

**United States Department of the Interior  
Heritage Conservation and Recreation Service**

**National Register of Historic Places  
Inventory—Nomination Form**



See instructions in *How to Complete National Register Forms*  
Type all entries—complete applicable sections

**1. Name**

historic \_\_\_\_\_

and/or common Metal Highway Bridges of Fulton County Tk. La.

**2. Location**

street & number See individual Inventory Forms \_\_\_\_\_ not for publication

city, town \_\_\_\_\_ vicinity of \_\_\_\_\_ congressional district 19th

state IL code \_\_\_\_\_ county Fulton County code \_\_\_\_\_

**3. Classification**

Category	Ownership	Status	Present Use	
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial	<input type="checkbox"/> park
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input type="checkbox"/> private residence
<input type="checkbox"/> site	<b>Public Acquisition</b>	<b>Accessible</b>	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
<input checked="" type="checkbox"/> thematic	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

**4. Owner of Property**

name 1) Knox County Board of Supervisors, c/o Superintendent of Highways  
2) Fulton County Board of Supervisors, c/o Superintendent of Highways

street & number 1) Box 159  
2) P. O. Box 492

city, town 1) Knoxville \_\_\_\_\_ vicinity of \_\_\_\_\_ state Illinois  
2) Canton

**5. Location of Legal Description**

courthouse, registry of deeds, etc. Fulton County Courthouse

street & number \_\_\_\_\_

city, town Canton \_\_\_\_\_ state Illinois

**6. Representation in Existing Surveys**

title Historic Landmarks of Fulton County has this property been determined eligible? (London Mills Bridge  
County  yes  no

date 1974 \_\_\_\_\_ federal  state \_\_\_\_\_ county \_\_\_\_\_ local \_\_\_\_\_

depository for survey records Illinois Department of Conservation

city, town Springfield \_\_\_\_\_ state Illinois

FHR-8-300A  
(11/78)

UNITED STATES DEPARTMENT OF THE INTERIOR  
HERITAGE CONSERVATION AND RECREATION SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM**

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Sites determined eligible for the National Register of Historic  
Places - 6/6/79

London Mills Bridge

Depository - National Register of Historic Preservation, Washington,  
D. C. 20043

Historic Fulton County: Sites & Scenes, 1973, County, Fulton County  
Historical Society, Lewistown, Illinois.

## 7. Description

<b>Condition</b>		<b>Check one</b>	<b>Check one</b>
<input type="checkbox"/> excellent	<input checked="" type="checkbox"/> deteriorated	<input checked="" type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input type="checkbox"/> altered	<input type="checkbox"/> moved      date _____
<input checked="" type="checkbox"/> fair	<input type="checkbox"/> unexposed		

### Describe the present and original (if known) physical appearance

The topography of Fulton County is dominated by two river valleys.

The Illinois River serves as a natural southeastern boundary for the county and the Spoon River enters the county at the village of London Mills and splits the county in two. It then runs southerly until the unincorporated village of Bernadotte where it turns south-easterly to meet the Illinois River at Havana, along the Mason County border.

Due to this, the terrain is moderately hilly and forested. However, the majority of the forests have been cleared for agricultural development and, since its settlement, Fulton County has remained basically rural in character. This sparse population and agricultural base of the county is, for the most part, responsible for this excellent group of steel truss bridges remaining.

Nine steel through trusses constructed approximately between 1880 and 1915 remain extant on county and township roads over the Spoon River throughout the county. These bridges, which vary only slightly in construction methods, as a group, exhibit components of the early development of steel truss bridge construction in Illinois.

These through trusses are of the two most common types of early steel trusses, the Pratt and the Parker, and, due to the fact that they do vary within these types, as a group, the evolution of steel construction from its beginning through to the twentieth century bridges is clearly visible. For example, the London Mills bridge, a Pratt built in 1883, exhibits a pinned connection and double eyebars for the lower chord and diagonals, whereas, the Indian Ford bridge, another Pratt built in 1917, is rivet connected with I-beam lower chord and diagonals.

Materials, scale and massing are similar as well. All bridges are composed of steel, except possibly the Seville and London Mills bridges which, while over all are steel, may be partially composed of iron due to their apparent early date of construction. Bottom chords range in length from approximately 140' to 200' and widths average 16'. (Note: all measurements on attached forms are only approximations.) In massing, all bridges reflect the lightness characteristic of the metal bridges constructed during this era of bridge development, although the later, riveted, begin to adopt the newer massing of contemporary steel truss bridges.

This particular collection of bridges, typical of the several hundred nineteenth and early twentieth century truss bridges still extant throughout the state, has been chosen as a good representative sampling for several reasons. Foremost of these is the geographical relationship of these bridges to one another within one county and along one river. The northernmost bridge is located at London Mills where the Spoon River enters the county and the southernmost bridge

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is located about one mile above the mouth of the Spoon at the Illinois River. The bridges are all located in rural settings along the river but, with one exception are all accessible by automobile, although most are on dirt roads and accessible only in dry weather. To have nine bridges in such pristine condition within one county and with such a visible relationship is rare.

# 8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/ humanitarian
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input checked="" type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input checked="" type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

**Specific dates** 1880-1917      **Builder/Architect** various-see attached forms

**Statement of Significance (in one paragraph)**

This group of nine steel truss bridges are important not only due to their age span as exemplary of this type of construction from its advent to the beginnings of modern truss bridge design, but, also because it is unusual, in Illinois, to find a concentration of early steel truss bridges in an easily definable geographical and political area. These factors, range in type and location, provide an excellent opportunity for interpretation of this important phase in bridge development. These bridges are a focus of tourism within the county and are featured in a motor tour of the county and a canoe trip along the Spoon River, a navigable waterway.

HISTORY

Excellent farming land was the major impetus for the settlement and subsequent development of Fulton County. As such, the Spoon River was important as a means of transporting goods to markets along the Illinois River. Due to this, settlements grew along the river to capitalize on this river traffic. Specifically, mills grew along ford and ferry sites which spurred further development at these sites. Eventually, bridges replaced these fords and ferries as the demand for better transportation routes increased. Several of these bridges, such as the bridge at Tartar's Ferry, reflect this trend. Fords, it seems, were replaced earlier than ferries as the bridge at Indian Ford is a replacement of an earlier iron bridge. The bridge at Bernadotte was a replacement, too, although it replaced a wooden truss. The bridge at Seville is also a reflection of settlement patterns in the county as it was built as the result of settlement at the conjunction of railroad and river.

Steel, as the most common material for truss bridge construction, replaced iron in the early 1880's. During the transition period, 1880-1885, many bridges were built with components of both iron and steel. This, then, opens the possibility of several of these bridges, which appear to have been built in the early 1880's, being constructed of a combination of materials.

These first steel bridges were still constructed in the same manner as the earlier iron bridges using eyebars for diagonals and bottom chord and utilizing the pinned method of connecting members which necessitated very little skilled labor at the construction site. Within only twenty years, the members of these smaller types of through trusses were riveted together such as the Bernadotte Bridge which was constructed in 1903. This method of construction demanded skilled labor but also permitted stronger, larger diagonals and bottom

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chord. The Pratt and Parker trusses adapted well to this new method of construction due to their simplicity of design. Also, with the stronger steel more elaborate structures were simply no longer necessary; thus, the longevity of these particular designs. Another importance of this group of bridges, therefore, is as examples of surviving rather than obsolete truss patents.

This riveted method of assemblage did not replace pinned connections immediately, though, as the bridge at White's Ferry bears witness. However, by 1920 most bridges were built with heavier, more rigid members and riveted together. The bridge at Indian Ford, constructed in 1917, can be considered an early example of this "modern" age of truss bridge design which carried on through the 1930's.

## 9. Major Bibliographical References

Fulton County Historical Society, Historic Fulton County: Sites and Scenes, Past & Present, Mid-Century Press, Inc., Lewistown, 1973.  
Fulton County Board of Supervisors. A History of Fulton County. Illinois in Spoon River Country, 1818-1968, Stevens Publishing Co., 1969.

## 10. Geographical Data

AGREEMENT NOT VERIFIED

UTM NOT VERIFIED

Acreeage of nominated property less than 1 in each instance

Quadrangle name \_\_\_\_\_

Quadrangle scale \_\_\_\_\_

UMT References

A 

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Zone Easting Northing

B 

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Zone Easting Northing

C 

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D 

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F 

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G 

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H 

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Verbal boundary description and justification

See individual survey forms

List all states and counties for properties overlapping state or county boundaries

state \_\_\_\_\_ code \_\_\_\_\_ county Fulton code 057

state \_\_\_\_\_ code \_\_\_\_\_ county Knox code 095

## 11. Form Prepared By

name/title Anne E. Manuell, Cultural Resources Coordinator

organization Illinois Dept. of Conservation date 8/8/79

street & number 405 East Washington telephone (217) 782-3340

city or town Springfield state Illinois 62706

## 12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national  state  local

As the designated State Historic Preservation 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 Heritage Conservation and Recreation Service.

State Historic Preservation Officer signature David Kennedy

title Director, Ill. Department of Conservation date 8/1/80

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

W. Ray Force date 10/29/80  
Keeper of the National Register

Attest: James Flint McMillan date 10-28-80  
Chief of Administration

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Steinman, David Bernard and Sarah Ruth Watson, Bridges and Their  
Builders, G. P. Putnam's Sons, New York, 1941.  
Whitney, Charles Smith, Bridges: A Study in Their Art, William  
Edwin Ridge, 1929.



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Continuation sheet Metal Highway Bridges of Item number 10  
Fulton County

Page 2

UTM REFERANCES: Avon, IL Quadrangle/Scale 1:62500  
 London Mills Bridge Z:15 E:730 900 N: 4509 950  
 Indian Ford Bridge Z:15 E:729 000 N: 4507 700  
 Babylon Bridge Z:15 E:724 450 N: 4495 850  
 Buckeye Bridge Z:15 E:727 750 N: 4490 050

UTM REFERANCES UNAVAILABLE:  
Smithfield, IL Quadrangle/Scale 1:24000  
 Seville Bridge  
 Tarter's Ferry Bridge  
 Bernadotte Bridge  
 Elrod Bridge  
  
Havana, IL Quadrangle/Scale 1:24000  
 Duncan Mills Bridge

ILLINOIS

METAL HIGHWAY BRIDGES OF FULTON COUNTY THEMATIC RESOURCES:

Fulton County:

Ellisville vicinity, Babylon Bend Bridge, SR 123  
Lewistown vicinity, Duncan Mills (demolished)  
London Mills, London Mills Bridge, SR 39 (demolished)  
Seville, Seville Bridge  
Smithfield vicinity, Bernadotte Bridge, SR 2  
Smithfield vicinity, Buckeye Bridge, Spans Spoon River (demolished)  
Smithfield vicinity, Elrod Bridge (demolished)  
Smithfield vicinity, Tartar's Ferry Bridge  
London Mills vicinity, Indian Ford Bridge, SR 20. (demolished)

TRUSS BRIDGE INVENTORY FORM

Bridge Name London Mills Bridge Number 1

Location TWP 8N RANGE 2E  $\frac{1}{4}$ Sec 3  $\frac{1}{4}$ Sec NE $\frac{1}{4}$  of NW $\frac{1}{4}$

Verbal Location north edge of London Mills on County Highway 39 over the Spoon River

Town London Mills Vicinity of \_\_\_\_\_

County Fulton and Knox

Construction Date 1883

Number of Spans 1

Engineer \_\_\_\_\_

Manufacturer \_\_\_\_\_

Materials \_\_\_\_\_ Type \_\_\_\_\_

Through \_\_\_\_\_ Pony \_\_\_\_\_ Deck \_\_\_\_\_

DIMENSIONS

Chord Length Bottom \_\_\_\_\_

Top \_\_\_\_\_

Height \_\_\_\_\_

Width \_\_\_\_\_

Members

Verticals x \_\_\_\_\_

Diagonals x \_\_\_\_\_ Rods \_\_\_\_\_ " circumference

Top Chord x \_\_\_\_\_

Bottom Chord x \_\_\_\_\_

COMMENTS for remainder of above information, see attached copy of as built  
drawings for the structure

TRUSS BRIDGE INVENTORY FORM

Bridge Name Indian Ford Bridge Number 2

Location TWP 8N RANGE 2E Sec 8 9  $\frac{1}{4}$  Sec NW $\frac{1}{4}$  of the NW $\frac{1}{4}$   
NE $\frac{1}{4}$  of the NE $\frac{1}{4}$

Verbal Location 1 $\frac{1}{2}$  miles southwest of London Mills on County Highway 20  
over the Spoon River

Town London Mills Vicinity of x

County Fulton

Construction Date ca. 1917

Number of Spans 1

Engineer \_\_\_\_\_

Manufacturer \_\_\_\_\_

Materials steel v Type Pratt

Through x Pony \_\_\_\_\_ Deck \_\_\_\_\_

DIMENSIONS

Chord Length Bottom 140'  
 Top 100'

Height 23'

Width 17' 17'

Members

Verticals 9" x 6 $\frac{1}{2}$ "

Diagonals 9" x 5 3/8" Rods \_\_\_\_\_ " circumference

Top Chord 16" x 13"

Bottom Chord 9" x 6 $\frac{1}{2}$ "

COMMENTS concrete abutments, rivet connected and concrete deck

\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

TRUSS BRIDGE INVENTORY FORM

Bridge Name Babylon Bend Bridge Number 3  
Location TWP 7N RANGE 1E  $\frac{1}{4}$ Sec 13  $\frac{1}{4}$ Sec NW $\frac{1}{4}$  of the SW $\frac{1}{4}$   
Global Location at Babylon on Township Road 123 in Lee Township over the Spoon River  
Town Babylon Vicinity of \_\_\_\_\_  
County Fulton  
Construction Date ca. 1890  
Number of Spans 1

Engineer \_\_\_\_\_  
Manufacturer \_\_\_\_\_  
Materials steel Type Pratt  
Through x Pony \_\_\_\_\_ Deck \_\_\_\_\_

DIMENSIONS

Chord Length Bottom 203' \_\_\_\_\_  
Top 154' \_\_\_\_\_  
Height 28' \_\_\_\_\_  
Width 16' \_\_\_\_\_

Members

Verticals 1'1 3/4" x 8"  
Diagonals 3 3/4" x 3/4" Rods 3" " circumference  
Top Chord 1'13/4" x 10 1/2"  
Bottom Chord 1" x 4"

COMMENTS diagonals and bottom chord both consist of double eyebars  
members pin connected; wooden deck and concrete faced stone abutments

SEP 2 1950

TRUSS BRIDGE INVENTORY FORM

Bridge Name Buckeye or White's Ferry Bridge Number 4

Location TWP 6N RANGE 2E  $\frac{1}{4}$ Sec 6  $\frac{1}{4}$ Sec SE $\frac{1}{4}$  of the NE $\frac{1}{4}$

Verbal Location in Cass Township on Township Road 209 over the Spoon River

Town Smithfield Vicinity of x

County Fulton

Construction Date 1910

Number of Spans 1

Engineer \_\_\_\_\_

Manufacturer \_\_\_\_\_

Materials steel Type Parker

Through x Pony \_\_\_\_\_ Deck \_\_\_\_\_

DIMENSIONS

Chord Length Bottom 181'

Top 144'

Height 22'6"

Width 17'

Members

Verticals 6 $\frac{1}{2}$ " x 7  $\frac{3}{4}$ "

Diagonals 1" x 2 $\frac{1}{2}$ " Rods \_\_\_\_\_ " circumference

Top Chord 12" x 10 $\frac{1}{2}$ "

Bottom Chord 1" x 2 $\frac{1}{2}$ "

COMMENTS diagonals and bottom chord consist of double eye bar; members pin

connected; wooden deck and concrete faced stone abutments resting

on steel caisson piles

TRUSS BRIDGE INVENTORY FORM

Bridge Name Seville Bridge Number 5

Location TWP 6N RANGE 1E Sec 24  $\frac{1}{4}$  Sec NE $\frac{1}{4}$  of the SW $\frac{1}{4}$

Verbal Location closed bridge in Harris Township

Town Seville (unincorporated) Vicinity of

County Fulton

Construction Date ca. 1880

Number of Spans 1

Engineer n/a

Manufacturer n/a

Materials steel/iron Type Parker

Approach x Pony Deck

DIMENSIONS

Chord Length Bottom 179'

Top 146'

Height 19'

Width 17'

Members

Verticals 6" x 7 3/4"

Diagonals 2" x 1 1/2" Rods " circumference

Top Chord 10 1/2" x 13"

Bottom Chord 1" x 4"

COMMENTS stone abutments; pinned connections; concrete approaches built in 1917

Seville settled as a railroad town, no longer in existence; bridge built

as main road from Seville to Smithfield; wooden deck

TRUSS BRIDGE INVENTORY FORM

Bridge Name Tartar's Ferry Bridge Number 6

Location TWP 5N RANGE 1E Sec 1  $\frac{1}{4}$  Sec SW $\frac{1}{4}$  of the NW $\frac{1}{4}$

Verbal Location located on Township Road 116

Town Smithfield Vicinity of x

County Fulton

Construction Date ca. 1880

Number of Spans 1

Engineer unknown

Manufacturer unknown

Materials steel Type Parker

Through x Pony \_\_\_\_\_ Deck \_\_\_\_\_

DIMENSIONS

Chord Length Bottom 182'  
 Top 142'

Height 20'

Width 17'

Members

Verticals 10" x 6"

Diagonals 2 $\frac{1}{2}$ " x 1" Rods \_\_\_\_\_ " circumference

Top Chord 1'4" x 10 $\frac{1}{2}$ "

Bottom Chord 2 $\frac{1}{2}$ " x 1"

COMMENTS pinned connections with double eyebars at bottom chord and diagonals; name plate lost; concrete abutments and wooden deck

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TRUSS BRIDGE INVENTORY FORM

Bridge Name Bernadotte Bridge Number 7

Location TWP 5N RANGE 2E Sec 19  $\frac{1}{4}$  Sec SE $\frac{1}{4}$  of the NE $\frac{1}{4}$

Verbal Location on County Highway 2

Town Bernadotte Vicinity of Smith

County Fulton

Construction Date 1903

Number of Spans 2

Engineer unknown

Manufacturer Central States Bridge Company, Indianapolis, Indiana

Materials steel Type Pratt(both)

Through x Pony x Deck \_\_\_\_\_

DIMENSIONS

Chord Length Bottom 154' 75'  
 115' Top 115' 44'  
 Height 33' 9'5"  
 Width 18' 18'

Members

Verticals 6 $\frac{1}{4}$ " x 9" 6"x 7 5/8"  
3 3/8"x 7 7/8"  
 Diagonals 6 $\frac{1}{4}$ " x 9" Rods \_\_\_\_\_ " circumference  
 Top Chord 1' x 1'4" 1' 2 1/8"x 8 3/8"  
 Bottom Chord 1' x 1'4" 1' 2 1/8"x 8 3/8"

COMMENTS wooden deck and stone abutments; pony truss on north end

TRUSS BRIDGE INVENTORY FORM

Bridge Name Elrod Bridge Number 8

Location TWP 5N RANGE 2 E Sec 26  $\frac{1}{4}$  Sec NW $\frac{1}{4}$  of the NW $\frac{1}{4}$

Verbal Location on Township Road 248 in Bernadotte Township

Town \_\_\_\_\_ Vicinity of Smithfield

County Fulton

Construction Date ca. 1890

Number of Spans 2

Engineer unknown

Manufacturer unknown

Materials steel Type \_\_\_\_\_

Through x Pony bedstead Deck \_\_\_\_\_

DIMENSIONS

Chord Length Bottom	<u>170'</u>	<u>44'</u>	_____
Top	<u>142'</u>	<u>44'</u>	_____

Height 280"

Width 16'1" 16'1"

Members

Verticals 13" x 8"

Diagonals 2 $\frac{1}{2}$ " x 1" Rods 3 <sup>3</sup> " circumference

Top Chord 14" x 10 $\frac{1}{2}$ "

Bottom Chord 2 $\frac{1}{2}$ " x 1"

COMMENTS double eyebars at diagonals and triple eyebars for bottom chord

pin connected; bedstead pin connected also; wooden deck and stone

abutments

TRUSS BRIDGE INVENTORY

Bridge Name Duncan Mills Bridge Number 9  
Location TWP 4N RANGE 4E Sec 30  $\frac{1}{4}$  Sec SE $\frac{1}{4}$  of the NE $\frac{1}{4}$   
Verbal Location in Isabelle Township approx.  $\frac{1}{2}$  mile west of FAP 108 (IL 78/97

Town Havana Vicinity of x le...  
County Fulton

Construction Date unknown-ca. 1910

Number of Spans 1

Engineer unknown

Manufacturer Illinois Steel Bridge Company, Jacksonville, Illinois

Materials steel Type Parker

Through xx x Pony Deck

DIMENSIONS

Chord Length Bottom 177' 9 $\frac{1}{2}$ "  
Top 145'

Height 23'

Width 14' 10 $\frac{1}{4}$ "

Members

Verticals 9 $\frac{1}{2}$ " x 6"

Diagonals 2" x  $\frac{1}{2}$ " Rods " circumference

Top Chord 4' x 1'

Bottom Chord 2" x  $\frac{1}{2}$ "

COMMENTS bottom chord of double eyebars; concrete deck and stone piers

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Ubbel 2 435

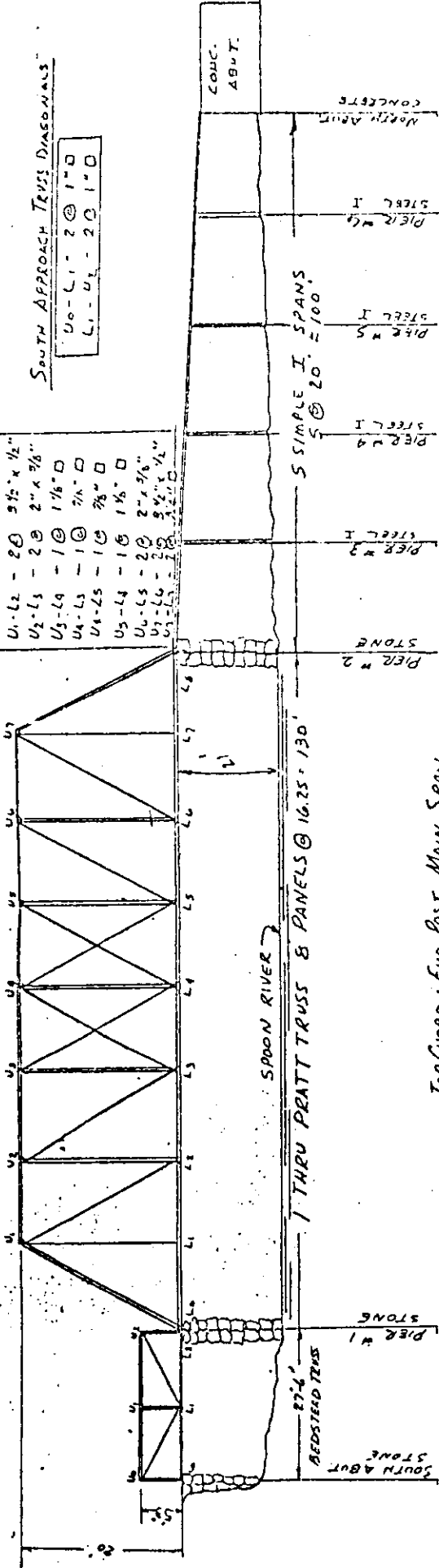
**LONDON MILLS BRIDGE  
POSTED 6 TONS  
6 TONS**

**MAIN SPAN TRUSS DIAGONALS**

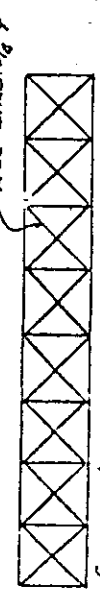
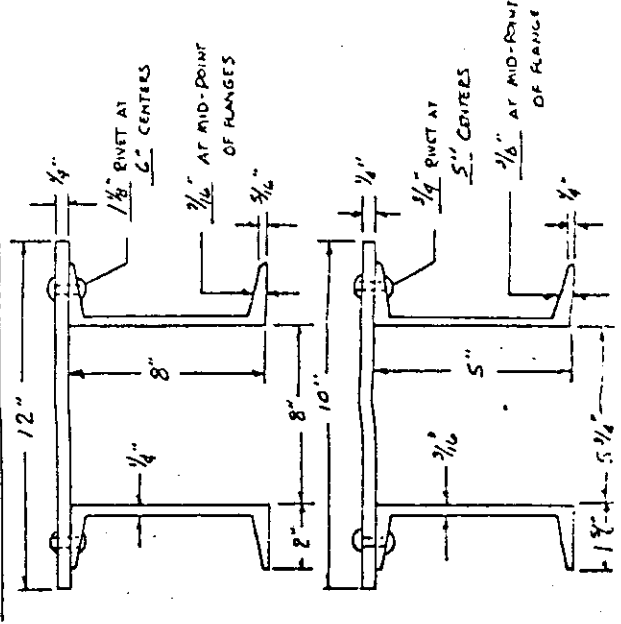
U1-L1	- 2 @ 3/4" x 1/2"
U1-L2	- 2 @ 2" x 3/8"
U2-L3	- 2 @ 2" x 3/8"
U3-L4	- 1 @ 1 1/8" x 1/2"
U4-L5	- 1 @ 3/4" x 1/2"
U4-L5	- 1 @ 3/4" x 1/2"
U5-L4	- 1 @ 1 1/8" x 1/2"
U6-L5	- 2 @ 2" x 3/8"
U7-L6	- 2 @ 2" x 3/8"
U7-L6	- 2 @ 2" x 3/8"

**SOUTH APPROACH TRUSS DIAGONALS**

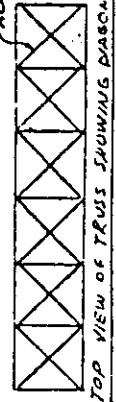
U0-L1	- 2 @ 1" x 1/2"
L1-U1	- 2 @ 1" x 1/2"



**TOP CHORD, END POST MAIN SPAN**



**BOTTOM VIEW OF TRUSS SHOWING DIAGONALS**



**TOP VIEW OF TRUSS SHOWING DIAGONALS**



**BOTTOM VIEW - APPROACH TRUSS SHOWING DIAGONALS**

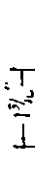
1883  
KING IRON & BRIDGE  
CO.  
CLEVELAND, OHIO



**PIER #1**



**PIER #2**



**PIER #3**



**PIER #4**



**PIER #5**



**PIER #6**



**PIER #7**



**PIER #8**



**PIER #9**



**PIER #10**



**PIER #11**



**PIER #12**

NOTE: TOP LATERAL STRUTS  
ON U2-U7 THRU U6-U7  
6" x 3 1/2" STANDARD I.

MAIN SPAN & SOUTH APPROACH