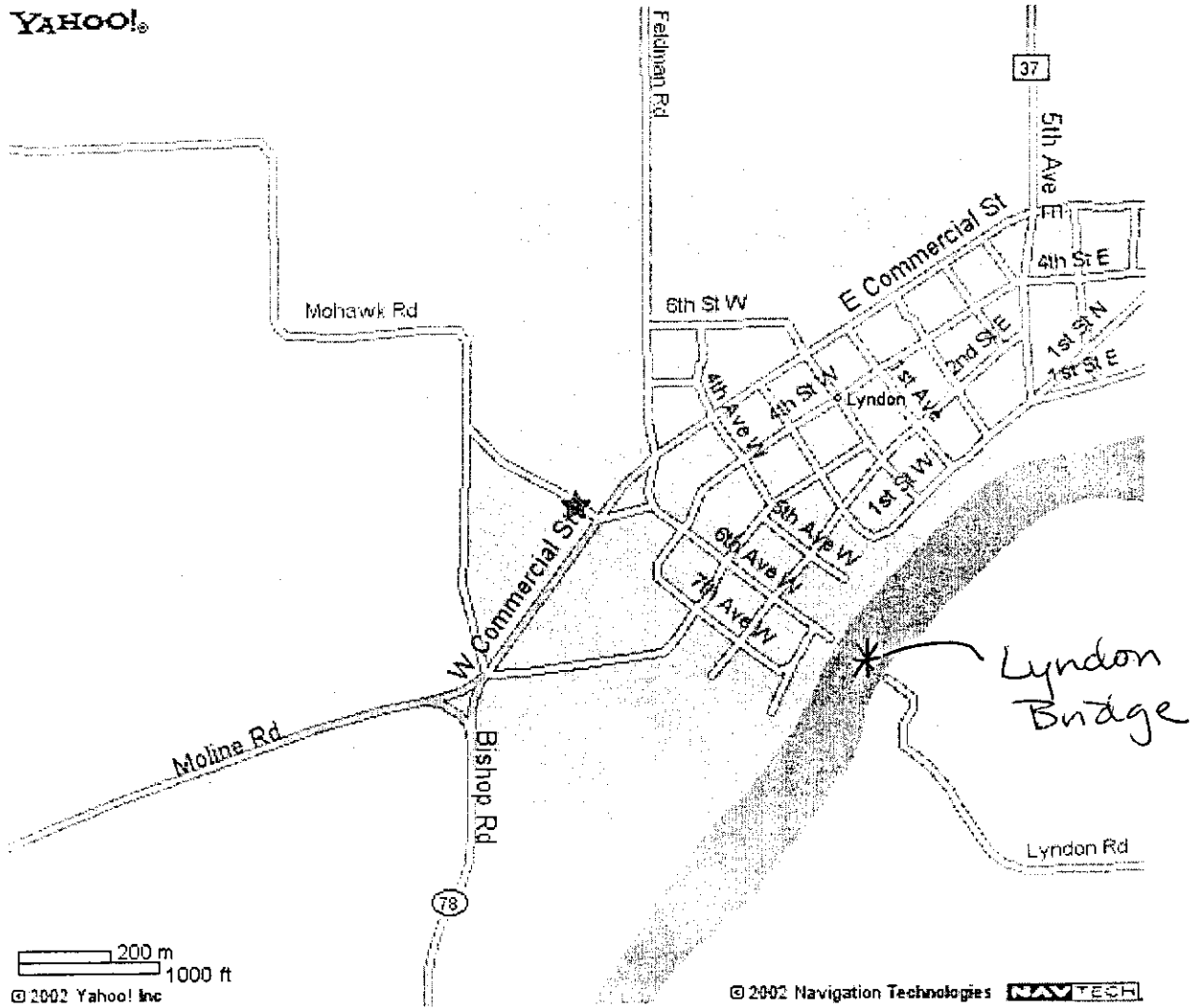
LYNDON BRIDGE



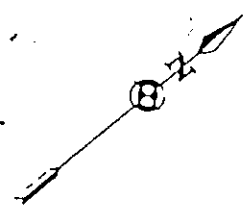
Yahoo! Maps

[Back to Map](#)

☆ 6th Ave West, Lyndon, IL 61261



When using any driving directions or map, it's a good idea to do a reality check and make sure the road still exists, watch out for construction, and follow all traffic safety precautions. This is only to be used as an aid in planning.



1ST AVE W

6TH AVE. W

70'

POINT OF BEGINNING

700'

ROCK

RIVER

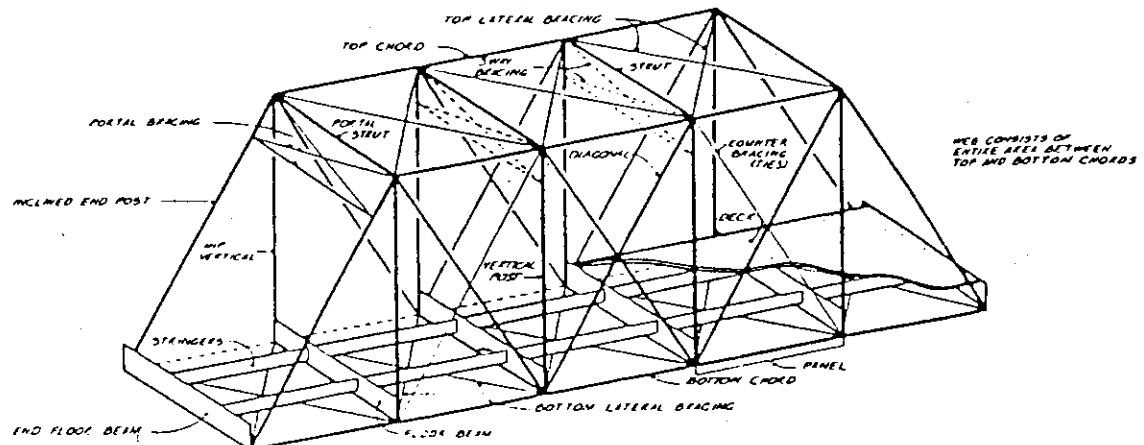
LYNDON TWP.

PROPHETSTOWN TWP.

LYNDON RD.

COUNTY OF WHITESIDE
STATE OF ILLINOIS
LYNDON BRIDGE PLAT
LYNDON/PROPHETSTOWN
TOWNSHIPS SCALE: 1"=400'
PREPARED BY: WHITESIDE
COUNTY HIGHWAY DEPT.

From Industrial Archeology



TRUSSES

A STUDY BY THE HISTORIC AMERICAN ENGINEERING RECORD

A TRUSS IS COMPOSED OF STRUCTURAL MEMBERS JOINED TOGETHER WITH PINNED OR RIVETED CONNECTIONS. THE MAIN PIECES OF A TRUSS MAY BE EITHER STIFF HEAVY STRUTS, MOST OF WHICH FLEXURE BARS, OR THE ARRANGEMENT OF THESE MEMBERS THAT DETERMINES THE SPECIFIC TRUSS TYPE.

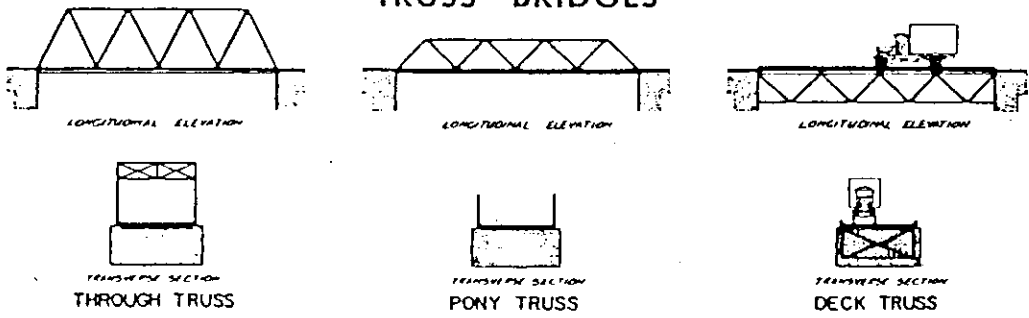
STRUCTURAL MEMBERS RESIST FORCES IN TWO PRIMARY WAYS — COMPRESSION AND TENSION. HEAVY RIGID MEMBERS MAY RESIST BOTH COMPRESSIVE AND TENSILE FORCES, BUT THIN RODS CAN ONLY RESIST TENSION AND THESE CHARACTERISTICS ARE MAJOR CLUES IN TRUSS IDENTIFICATION. NOTE THAT THE MAIN STRUCTURAL MEMBERS OF A TRUSS PANEL MAY BE SUPPLEMENTED BY THIN DIAGONAL TIES. OCCASIONAL TRUSS TYPES ARE DETERMINED BY THEIR MAIN STRUCTURAL MEMBERS THESE COUNTER BRACES INDICATED BY DOTTED LINES. ON THE IDENTIFICATION SHEET MAY BE REQUIRED WITH REGARD TO THE STRUCTURAL OUTLINE OF THE TRUSS IN QUESTION WITH THE DIAGRAM IT MOST RESEMBLES CHECK TO MAKE SURE THE ARRANGEMENT OF HEAVY COMPRESSION AND LIGHT TENSION MEMBERS IS COMPATIBLE WITH THE DIAGRAM IF THERE IS AGREEMENT WITH

THE BASIC TRUSS TYPE IS IDENTIFIED.

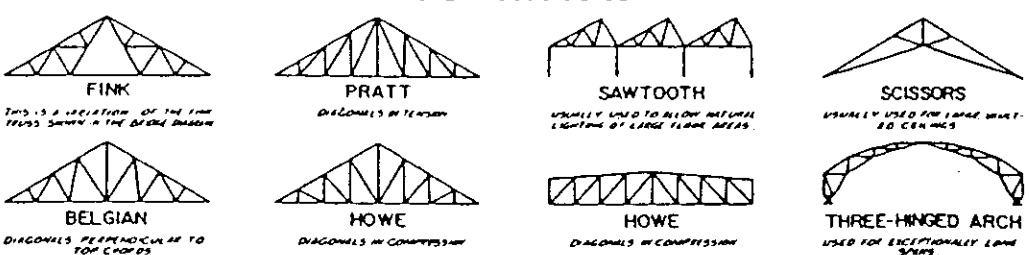
THE SHEET OF TRUSS DIAGRAMS PRESENTS ONLY THE STANDARD FORMS OF THE MOST COMMON TRUSSES. THERE ARE ALSO MANY UNUSUAL TRUSSES THAT DO NOT FALL INTO EASILY-DEFINED CATEGORIES. IN SUCH CASES, IDENTIFICATION SHOULD BE MADE IN CLASSIFIED POSSIBLE IN TERMS OF THE STANDARD DESIGNS. ADDITIONALLY, TRUSSES OFTEN ARE INVERTED, CREATING OUTLINES QUITE DIFFERENT FROM THE ORIGINAL — TENSION MEMBERS BECOMING COMPRESSION MEMBERS AND VICE VERSA BEING ASSUMING A TRUSS IS NOT REPRESENTED ON THE DIAGRAM, CHECK TO SEE IF IT IS AN INVERTED FORM.

MOST BRIDGE TRUSSES ARE OF THREE BASIC TYPES. IF THE DECK AND TOP CHORDS ARE LEVEL WITH THE BOTTOM CHORDS, IT IS A THROUGH TRUSS. A GIRDY TRUSS IS A THROUGH TRUSS WITH NO LATERAL BRACING BETWEEN TOP CHORDS. GIRDY TRUSSES CARRIES ITS TRAFFIC LOAD LEVEL WITH THE TOP CHORDS.

TRUSS BRIDGES





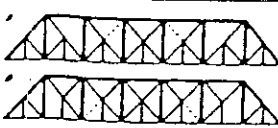


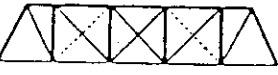
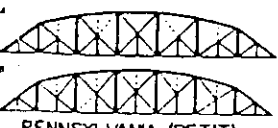
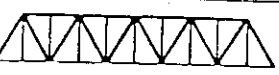
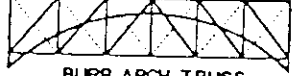


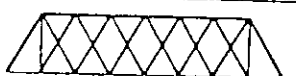









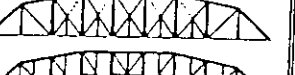
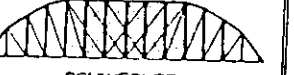

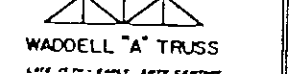
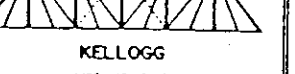
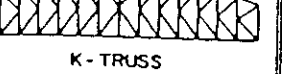


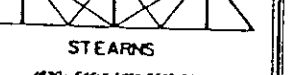
ROOF TRUSSES



STRUCTURAL CONNECTIONS



Figure 3. HAER Bridge Truss Type Poster (1976). Originally produced by HAER

 <p>KING POST (WOOD) A TRADITIONAL TRUSS TYPE WITH ITS ORIGINS IN THE MIDDLE AGES LENGTH 20-40 FEET 6-12 METERS</p>	 <p>PRATT 1844 - 20TH CENTURY DIAGONALS IN TENSION, VERTICALS IN COMPRESSION (EXCEPT FOR AN UPPER CHORD ADJACENT TO INCLINED END POST) LENGTH 30-150 FEET 9-45 METERS</p>	 <p>BALTIMORE (PETIT) 1871 - EARLY 20TH CENTURY A PRATT WITH SUB STREETS A PRATT WITH SUB TRUS LENGTH 30-150 FEET 9-45 METERS</p>	 <p>WARREN 1848 - 20TH CENTURY TRIANGULAR IN OUTLINE, THE DIAGONALS CARRY BOTH COMPRESSIVE AND TENSION FORCES A TRUE WARREN TRUSS HAS EQUILATERAL TRIANGLES LENGTH 30-100 FEET 9-30 METERS</p>
 <p>QUEEN POST (WOOD) A LENGTHENED VERSION OF THE KING POST LENGTH 20-80 FEET 6-24 METERS</p>	 <p>PRATT HALF-HIP LATE 19TH - EARLY 20TH CENTURY A PRATT WITH INCLINED END POSTS THAT DO NOT HORIZONTALLY EXTEND THE LENGTH OF A FULL PANEL LENGTH 30-150 FEET 9-45 METERS</p>	 <p>PENNSYLVANIA (PETIT) 1875 - EARLY 20TH CENTURY A PRATT WITH SUB STREETS A PRATT WITH SUB TRUS LENGTH 30-150 FEET 9-45 METERS</p>	 <p>WARREN WITH VERTICALS MID 19TH - 20TH CENTURY DIAGONALS CARRY BOTH COMPRESSIVE AND TENSION FORCES VERTICALS MOVE AS BRACING FOR TRIANGULAR WEB SYSTEM LENGTH 30-100 FEET 9-30 METERS</p>
 <p>BURR ARCH TRUSS 1804 - LATE 19TH CENTURY (WOOD) COMBINATION OF A WOODEN ARCH WITH A MULTIPLE KING POST (ARCH ALSO COMBINED WITH LATER WOODEN TRUSSES) LENGTH 30-125 FEET 9-38 METERS</p>	 <p>TRUSS LEG BEDSTEAD LATE 19TH - EARLY 20TH CENTURY A PRATT WITH VERTICAL END POSTS IMBEDDED IN THEIR FOUNDATIONS LENGTH 30-100 FEET 9-30 METERS</p>	 <p>LENTICULAR (PARABOLIC) 1870 - EARLY 20TH CENTURY A PRATT WITH BOTH TOP AND BOTTOM CHORDS PARABOLICALLY CURVED OVER THEIR ENTIRE LENGTH LENGTH 30-300 FEET 9-110 METERS</p>	 <p>DOUBLE INTERSECTION WARREN (METAL) MID 19TH - 20TH CENTURY STRUCTURE IS INDISTINGUISHABLE MEMBERS ACT IN BOTH COMPRESSION AND TENSION - TWO TRIANGULAR WEB SYSTEMS ARE SUPERIMPOSED HORIZONTALLY WITH AN INCLINED VERTICAL LENGTH 30-100 FEET 9-30 METERS</p>
 <p>TOWN LATTICE MID LATE 19TH CENTURY (WOOD) A SYSTEM OF WOODEN DIAGONALS WITH NO VERTICAL MEMBERS TAKE BOTH COMPRESSION AND TENSION LENGTH 30-330 FEET 9-100 METERS</p>	 <p>PARKER MID - LATE 19TH - 20TH CENTURY A PRATT WITH A POLYGONAL TOP CHORD LENGTH 30-150 FEET 9-45 METERS</p>	 <p>GREINER 1847 - EARLY 20TH CENTURY PRATT TRUSS WITH THE DIAGONALS REINFORCED BY AN INVERTED BOWSTRING TRUSS LENGTH 30-330 FEET 9-100 METERS</p>	 <p>PEGRAM 1847 - EARLY 20TH CENTURY A HYBRID BETWEEN THE WARREN AND PARKER TRUSSES, UPPER CHORDS ARE ALL OF EQUAL LENGTH LENGTH 150-450 FEET 45-135 METERS</p>
 <p>HOWE MID - 20TH CENTURY (WOOD, VERTICALS OF METAL) DIAGONALS IN COMPRESSION, VERTICALS IN TENSION LENGTH 30-150 FEET 9-45 METERS</p>	 <p>CAMELBACK LATE 19TH - 20TH CENTURY A PARKER WITH A POLYGONAL TOP CHORD OF EXACTLY FIVE SIDES LENGTH 100-300 FEET 30-90 METERS</p>	 <p>DOUBLE INTERSECTION PRATT 1847 - 20TH CENTURY (WHIPPLE, WHIPPLE-MURPHY, LEWIS) AN INCLINED END POST WITH DIAGONALS THAT EXTEND ACROSS TWO PANELS LENGTH 30-300 FEET 9-90 METERS</p>	 <p>POST MID - LATE 19TH CENTURY A HYBRID BETWEEN THE WARREN AND THE DOUBLE INTERSECTION PRATT LENGTH 100-300 FEET 30-90 METERS</p>
 <p>BOWSTRING ARCH-TRUSS MID - LATE 19TH CENTURY A TIED ARCH WITH THE DIAGONALS SERVING AS BRACING AND THE VERTICALS SUPPORTING THE DECK LENGTH 30-150 FEET 9-45 METERS</p>	 <p>CAMELBACK MID - LATE 19TH CENTURY A PENNSYLVANIA TRUSS WITH A POLYGONAL TOP CHORD OF EXACTLY FIVE SIDES LENGTH 100-300 FEET 30-90 METERS</p>	 <p>SCHWEDLER LATE 19TH CENTURY A DOUBLE INTERSECTION PRATT POSITIONED IN THE CENTER OF A PARKER LENGTH 100-300 FEET 30-90 METERS</p>	 <p>BOLLMAN MID - MID LATE 19TH CENTURY (RARE) VERTICALS IN COMPRESSION, DIAGONALS IN TENSION, DIAGONALS RUN FROM END POSTS TO EVERY PANEL POINT LENGTH 75-100 FEET 23-30 METERS</p>
 <p>WADDELL "A" TRUSS LATE 19TH - EARLY 20TH CENTURY EXTENDED VERSION OF THE KING POST TRUSS, USUALLY MADE OF METAL LENGTH 25-75 FEET 8-23 METERS</p>	 <p>KELLOGG LATE 19TH CENTURY A VARIATION OF THE PRATT WITH SUBORDINATE DIAGONALS RUNNING FROM UPPER CHORD PANEL POINTS TO THE CENTER OF THE LOWER CHORDS LENGTH 35-110 FEET 11-34 METERS</p>	 <p>K-TRUSS EARLY 20TH CENTURY SO CALLED BECAUSE OF THE DISTINCTIVE OUTLINE OF THE STRUCTURAL MEMBERS LENGTH 200-400 FEET 60-120 METERS</p>	 <p>FINK MID - MID - LATE 19TH CENTURY (RARE) VERTICALS IN COMPRESSION, DIAGONALS IN TENSION, LOWER DIAGONALS RUN FROM END POSTS TO CENTER PANEL POINTS LENGTH 35-100 FEET 11-30 METERS</p>
 <p>WICHERT MID - MID LATE 20TH CENTURY IDENTIFIED BY A CHARACTERISTIC FOUR-STRUTTED SUBDIVISION OF THE PANEL TRUSS, TRUSS IS COMBINATION OF KING POST TRUSS LENGTH 200-300 FEET 60-90 METERS</p>	<p style="text-align: center;">TRUSSES A STUDY BY THE HISTORIC AMERICAN ENGINEERING RECORD</p> <p>• ANALYSIS OF TRUSS TYPES • HISTORY OF TRUSS TYPES • CONSTRUCTION OF TRUSS TYPES • MATERIALS USED IN TRUSS TYPES • DESIGN OF TRUSS TYPES • MAINTENANCE OF TRUSS TYPES • REPAIR OF TRUSS TYPES • REPLACEMENT OF TRUSS TYPES • DEMOLITION OF TRUSS TYPES</p>		 <p>STEARNS MID - EARLY 20TH CENTURY SIMPLIFICATION OF THE PRATT WITH VERTICALS CHAINED AT ALTERNATE PANEL POINTS LENGTH 30-100 FEET 9-30 METERS</p>

218 W. 1st St.,
Palisade, 03000402,
LISTED, 5/18/03

GEORGIA, HARALSON COUNTY,
North Tallapoosa Residential Historic District,
Roughly Centered on int. Bowden St. and Manning ST.,
Tallapoosa, 03000405,
LISTED, 5/17/03

ILLINOIS, WHITESIDE COUNTY,
Lyndon Bridge,
S end of 6th Ave. W,
Lyndon, 03000353,
LISTED, 5/09/03

IOWA, SCOTT COUNTY,
Ferner, Matthais, Building,
212 Main St.,
Davenport, 83002426,
REMOVED, 5/16/03
(Davenport MRA)

IOWA, SCOTT COUNTY,
Grant, W. T., Company Building,
226 W. 2nd St.,
Davenport, 84001420,
REMOVED, 5/16/03
(Davenport MRA)

IOWA, SCOTT COUNTY,
Ochs Building,
214 Main St.,
Davenport, 83002478,
REMOVED, 5/16/03
(Davenport MRA)

NEVADA, CHURCHILL COUNTY,
Holy Trinity Episcopal Church,
507 Churchill St.,
Fallon, 03000413,
LISTED, 5/16/03

NEVADA, DOUGLAS COUNTY,
Gardnerville Branch Jail,
1440 Courthouse St.,
Gardnerville, 03000415,
LISTED, 5/16/03

NEVADA, LYON COUNTY,
Fernley Community Church,
80 S. Center St.,
Fernley, 03000414,
LISTED, 5/16/03

NEVADA, WASHOE COUNTY,
Field Matron's Cottage,
1995 E. Second St.,
Reno, 03000416,
LISTED, 5/16/03

NEVADA, WASHOE COUNTY,
Patrick Ranch House,
1225 Gordon Ave.,