

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

FOR NPS USE ONLY
RECEIVED
DATE ENTERED

**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

The Covington and Cincinnati Suspension Bridge

AND/OR COMMON

The Suspension Bridge

**2 LOCATION**

Covington side: Second Street between Greenup and Scott streets  
Cincinnati side: Between Walnut and Vine streets  
Over the Ohio River

CITY, TOWN

Covington

\_\_\_ VICINITY OF

\_\_\_ NOT FOR PUBLICATION

CONGRESSIONAL DISTRICT  
Fourth District

STATE

Kentucky

CODE  
021

COUNTY  
Kenton

CODE  
117

**3 CLASSIFICATION**

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input checked="" type="checkbox"/> PUBLIC	<input type="checkbox"/> OCCUPIED (not applicable)	<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 checked="" 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 type="checkbox"/> BEING CONSIDERED	<input checked="" 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

The Commonwealth of Kentucky

STREET & NUMBER

Bureau of Highways, (John C. Roberts, Commissioner), State Office Building

CITY, TOWN

Frankfort

\_\_\_ VICINITY OF

STATE  
Kentucky

**5 LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE,  
REGISTRY OF DEEDS, ETC.

Hamilton County Courthouse

STREET & NUMBER

Court and Main streets

CITY, TOWN

Cincinnati

STATE  
Ohio

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE

Inventory and Appraisal of Historic Sites, Buildings & Areas

DATE

1960

\_\_\_ FEDERAL \_\_\_ STATE \_\_\_ COUNTY  LOCAL

DEPOSITORY FOR  
SURVEY RECORDS

City Planning Commission, Cincinnati City Hall, 8th and Plum Street

CITY, TOWN

Cincinnati

STATE  
Ohio

## 7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED      DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

---

### DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

(Although plans for a suspension bridge over the Ohio River between Covington, Kentucky and Cincinnati, Ohio were drawn up as early as 1846, it was not until 1856 that work was begun. Even then the project was hampered, first by the notoriously bad winter of 1856-7, then by the financial panic of 1857, and finally by the Civil War. Ironically, it was also because of the war that work was resumed, when it became apparent that such a bridge would greatly facilitate the movement of troops and preparation of defenses. On December 1, 1866, almost exactly four years after work on the project had recommenced, the bridge was opened to the public. One month later it was opened to traffic amid great fanfare. The final touches had not yet been added, however, and it was not until July that the bridge was truly finished).

The center, or river, span of the Covington and Cincinnati Suspension Bridge measures 1,057' while each of the land spans measures 281'. Including the approaches, the total length of the bridge is 2,252'. The deck of the bridge arches slightly, rising from a height of 91' above mean low water at the towers to a height of 100' at the center of the river span. The two masonry towers, from which the cables are hung, each stand 230' above mean low water.

The towers are built upon foundations of heavy oak logs hewn square and laid in the shape of a platform. Each foundation consists of numerous such platforms, or courses of timber, laid in an alternating pattern, bolted together and sealed with concrete. To insure that the timbers do not dry out, neither foundation rises above the low water line. (At the time of construction, 20' high cofferdams were built around each foundation to enable workmen to lay the masonry for each tower's base). The towers themselves, which measure 52' x 82' at the base, are built of limestone and sandstone, the first 25' above the foundations being of Dayton (Ohio) limestone and the remainder, above the first offsets, of rough cut sandstone. The massive scale of the towers, while still pronounced today, was particularly evident at the time of their construction. As Washington Roebling wrote upon his arrival in Cincinnati in 1865:

The size and magnitude of this work far surpasses any expectations I had formed of it. It is the highest thing in this country; the towers are so high that a person's neck aches looking up at them. It will take me a week to get used to the dimensions of everything around here.

Among the impressive features of the towers are the arches, which stand 30' wide and 75' high, through which the roadway passes.

At either end of the bridge stands an anchorage, a large masonry block consisting primarily of limestone quarried at Portsmouth, Ohio. Buried within

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

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

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 7 PAGE 2

these anchorages are large cast-iron anchor plates, each weighing more than 11 tons, to which chains made of wrought-iron eyebars, forged under the supervision of John Roebling, are attached. Connected to the ends of the chains are the two iron cables from which the deck of the bridge is suspended.

Each of the cables measures 12 1/2" in diameter and is composed of seven separate strands, each of which is made up of 740 individual wires. This wire was manufactured by Richard Johnson & Brothers, Manchester, England because no American firm could meet Roebling's requirements of quality and quantity. Individual wires were strung between the towers and on down to the anchorages by means of specially designed wheels that traveled back and forth across the river on an endless rope. Once the final wire of the final strand had been strung, or laid up, the seven strands were compressed into a circle and wrapped in galvanized iron wire by means of a machine designed by John Roebling. Located along the cables are numerous wrought-iron bands from which workmen hung the wire rope suspenders that hold up the bridge deck.

In an engineering sense, the most notable aspects of the bridge are the numerous inclined stays that add support and stability to the structure. The bridge was built with 100 wire rope stays 2 1/4" in diameter running from the tops of the towers to various points along the deck; on each side, the three longest of these "overfloor" stays passed over the tower and on down to the anchorage. Each stay was attached to the suspenders it intersected by annealed wire lashings. Not only did they distribute the carrying load more evenly (it was determined that the overfloor stays alone carried almost half the total weight of the roadway and the live load), but the stays helped to drastically reduce vibration. In addition, Roebling also strung eight heavy counter, or check, stays from a point on each tower just below the roadway to the cables themselves. The purpose of these check stays was to counteract the lifting and lateral motion that might result from a particularly strong wind. Further stiffness of the deck was achieved by the addition of two heavy wrought-iron Howe trusses that extended the entire length of the bridge, one on either side of the roadway.

The bridge has undergone a certain amount of alteration and upgrading over the years. The most extensive changes occurred in 1898-9 and included the stringing of two new cables, the widening of the deck, and the replacement of the original stiffening trusses. Under the direction of Wilhelm Hildenbrand, who earlier had worked under Washington Roebling on the building of the Brooklyn Bridge, two steel cables 10 1/2" in diameter were hung directly over Roebling's iron cables; the load was then distributed evenly between the old and new. Also, the width of the deck was increased from 36' to 48', and the iron trusses replaced by steel trusses. In 1954-5, the bridge was given a steel grid floor.

## 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 type="checkbox"/> TRANSPORTATION
<input 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      1856-1867      BUILDER/ARCHITECT      John A. Roebling

### STATEMENT OF SIGNIFICANCE

At the time of its completion in 1867, the Covington and Cincinnati Suspension Bridge was unprecedented and unrivaled: its 1,057' span across the Ohio River was the longest in the world. A daring and impressive structure, the bridge demonstrated clearly the genius of its designer and builder, John A. Roebling. Still one of the nation's foremost examples of suspension bridge design, it has weathered more than a century of use and continues to provide a valuable service to the two communities.

John A. Roebling was one of 19th century America's most renowned engineers and bridge builders. Unhappy with the agrarian life he initially chose for himself upon his emigration from Prussia in 1831, he turned to civil engineering, ultimately specializing in the design and construction of suspension bridges. Among his numerous achievements were bridges over the Monongahela River at Pittsburgh (1846), over the Delaware River near Port Jervis, New York (1848), over the gorge of the Niagara River near the famous Falls (1855), and over the Allegheny River at Pittsburgh (1860). Undoubtedly the work most often associated with his name is the Brooklyn Bridge, a structure he planned for many years in his head and on paper, but which he did not live to see built, leaving his son and successor, Colonel Washington A. Roebling, to carry out the actual construction.

Although the Covington and Cincinnati Suspension Bridge has been overshadowed by the Brooklyn Bridge--indeed, it is usually referred to as a step in the development of the plans for the Brooklyn Bridge--it is, in and of itself, a fascinating and outstanding example of the art of bridge building. This is due not only to the size and magnitude of the structure, but also to its carefully conceived and excellently executed system of stays--wire ropes that stabilize and strengthen it. Not satisfied with merely hanging suspenders from the cables, Roebling decided to add, as he had with his bridge over the Niagara, numerous diagonal stays, stringing them from the two towers to various points along the deck of the bridge. As he himself explained:

The office of these stays is twofold. They not only assist the cables powerfully in the support of the bridge but they also supply the most economical and most efficient means for

## 9 MAJOR BIBLIOGRAPHICAL REFERENCES

Condit, Carl W., American Building Art: The 19th Century (New York, 1960).

Flowden, David, Bridges (New York, 1974).

Steinman, D.B., The Builders of the Bridge (New York, 1950).

## 10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY \_\_\_\_\_

UTM REFERENCES

A	1,6	71,5280	4,313,022,0	B	1,6	71,544,30	4,329,550
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
C				D			

VERBAL BOUNDARY DESCRIPTION

The boundaries are comprised of the extremities of the bridge itself, or, the end of the approach on the Covington side and the end of the approach on the Cincinnati side, a total of 2,252'.

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

STATE	CODE	COUNTY	CODE
Kentucky	21	Kenton	117
Ohio	39	Hamilton	061

## 11 FORM PREPARED BY

NAME / TITLE

James B. Armstrong

February 24, 1975

ORGANIZATION

Historic American Engineering Record, NPS

DATE

202-523-5460

STREET & NUMBER

Dept. of the Interior, National Park Service, Washington, D.C.

TELEPHONE

CITY OR TOWN

STATE

## 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 National Park Service.

FEDERAL REPRESENTATIVE SIGNATURE

TITLE

DATE

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION  
ATTEST:

DATE

KEEPER OF THE NATIONAL REGISTER

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

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

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 2

stiffening the floor. Every stay constitutes the hypotenuse of a rectangular triangle, whose short sides are formed by the tower and the floor....This looks like a very simple proposition indeed, and is readily comprehended by sailors, who are accustomed to stays on board ships....I have always insisted that a suspension bridge built without stays is planned without any regard to stiffness, and consequently is defective in a most important point.

Although it looked to Roebling "like a very simple proposition indeed," his use of stays was not appreciated or even fully understood for many years. As D.B. Steinman, himself a noted bridge engineer, has written:

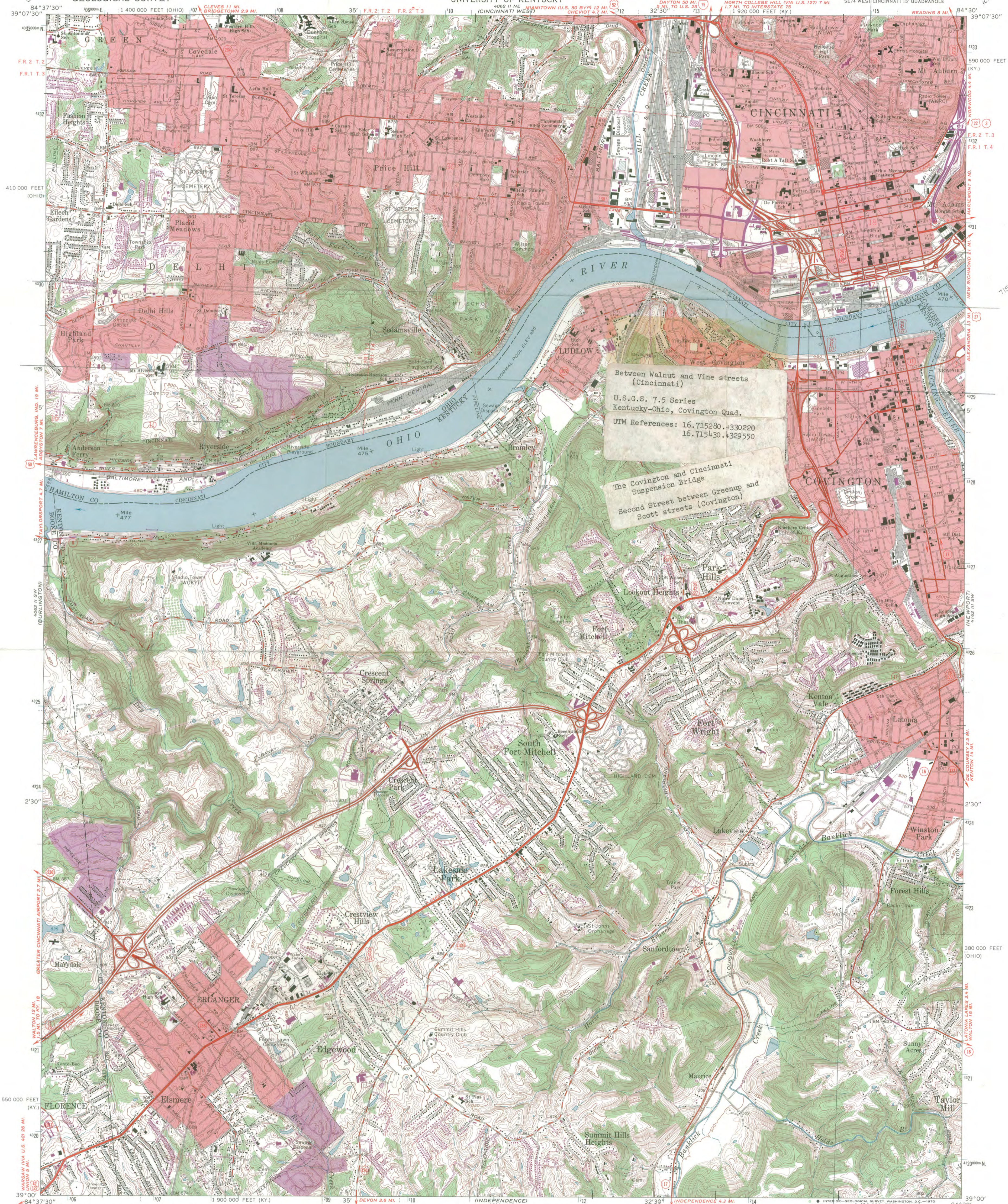
The full significance of this comprehensive system of diagonal stays was missed by the rest of the profession at the time. In his penetrating insight into the problem of stiffening a suspension bridge, not only against normal loads but also against destructive undulations producible by wind, Roebling's genius was manifested....it was seventy-five years before modern bridgebuilders grasped the idea and recognized its supreme importance.

The Covington and Cincinnati Suspension Bridge is one of only two bridges designed and built by John Roebling still standing. (The other, near Port Jervis, New York, began life as an aqueduct but was converted to carry vehicular traffic at the turn of the century; a National Historic Landmark, it is generally referred to as the nation's oldest suspension bridge). Although somewhat altered in form, the bridge stands as a fitting tribute to its designer and builder. As it approaches its 110th birthday it continues to function smoothly, and in doing so reveals the precision and foresight with which it was planned and constructed.





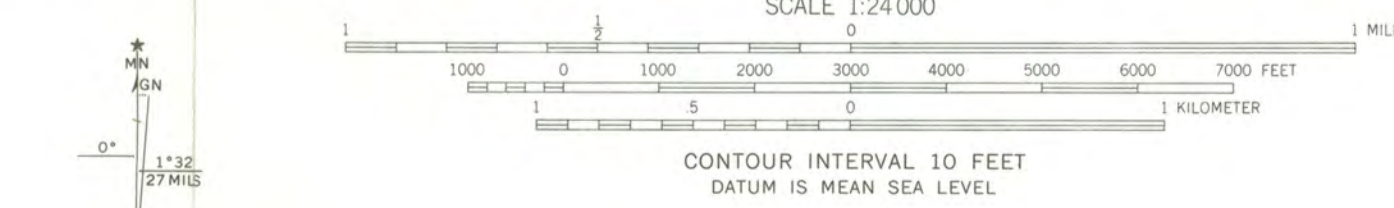




Between Walnut and Vine streets  
(Cincinnati)  
U.S.G.S. 7.5 Series  
Kentucky-Ohio, Covington Quad.  
UTM References: 16.715280.4330220  
16.715430.4329550

The Covington and Cincinnati  
Suspension Bridge  
Second Street between Greenup and  
Scott streets (Covington)

Maped, edited, and published by the Geological Survey  
Control by USGS, USC&GS, USCE, and the City of Cincinnati  
Topography by photogrammetric methods from aerial photographs  
taken 1949, and in part by the City of Cincinnati  
Field checked 1950 and 1953. Revised 1961  
Polyconic projection. 1927 North American datum  
10,000-foot grids based on Kentucky coordinate system,  
north zone, and Ohio coordinate system, south zone  
1000-meter Universal Transverse Mercator grid ticks, zone 16, shown in blue  
Fine red dashed lines indicate selected fence and field lines where  
generally visible on aerial photographs. This information is unchecked  
The state boundary as shown represents the approximate position of the  
low water line as determined from U.S. Corps of Engineers  
Ohio River charts, surveyed 1913 and 1914, and supplementary information  
Red tint indicates areas in which only landmark buildings are shown  
Ohio area lines within the Between the Miamis. Land lines based on the  
Great Miami River Base. Dotted land lines established by private  
subdivision of the Symmes Purchase



ROAD CLASSIFICATION  
Heavy-duty ——— Light-duty ———  
Medium-duty ——— Unimproved dirt ———  
Interstate Route — U.S. Route — State Route —

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS  
FOR SALE BY U.S. GEOLOGICAL SURVEY, WASHINGTON, D.C. 20242,  
KENTUCKY GEOLOGICAL SURVEY, LEXINGTON, KENTUCKY 40506,  
AND KENTUCKY DEPARTMENT OF COMMERCE, FRANKFORT, KENTUCKY 40601.  
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

Revisions shown in purple compiled in cooperation with  
Kentucky Geological Survey from aerial photographs taken 1959  
This information not field checked

COVINGTON, KY. - OHIO  
SE/4 WEST CINCINNATI 15' QUADRANGLE  
N3900-W8430/7.5  
1961  
PHOTOREVISED 1969  
AMS 4062 II SE-SERIES 853



# United States Department of the Interior

OFFICE OF THE SECRETARY  
WASHINGTON, D.C. 20240

MAY 15 1975

## Memorandum

To: Director, National Park Service

From: ~~Acting~~ Secretary of the Interior /s/ KENT FRIZZELL

Subject: Landmark Recommendations of the Advisory Board on National Parks, Historic Sites, Buildings and Monuments, 72nd Meeting, April 21-23, 1975, Washington, D. C.

On the recommendations of the Advisory Board on National Parks, Historic Sites, Buildings and Monuments, and pursuant to the authority contained in the Historic Sites Act of 1935 (49 Stat. 666; 16 U. S. C. 461 et seq.), I do hereby take the following actions:

1. Designated as National Historic Landmarks

California

Mare Island Naval Shipyard, Vallejo, California

Connecticut

First Church of Christ, Farmington, Connecticut  
Edward W. Morley House, West Hartford, Connecticut  
Russell Henry Chittenden House, New Haven, Connecticut

District of Columbia

Elliott Combs House, Washington, D. C.  
Timothy Caldwell-Monroe-Adams-Abbe House, Washington, D. C.  
Blanche K. Bruce House, Washington, D. C.  
Mary Church Terrell House, Washington, D. C.

Florida

British Fort, Sumatra, Florida

Illinois

Dr. Daniel Hale Williams House, Chicago, Illinois  
Oscar Stanton De Priest House, Chicago, Illinois  
David Davis House, Bloomington, Illinois  
Lyman Trumbull House, Alton, Illinois  
Auditorium Building, Chicago, Illinois  
Rookery Building, Chicago, Illinois  
Carson, Pirie Scott and Company Building, Chicago, Illinois

Iowa

James B. Weaver House, Bloomfield, Iowa

Louisiana

United States Mint, New Orleans Branch, Louisiana

Maine

Thomas B. Reed House, Portland, Maine

Maryland

Henry August Rowland House, Baltimore, Maryland  
Ira Remsen House, Baltimore, Maryland

Massachusetts

Count Rumford Birthplace, Weburn, Massachusetts  
George D. Birkhoff House, Cambridge, Massachusetts  
Percy Bridgman House, Cambridge, Massachusetts

Mississippi

Lucius Quintus Cincinnatus Lamar House, Oxford, Mississippi

Nebraska

J. Sterling Morton House, Nebraska City, Nebraska

New Hampshire

Salmon P. Chase Birth place and Boyhood Home, Cornish, New Hampshire

New Jersey

Elizabeth Cady Stanton House, Tenafly, New Jersey

New Mexico

Village of Columbus and Camp Furlong, Columbus, New Mexico

New York

Roscoe Conkling House, Utica, New York  
Hamilton Fish House, New York City  
John W. Draper House, Hastings-on-the-Hudson, New York  
Bell Telephone Laboratories, New York City  
General Electric Research Laboratory, Schenectady, New York  
Prudential Building, Buffalo, New York  
Central Synagogue, New York City  
Matthew Hanson Residence, New York City  
Lemuel Haynes House, South Granville, New York

North Carolina

Union Tavern, Milton, North Carolina  
North Carolina Mutual Life Insurance Company, Durham, North Carolina

Ohio

Cleveland Arcade, Cleveland, Ohio  
Plum Street Temple, Cincinnati, Ohio  
John Mercer Langston House, Oberlin, Ohio  
William McKinley Tomb, Canton, Ohio  
The Covington and Cincinnati Suspension Bridge

Oklahoma

101 Ranch Historic District, Marland, Oklahoma  
Boley Historic District, Boley, Oklahoma

Pennsylvania

Edward Drinker Cope House, Philadelphia, Pennsylvania  
Gemeinhaus-Lewis David de Schweinitz Residence, Bethlehem, Pennsylvania  
The Pennsylvania Academy of Fine Arts, Philadelphia, Pennsylvania  
Simon Cameron House, Harrisburg, Pennsylvania  
Matthew S. Quay House, Beaver, Pennsylvania

Texas

Fort Sam Houston, San Antonio, Texas

Utah

Old City Hall, Salt Lake City, Utah  
Fort Douglas, Salt Lake City, Utah

Virginia

Maggie Lena Walker House, Richmond, Virginia

West Virginia

Wheeling Suspension Bridge

Wyoming

Fort D. A. Russell, Cheyenne, Wyoming

2. Designated as Registered Natural Landmarks

California

Deep Springs Marsh, Inyo County, California  
Fish Slough, Mono and Inyo Counties, California  
Mitchell Caverns and Winding Stair Cave, San Bernardino County, Calif.

Colorado

Russell Lakes, Saguache County, Colorado

Idaho

Hagerman Fauna Sites, Twin Falls County, Idaho

Iowa

Anderson Goose Lake, Hamilton County, Iowa  
Dewey's Pasture and Smith's Slough, Clay and Palo Alto Counties, Iowa

Kentucky

Rock Creek Natural Area, Laurel County, Kentucky

Maine

Bigelow Mountain, Somerset and Franklin Counties, Maine  
New Gloucester Black Gum Stand, Cumberland County, Maine

Minnesota

Cedar Creek Natural History Area, Anoka and Isanti Counties, Minnesota  
Upper Red Lake Peatland, Beltrami County, Minnesota

Missouri

Golden Prairie, Barton County, Missouri  
Pickle Springs, Ste. Genevieve County, Missouri  
Taberville Prairie, St. Clair County, Missouri  
Tucker Prairie, Callaway County, Missouri  
Wegener Woods, Warren County, Missouri

New Mexico

Kilbourne Hole, Dona Ana County, New Mexico  
Ship Rock, San Juan County, New Mexico  
Valles Caldera, Sandoval and Rio Arriba Counties, New Mexico

North Dakota

Rush Lake, Cavalier County, North Dakota  
Sibley Lake, Kidder County, North Dakota

Puerto Rico

Mona and Monito Islands, Puerto Rico

South Dakota

Cottonwood Slough-Dry Run, Roberts County, South Dakota  
Lake Thompson, Kingsbury County, South Dakota  
Red Lake, Brule County, South Dakota

Texas

Greenwood Canyon, Montague County, Texas

Utah

Henry Mountains, Garfield County, Utah

Wisconsin

Kickapoo River Natural Area, Vernon County, Wisconsin

You are directed to take such further steps as may be necessary to effectuate the above actions.

COMMONWEALTH OF KENTUCKY  
OFFICE OF THE GOVERNOR  
FRANKFORT

NHL

Mott

June 17, 1975

C  
O  
P  
Y

Mrs. Mary A. Heller  
Executive Director  
Miami Purchase Association  
812 Dayton Street  
Cincinnati, Ohio 45214

Dear Mrs. Heller:

You will be pleased to learn that the Kentucky Historic Preservation Review Board, at its meeting on June 10, approved the nomination form of the Suspension Bridge. The nomination form will soon be sent to the National Register of Historic Places for their consideration. I wish to commend your Association for its action in preparing the nomination form.

I am pleased to inform you that the Suspension Bridge was approved on May 15 as a National Historic Landmark.

As to your suggestion that the Commonwealth of Kentucky join with the State of Ohio, I am sure that the Kentucky Heritage Commission would be glad to join with you in planning such a celebration. I suggest that you contact Mrs. Harvey Sloane, Chairman, Kentucky Heritage Commission regarding this matter.

If I can be of further assistance, please let me know.

Sincerely,



Julian M. Carroll

cc: Mrs. Harvey Sloane  
Mr. George Roth, Jr.  
Mr. Charles Herrington ✓





4  
*Green*  
United States Department of the interior

OFFICE OF THE SECRETARY  
WASHINGTON, D.C. 20240

JUN 11 1975

*H. J. Sheely 6/19/75*  
*Con Heine*  
*6-7-75*

The Secretary of the Interior

is pleased to inform you that the historic properties in your State described in the enclosed brief summaries have been found to possess national significance in commemorating the history of the United States. On the recommendation of the Advisory Board on National Parks, Historic Sites, Buildings, and Monuments these properties have been declared eligible to be national historic landmarks. We hope this action will be of interest to you and your constituents.

Also enclosed, please find leaflets explaining in detail the historic preservation programs of the National Park Service. You will note that recognition as a national historic landmark automatically places a property on the National Register of Historic Places and extends to it the safeguards provided by the National Historic Preservation Act of 1966.

Further, the owner of each property is eligible to receive, upon request, a certificate and plaque officially designating it as a national landmark. The Director of the National Park Service will shortly notify the owners about these benefits and provide them with the appropriate application forms.

The owners of these properties are to be commended for preserving these significant examples of our Nation's cultural heritage for the education and enjoyment of all our citizens.

Enclosures

Sen. Robert Taft, Jr.  
Sen. John H. Glenn, Jr.

Cleveland Arcade, Ohio  
Plum Street Temple  
John Mercer Langston House  
William McKinley Tomb  
Covington and Cincinnati  
Suspension Bridge



Save Energy and You Serve America!

*Green*

BASIC FILE RETAINED IN PS (HSS)

FNP:HJ Sheely:kr 6/5/75  
bcc: Regional Director, Midwest Region  
PS-Sheely

Rep. James V. Stanton

Cleveland Arcade

Rep. Louis Stokes

Cleveland Arcade

Rep. Willis D. Gradison

Plum Street Temple

Rep. Donald D. Clancy

Covington and Cincinnati Suspension Bridge

Plum Street Temple

Rep. Charles A. Mosher

Covington and Cincinnati Suspension Bridge

John Mercer Langston House

Rep. Ralph S. Regula

William McKinley Tomb

B. Levy Acting HSS 7/23/75

Green



# United States Department of the Interior

NATIONAL PARK SERVICE  
WASHINGTON, D.C. 20240

JUL 23 1975

IN REPLY REFER TO:

The Director of the National Park Service

Gary Everhardt

is pleased to inform you that the historic property described briefly in the enclosure has been found to possess national significance in commemorating the history of the United States and has, therefore, been designated a national historic landmark.

The purpose of landmark designation is to identify and recognize nationally significant sites and to encourage their owners to preserve them. Landmarks are chosen through studies prepared by the National Survey of Historic Sites and Buildings; evaluated by the Advisory Board on National Parks, Historic Sites, Buildings, and Monuments; and approved by the Secretary of the Interior in accordance with the Historic Sites Act of August 21, 1935.

As explained in the enclosed leaflet, recognition and designation of landmark sites are accorded by certificates and bronze plaques, which are provided free of charge to the owners or administrators of these properties upon their application and agreement to adhere to simple preservation practices. If you wish to apply for the certificate and plaque, copies of the application form are enclosed. The form should be completed in triplicate and two copies returned to the National Park Service. You may retain the third copy for your records.

Designation as a national historic landmark automatically places the property on the National Register of Historic Places. Under the provisions of the National Historic Preservation Act of 1966, entry on the National Register provides each landmark with safeguards against damage by Federal undertakings and fulfills one qualification for participation in a grant-in-aid program to assist in its preservation. Further information about these provisions of the law is contained in a leaflet describing the National Register that is also enclosed.

We are pleased to include this property among the sites already recognized as national historic landmarks.

Honorable Julian Carroll  
Governor of Kentucky  
Frankfort, Kentucky 40601

THE COVINGTON AND CINCINNATI SUSPENSION BRIDGE, KENTUCKY

Green

FNP: B Levy: kr 7/23/75  
bcc: Regional Director, Southeast Region  
B-Sheely



Nov 6 11 06 '75

PS 178

H34 MWR CL

NOV 4 1975

Mr. George F. Roth  
President, Northern Kentucky Heritage League  
P. O. Box 104  
Fort Mitchell, Kentucky 41017

Dear Mr. Roth:

Thank you for your letter concerning the Covington-Cincinnati suspension bridge. This historic landmark is administered by our Southeast Regional Office. Accordingly, we are forwarding your letter to the SERO for its response.

Enclosed for your information is a folder explaining the landmark program.

Sincerely yours,

(SGD) JAMES L. RYAN

*for*  
Merrill D. Beal  
Regional Director

CC:  
WASO-PH Assistant Director Mortensen  
Regional Director, SERO

124

OFFICE OF THE GOVERNOR  
FRANKFORT, KENTUCKY 40601

June 28, 1976

JULIAN M. CARROLL  
GOVERNOR

Mr. Gary Everhardt, Director  
National Park Service  
Department of the Interior  
Washington, D. C. 20240

RE: The Roebing Suspension Bridge of Covington - National Landmark

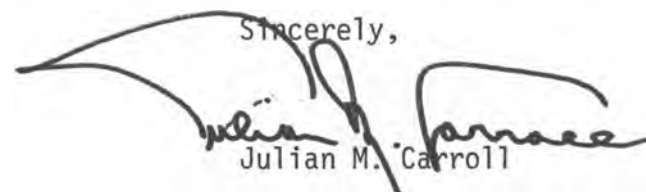
Dear Mr. Everhardt:

The suspension bridge linking Covington, Kentucky and Cincinnati, Ohio has been designated a National Landmark. I am informed that a bronze panel, 16" x 18", is customarily provided to show the honored status of such Landmarks.

The purpose of this letter is to ask that a bronze plaque be cast and provided as soon as possible for dedication during the Bicentennial Programs planned for the northern region of Kentucky and the City of Covington in particular.

The bridge is designated as THE ROEBLING SUSPENSION BRIDGE OF COVINGTON. It was built by the great bridge builder, John A. Roebling, and lies almost entirely in Kentucky.

Please accept this letter as an application for this Landmark bronze tablet.

Sincerely,  
  
Julian M. Carroll

cc: John C. Roberts, Secretary of Transportation  
R. A. Walsburger, District Engineer, Bureau of Highways  
Post Office Box 469, Covington, Kentucky 41012

*[Handwritten signature]*

*[Faint, illegible text]*

B. Levy Acting HSS  
7/8/76  
Con. Keene  
7-8-76  
Reyes 7/9/76  
148

H3417-PS

JUL 12 1976

Honorable Julian M. Carroll  
Governor of Kentucky  
Frankfort, Kentucky 40601

Dear Governor Carroll:

Thank you for your letter of June 28, 1976, regarding the Covington and Cincinnati Suspension Bridge. We are pleased to learn of your intention of applying for the bronze plaque which accords recognition and designation of the national historic landmark.

On July 23, 1975, we sent formal notification to your office that the suspension bridge had been designated. Accompanying that notification were copies of the application and agreement required to be signed in order to secure the plaque and certificate. We are enclosing a copy of the July 23 letter which explains the application and agreement in greater detail, as well as additional copies of the application. If you will sign three copies of the application and forward two to the National Park Service, we will order the certificate and plaque promptly. The preparation of the certificate and especially the casting of the bronze plaque take some time so we will have to act quickly.

We welcome your expression of interest in the recognition and preservation of this fine landmark and hope to hear soon regarding plans for the dedication ceremonies.

Sincerely yours,

Ernest Allen Connally

Ernest Allen Connally  
Associate Director,  
Professional Services

Enclosures

FNP:B Levy:mc 7/8/76

bcc: Regional Director, Southeast Region w/c of inc.  
Director's Reading File  
DI

P  
PH / PS (Reading File)  
PS(HSS)-Mr. Sheely w/c of inc. PS(HSS)-Levy w/c inc.

HP-Ky.-Ohio-Covington and Cincinnati Suspension Bridge

BASIC FILE RETAINED IN PS (HSS)

July 22, 1976

(Date)

Mr. Gary Everhardt  
Director  
National Park Service  
Department of the Interior  
Washington, D.C. 20240

Dear Mr. Everhardt:

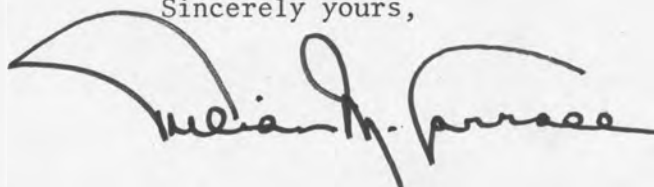
As the (owner, owners) of Covington and Cincinnati Suspension Bridge  
(Name of site)

located in Covington Kenton Kentucky  
(City) (County) (State)

(I,we) hereby accept your offer of a certificate (x) and a bronze plaque, 17" x 18" (x), formally marking this historic property a national historic landmark. (Check one or both as desired.)

1. Fully conscious of the high responsibility to the Nation that goes with the ownership and care of a property classified as having national significance and worthy of national historic landmark status, (I,we) agree to preserve, so far as practicable and to the best of (my,our) ability, the historical values that will satisfy the criteria for continuing significance.
2. Toward this end, (I,we) agree to continue to use the property only for purposes consistent with its historical character.
3. (I,we) agree to permit an annual visit to the property by a representative of the National Park Service, as a basis for continuing landmark status.
4. If, for any reason, the three conditions mentioned above cannot continue to be met, it is agreed that the national historic landmark status shall cease and that until such status is restored by the Secretary of the Interior, neither the national historic landmark certificate nor the plaque will be displayed.

Sincerely yours,





KP Ross 8/4/76  
B. Ross 8/4/76  
W. Sheely  
8-4-76  
Rgs 8/6

H3417-PS

AUG 6 1976

Honorable Julian M. Carroll  
Governor of Kentucky  
Frankfort, Kentucky 40601

Dear Governor Carroll:

Thank you for the agreement form sent on July 22, 1976, requesting the certificate and plaque identifying the Covington and Cincinnati Suspension Bridge, Covington, Kentucky, as a national historic landmark. We are proceeding with the preparation of the certificate and plaque.

Our Southeast Regional Office coordinates planning for presentation ceremonies in Kentucky. The Regional Director will inform you when the certificate and plaque for the Covington and Cincinnati Suspension Bridge have been completed. Should you wish the help of the Service in arranging ceremonies for the presentation, he will be glad to assist you. His name and address is: Mr. David D. Thompson, Jr., Regional Director, Southeast Regional Office, National Park Service, 1895 Phoenix Boulevard, Atlanta, Georgia 30349.

We are pleased to know that you plan active participation in the National Historic Landmarks Program.

Sincerely yours,

Ernest Allen Connally

Ernest Allen Connally  
Associate Director,  
Professional Services

Enclosure

cc: Mrs. Eldred W. Melton  
Director, Kentucky Heritage Commission  
104 Bridge Street  
Frankfort, Kentucky 40601

FNP:KP Ross:kr 8/4/76

bcc: Regional Director, Southeast Region w/c application form  
Director's Reading File

DI

PS(Reading File)

PH

W. Sheely

HP - Kentucky - Covington and Cincinnati  
Suspension Bridge

## SUPPLEMENT

Designations as of January 1, 1978

### ALASKA

OLD SITKA, Starrigavan, Baranof Island. 1799.

Site of Redoubt St. Michael, a Russian trading post established in 1799 and destroyed by Indians in 1802. June 13, 1962.

### CALIFORNIA

BALBOA PARK, California Quadrangle 41, San Diego County. 1915, 1935. Bertram Goodhue, Carleton Winslow, Sr., Richard Requa, Walter Dorwin Teague.

Used today as San Diego's cultural center, the buildings are some of the finest Spanish-Baroque Revival structures in America. The complex was constructed for the Panama-California Exposition in 1915 and expanded for the California-Pacific International Exposition in 1935. December 22, 1977.

BRADBURY BUILDING, 304 South Broadway, Los Angeles. 1893, George H. Wyman.

Load bearing walls open into a light-filled court of glass and cast iron. A visionary structure that had no local influence, it is admired today for its structure and use of glowing material and soft lighting. May 5, 1977.

FIRST CHURCH OF CHRIST SCIENTIST, 2619 Dwight Way, Berkeley, Alameda County. 1910. Bernard Ralph Maybeck.

This masterpiece was created of stock contemporary materials but is based stylistically on Japanese, Byzantine, Gothic and Romanesque architecture. December 22, 1977.

DAVID B. GAMBLE HOUSE, 4 Westmoreland Place, Pasadena, Los Angeles County. 1908. Greene and Greene.

This beautiful summer house in the California Bungalow style exemplifies the Arts and Crafts movement in the early years of the 20th. Century. Contemporary with Frank Lloyd Wright's "Prairie Houses," this house is the finest surviving example of the work of Greene and Greene. December 22, 1977.

HOTEL DEL CORONADO, 1500 Orange Street, Coronado. 1887 James Merritt and Watson Reid.

Built in less than one year, it is one of the great luxury seashore hotels in the United States, the first to use electric lighting on a large scale. May 5, 1977.

MISSION INN, 5th and 7th, Main and Orange Streets, Riverside. 1902-1950. Beaton, Hunt, Gray and Wilson. The largest Mission-Revival building in California; contains a hotel, shops and a chapel. May 5, 1977.

PARAMOUNT THEATRE, 2025 Broadway, Oakland. 1931. Timothy Pflueger. One of the two remaining great Art Deco movie palaces left in America (with Radio City Music Hall, N.Y.). Recently restored. May 5, 1977.

### FLORIDA

BRITISH FORT, Six miles southwest of Sumatra, Sumatra, Franklin County. 1814. Site of a fort established by the British in 1814 in conjunction with the War of 1812. After the war the fort became known as Negro Fort, because of the runaway slaves that occupied it. In 1816 the U.S. Army destroyed the fort, an action that contributed to the outbreak of the first Seminole War. May 15, 1975.

FORT SAN CARLOS DE BARRANCAS, Pensacola, Gulf Island National Seashore, Escambia County. 1787. A semicircular brick fortification, this fort was an important northern outpost of the Spanish Caribbean empire until Andrew Jackson captured it in 1814 in response to British-Spanish collaboration in the War of 1812. October 9, 1960.

### GEORGIA

HISTORIC AUGUSTA CANAL AND INDUSTRIAL DISTRICT, west bank of the Savannah River, Augusta, Richmond County. 1845-1880's. Intact canal system and mills representative of the industrial aspect of the New South movement. The best-surviving example of an engineering system singularly important to the Southeastern United States. December 22, 1977.

MARTIN LUTHER KING, JR. HISTORIC DISTRICT, Atlanta, Georgia. The district includes the environs in which Martin Luther King, Jr. grew up. His birth home, grave, and the church which he served as assistant pastor, are special units of the district. May 5, 1977.

INDIANA

JOSEPH BAILLY HOMESTEAD, west of Porter on U.S. 20 in Indiana Dunes National Lakeshore, Porter County. 1822.  
Log house and log storehouse that are the remains of a trading post established in 1822 by Joseph Bailly as a stopping place and social center for Indian and white travelers. December 29, 1962.

CLEMENT STUDEBAKER HOUSE, 620 W. Washington Avenue, South Bend, St. Joseph County. 1889.  
The major contributor to the Studebaker Bros. Co., the largest producer of horse-drawn vehicles in the world by the 1890's, made his home here from 1889-1906. The company was the only U.S. wagon firm to convert successfully to automobiles. December 22, 1977.

KANSAS

NORMAN NO. 1 OIL WELL, Mill and First Streets, Neodesha, Wilson County. 1892.  
Norman No. 1 was the well that opened the vast Mid-Continent oil field which became the major producing field by 1900. The Mid-Continent Field yielded over half the U.S. oil supply into the 1930's. Contributed to the breaking of the Standard Oil monopoly. December 22, 1977.

KENTUCKY

THE COVINGTON AND CINCINNATI SUSPENSION BRIDGE, Covington, Kenton County. 1856-1867.  
At the time of its completion in 1867 this John A. Roebling designed suspension bridge was the longest in the world. It remains today one of the Nation's foremost suspension bridges. May 15, 1975.

LOUISIANA

NEW ORLEANS COTTON EXCHANGE BUILDING, 231 Carondelet Street, New Orleans, Orleans County. 1921.  
Eight-storied, steel-framed, and stone building represents New Orleans as the principal spot market of the world and leading futures market next to New York and Liverpool until the 1920's. Associated with Henry G. Hester, the "Father of Cotton Statistics," whose work reduced investment risk. December 22, 1977.

MASSACHUSETTS

NATHAN APPLETON RESIDENCE, 39-40 Beacon Street, Boston,  
Suffolk County. 1817.  
Residence (1821-1861) of the founder of the first textile sales  
agency and the financial and mercantile mind in developing the  
Boston Manufacturing Co., the first modern integrated factory in the  
United States. December 22, 1977.

BOSTON MANUFACTURING COMPANY, 144 Moody Street, Waltham,  
Middlesex County. 1813-1843.  
This manufacturing complex represents the first truly modern factory  
in the United States. Employing innovative power looms, it signaled the  
birth of American mechanics and ended U.S. dependence on British  
technology. It laid the technical basis for a fundamental reorganiza-  
tion of the factory system. December 22, 1977.

BOSTON NAVAL SHIPYARD, East of Chelsea Street, Boston,  
Suffolk County. 1800.  
From 1800 to 1974 the Boston Naval Shipyard functioned as one of the  
most important shipyards in the United States. The yard pioneered  
in modern ship construction and for over a century manufactured all of  
the Navy's rope. November 13, 1966.

BUNKER HILL MONUMENT, Breed's Hill, Boston, Suffolk County. 1825.  
Four-acre park containing a 220' granite obelisk that commemorates the  
Battle of Bunker Hill, June 17, 1775. January 20, 1961.

FANEUIL HALL, Dock Square, Boston, Suffolk County. 1740-1742.  
Given to the city by Peter Faneuil in 1740, Faneuil Hall with its market  
and meeting hall served as a focal point of Colonial protest against  
British rule and also as a center in the Boston abolition movement.  
October 9, 1960.

LOWELL LOCKS AND CANALS HISTORIC DISTRICT, Lowell, Middlesex. 1796-1848.  
Canal system which led to the supremacy of Lowell as the cotton textile  
manufacturing center of the United States, and helped evolve the first  
instance of an industrialized American city. Contains virtually unaltered  
waterways and little-altered mills and machinery. December 22, 1977.

MASSACHUSETTS

OLD NORTH CHURCH (Christ Church Episcopal), 193 Salem Street, Boston, Suffolk County. 1723-1740.

Built according to Christopher Wren's English church designs, this Georgian church became famous on April 18, 1775, when patriots waved lanterns from its belfry to warn their compatriots across the Charles River that the British were advancing towards Lexington and Concord. January 20, 1961.

OLD SOUTH MEETING HOUSE, Milk and Washington Streets, Boston, Suffolk County. 1729-1730.

This Georgian building was the scene of numerous pre-Revolutionary War protest meetings, one of which preceeded the December 16, 1773, Boston Tea Party. October 9, 1960.

OLD STATEHOUSE, Washington and State Streets, Boston, Suffolk County. 1748.

Excellent example of late Georgian architecture, the Old Statehouse served this function from 1776 to 1798 and was the Boston city hall from 1830 to 1840. October 9, 1960.

PAUL REVERE HOUSE, 19 North Square, Boston, Suffolk County. c. 1676. Home of the famous silversmith and patriot who on April 18, 1775, warned that, "the British are coming." January 20, 1961.

U.S.S. CONSTITUTION, Boston Naval Shipyard, Boston, Suffolk County. 1797.

Affectionately known as "Old Ironsides," the U.S.S. Constitution distinguished herself in the undeclared naval war with France, in sea battles with Barbary pirates, and during the War of 1812. December 19, 1960.

MISSISSIPPI

CHAMPION HILL BATTLEFIELD, Hinds County, Mississippi.

The Civil War battle of Champion Hill was a crucial Union victory in the campaign for Vicksburg, 1863. In this battle, General Ulysses Grant's Union Army forced the retreat of General John C. Pemberton's Confederate forces into the defenses of Vicksburg, May 16, 1863. The siege of Vicksburg followed, and on July 4, 1863, the Confederates surrendered. May 5, 1977.

NEW HAMPSHIRE

HARRISVILLE HISTORIC DISTRICT, Harrisville,  
Cheshire County. 1774-1900.

Harrisville is the only American industrial community of the early 19th century that still survives in its original form. Its complex of mills, boarding and workers' houses, dwellings, churches, stores and other buildings is virtually intact and free from intrusions.  
December 22, 1977.

NEW YORK

GRACE CHURCH, Broadway at 10th Street, New York,  
New York County. 1846. James Renwick, Jr.

Renwick at the age of 25 designed this "archaeologically" correct church in the English taste. He later created St. Patrick's Cathedral on Fifth Avenue, another brilliant demonstration of the Gothic Revival style.  
December 22, 1977.

JOHN A. HARTFORD HOUSE, 75 Grasslands Road, Valhalla,  
Westchester County. c. 1932.

Home (1930-51) of the merchandising genius of the Great Atlantic and Pacific Tea Company, the first nationwide chain-store company dating back to 1859. Under Hartford's leadership in 1912 the firm was expanded to become the largest retailer in the Nation by the mid-twentieth century.  
December 22, 1977.

LORILLARD SNUFF MILL, New York Botanical Garden, The Bronx,  
Bronx County. 1840.

Constructed in 1840 by the P. Lorillard Company, the Lorillard Snuff Mill is the Nation's oldest extant tobacco factory and a symbol of the importance of tobacco in the development of commerce and industry in the 19th. Century.  
December 22, 1977.

NEW YORK CHAMBER OF COMMERCE, 65 Liberty Street, New York,  
New York County. 1768.

Founded in 1768 the prestigious New York Chamber of Commerce served as the organizational prototype for the development of this important institution for promoting the interests of American business on the local, State, and national levels.  
December 22, 1977.

NEW YORK

NEW YORK COTTON EXCHANGE (India House), One Hannover Square, New York, New York County. 1870.

The foundation of the New York Cotton Exchange in 1870 marked the end of the factorage system for marketing America's most important 19th Century domestic crop and also the growth of today's futures trading system for buying and selling commodities. December 22, 1977.

SURROGATE'S COURT (HALL OF RECORDS), 31 Chambers Street, New York, New York County. 1899-1907. James R. Thomas, Horgan and Slattery.

Modelled after the Hotel de Ville in Paris, this structure is the most accurate representation of this "style official" in New York City. December 22, 1977.

THIRD JUDICIAL DISTRICT COURTHOUSE, (Jefferson Market Courthouse), Sixth Avenue at 10th Street, New York, New York County. 1874-1877. Frederick C. Withers.

Known as a church architect and the author of Gallaudet College, this building in the "Ruskinian" or "Venetian" style is Withers best known work. December 22, 1977.

NORTH CAROLINA

W. T. BLACKWELL AND COMPANY TOBACCO FACTORY, 201 West Pettigrew Street, Durham, Durham County. 1874.

This factory was the original home of Bull Durham Smoking Tobacco, the first truly national tobacco brand. In processing and promoting Bull Durham, W. T. Blackwell and Company introduced production, packaging, and marketing techniques that made Bull Durham a part of American folklore. December 22, 1977.

OHIO

CINCINNATI UNION TERMINAL, 1301 Western Avenue. 1933. Fellheimer and Wagner.

One of the last grand-scale terminals in the Art Deco style, it is also a masterpiece of planning by Paul Cret, architect. When completed it cost \$ 41,000,000, accommodated 17,000 people and 216 trains daily. May 5, 1977.



OHIO

GLENDALE HISTORIC DISTRICT, East of State Route 4, North of State Route 126, C & O - B & O Railroad right-of-way. 1851.  
One of the earliest American communities laid out on the irregular, "picturesque" plan derived from cemetery design as opposed to the rectangular grid then commonly used. May 5, 1977.

CHARLES F. KETTERING HOUSE, 3965 Southern Boulevard, Kettering, Montgomery County. 1914-1958.  
Home of the founder of the Dayton Engineering Laboratories Company (Delco) and head of General Motors research activities, Kettering made many significant contributions to the development of the gasoline and diesel engines that transformed American transportation in the 20th Century. December 22, 1977.

OHIO STATEHOUSE, Southeast corner, Broad and High Street, Columbus, Franklin County. 1839-1861. Henry Walters, A. J. Davis, William R. West, Isaiah Rogers.  
One of the great Greek Revival buildings in America embodying the ideals of the movement in a public monument. December 22, 1977.

OHIO THEATRE, 39 East State Street, Columbus. 1928. Thomas W. Lamb.  
This example of the "Golden Age" of movie palaces has recently been restored in its original "Spanish" style. May 5, 1977.

PEOPLE'S FEDERAL SAVINGS AND LOAN ASSOCIATION, 101 East Court Street, Sidney, Shelby County. 1918. Louis Sullivan.  
One of the commissions executed late in Sullivan's career that profoundly influenced 20th. century architects. December 22, 1977.

OREGON

DEADY AND VILLARD HALLS, University of Oregon. Eugene. 1876 and 1885.  
W. W. Piper and Warren H. Williams.  
These original buildings for the University of Oregon were designed in the French-Second Empire style. May 5, 1977.

OREGON

PIONEER COURTHOUSE, 520 SW Morrison Street, Portland.  
1869-1875. Alfred B. Mullett.  
Formerly the U.S. Courthouse, Customhouse and Post Office, it is  
the oldest standing Federal building in the Northwest, and has been  
recently restored. May 5, 1977.

SKIDMORE/OLD TOWN HISTORIC DISTRICT, Twenty blocks-Burnside Street  
to the Willamette River in the old center city. Portland. Last  
quarter of the 19th. Century.  
The district is Italianate architecturally with a large number  
of cast iron fronts. Large commercial district. May 5, 1977.

TIMBERLINE LODGE, Mt. Hood National Forest, Clackamas County.  
1935-1938. W. I. Turner, Howard Griffin, Dean Wright, Linn A. Forrest  
and Ward Ganno.  
Margaret Hoffman Smith, Interiors.  
The finest example of 1930's WPA "mountain architecture," it was  
dedicated by Franklin D. Roosevelt in 1937.  
December 22, 1977.

PENNSYLVANIA

GRUBER WAGON WORKS, Tulpehocken Creek Park, Reading,  
Berks County. 1882.  
The family-owned Gruber Wagon Works produced both standard farm  
wagons and custom vehicles from 1882 to the 1950's. Its fully preserved  
machinery, tools, and materials make the works an outstanding example of  
what was once an essential American industry. December 22, 1977.

PHILADELPHIA CONTRIBUTIONSHIP, 212 South Fourth Street, Philadelphia,  
Philadelphia County. 1752.  
In 1752 Benjamin Franklin helped organize the Philadelphia  
Contributionship for the Insurance of Houses from Loss by Fire, the  
first fire insurance company in the United States and a pioneer  
institution in the development of the insurance business. The  
company has occupied this Thomas U. Walter designed building  
since 1835. December 22, 1977.

SOUTH DAKOTA

FRAWLEY RANCH, Lawrence County, South Dakota.  
 The ranch represents the development of a practical land use for an area unsuited for homestead farming. Henry J. Frawley acquired several unsuccessful homestead farms and with them developed a large and prosperous ranch in the late 19th. Century. May 5, 1977.

TENNESSEE

ISSAC FRANKLIN PLANTATION, U.S. Highway 35E, Four miles south of Gallatin, Sumner County. 1832.  
 Between 1828 and 1836 Issac Franklin and John Armfield created the largest scale slave-trading operation in the antebellum South. Franklin's plantation illustrates the activities of Franklin and Armfield. December 22, 1977.

TEXAS

LUBBOCK LAKE SITE, off U.S. 84 in Yellow House Canyon, Lubbock. ca. 9000 B.C. to present.  
 Excavations at the site have revealed a stratified sequence spanning eleven or twelve thousand years and providing evidence for occupation during the Clovis, Folsom, Plainview, Late Paleo Indian, Archaic, Ceramic, and Historic Periods. December 22, 1977.

VIRGIN ISLANDS

FORT CHRISTIAN, Charlotte Amalie, St. Thomas, Virgin Islands.  
 This fortification dates from 1680 and is the oldest extant structure in the Virgin Islands. It was the focal point of early Danish settlement, housing governors and Lutheran ministers as well as providing protection for settlers. May 5, 1977.

VIRGINIA

REYNOLD'S HOMESTEAD, Critz, Patrick County. 1850.  
 From 1850 to 1874 this property was the home of Richard Joshua Reynolds, the father of the modern cigarette. In the Camels cigarette brand introduced in 1913, R. J. Reynolds Tobacco Company conquered a market and transformed an industry. December 22, 1977.

VIRGINIA

THUNDERBIRD ARCHEOLOGICAL DISTRICT, Warren County, Virginia.  
 The district consists of three sites (Thunderbird Site, Fifty Site, Fifty Bog) which provide a stratified cultural sequence spanning Paleo Indian through the end of Early Archaic times.  
 (ca. 9500--6500 B.C.). May 5, 1977.

TREDEGAR IRON WORKS, 500 Tredegar Street, Richmond. Richmond County.  
 1841.  
 The Tredegar Iron Works was one of the largest iron works in the United States from 1841 to 1865. During the Civil War the works supplied the South with the major share of the iron products that helped the Confederacy sustain four years of war.  
 December 22, 1977.

WASHINGTON

PIONEER BUILDING, PERGOLA AND TOTEM POLE, 1st Avenue, Yesler Way and Cherry Street. 1892. Elmer H. Fisher.  
 This complex is at the heart of the commercial district in old Seattle. The Pioneer Building is Richardsonian-Romanesque in style, the Pergola is constructed of cast iron. May 5, 1977.

PORT TOWNSEND, Scott, Walker, Taft and Blaine Streets and the waterfront. Second half of the 19th. Century.  
 Once a custom station on Puget Sound, the town flourished in the 1880's, but collapsed in the 1889 land speculation debacle. The district contains many fine late 19th-century commercial and residential structures. May 5, 1977.

Kentucky Co. Ky



# THE COVINGTON-CINCINNATI SUSPENSION BRIDGE COMMITTEE, INC.

120 EAST SECOND STREET, COVINGTON, KENTUCKY 41011  
606 • 261-1776

1071 Celestial Street  
Cincinnati, Ohio 45202  
November 11, 1982

Mr. Jerry Rogers  
Keeper of the National Register  
National Park Service  
U. S. Department of the Interior  
Washington, D. C. 20240

Dear Sir,

This letter is to apprise you of activities which concern the Covington-Cincinnati Suspension Bridge between Covington, Kentucky and Cincinnati, Ohio, which was entered on the National Register of Historic Places on May 15, 1975 and in 1976 was designated an Historic Landmark.

The city of Covington is actively planning to develop its waterfront on the Ohio River, designing a park-like green belt on the shore, with a high quality hotel and businesses inland. This will enhance this entire area and both sides of the river are excited about it.

The centerpiece which connects the two cities is the famed Suspension Bridge which was completed in 1866 by John A. Roebling. It now stands in good condition and daily use, an historical object which symbolizes private enterprise, engineering genius, courage and determination.

Its two great stone piers on the river shores are topped by the fifty star flag of the United States of America on the north, at Cincinnati, and the thirteen star Bennington flag flying at the south end. Both were placed on thirty foot flagpoles on June 27, 1976 by the Covington-Cincinnati Suspension Bridge Committee, which was formed for the express purpose of keeping the flags flying and lighted at night.

The riverfront planners, recognizing the interest of the committee, suggested that we spearhead a fund raising drive to place two strands of softly glowing white lights along the suspension cables of the bridge, as they sweep from shore to shore, punctuated by the flags at the heights. We are willing to undertake this and have organized a committee to proceed when permissions have been granted. There would be no structural changes on the bridge. There is much enthusiasm over this project.

Sincerely,

*(Mrs. Walter C.) Julia E. Langsam*  
President

Your support is deductible under Section 501 (c)(3) of the U.S. Internal Revenue Code.

THE NATIONAL REGISTER OF HISTORIC PLACES

DATE REC'D NOV 17 1982

\_\_\_\_\_  
INFORMAL RESPONSE (ATTACHED)

\_\_\_\_\_  
IMMEDIATE MATERIAL SENT

\_\_\_\_\_  
TELEPHONE CALL (ATTACHED)

DATE ACTION TAKEN \_\_\_\_\_

INITIALS \_\_\_\_\_

NATIONAL LANDMARK  
REVIEW VISIT REPORT

SITE: The Covington and Cincinnati Suspension Bridge

HISTORIC OR NATURAL LANDMARK? Historic

LOCATION: Second Street Covington Kenton Kentucky  
(Street) (Town) (County) (State)

HOW TO FIND IT (If difficult): Not hard to find. Connects Covington, Ky.  
and Cincinnati, Ohio over Ohio river.

DAY(S) VISITED: June 2 1977  
Month Day(s) Year

VISITED BY: Nicholas J. Eason \_\_\_\_\_  
(Name) (Name)

Superintendent \_\_\_\_\_  
(Title) (Title)

Abraham Lincoln Birthplace NHS \_\_\_\_\_  
(Park) (Park)

502-358-3874 \_\_\_\_\_  
(Phone Number) (Phone Number)

PERSON(S) CONTACTED, WITH TITLE(S) AND PHONE NUMBERS:

Charles White, Assistant District Engineer, District Office 6, Covington, Ky.  
41012 606-341-2700

PRESENT OWNER(S) OF RECORD (If less than 3): Commonwealth of Kentucky.  
Department of Transportation, Bureau of Highways.

1. Did you have any difficulty making contact with the owner or administrator in advance of your visit? Yes \_\_\_\_\_ No XX If yes, please describe:

2. Did you feel that your visit was welcome? XX not welcome? \_\_\_\_\_  
If not, please describe circumstances:

3. How much time did you spend at the site?

One hour. This was a preliminary visit at the invitation of the State Department of Transportation for the purpose of locating commemorative plaques.

4. Please describe the condition of the site and its immediate environment in detail (structure(s), grounds, furnishings, etc.) If a building, use reasonable categories to particularize your review, e.g., foundation, floor, walls, etc. If a natural area, reference to original "as evaluated" condition is critical. If necessary, attach interleaves between pages 3 and 4:

Overall condition of the structure appears very good. Apparently some updating of the suspension structure and updating of the pedestrian walkways were accomplished in the past to meet current safety standards but the historic integrity is generally sound. Some extensive patches of paint peeling were noted in spite of painting approximately two years earlier. This was apparently due to extremely cold winter conditions during the 1976-77 winter.



5. Based on the reasons for the original designation, is it your opinion that the "integrity" of the site is being "adequately maintained"? Yes~~xx~~  
No\_\_\_\_\_ If no, explain. Please take special care in reviewing threats mentioned in original evaluation, describing recent damage, and discussing new threats, external or internal, to the integrity of the landmark. Use interleaves between pages 4 and 5, if necessary:

The site must meet current safety specifications for a bridge of its type. No threats to historical integrity appear to exist although some minor alterations have been made in the past to bring it up to the prescribed standards.

6. Please describe the arrangement for management of the site (owner-managed, lease-managed, employee-managed, government-managed, etc.):

Government-managed. All repairs are accomplished by the Kentucky Bureau of Highways.

7. In your opinion, is site maintenance adequate? Yes xx No       
If you have any reservations, please describe:

8. Is the site used for commercial purposes: Yes      No xx If yes, does this present any problems related to maintaining the integrity of the site? Yes      No      If yes, please describe:

Used as part of state maintained bridge system.

9. Please describe any financial problems related to site maintenance that the owner volunteers to share with you:

None.

10. What other site management problems did you observe, if any?

None other than for a continuing vandalism problem which reportedly involves stolen flags, breaking of lights, etc. This could prove to be a problem for the historic landmark plaque.

11. Specific suggestions, if any, made to the owner or administrator. Be sure to pass out Tax Reform Act sheet to historic landmark owners:

None.

12. What follow-up action do you suggest for SERO?

None.

13. Is there immediate urgency regarding the suggested follow-up action? Yes      No XX If yes, please clarify:

14. If this site is being managed under the terms of a signed agreement, has the plaque been mounted? Yes      No      If yes, describe exact location. If no, please explain why it has not been mounted. Also, describe location of the certificate:

The plaque location was selected on the southeast tower above the pedestrian walkway. The plaque will be mounted at a height of approximately 15 feet prior to 6/14/77 at 1:30 p.m. at which time the certificate will be presented by Superintendent Eason of Abraham Lincoln Birthplace NHS.

15. If you were asked to categorize this landmark, would you consider it (a) relatively "safe" at present, (b) possibly threatened, or (c) damaged or endangered? (If your choice is b or c, you should have a substantial narrative under item 5.) (a) Relatively safe

16. Additional comments:

None

Please enclose slides, prints, clippings, or correspondence that will supplement original copy of this report. Original and one copy of report form are required.

REPORT SUBMITTED BY:

Name Nicholas L. Eason

Title Superintendent

Signature Nicholas J. Eason

Date 6/7/77

## The city

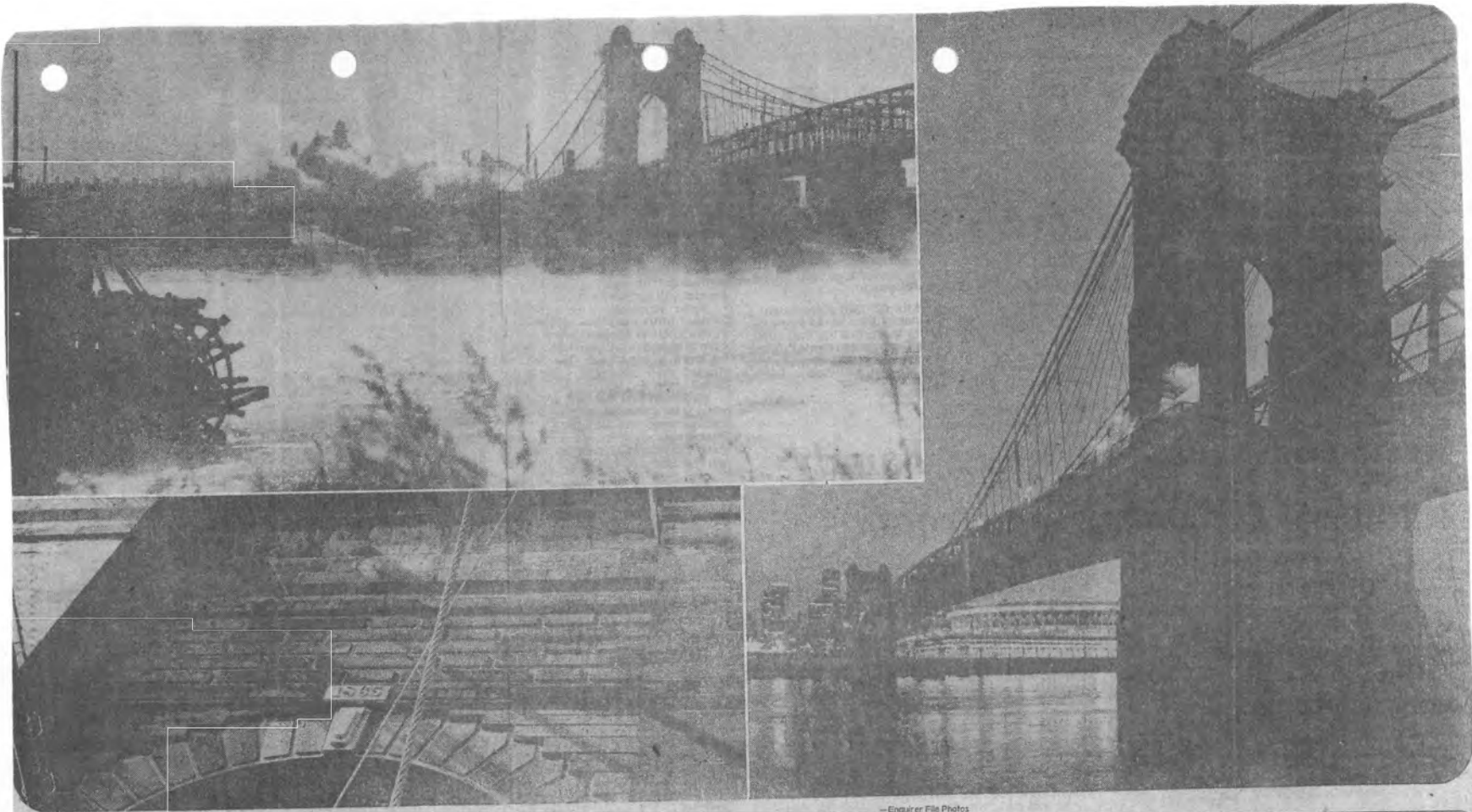
### The bridge—color it blue

The Suspension Bridge is going to be painted blue, Ed Wimmer, president of Forward America Inc., said today. Wimmer, who proposed the blue bridge as part of Greater Cincinnati's American Bicentennial celebration, said he received a letter from Kentucky Gov. Julian M. Carroll saying "the bridge will be blue." The Kentucky Bureau of Highways had announced plans to repaint the green bridge with semi-gloss bright green paint. But Wimmer proposed the blue at a meeting of Exposition America, a group planning Bicentennial events. He then wrote the governor.

The bridge is in Kentucky, as is the Ohio River flowing beneath it. Wimmer said the governor did not specify a shade of blue, but he said he thinks it will be the same shade used on traffic signs on I-75. He said this would be close to what he proposed—"a rich, flag blue." The paint job is due to get started in April, and be completed by Aug. 1. But Wimmer isn't stopping with a paint victory. He's also pushing for flags atop the two towers of the 107-year-old bridge. "We want a 13-star American flag on the tower at the Kentucky end and a 50-star flag at the Ohio end," he said. "We hope various organizations will help make this possible."

There is a flagpole between the two domes of each tower, Wimmer said. He said they were used "at first," but flags have not flown from them for many years. If they are unstable, part of the job of patriotic organizations will be to see that they are strengthened, Wimmer said. "This is going to be the first big visible thing about the Bicentennial locally," he said. "People going to the stadium will see it. It will be an exciting sight."

He emphasized that the patriotic appearance of the bridge "cannot be a candy-stick deal. This is not just a bridge. It is beautiful, like a necklace." The painting will be done at the same time the metal grid floor is being replaced, according to District Engineer Robert Walsburger. An effort will be made to maintain at least one lane of traffic.



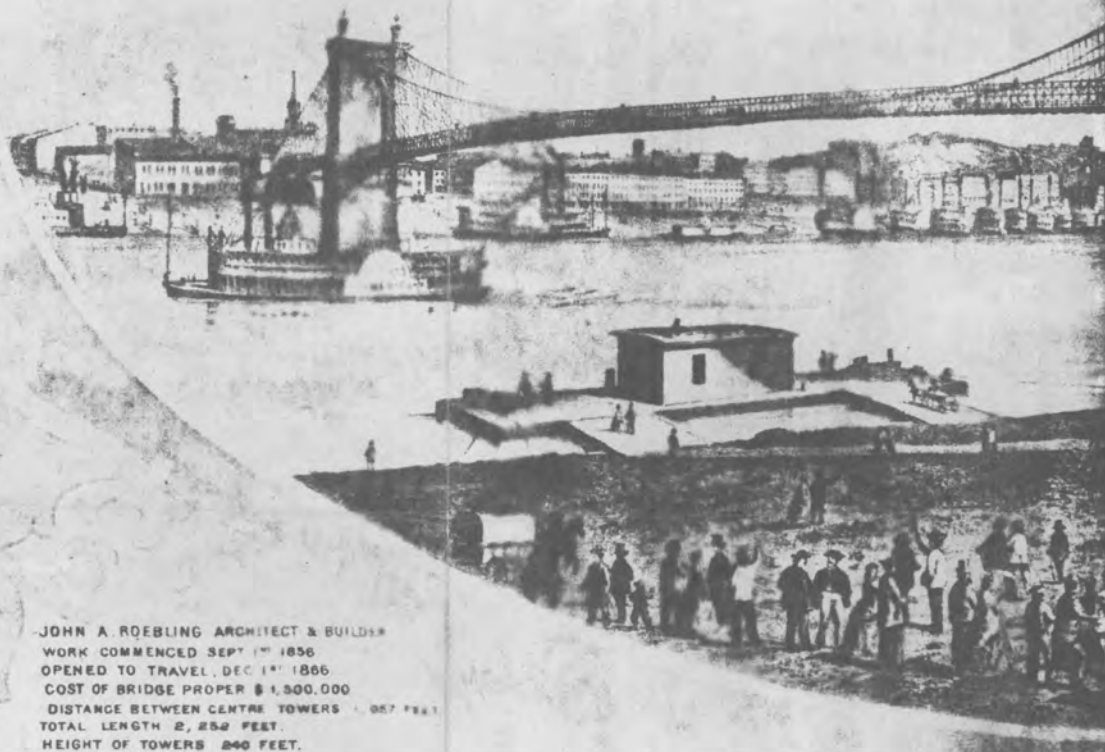
—Enquirer File Photos

### Still Hanging In There

LIKE AN old, old porch in need of a new floor, the Suspension Bridge connecting downtown Cincinnati and Covington also is worn from much, much traffic. The Kentucky Bureau of Highways will let a contract January 23 to replace about half the steel grid deck of the bridge, with a completion date of August 1, 1976, and at least one lane to remain open to traffic at all times, two lanes during peak traffic hours. Countless feet and tires have moved across the structure since The Enquirer on December 2, 1866, noted: "Yesterday, the greatest work in the country, the Covington

and Cincinnati Suspension Bridge, was thrown open to the public." Headlines above the story said: "40,000 Foot Passengers On It Yesterday. Freight Cars To Run It During Nighttime." Also mentioned was the "stiffness and rigidity of the structure," which was designed by John Augustus Roebling, who later built the Brooklyn Bridge. The 100th anniversary of the opening of the bridge was observed with proper ceremonies in 1966 at City Hall Square in Covington.

enquirer  
**LOCAL & AREA NEWS**



JOHN A. ROEBLING ARCHITECT & BUILDER  
 WORK COMMENCED SEPT 1<sup>ST</sup> 1856  
 OPENED TO TRAVEL, DEC 1<sup>ST</sup> 1866  
 COST OF BRIDGE PROPER \$1,500,000  
 DISTANCE BETWEEN CENTRE TOWERS 1,057 FEET  
 TOTAL LENGTH 2,250 FEET  
 HEIGHT OF TOWERS 240 FEET

CINCINNATI & COVINGTON SUSPENSION BRIDGE.



DIAMETER OF CABLES 12 1/2 INCHES.  
 WIRE IN THE TWO CABLES 1,000,000 POUNDS.  
 STRENGTH OF STRUCTURE 15,204 TONS.  
 DEFLECTION OF CABLES 85 FEET.  
 NUMBER OF WIRES IN EACH CABLE 5,200.  
 HEIGHT OF BRIDGE IN CENTRE ABOVE LOW WATER 103 FEET  
 WEIGHT SUPPORTED BY CABLES 1,500 TONS.