Historic Documentation for

CSX Railroad Bridge 19243 over North Fork of Wildcat Creek

Carroll County, Indiana

Prepared by:
Butler, Fairman & Seufert, Inc.
8450 Westfield Blvd., Suite 300
Indianapolis, Indiana

May 30, 2012

In accordance with the Minimum Architectural Documentation Standards Criteria
Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology

Written Description

CSX Railroad Bridge 19243 spans the North Fork of Wildcat Creek and is located in Section 3, Township 23 North, Range 2 West on the U.S.G.S. Pyrmont, Indiana Quadrangle map. It is located approximately 0.30 mile northwest of Owasco, Indiana. The plate girder structure has a timber deck and measures approximately 1,276 feet long. The bridge has 27 spans, and measures approximately 56 feet above the ground and water at its highest points.

The structure has cut limestone abutments at its northern end, with three spans that vary in length from 75 feet to 83 feet. The bridge is supported across the creek by metal piers on cut-stone abutments. From the south bank of the creek, the spans alternate in length between 56 feet from one pier tower to the next and 25 feet to 28 feet between the arms of the rectangular pier towers. The final two spans are each 60 feet long and are supported by metal piers and cut-stone abutments. The spans measuring 60 feet and 83 feet are reinforced by timber-bent supports. The flanges of each girder spanning more than 50 feet are reinforced above and below with four plates, while the flanges of the shorter spans are not reinforced.[1]

The line was abandoned in 1992, and the single-track of rails was removed. Since then, the condition of the bridge has severely deteriorated. One of the cut-stone abutments in the creek is sinking, causing a shift in the alignment of the entire structure at the north end. Additionally, the deck is separated from the supports at the southern end of the bridge.

[1] Indiana Division of Historic Preservation and Archaeology, "SHAARD" (available online: https://secure.in.gov/apps/dnr/shaard/welcome.html, 2007), accessed 21 May 2012.

Statement of Significance

CSX Railroad Bridge 19243 was built c. 1892 and is eligible for listing in the National Register of Historic Places (NRHP) under Criteria A and C. The structure is associated with the Monon Railroad, which was a major contributor to the railroad heritage in the state of Indiana. The bridge served as an important link for the Monon between Chicago and Indianapolis. Additionally, the plate girder structure with a timber deck is significant as one of the oldest and longest rail viaducts in the state. It is one of two noteworthy extant bridges of its type along the Monon line and retains integrity. The bridge has not been altered, and any variations from its original appearance are a result of time and neglect.

CSX Railroad Bridge 19243 was originally constructed c. 1892 by the Louisville, New Albany & Chicago Railway Company (LNA&C) over the North Fork of Wildcat Creek. The Monon was organized in 1847 as the New Albany and Salem Railroad Company and was closely tied to the identity of Indiana from its earliest days.[1] The people of Salem were eager to build the railroad as a connection to New Albany and the Ohio River,[2] as the existing transportation routes along nearly 30 miles of poorly maintained dirt roads were unable to meet their needs. By 1853, the Monon opened 300 miles of track from Lake Michigan to the Ohio River[3] and was one of few north-south railroads. The main line ran from Chicago, Illinois to Indianapolis, Indiana, while branch lines ran from Monon, Indiana (its namesake) to Michigan; Monon to Indianapolis; and Orleans, Indiana to French Lick Springs Hotel. For the most part, the appearance of the railroad on a map resembled an "X."[4] The LNA&C acquired the Monon Railroad Company in 1859, but the line was still referred to as the Monon.

The Monon assisted in the cause of the Union forces during the Civil War by providing service to soldiers and shipping supplies. It also played a large role in helping to develop Indiana's economy early on by shipping limestone from southern Indiana to other states and regions. Several improvements were made to the company's properties in the late 1880s and mid-1890s. In 1892, depots were built in Rensselaer and Monon, while the Monticello and Delphi depots were enlarged. A depot was built in Cedar Lake in 1893, one was constructed in Broad Ripple in 1894, and a station was built in Kirklin in 1895. In 1896, a new yard, enginehouse and turntable were built at Belt Junction in Indianapolis.[5] Several newspaper articles at the time commented on the additions to the Monon's railcars, services offered, and building construction in various towns along its lines. At its peak, the Monon was the fifth largest railroad system in the state.[6]

In keeping with its close ties to its Hoosier identity, the Monon celebrated its success with a "Centennial Show Train" in 1948 that traveled through 20 Indiana towns over four days. Each town chose a "Monon Belle" to greet the train as it arrived. Sheet music for the song, *Up and Down the Monon*, was written to accompany the celebration, and recordings were made on phonograph records. A pamphlet celebrating the centennial stated that the Monon was a

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[1] Frank F. Hargrave, *A Pioneer Indiana Railroad: The Origin and Development of the Monon* (Indianapolis: Wm. B. Burford Printing Co., 1932), 17.
[2] Ibid., 15.
[3] Monon Railroad Historical-Technical Society, *History of the Monon* (available online: http://www.monon.org/history.html, 2004-2012), accessed 21 May 2012.
[4] Richard S. Simons and Francis H. Parker, *Railroads of Indiana* (Bloomington and Indianapolis: Indiana University Press, 1997), 129.
[5] Gary W. Dolzall and Stephen F. Dolzall, *Monon: The Hoosier Line*, 2d. rev. ed. (Bloomington and Indianapolis: Indiana University Press, 2001), 42.
[6] Ibid.

"…veritable life-line for Indiana – carrying the raw materials from its farms and mines and quarries – its many finished products and its people – from point to point throughout the state and making of Indiana a 'corridor' which connects the Great Lakes with the South".[7]

In 1971, the Monon was acquired by the Louisville & Nashville Railroad (L&N).[8] The L&N was absorbed by the Seaboard System in 1983 and eventually became part of CSX in 1986.[9] CSX received abandonment authority of the line on February 3, 1992. Since that time, the condition of Bridge 19243 has continually deteriorated.

Between 1892 and 1893 all of the timber Howe truss bridges on the Chicago to Indianapolis alignment were replaced with structures built of iron and masonry.[10] According to a February 4, 1893 article in the *Carroll County Citizen*, the railroad was "…about to let the contract for an iron bridge, 1,000 feet long, over the north fork of Wildcat and another iron bridge, 600 feet in length, over Deer Creek, to rest on stone abutments. These bridges are to be extensions to those built last summer".[11] The structures mentioned in the article were two of three notable bridges of their type along the Monon's line. The third was the Paoli Trestle, built in 1904, which measured 870 feet long and 100 feet tall. The Paoli Trestle was demolished in 1981 after abandonment of the line in that area.[12] The trestle over Deer Creek, near Delphi, is still extant and closely resembles the bridge over the North Fork of Wildcat Creek.

The condition of Bridge 19243 has severely deteriorated. One of the cut limestone abutments in the creek is sinking, causing a shift in the alignment of the entire structure at the north end. Additionally, the deck is separated from the supports at the southern end of the bridge. The bridge has not been altered from its original appearance, with the exception of the shift in the alignment. The bridge retains integrity of location, design, setting, materials, workmanship, feeling and association.

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[7] CI&L Railroad, *Thanks fellow Hoosiers for helping us put the Monon back on the map* (Unknown publisher and location, 1948).
[8] *Railroads of Indiana*, 130.
[9] Ibid., 166.
[10] *Monon: The Hoosier Line*, 42.
[11] *Carroll County Citizen*, 4 February 1893, Vol. I, No. 32.
[12] *Railroads of Indiana*, 230.

Bibliography

CI&L Railroad. *Thanks fellow Hoosiers for helping us put the Monon back on the map*. Unknown publisher and location, 1948.

Dolzall, Gary W. and Stephen F. *Monon: The Hoosier Line*, 2d and rev. ed. Bloomington and Indianapolis: Indiana University Press, 2001.

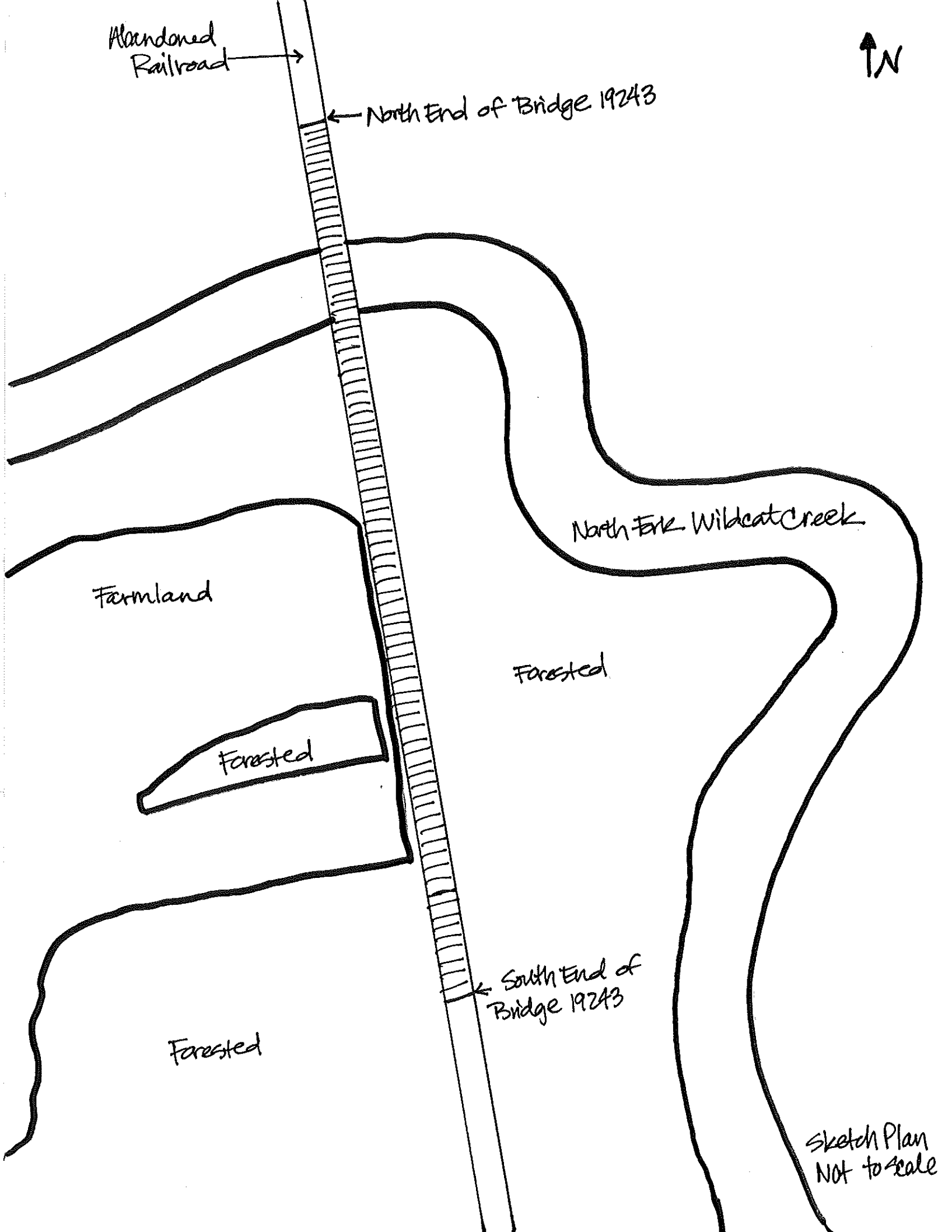
Hargrave, Frank F. *A Pioneer Indiana Railroad: The Origin and Development of the Monon*. Indianapolis: Wm. B. Burford Printing Co., 1932.

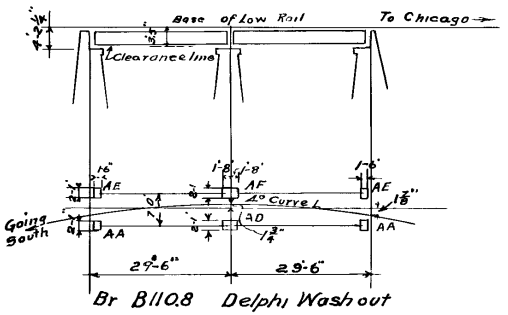
Indiana Division of Historic Preservation and Archaeology. *Indiana State Historic Architectural and Archaeological Research Database*. Available online: https://secure.in.gov/apps/dnr/shaard/welcome.html, 2007. Accessed 21 May 2012.

McGee, John A. *Up and Down the Monon*. Chicago: Chicago, Indianapolis and Louisville Railway Co., 1947.

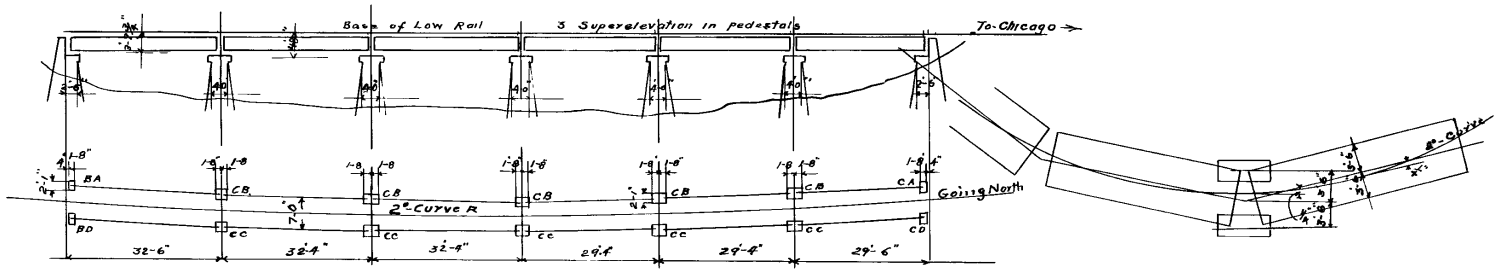
Monon Railroad Historical-Technical Society. *History of the Monon*. Available online: http://www.monon.org/history.html, 2004-2012. Accessed 21 May 2012.

Simons, Richard S. and Francis H. Parker. *Railroads of Indiana*. Bloomington and Indianapolis: Indiana University Press, 1997.

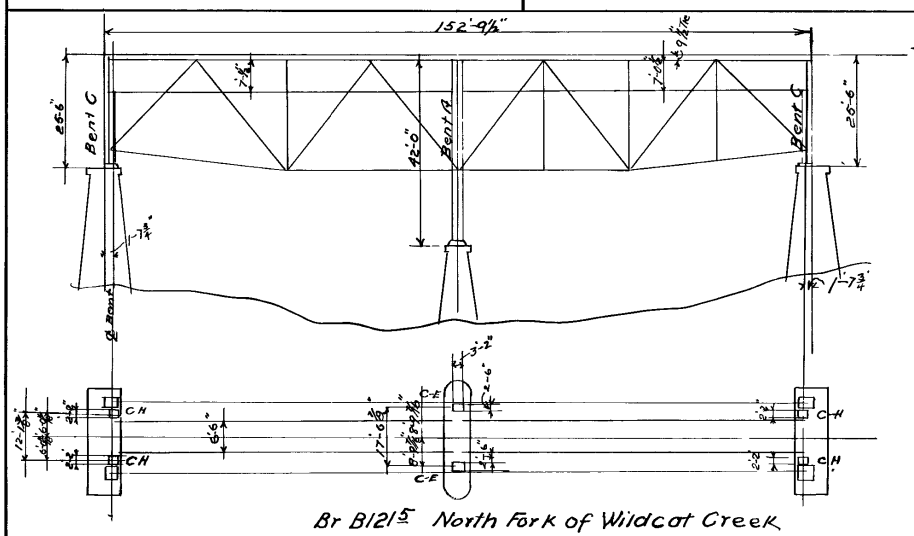

Abandoned Railroad
North End of Bridge 19243
N
North Fork Wildcat Creek
Farmland
Forested
Forested
South End of Bridge 19243
Forested
Sketch Plan
Not to scale



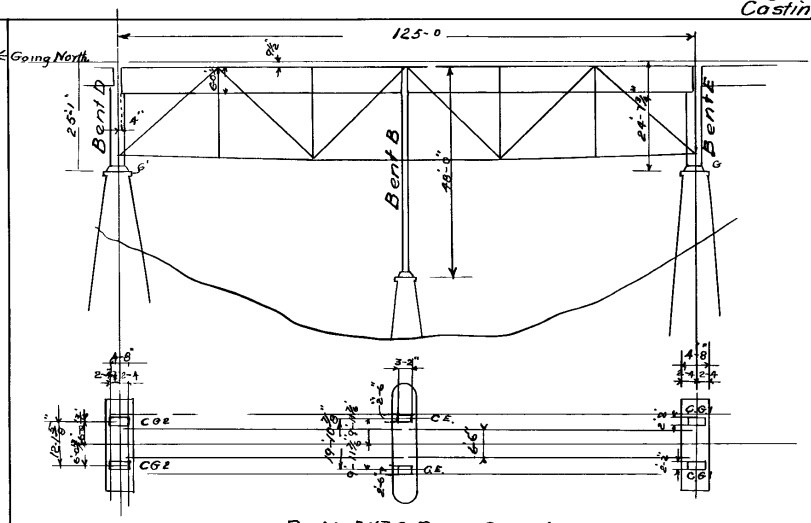
Br B110.8 Delphi Wash out



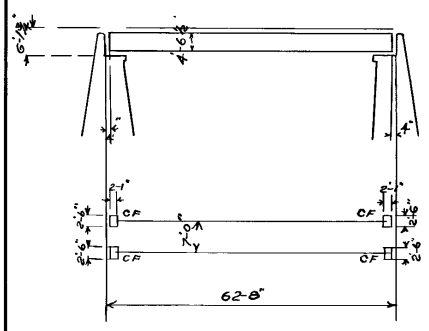
Br B174 3



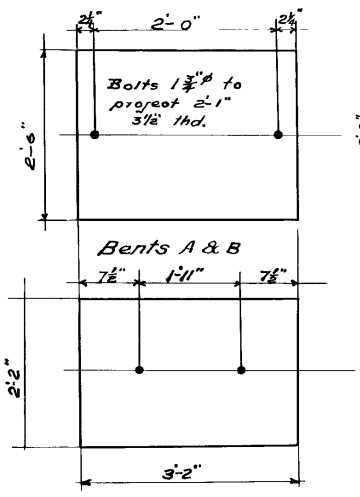
Br B121 5 North Fork of Wildcat Creek



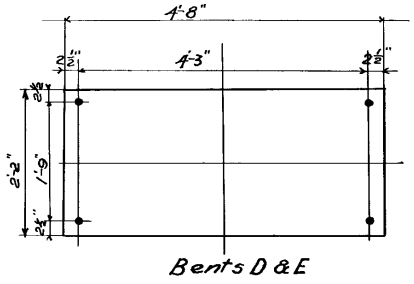
Br No B113 0 Deer Creek



Br. 291A



Bent C



Bents D & E

Spacing of Anchor Bolts For Bents A B C D & E

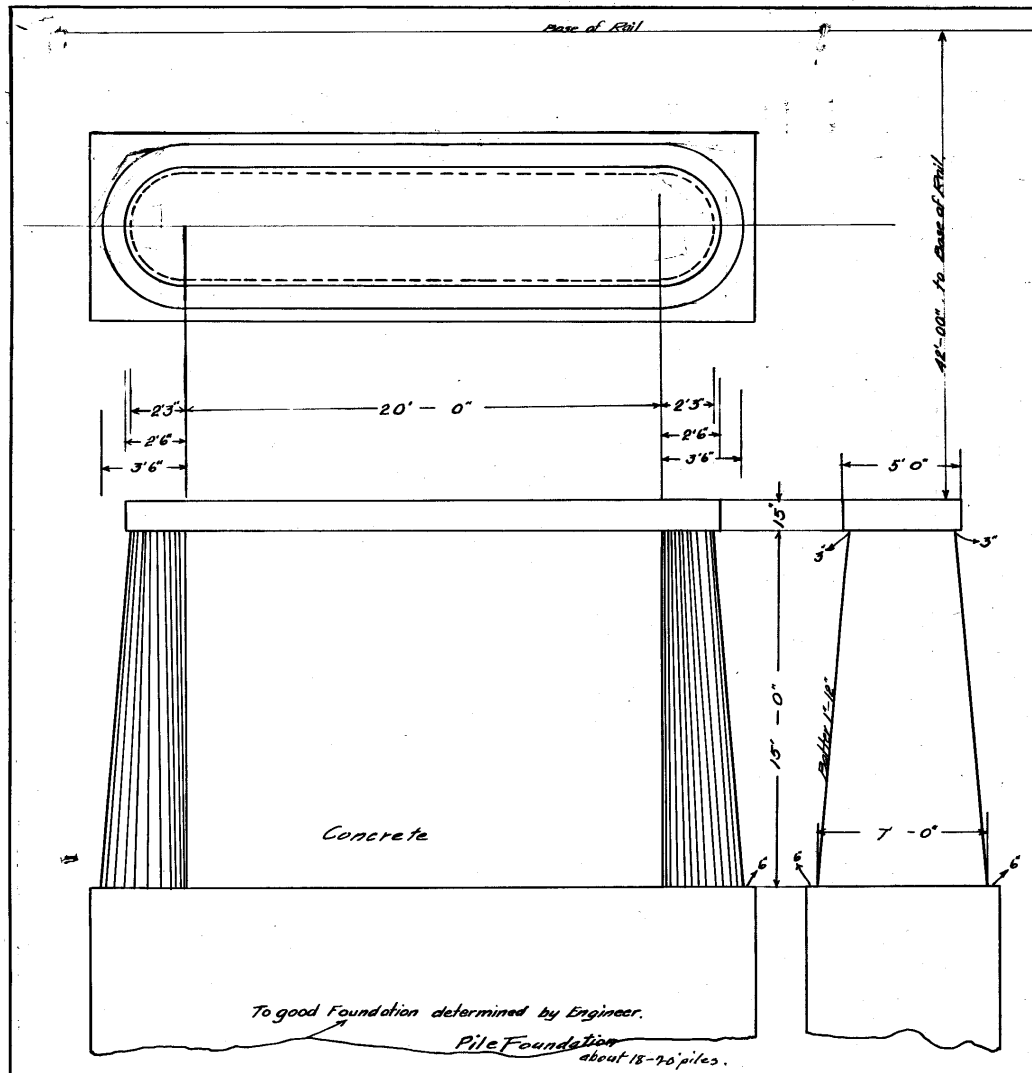
Gen. Note Prefix A-B or C on Castings denotes Castings detailed on . 1911-1912 or 1913 programmes respectively

CHICAGO INDIANAPOLIS & LOUISVILLE RY. CO.
Layout Plan of Bridges
For 1913 Program

ALLEN & GARCIA COMPANY
Chicago Ill.

22¼ x 17 LCATEST B00898400

3 of 21
BE B-121.5
LCAT66E
B0098518



C. I. & L. RY

Office of Chief Engineer.

PLAN OF PIER

NORTH FORK WILD CAT CREEK

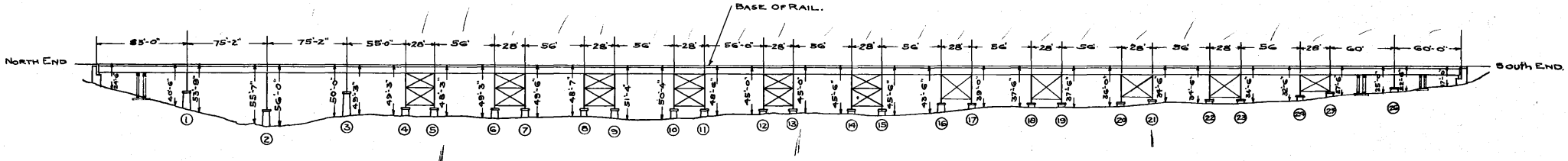
BRIDGE # B 121.5

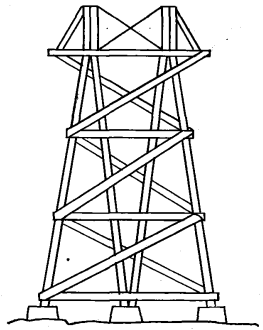
Scale 1/4"=1'

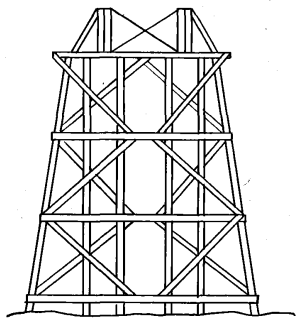
June 1913

C. I. & L. Ry.
75 28
B-121.5
11

12¼ X 16 5/8 B0098579 LCAT66E 121 3



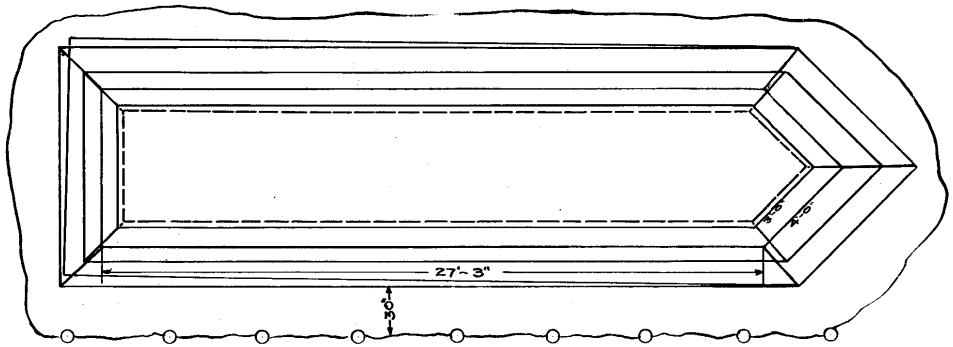


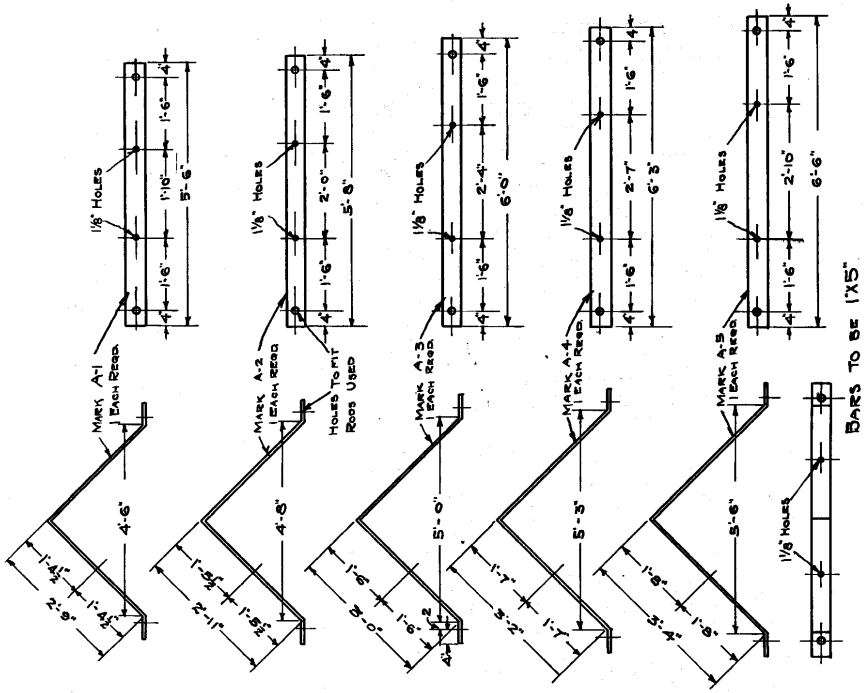


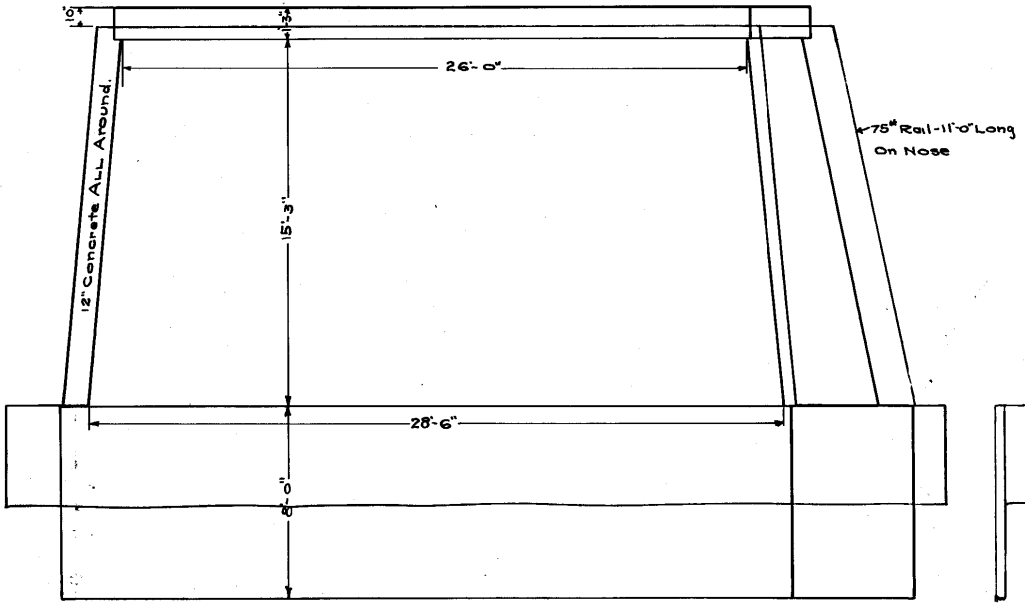
C. I. & L. R. Y.
OFFICE OF ENG. M. OF W.
BRIDGE B 121.5
OWASCO IND.
SCALE: 1"=60' 4-26-23
DRAWN BY CHECKED BY

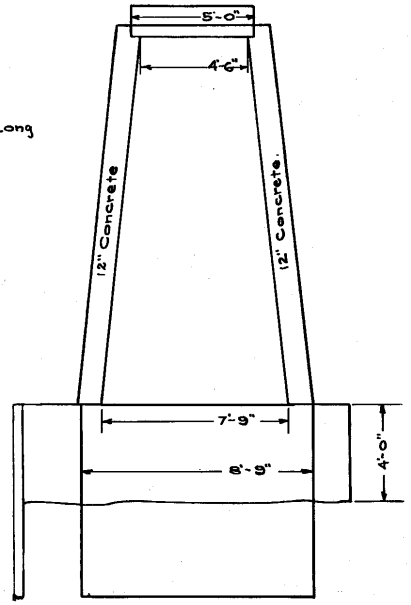
APPROVED BY

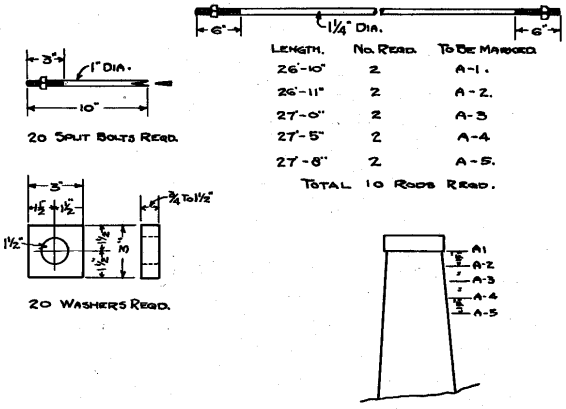
B00985D0 25½ x 9½ 30-4-130





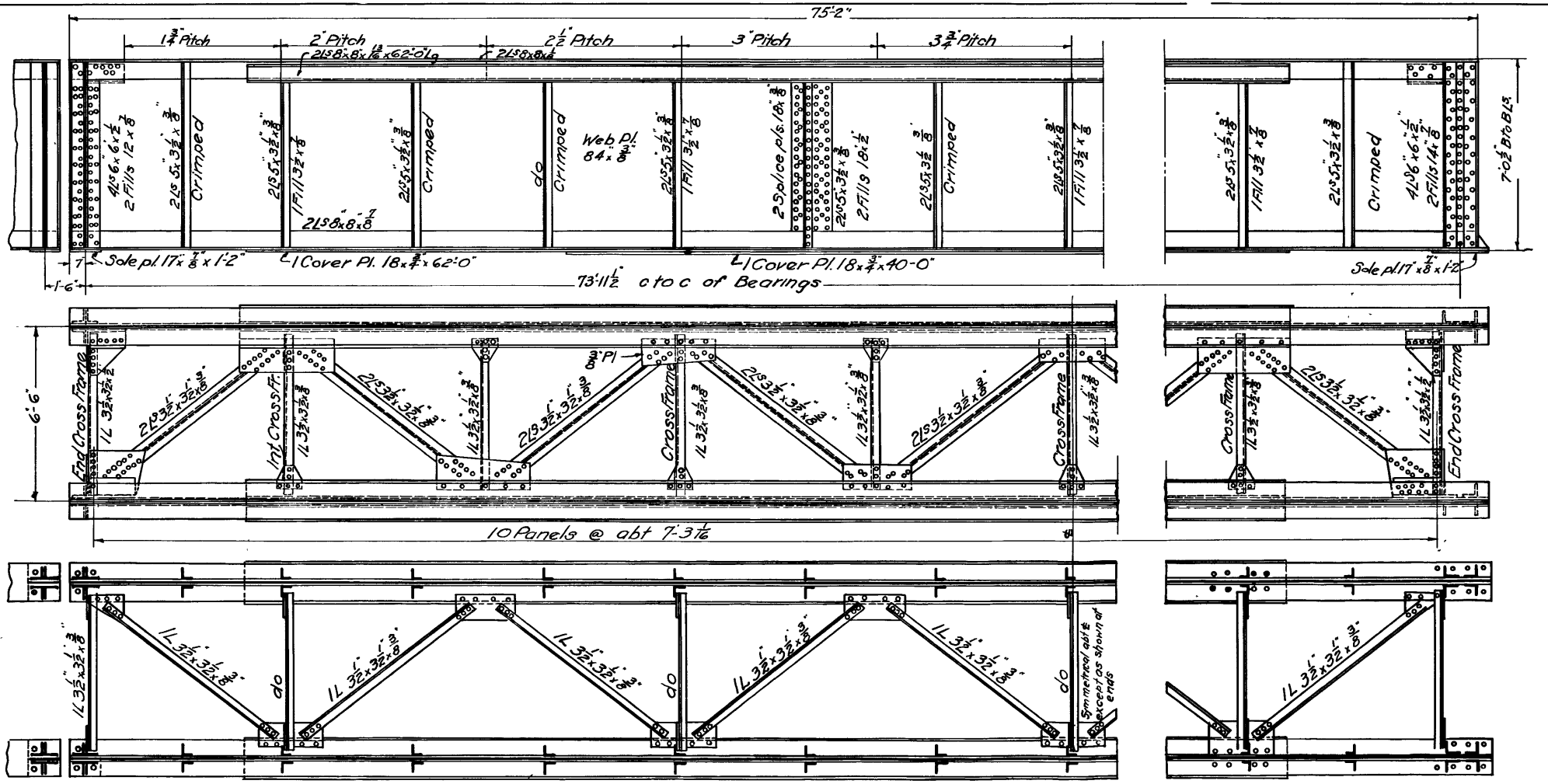


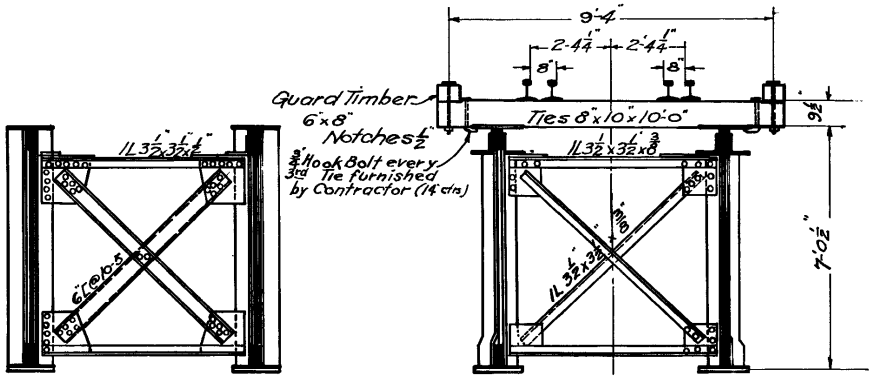




C.I. & L. Ry.
Office of Eng. M. of W.
Reinforcing Pier # 2
Bridge B-121.5
Drawing Made After Final Check ¼"=1'
6-28-26

AFE 3702
LOCATION 2½ X 14½ 00005521 27-[illegible]213





Gen Notes:-
Material- Plates & Rolled Sections
Rivets - Rivet Steel
Castings - Iron
Spec A, R&MW Assoc.
Reaming In calculated sections carrying live load tension all rivet holes in metal over ⅝" in thickness shall be sub-punched. Sub-punched holes shall be reamed after assembling to a dia 1/16 greater than the nominal dia of the rivet
Painting- Surfaces in contact shall be given one heavy coat of pure red oxide of iron ground in pure linseed oil. Machined surfaces to have a coat of white lead & tallow (No other shop paint)
Rivets ⅞ dia
Span - Riveted up complete in shop

Est. Wt. 1 Br 78,560#

List of Bridges					
Br No	Align	Sup. Elev	No Spns	Castings	Total Shie
B 121½	Tan.	none	2	none	

Approved A. Kent
Chief Engineer

CHICAGO & LOUISVILLE RY CO.
75'-2" DECK PLATE GIRDER

ALLEN & GARCIA COMPANY
ENGINEERS
McCORMICK BUILDING CHICAGO, ILL.

Made By	D.P.F. 11/6/13	Job No.	114
Traced By	J.F.P. 4-22	File No	
Checked By		Sheet No	5

Loading

22 X 18½ B0098522 27-K 211 LCATGGE

ERECTION DIAGRAM

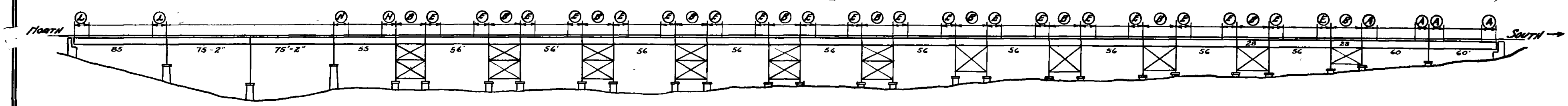
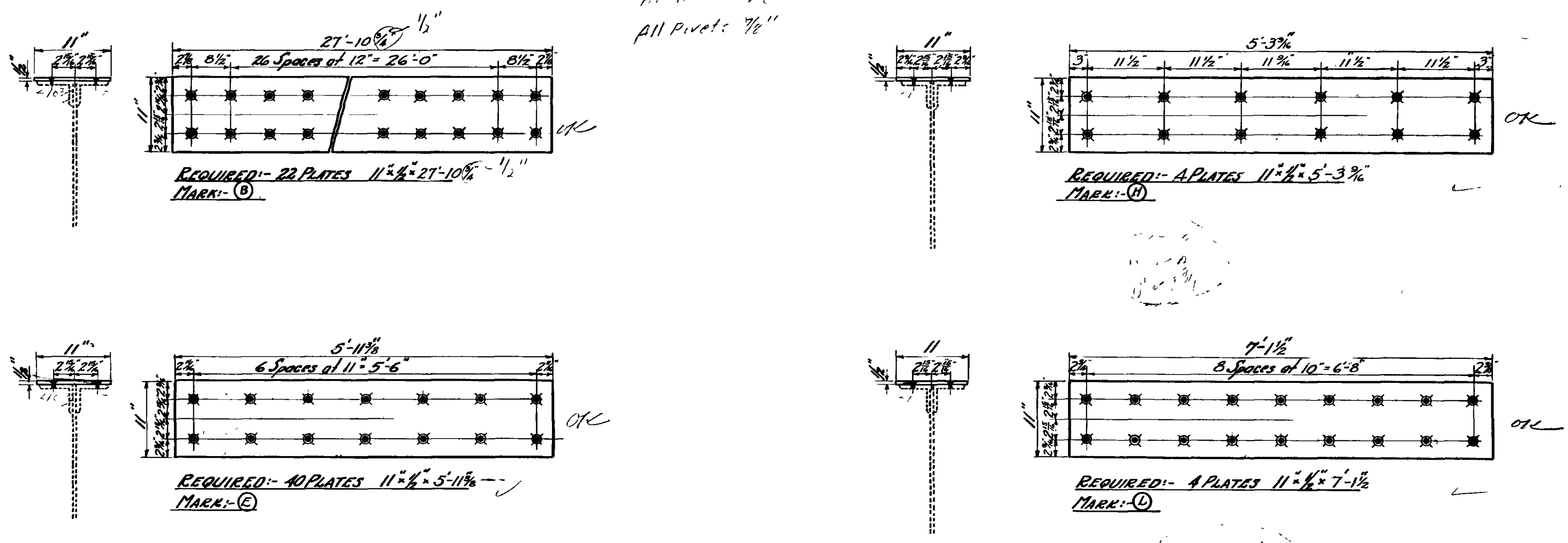


PLATE DETAILS

Note:-
All holes 15/16"
All Rivets 7/8"



CHICAGO INDIANAPOLIS & LOUISVILLE RY.
OFFICE OF ENGINEER MAINTENANCE OF WAY

REINFORCING PLATES AFE 6046

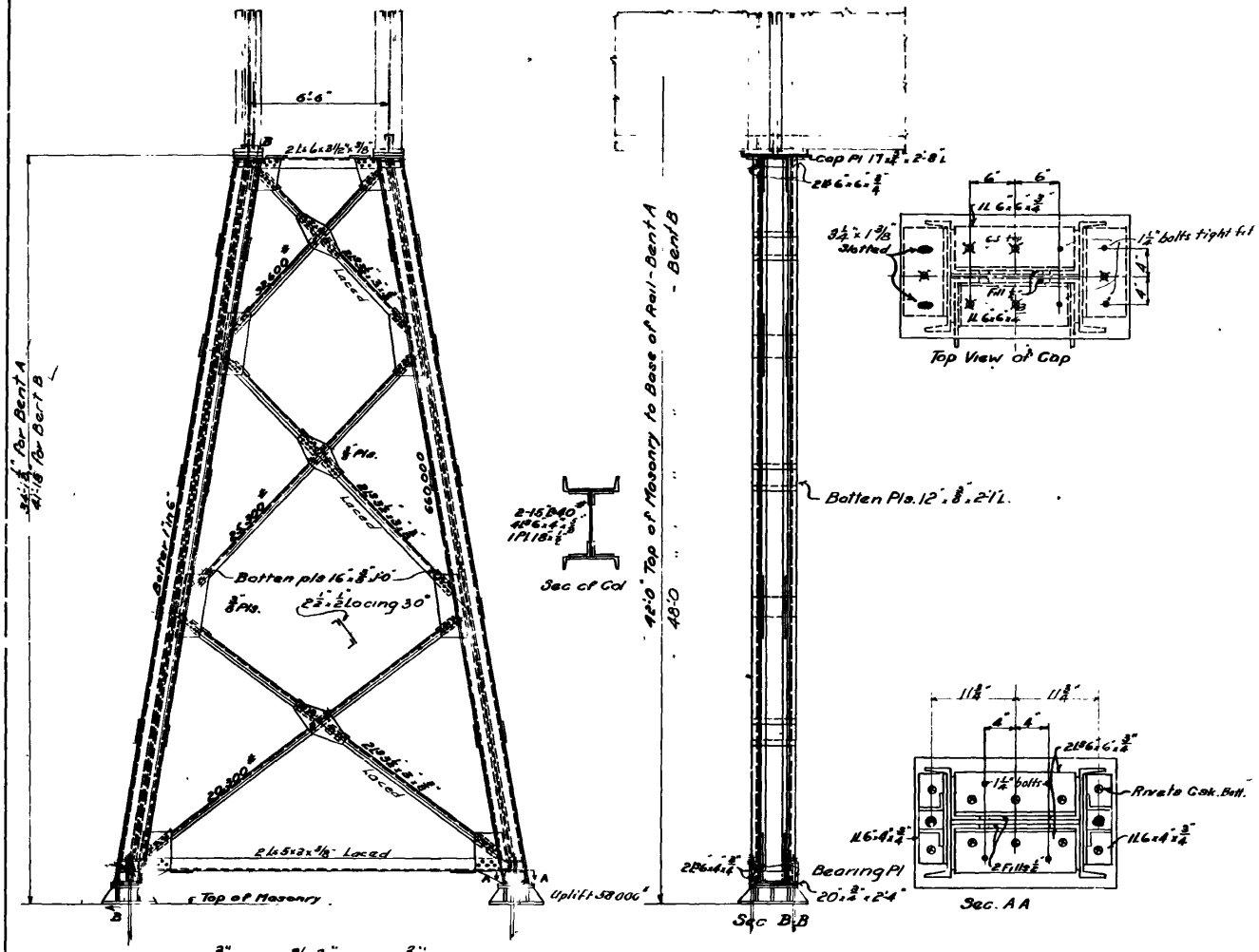
BRIDGE NO. 8-121.0 5
OWASCO

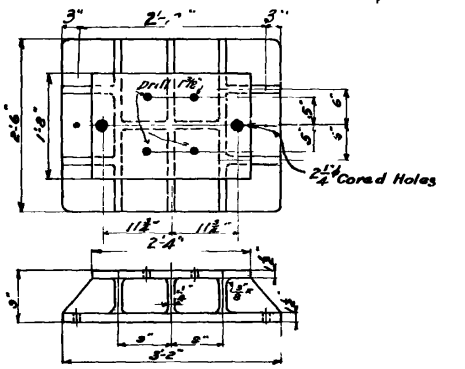
Scale:- None 19¼ × 24 Aug 4 1928 H.B.Allen. BD098523

Plates OK per AFE 6046 9/16/32

LCAT66E 28-289

28-289





Top of Casting to be planed with a fine cut.
Bottom to be true to 8" or planed with a rough cut.

"CE" - Est. weight of Casting 840#

Anchor Bolts Furnished by R.R.Co

Loading:- LL Class E55
Wind Load on train 400# per lin ft of bridge, applied 7'-0" above rail
Wind Load on Structure 30# per sq.ft, the bridge fully loaded or with train weighing 1200# per ft.

General Notes
Material:- Plates & Rolled Sections-Structural Steel. Rivets - Rivet Steel. Castings - Iron
Spec A.R.E. & M.W. Assoc. 1910
Reaming:- In calculated sections carrying live load tension all holes in metal over ⅜" thickness shall be sub-punched. Sub-punched holes shall be reamed after assembling to a dia. ⅛" greater than the nominal dia. of rivet. The dia. of the punch shall be at least ⅛" smaller than the nominal dia of rivet
Painting:- Surfaces in contact shall be given one heavy coat of pure red oxide of iron ground in pure linseed oil. Machined surfaces to have a coat of white lead and tallow. No other shop painting
Rivets ⅞" Diameter
Est. weight of Bent A 16,480#
" " " B 19,364#

List of Bents

Br. No.	Alignment	No. of Bnt.	Castings	Total Ship Wt
B121⅜	Tan	1 - A	2-CE	
B113.2	"	1 - B	2-CE	

Approved _____
Chief Engineer

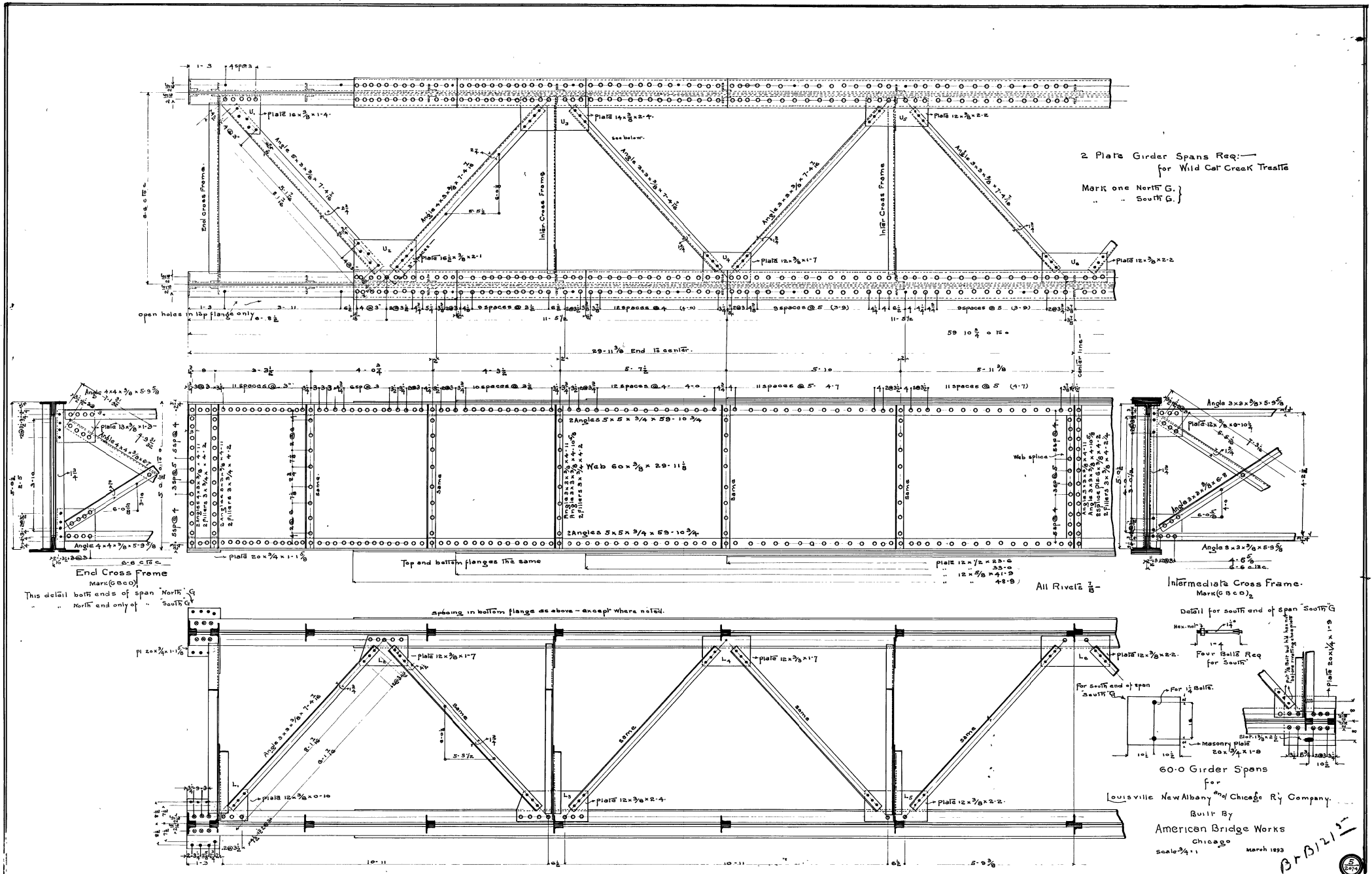
CHICAGO INDIANAPOLIS & LOUISVILLE RY. CO.
Center Bents "A" & "B"

ALLEN & GARCIA COMPANY
ENGINEERS
McCORMICK BUILDING CHICAGO, ILL.

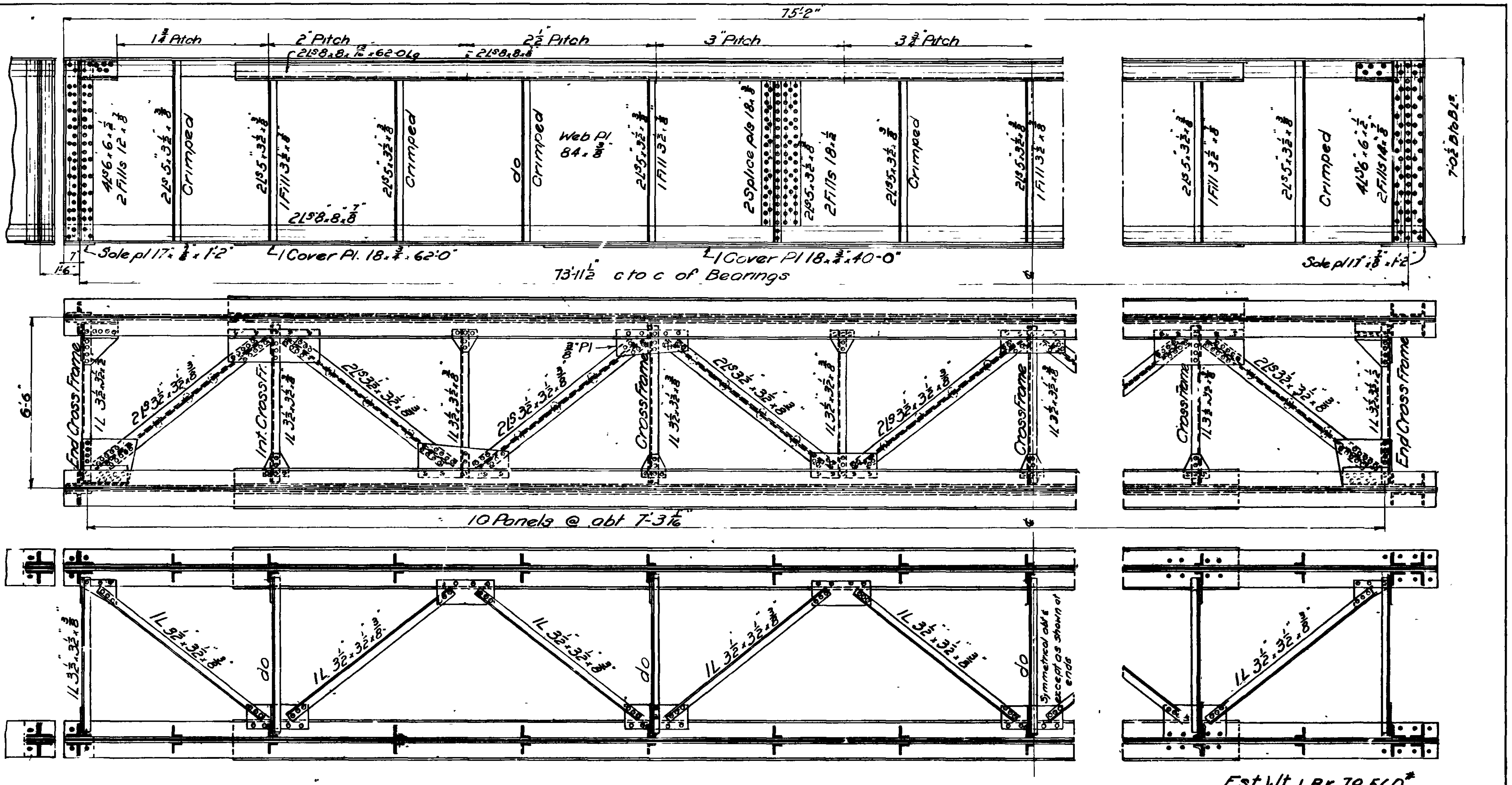
MADE BY	C.C.W. 7/1913	JOB NO.	112
TRACED BY		FILE NO.	
CHECKED BY		SHEET NO.	9

Rev 9/14/14 A Rev 5/18/15

22X17¼ B00985Z9 LCAT66E



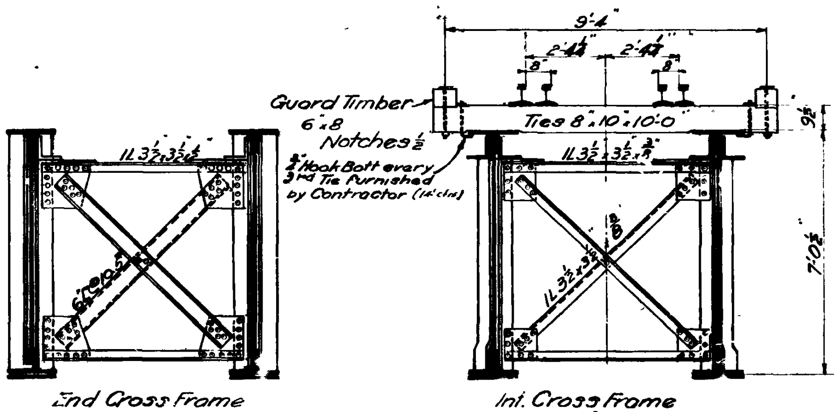
LCAT66E 34+ 223/4 D0098025



Est. Wt. 1 Br. 78,560#

List of Bridges

Br No	Align.	Sup. elev.	No Spns	Castings	Total Ship Wt
B 121 5	Tan	none	2	none	



End Cross Frame

Int. Cross Frame

Gen Notes:

Material- Plates & Rolled Sections
Rivets - Rivet Steel
Castings - Iron

Spec A.R & M.W. Assoc

Reaming- In calculated sections carrying live load tension, all rivet holes in metal over 5/8" in thickness shall be sub-punched. Sub-punched holes shall be reamed after assembling to a dia 1/16" greater than the nominal dia of the rivet

Painting- Surfaces in contact shall be given one heavy coat of pure red oxide of iron ground in pure linseed oil. Machined surfaces to have a coat of white lead & tallow (No other shop paint)

Rivets 7/8 dia

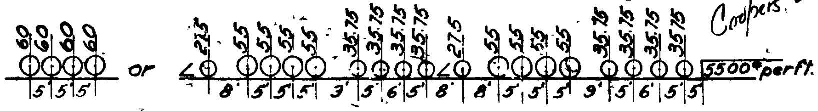
Span- Riveted up complete in shop

Approved [signature]
Chief Engineer

CHICAGO & LOUISVILLE RY. CO.
75'-2" DECK PLATE GIRDER

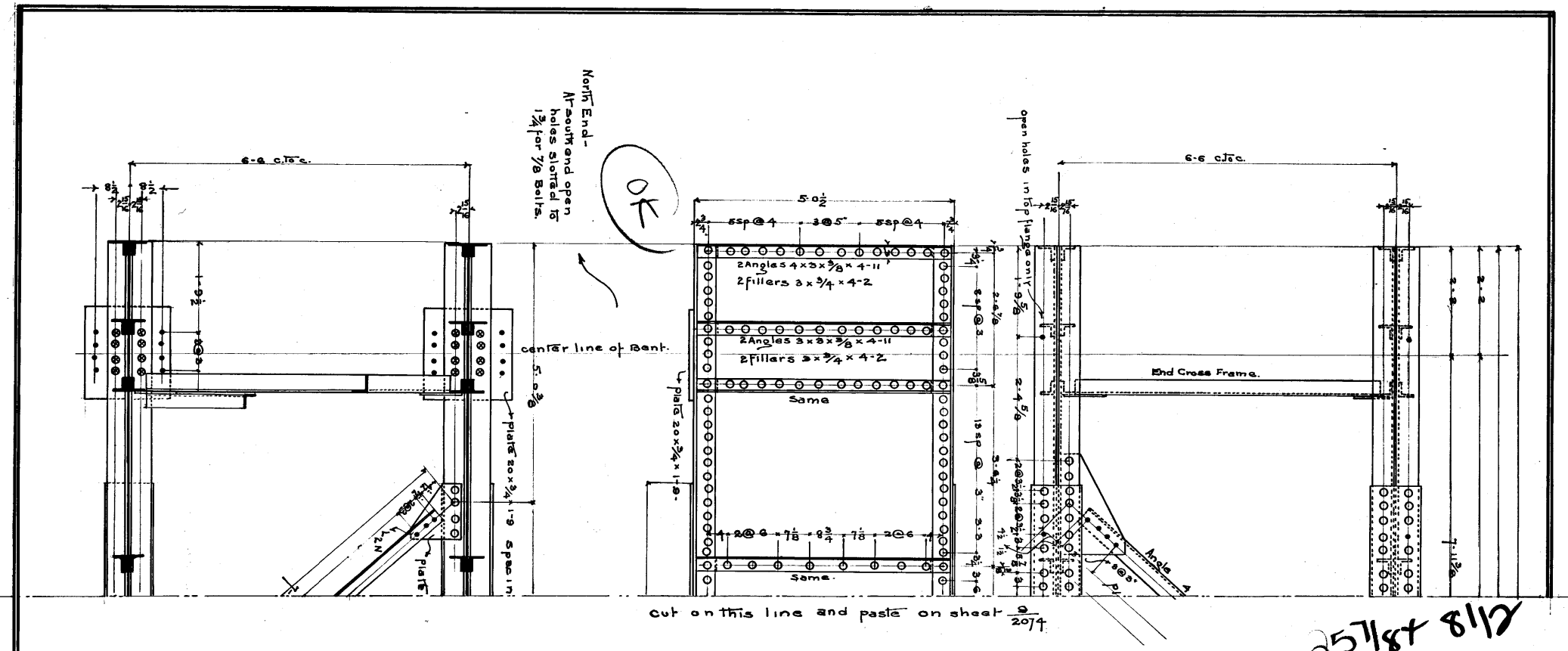
Coopers E-55

Loading



ALLEN & GARCIA COMPANY ENGINEERS	
McCORMICK BUILDING	CHICAGO, ILL.
MADE BY D.P.F. 7/16/13	JOB NO. 114
TRACED BY	FILE NO.
CHECKED BY	SHEET NO. 5

22 x 17 1/8 B0090527

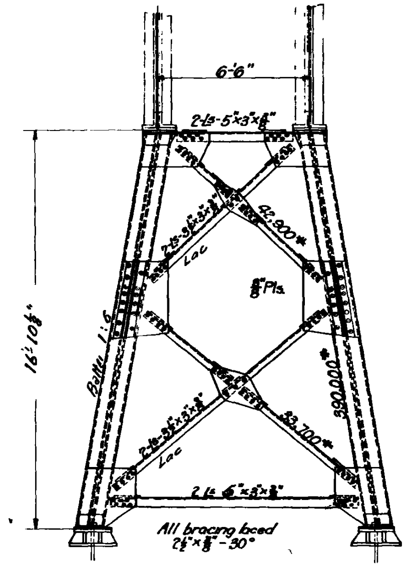


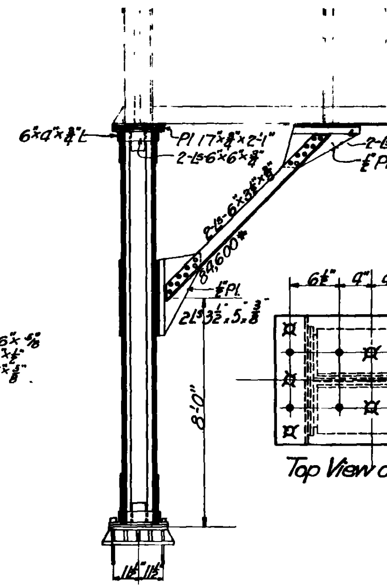
25784 8/12

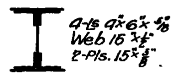
7-1 3/8" ⌀ holes
10 S 9 7/8
2 4 - S 3/4 " " " "
2 7 - S - 1/8 " " " "
51 - 10 7/8 Total c-c bearings

BL 8/21/5

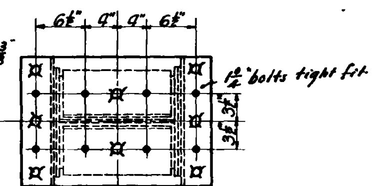
80098528 LUATGE



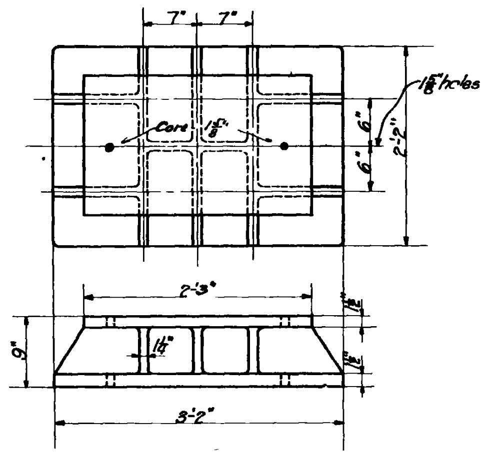


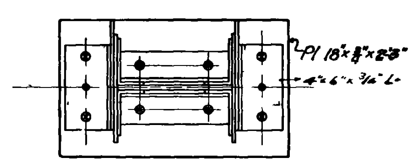


Sect. of Col.

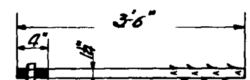


Top View of Cap





Sect. A-A



Anchor Bolt

Tops of Castings to be planed with a fine cut
Bottoms to be true to 1/8" or planed with a rough cut
Est. weight of casting 800 # CH

Loading:- L.L. Class E 55
Wind Load on Train 550 # per lin ft. of bridge applied 7'-0" above the rail.
Wind Load on Structure 30 # per sq. ft. when bridge is fully loaded.

General Notes:-

Material: Plates and rolled sections - Structural Steel. Rivets - Rivet Steel. Castings - Iron

Spec.: A.R.E.&M.W. - 1910.

Reaming: In calculated sections carrying live load tension all rivet holes in metal over 5/8" in thickness shall be sub-punched. Sub-punched holes shall be reamed after assembling to a diameter 1/16" greater than the nominal diameter of rivet. The diameter of the punch shall be at least 1/8" smaller than the nominal diameter of rivet.

Painting: Surfaces in contact shall be given one heavy coat of pure red oxide of iron in pure linseed oil. Machined surfaces to have one coat of white lead and tallow. No other shop paint.

Rivets: 7/8" diameter

8400 # Est. Weight of Bent without Casting

List of Bents

Br. No.	Allignment	No of Bents	Castings	Tot. Shp. Wt.
B121.5	Tan	2-C	4-CH	

Approved ___ Chief Engineer

CHICAGO INDIANAPOLIS & LOUISVILLE RY. CO.

End Bents for Br. B121.5

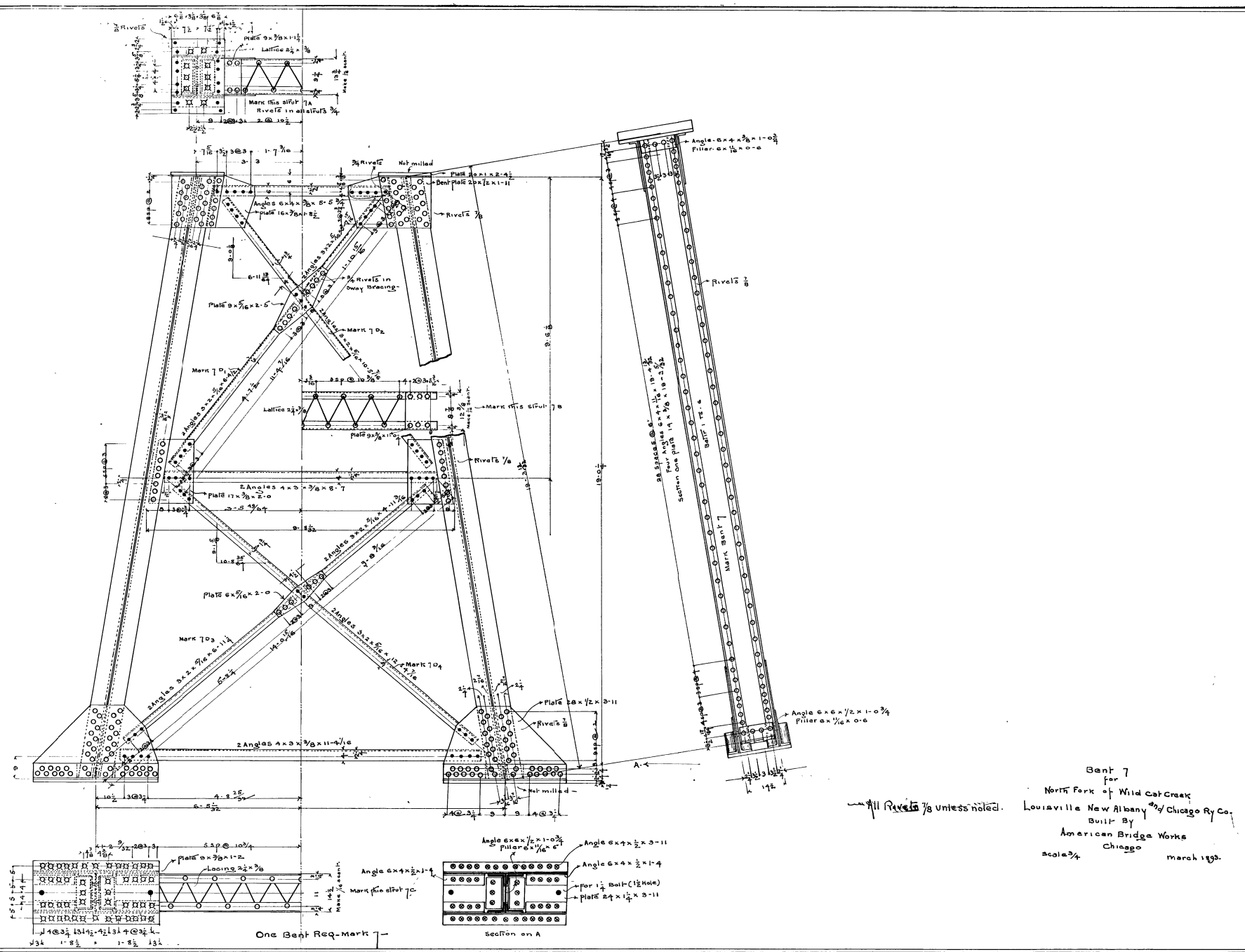
B121.5

ALLEN & GARCIA COMPANY
ENGINEERS
McCORMICK BUILDING CHICAGO, ILL.

MADE BY	E.C.W. 7-17-13	JOB NO.	714
TRACED BY	J.G.H. 7-17-13	FILE NO.	
CHECKED BY		SHEET NO.	8

17 1/4 x 28

80098529

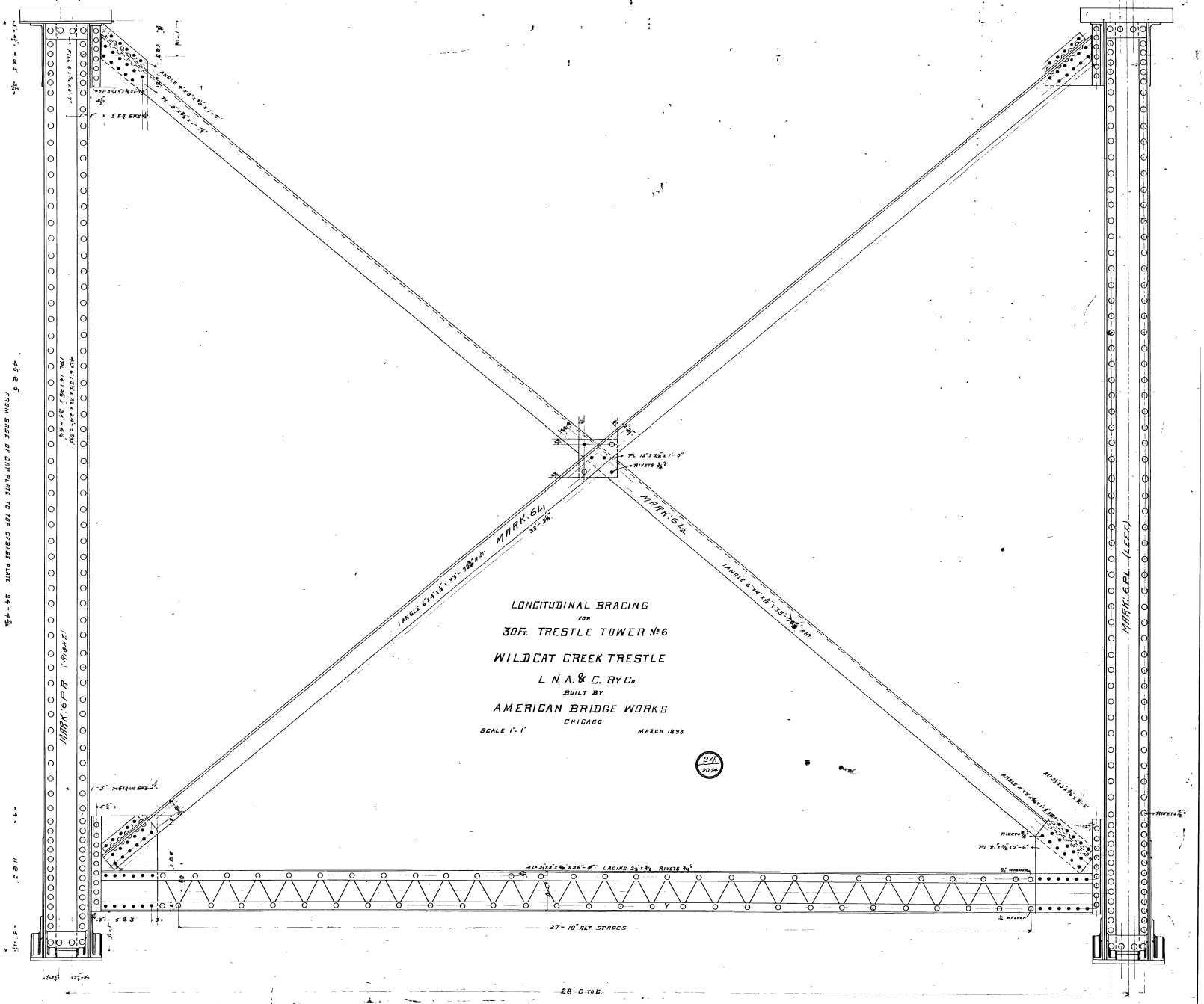


All Rivets 7/8 Unless noted.

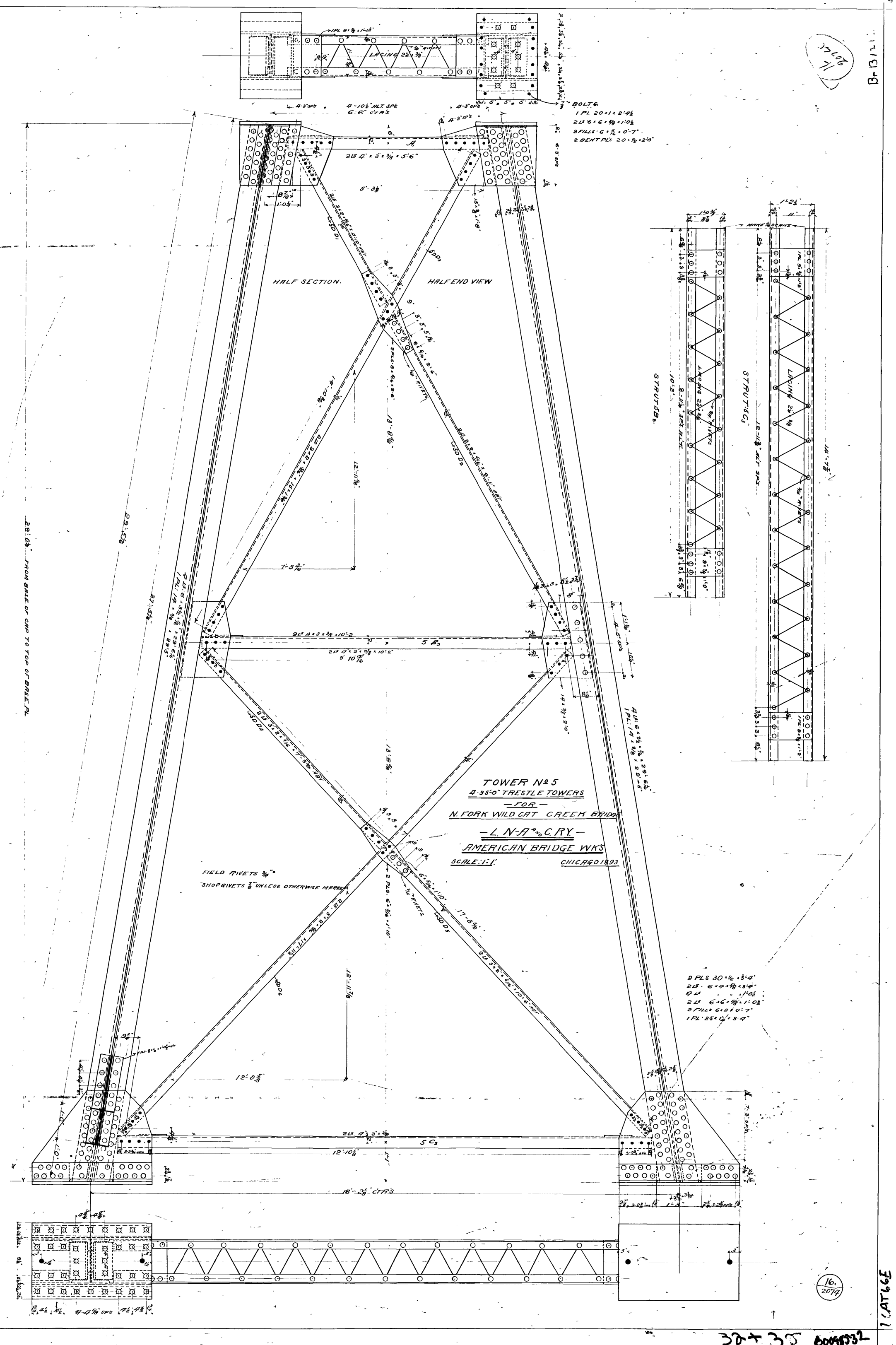
Bent 7
for
North Fork of Wild Cat Creek
Louisville New Albany & Chicago Ry Co.
Built By
American Bridge Works
Chicago
scale 3/4
march 1893.

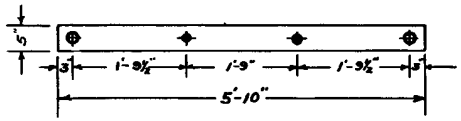
Br B121

LCAT66E 354-2214 D00985

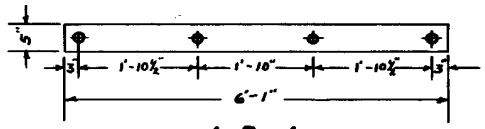


0009858 31 1/2 x 31 1/2


TOWER No 5
4-35'-0" TRESTLE TOWERS
-FOR-
N. FORK WILD CAT CREEK BRIDGE
-L. N-A AND C. RY.-
AMERICAN BRIDGE WKS
SCALE: 1"=1'
CHICAGO 1893
HALF SECTION.
HALF END VIEW
FIELD RIVETS 3/4"
SHOP RIVETS 5/8" UNLESS OTHERWISE MARKED
STRUT 5 B5
STRUT 5 C5
16'-2 5/8" CTR'S
32+35
1.AT66E



1-REQ'D.



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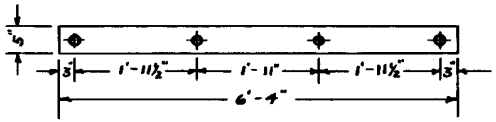

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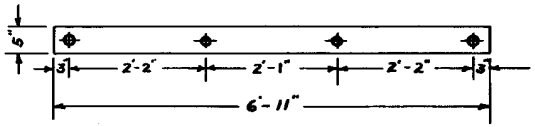
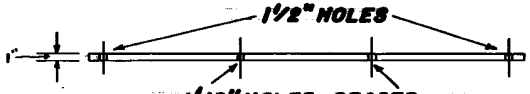
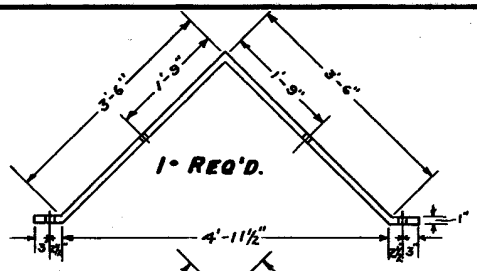


1-REQ'D.





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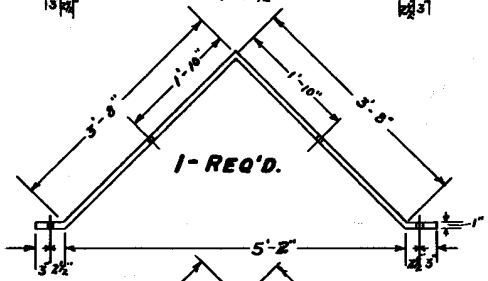

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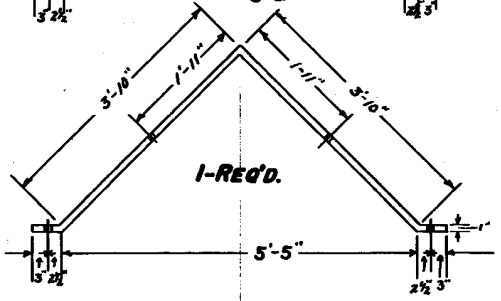

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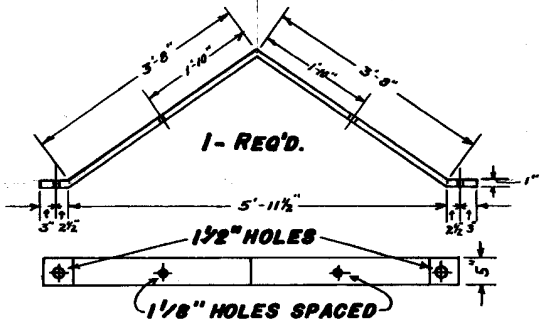
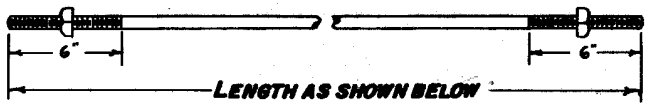
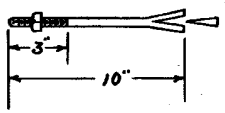


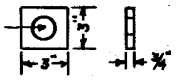


NOTE:- RODS TO BE 1⅛ OR 1¼ DIA.

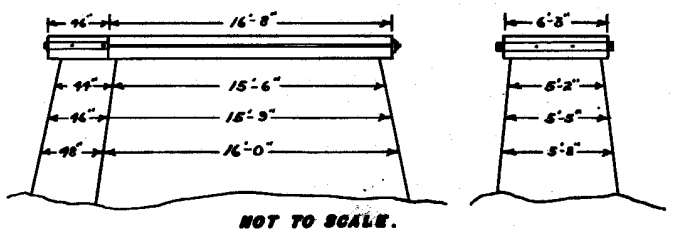
2 RODS REQ'D.	16'-6"	LONG.	2 NUTS EACH ROD.
2 " "	16'-9"	" .	
2 " "	17'-0"	" .	
2 " "	17'-6"	" .	



16 WEDGE BOLTS REQ'D.



32 WASHERS REQ'D.



NOT TO SCALE.

CHICAGO, INDIANAPOLIS & LOUISVILLE RY.

OFFICE OF CHIEF ENGINEER.

BANDS FOR PEIR

SO. FORK WILDCAT CREEK BR. NO. B-133.7

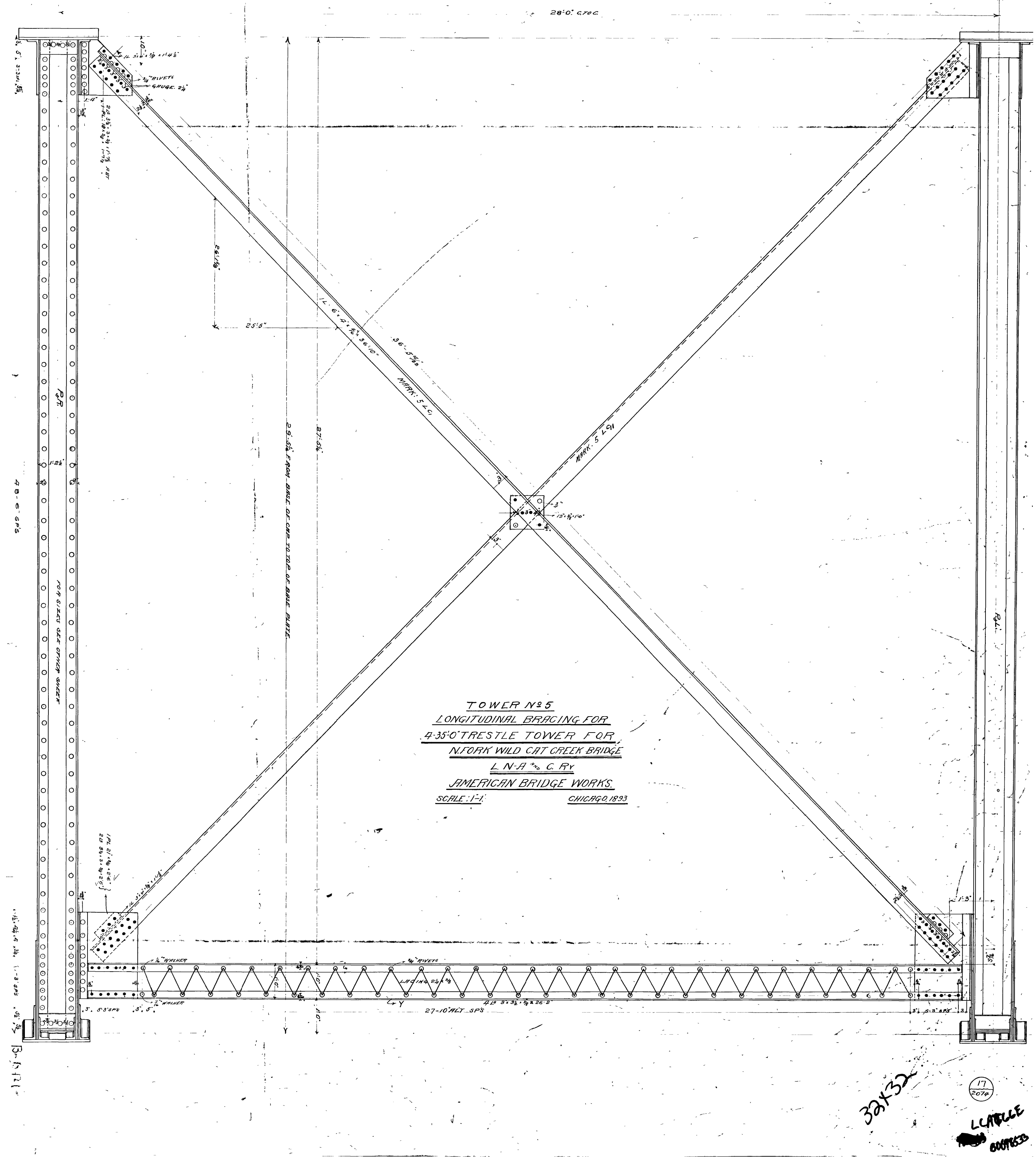
SCALE 1/2" = 1'

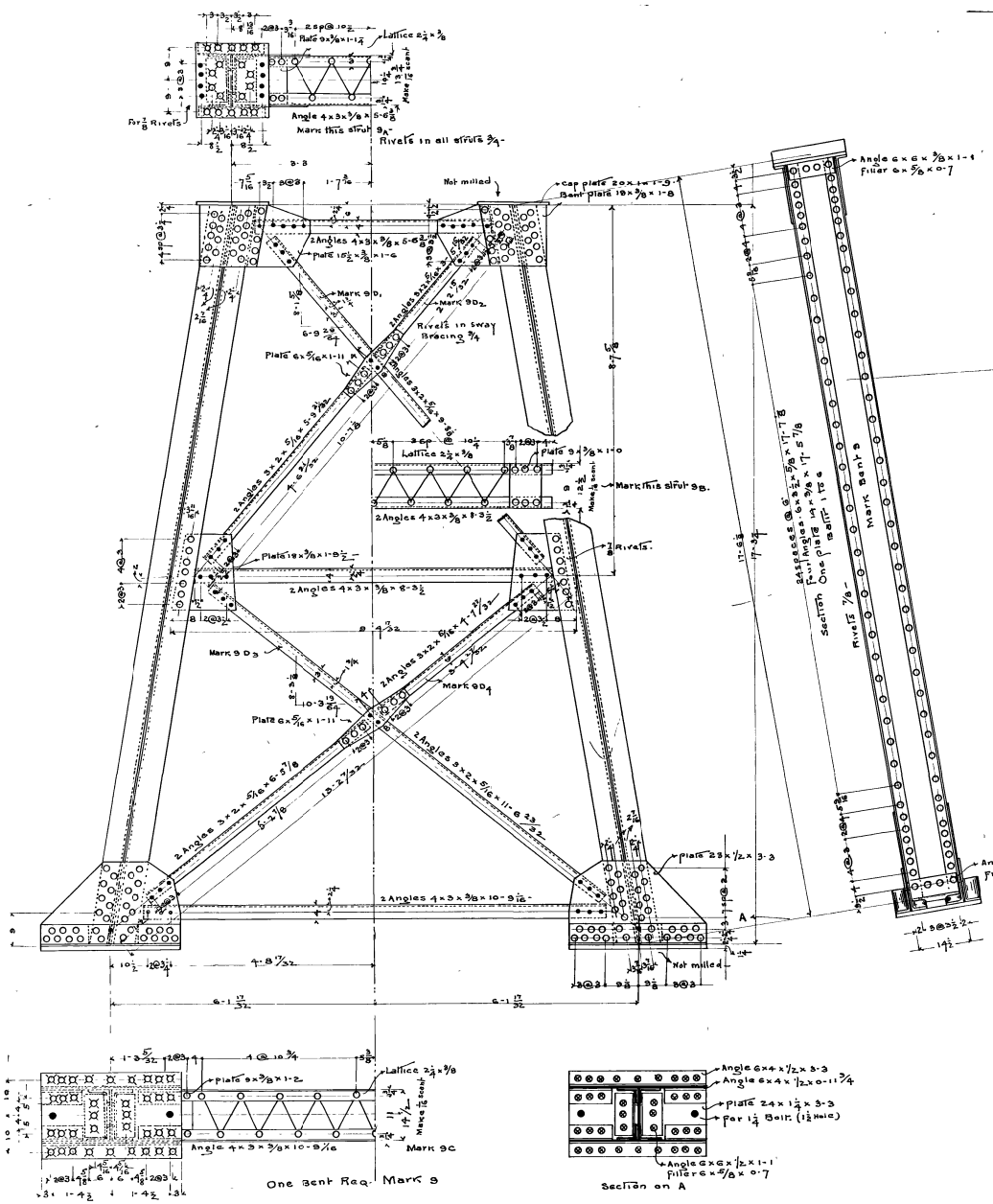
3-8-39.

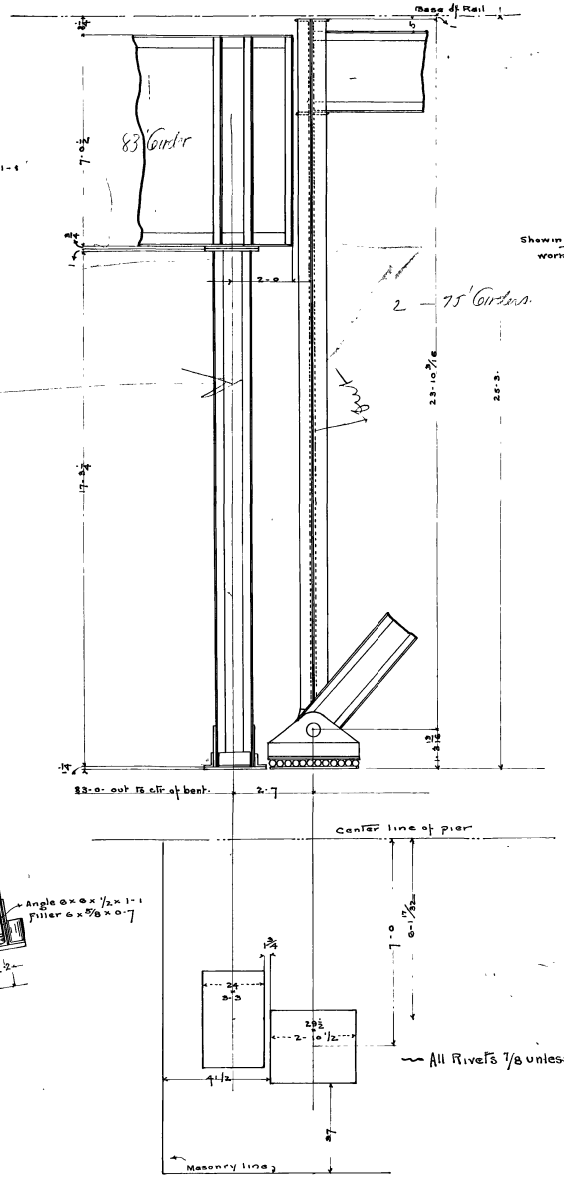
16 x 10

20-2-266

B098532a


TOWER No 5
LONGITUDINAL BRACING FOR
4-35'-0" TRESTLE TOWER FOR
N. FORK WILD CAT CREEK BRIDGE
L. N-A AND C. RY
AMERICAN BRIDGE WORKS.
SCALE: 1"-1'.
CHICAGO, 1893
28'-0" C. TO C.
MARK: 5 L6
MARK: 5 L G1
27'-10" ALT SPS
32X32



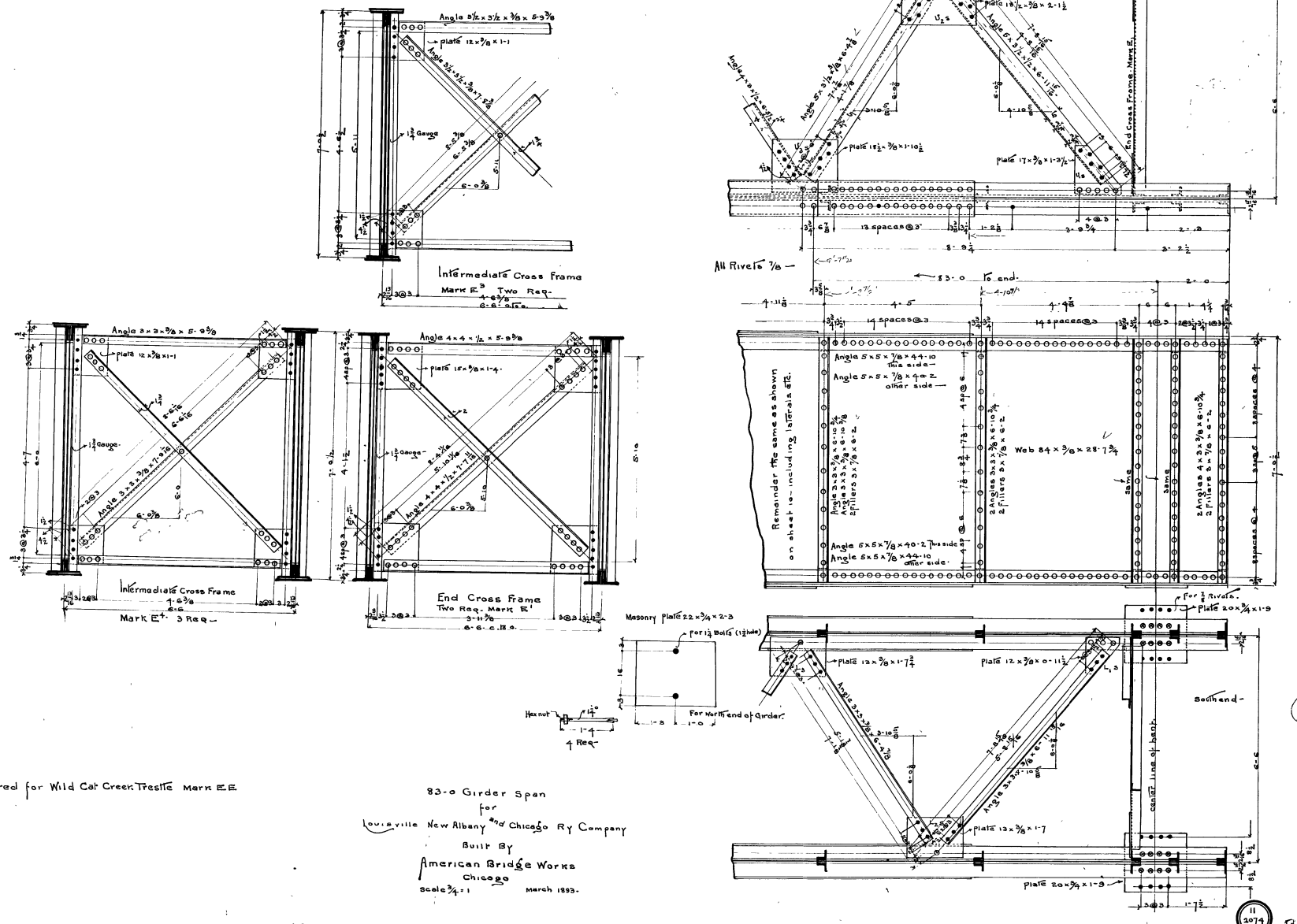


All Rivets ⅞ unless noted.

Bent 9
for
North Fork of Wild Cat Creek
Louisville New Albany & Chicago Ry Co.
Built By
American Bridge Works
Chicago
Scale ¾" = 1'-0" March 1893.

B-B 1212

34 1/2 x 22 1/4
B00985B9 LCAT66

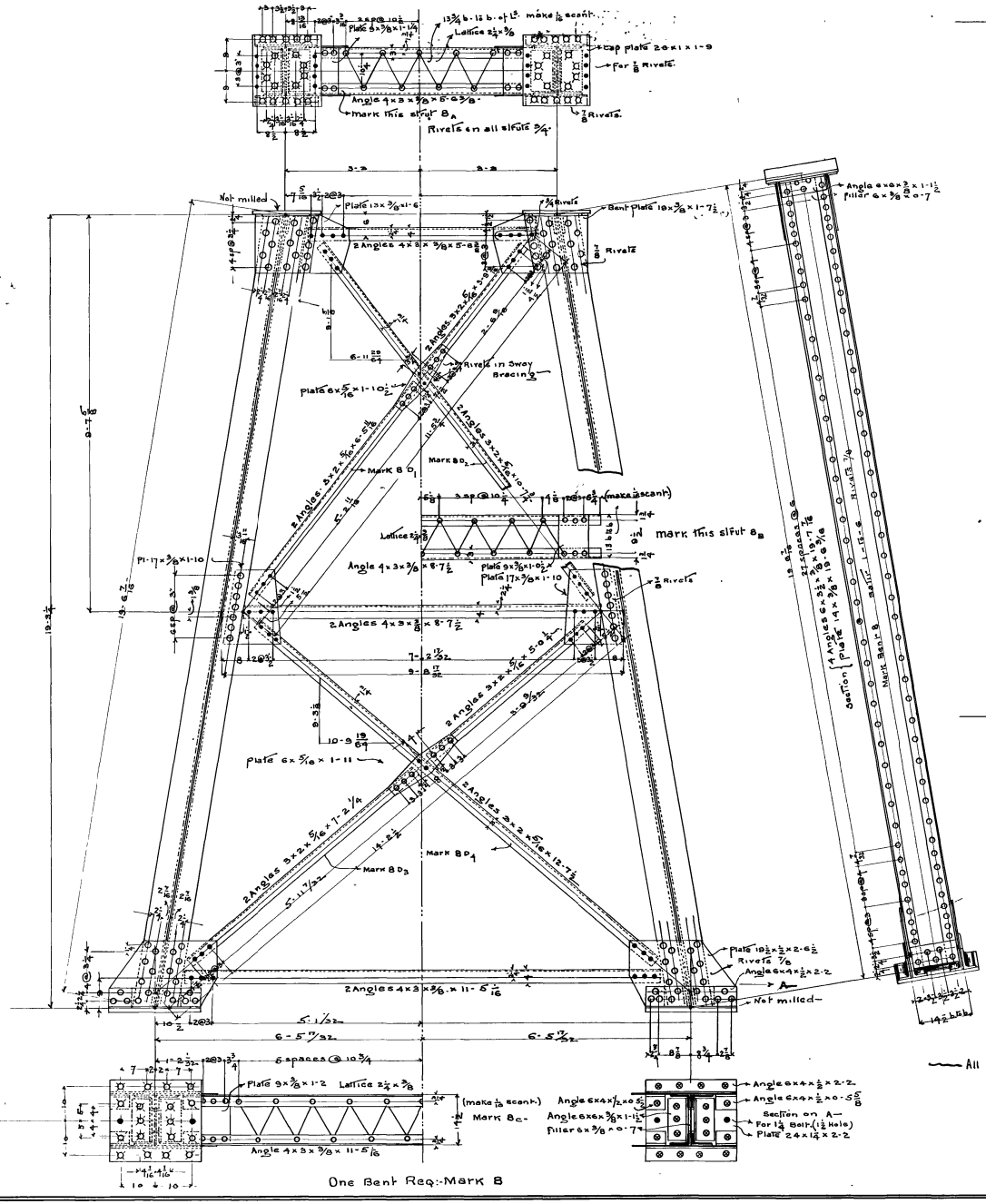


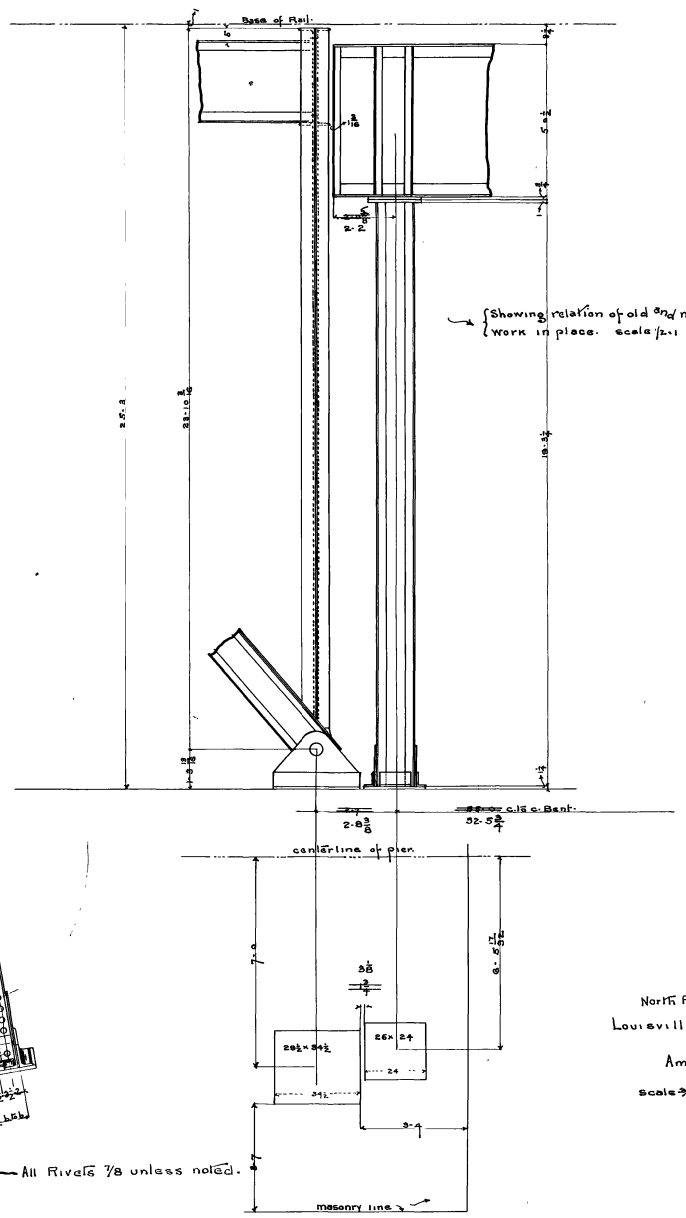
One Span Required for Wild Cat Creek Trestle Mark E.E.

83-0 Girder Span
for
Louisville New Albany and Chicago Ry Company
Built By
American Bridge Works
Chicago
Scale 3/4 = 1 March 1893.

11
2079

LCATCGF 341/2 x 233 1/2
D009858





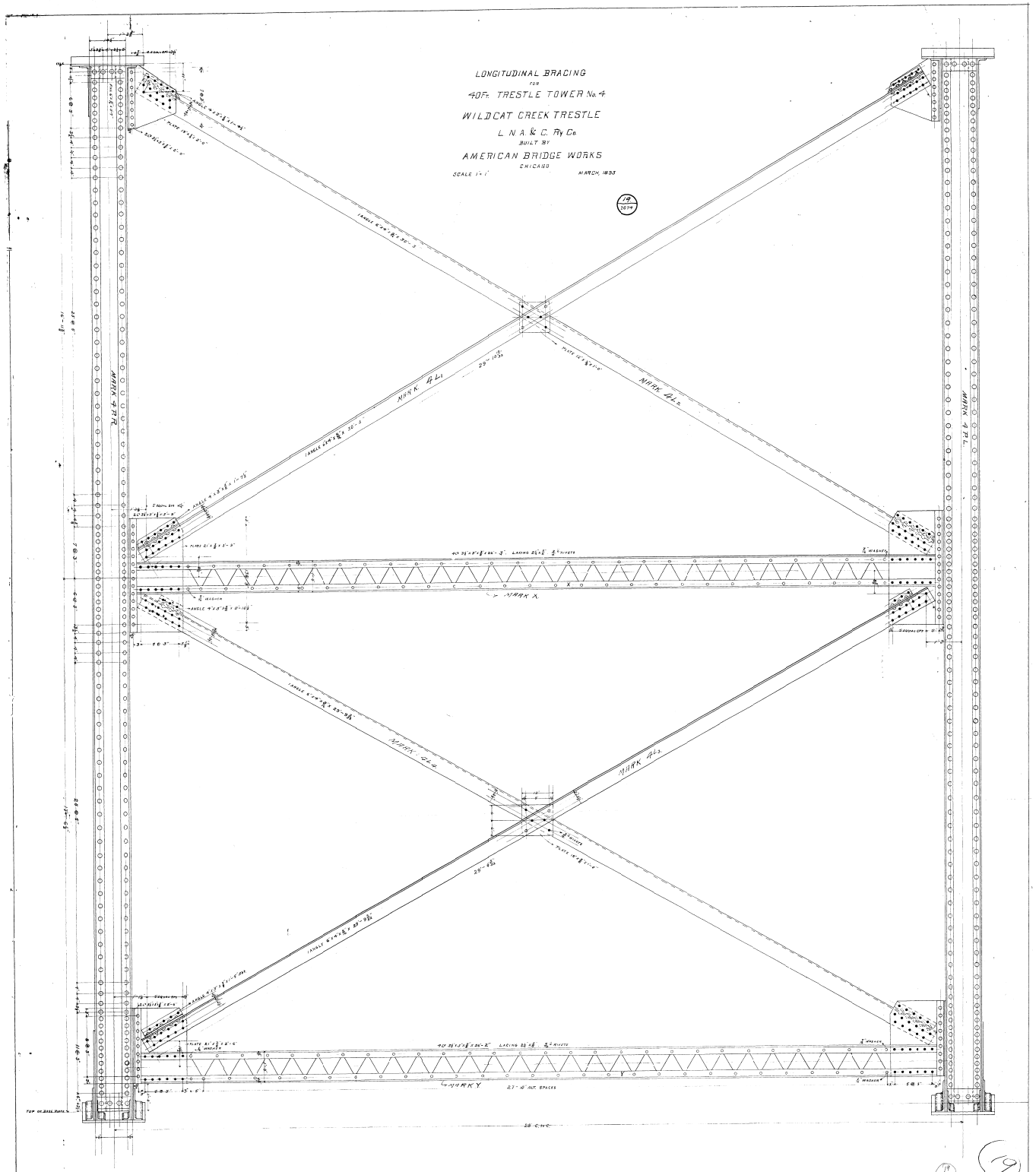
All Rivets ⅞ unless noted.

Bent 8
for
North Fork of Wild Cat Creek
Louisville New Albany and Chicago Ry Co.
Built By
American Bridge Works
Chicago
scale ¾" & ½"=1'-0" March 1893.

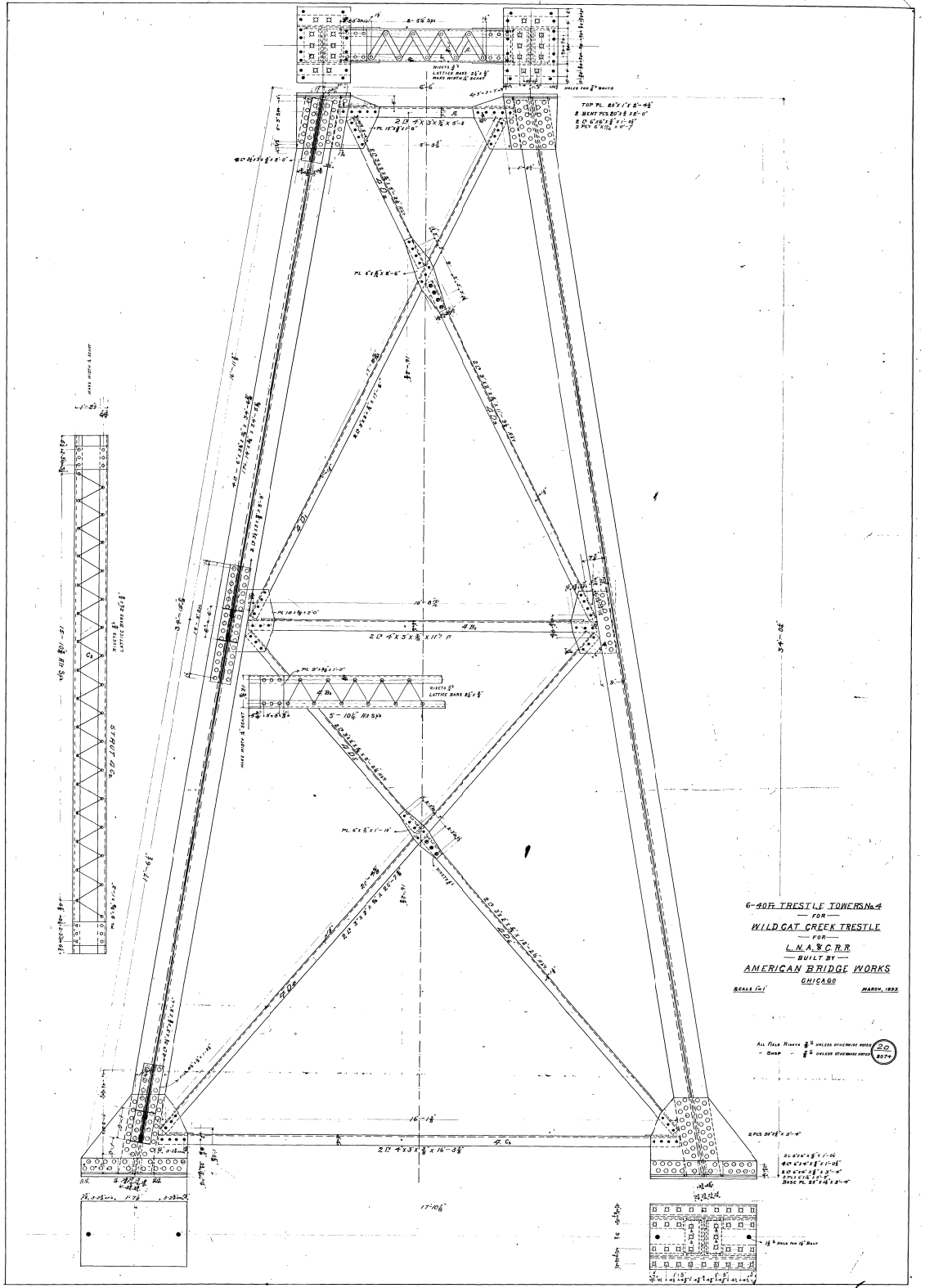
B-0121

LC AT66F 34 1/2 x 233 1/4

BOOK 785 36



B0098537.cit



6-40Ft. TRESTLE TOWERS No. 4
— FOR —
WILD CAT CREEK TRESTLE
— FOR —
L. N. A. & C. R. R.
— BUILT BY —
AMERICAN BRIDGE WORKS
CHICAGO

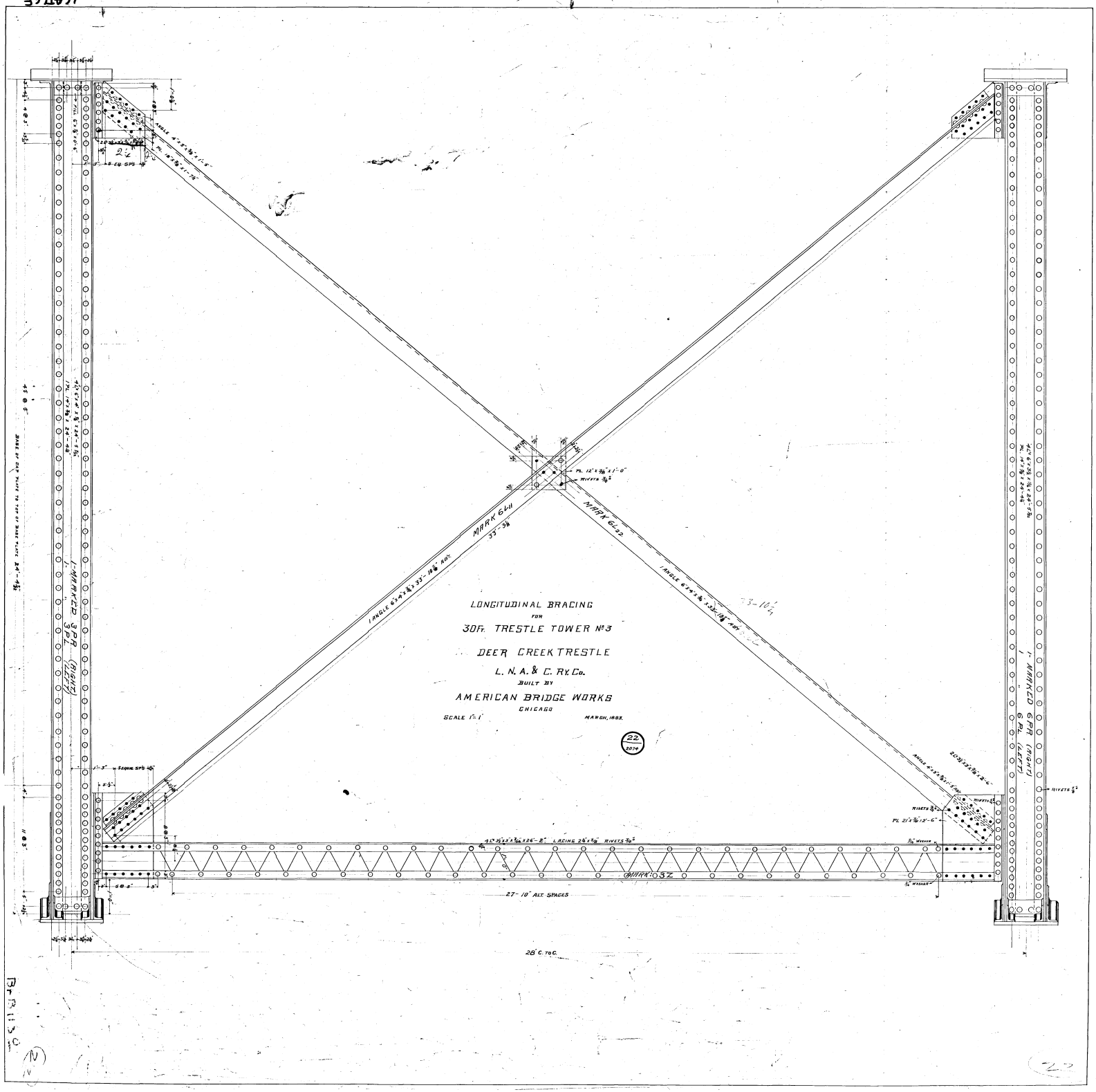
SCALE 1in.

MARCH, 1892

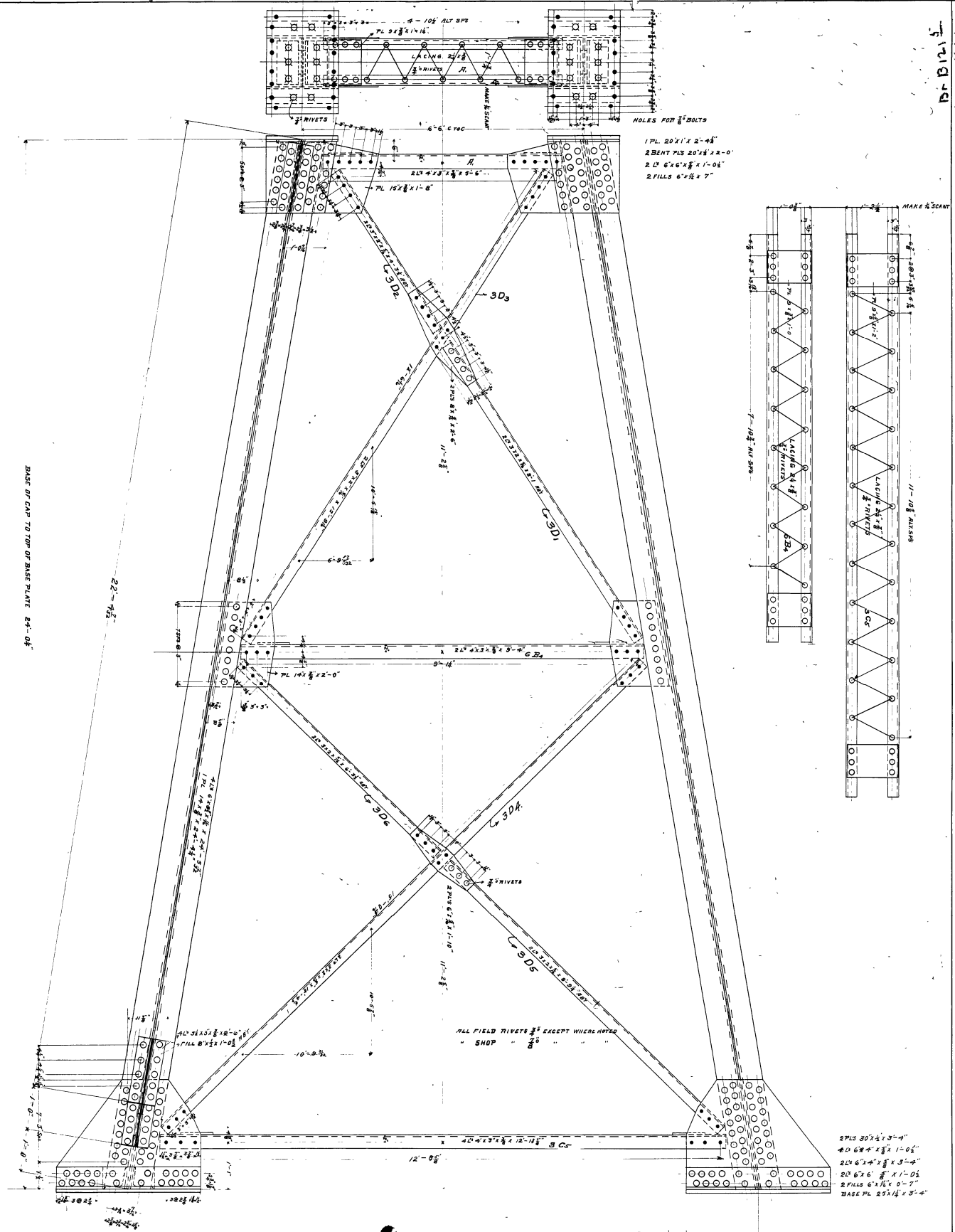
ALL FIELD RIVETS 7/8 UNLESS OTHERWISE NOTED
— SHOP " 7/8 UNLESS OTHERWISE NOTED

20
2074

30 X 39
LLATL6F
80098538


MARK 64L
MARK 64R
MARK 63Z
1 ANGLE 6"x4"x⅜"x33'-10½" NOT.
1 ANGLE 6"x4"x⅜"x33'-10½" NOT.
33'-3⅜
33'-10½
1 MARKED 3 PR PL (RIGHT)
1 MARKED 3 PR PL (LEFT)
1 MARKED 6 PR PL (RIGHT)
1 MARKED 6 PR PL (LEFT)
LONGITUDINAL BRACING
FOR
30Ft. TRESTLE TOWER No 3
DEER CREEK TRESTLE
L. N. A. & C. Ry. Co.
BUILT BY
AMERICAN BRIDGE WORKS
CHICAGO
SCALE 1"=1'
MARCH, 1893.
22
2074
27-10" ALT. SPACES
28' C. TO C.

b0098539



NORTH END OF TOWER No 3
FOR DEER CREEK

1-30 Ft. TRESTLE TOWER No 6
— FOR —
WILD CAT CREEK TRESTLE

L. N. A. & C. RY. Co.
— BUILT BY —
AMERICAN BRIDGE WORKS
CHICAGO

SCALE 1=1' MARCH 1893.

13/16" HOLE FOR 1" BOLT

Dr B12 5
34 x 241
B0085940

CERTIFICATION OF MEETING

NATIONAL ARCHIVE AND RECORDS ADMINISTRATION (NARA)

PHOTOGRAPHIC DOCUMENTATION STANDARDS

Name of Resource or Project CSX Bridge 19243

County Carroll **Date of Photography** October 25, 2011

A requirement of the minimum architectural documentation standards adopted by the Division of Historic Preservation and Archaeology (DHPA) must meet one of the following specifications:

Black and White film photography

Photographs must be ***archival*** black and white images from camera-exposed photographic film printed on silver-emulsion fiber-based or silver emulsion resin-coated (RC) papers using archival black and white processing. Images printed on color paper or utilizing color processing will not be accepted.

Please check whichever applies.

_____ black-and-white images printed on silver-emulsion resin-coated (RC) papers

_____ black-and-white images printed on silver-emulsion fiber-based papers

Digital Photography

The electronic image files must meet the following specifications:

- Original capture .TIF or raw converted to .TIF
- Pixel depth or dimension minimum 3000 x 2000
- 300 dpi (camera default is usually lower)
- RGB Color

Photographic printing must meet the following specifications:

- Print at 300 dpi (select this option in your computer's print menu)
- Paper: Epson Premium Glossy Paper; Kokak Ultra Photo Premium; HP Professional Satin Photo paper; or comparable manufacturer-recommended photographic paper
- Ink: Epson UltraChrome K3; Kodak No. 10 Pigmented Ink; HP Vivera Pigment Ink; or comparable manufacturer-recommended photographic ink

I certify that the 14 (number of photographs) taken to fulfill the minimum architectural documentation standards adopted by the Division of Historic Preservation and Archaeology (DHPA) meet the appropriate specification above:

Signature of Applicant Kristi D. Hamilton **Date** 5/30/2012

CSX Transportation, Inc.
-- Photo Log –

Photo Number	Property Name	Location	City	County	State	Camera Facing…	Description of View	Photographer	Photo Date
IN_CarrollCounty_Bridge19243_1.tif	Bridge 19243	Milepost 0QA 121.5	Owasco	Carroll	IN	North	Bridge Deck	Archie Arthur	10/25/2011
IN_CarrollCounty_Bridge19243_2.tif	Bridge 19243	Milepost 0QA 121.5	Owasco	Carroll	IN	North	North End Barricade; Bridge Deck & Piers, Deteriorating	Archie Arthur	10/25/2011
IN_CarrollCounty_Bridge19243_3.tif	Bridge 19243	Milepost 0QA 121.5	Owasco	Carroll	IN	South	Bridge Deck	Archie Arthur	10/25/2011
IN_CarrollCounty_Bridge19243_4.tif	Bridge 19243	Milepost 0QA 121.5	Owasco	Carroll	IN	Northwest	Failing Bridge Support; Separation of Deck & Support	Archie Arthur	10/25/2011
IN_CarrollCounty_Bridge19243_5.tif	Bridge 19243	Milepost 0QA 121.5	Owasco	Carroll	IN	Southeast	South End Backwall	Archie Arthur	10/25/2011
IN_CarrollCounty_Bridge19243_6.tif	Bridge 19243	Milepost 0QA 121.5	Owasco	Carroll	IN	Northwest	Bridge Structure & Supports	Archie Arthur	10/25/2011
IN_CarrollCounty_Bridge19243_7.tif	Bridge 19243	Milepost 0QA 121.5	Owasco	Carroll	IN	Northeast	Bridge Structure & Supports	Archie Arthur	10/25/2011
IN_CarrollCounty_Bridge19243_8.tif	Bridge 19243	Milepost 0QA 121.5	Owasco	Carroll	IN	Northeast	Sinking Pier; Leaning Bridge Structure	Archie Arthur	10/25/2011
IN_CarrollCounty_Bridge19243_9.tif	Bridge 19243	Milepost 0QA 121.5	Owasco	Carroll	IN	Northeast	North End Bridge Structure; Pier & Backwall	Archie Arthur	10/25/2011
IN_CarrollCounty_Bridge19243_10.tif	Bridge 19243	Milepost 0QA 121.5	Owasco	Carroll	IN	East	Bridge Deterioration	Archie Arthur	10/25/2011
IN_CarrollCounty_Bridge19243_11.tif	Bridge 19243	Milepost 0QA 121.5	Owasco	Carroll	IN	Northwest	North End Bridge Structure; Sinking Pier & Backwall	Archie Arthur	10/25/2011
IN_CarrollCounty_Bridge19243_12.tif	Bridge 19243	Milepost 0QA 121.5	Owasco	Carroll	IN	Southeast	Foundation – 4-post (steel) bridge support	Archie Arthur	10/25/2011
IN_CarrollCounty_Bridge19243_13.tif	Bridge 19243	Milepost 0QA 121.5	Owasco	Carroll	IN	Southeast	Bridge Structure from Ground Level	Archie Arthur	10/25/2011
IN_CarrollCounty_Bridge19243_14.tif	Bridge 19243	Milepost 0QA 121.5	Owasco	Carroll	IN	Northeast	Bridge Structure from Ground Level	Archie Arthur	10/25/2011

Directionally, Bridge 19243 is positioned “North to South”
The 1,276-ft deck plate girder (steel) bridge with timber deck crosses the North Fork Wildcat Creek (waterway).