

United States Department of the Interior
National Park Service

56509

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property

Historic name: Busching Covered Bridge

Other names/site number: _____

Name of related multiple property listing: _____

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

2. Location

Street & number: East Perry Street/E County Road 25 S at Laughery Creek

City or town: Versailles State: IN County: Ripley

Not For Publication: Vicinity:

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

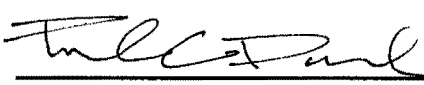
I hereby certify that this nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

national statewide local

Applicable National Register Criteria:

A B C D

	ASSISTANT DIRECTOR OF PRESERVATION SERVICES	1-18-2019
Signature of certifying official/Title:		Date
<u>Indiana DNR-Division of Historic Preservation and Archaeology</u>		
State or Federal agency/bureau or Tribal Government		

In my opinion, the property ___ meets ___ does not meet the National Register criteria.	
Signature of commenting official:	Date
Title :	State or Federal agency/bureau or Tribal Government

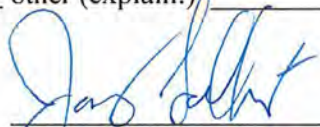
Busching Covered Bridge
Name of Property

Ripley County, IN
County and State

4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:)


Signature of the Keeper

3-13-2019
Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

Category of Property

(Check only **one** box.)

- Building(s)
- District
- Site
- Structure
- Object

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Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>0</u>	<u>0</u>	buildings
<u>0</u>	<u>0</u>	sites
<u>1</u>	<u>1</u>	structures
<u>0</u>	<u>1</u>	objects
<u>1</u>	<u>2</u>	Total

Number of contributing resources previously listed in the National Register 0

6. Function or Use

Historic Functions

(Enter categories from instructions.)

TRANSPORTATION: road-related

Current Functions

(Enter categories from instructions.)

TRANSPORTATION: road-related

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Narrative Description

The Busching Covered Bridge was once an important part of Ripley County's transportation network, supporting the main route from Versailles, east to Aurora and the Ohio River. The bridge spans Laughery Creek at the base of Busching Hill, about one mile east of Versailles. The bridge is located near the entrance to Versailles State Park. The single-span bridge has a 170 foot free span Howe truss that rests on cut limestone abutments. The bridge is approximately twenty feet wide and is positioned almost perfectly east-west over the creek that, at this point, flows from north to south. The general terrain around the bridge is flat or low rolling hills and is largely wooded. The approaches to the bridge are paved with asphalt to a concrete curb against the bridge deck at the portal. The nine foot tall abutments that support the bridge are of cut rusticated limestone. The abutments are three-sided with a twenty foot front wall and twelve foot end walls that flare outward to act as retaining walls for the approaches (photo 0003).

The heavy oak timber frame is composed of sawn lumber with modern steel reinforcements on some of the members and as part of the superstructure (see photo 0008). The X-braces in each panel include single diagonals, these single diagonal members are slightly smaller in dimension than the paired diagonals. Fifteen panels of heavy oak timber X-bracing connect the trusses below the bridge deck and overhead (photos 0005-0006). Iron rods that allow for tightening are placed between each panel (photo 0007). Floor boards composing the bridge deck run parallel with the flow of traffic. A wood curb is at the outside edge of the bridge deck. A wide side-board is fixed to the truss on each interior side of the bridge to protect the truss from vehicles (photo 0006). Rows of thin wood boards act as purlins and form a lattice-like frame on which the metal roof and siding are fastened (photo 0008). The bridge is sided with boards and narrow battens, painted red (photos 0001-0002). The roof is gabled and is covered with new metal. A thin piece of metal fascia wraps the edge of the roof on the eave and gable.

Each end that forms the portal for the bridge has its gabled wall jettied out from the portal (photo 0004). The bottom edge of the jettied gabled wall is shaped with a slight curve on its outside corners and steps up in its center to frame the top of the portal. A wood sign is in each of the gables and reads BUSCHING BRIDGE 1885. The actual portal itself is rectangular with board and batten siding wrapping around the inside corners of the portal approximately three feet (seen in photo 0001). The side walls stop approximately two feet from the roof for ventilation. A small rectangular window-like opening is centered in the side walls of the bridge (photo 0007). They have shed roofs covered with metal and are supported by brackets that are also covered with board and battens (seen in the left side of photo 0002).

A restoration project in 2005 added a curvilinear stone wall to the north side of the east approach to the bridge. The stone wall is approximately five feet tall and twenty-three feet long. It is composed of hand-split limestone with a hand-split limestone cap. A concrete monument is located at the north end of the wall. It features a metal plaque with information about the bridge and its restoration. The west approach has stepped stone walls on each side. These are

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constructed on a concrete grade beam and feature stone caps. The walls and monument are considered a non-contributing structure and object, respectively (right side of photo 0004).

The restoration campaign included new metal on the roof and new board and batten siding. The metal roof is fastened to wood nailers on the rafters. Approximately 15% of these nailer boards were replaced during the restoration, mostly at the east end of the bridge. Much of the floor boards also appear to be newer and likely installed during restoration. There are also several, again maybe 15%, of the floor joists that were replaced with new wood joists during the restoration. Few, if any, of the heavy timbers that compose the panels or main truss system of the bridge have been replaced.

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8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

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Areas of Significance

(Enter categories from instructions.)

ENGINEERING

TRANSPORTATION

Period of Significance

1885-1930

Significant Dates

Significant Person (last name, first name)

(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder (last name, first name)

Hardman, Thomas

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Period of Significance (justification)

The period of significance begins when the covered bridge was constructed in 1885. While the bridge remains open for vehicular traffic today, the period of significance ends in 1930 when an alternate road was constructed south of the bridge, bypassing the original route. That bypass made the route carried by the bridge no longer the main thoroughfare in and out of Versailles on its east side.

Criteria Considerations (explanation, if necessary)

Not applicable

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

Busching Covered Bridge, 1885, is a fine example of a wooden truss bridge, one of two still extant in the county. The Busching Covered Bridge is eligible for the National Register of Historic Places based on two criteria. Criterion A is applicable under transportation as an area of significance. The bridge, which connected Versailles to the Ohio River port of Aurora, embodies the importance bridges served to the early development of transportation networks connecting larger communities to each other for transport of goods, trade, and to a lesser extent with the Busching Bridge, settlement. Criterion C is applicable with engineering as an area of significance. The bridge represents the development of the Howe truss in wood form prior to the use of steel or concrete for bridge construction. The relative rarity of surviving examples of covered bridges further establishes the significance of the Busching Bridge.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

ENGINEERING & TRANSPORTATION

The Busching Covered Bridge's superstructure is an example of the Howe Truss, a series of vertical and cross-members that function together and are partially held in tension by metal rods. The Howe Truss was invented by William H. Howe, born in 1803, who was a millwright by occupation and patented the truss in 1840. The incorporation of iron bars and turnbuckles allowed tension to be regulated in the bridge and hold the top and bottom cords together. Other all-wood bridges encountered separation from the main cords, but the introduction of the iron assemblies resolved this problem. Howe patented a second truss system in 1846 as he continued to fine-tune his trademark invention. Howe's truss went on to be a popular choice for all-steel bridge construction for railroads that carried a great deal more weight than the forerunning wood

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bridges. Thomas Hardman modified the Howe Truss incorporated into the Busching Covered Bridge by making the 15 panels irregular in size with varying sizes of the members composing the truss. In each panel, each single, central diagonal of each "X" cluster of members is slightly smaller in dimension than the two outer truss diagonals which sandwich it. The wood X-brace members are in compression and the iron tie rods form the equalizing tension (photos 0006-0008). The free span of the bridge is 170 feet and the height from the roadbed to the peak of the bridge is 23 feet.

The Busching Covered Bridge was once an important part of Ripley County's transportation network, supporting the main route from Versailles, east to Aurora and the Ohio River. The bridge spans Laughery Creek approximately one-half mile from the east boundary of Versailles and is located near the entrance to Versailles State Park. Versailles, being laid out as the county seat of Ripley County in 1818, would have required good roads connecting it to other large communities. Aurora, an important port on the Ohio River, would have been a vital connection to have for shipping and trade so the road was established to Versailles, on the west high bluff of Laughery Creek. Thomas Hardman constructed the Busching Bridge for \$2,200.00 in 1885. This was the third covered bridge constructed in the county, each by Hardman. His bid for the project was \$20.80 per lineal foot and included the stone work abutments. The bridge was received by Ripley County on October 3, 1885. With the development of Versailles State Park and a new Highway 50 constructed into Versailles in 1930, the bridge no longer was a primary artery of the county's transportation network, but remains part of the county's network of roadways.

The first covered bridge in Ripley County was constructed by Hardman in 1879 near Ballstown, south of Batesville. The construction cost of that bridge was \$12.80 per lineal foot plus the cost of the approaches. The bridge was 80 feet long and cost a total of \$1326.00 plus inspection costs by Samuel H. McCoy at \$1.75 per day. It was put into operation on June 6, 1880 and remained until it was replaced in 1948. Hardman built the second covered bridge for Ripley County over Otter Creek near Holton in 1884. The county contracted with John Greer & Co. for excavating and stone work in the amount of \$1556.00. Hardman was contracted for the superstructure at a cost of \$19.00 per lineal foot. That bridge is about 112 feet long, so the cost would have been about \$2128.00. Phillip Ensminger was the inspector for that bridge, which is also extant. The Busching Covered Bridge followed in 1885, and about the same time, Hardman built the Skeen-Watson Covered (or High) Bridge two miles east of Osgood for \$19.00 per lineal foot. That bridge was removed in 1963 after a damaging flood.

Besides the two that survive today, Ripley County had at least four other covered bridges, one constructed by Philip Ensminger, the inspector for the Otter Creek Covered Bridge, in 1889. That bridge, named the Pipe Stem Bridge for the iron pipes on which it originally sat, spanned Ripley Creek near Prattsburg. Ensminger was a carpenter by trade and likely learned bridge-building techniques from Hardman. The bridge was accepted by the county on October 23, 1889 at a cost of \$984.00. It was burned by vandals on October 29, 1970. The other covered bridge was the Purcell Bridge over Laughery Creek on the Milan-Versailles Pike. The bridge was also constructed by Ensminger at a cost of \$3571.00 in 1881. It was removed when the area was flooded for the lake at Versailles Park in 1956. A covered bridge known as the Old Laughery

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Bridge was located east of Napoleon on the old state road connecting to Lawrenceburg; it was removed in 1948 when part of the road was rerouted. One final bridge was located at Friendship, but is also no longer extant.

By the 1890s, it seemed Ripley County had moved to building iron bridges for their longer spans. The FJP Bracket Bridge Company of Cincinnati, Ohio was contracted to furnish all of the materials and to build the superstructure of two bridges, over Ripley Creek and Laughery Creek, on or before the 15th of June, 1894. These were 90 and 80 feet long, including abutments, with a 16 foot roadway. The loading capacity required was to hold 100 pounds per square foot. In 1899, specifications for three more iron bridges were let to Republic Iron & Steel Company of Covington, Kentucky. These were 40, 60, and 30 foot spans. Ripley County also built several stone arch bridges from about 1875 through 1910, including one of the largest over Raccoon Creek near Friendship in 1909. Made of Blue Limestone, which is plentiful in the county, the bridge has four large arches and is of similar construction to at least ten other stone bridges in the county. Many of these are smaller, one-arch spans that were more economical than covered bridges.

Bridge building in the county had evolved considerably since its early days. Commissioners' records of 1818 indicate that John Richey, the county agent, was ordered to make a bridge across Spring Branch/Kentucky Creek should he desire to relocate a public road. This permitted Richey to plant the former road segment with crops under the conditions assessed by the commissioners and permitted a new 30 foot wide public road. As the county continued to develop its system of roadways and bridges, more revenue was required, so in 1820, taxes were increased, including the doubling of licenses for taverns, in order to promote better infrastructure. An early bridge across Cedar Creek was added in 1821, no doubt through the collection of these new funds. There's no indication what these earlier bridges were constructed of, but probably they were either wood or stone, or a combination of both. Prior to the Civil War, it is estimated that Ripley County may have had three covered bridges: a railroad bridge at Laughery Switch, one nearby over Laughery Creek, and a third east of Osgood.

Indiana has the third highest number of covered bridges in the nation. Between 1820 and 1922, it was estimated that 600 covered bridges were constructed of various truss patterns. By 1977, 102 were extant, which dwindled to 98 extant covered bridges by the early 1990s. Prior to 1855, most bridges were either privately built by landowners or were constructed by private companies who may have required the payment of tolls. The state legislature authorized county governments to construct or financially assist with the construction of bridges in 1855. By 1870, county governments had the sole responsibility for constructing bridges, which is essentially still in place today. Crossing waterways up to this point was done either by fords or ferries.

Eventually, open wood structures were built, then later, they were placed on stone abutments. Stone arched bridges were being introduced at the same time. The first covered bridge in Indiana was constructed around 1820 at Mooresville (now Floyd's Knob); several more followed through the late 1830s. Several covered bridges were constructed during this early time across the National Road (Richmond to Terre Haute) and then the Michigan Road (Madison to Michigan City via Ripley County). A litany of internal infrastructure improvements during the

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1830s was brought to a halt during financial woes the state faced in the 1840s. The oldest extant covered bridge in Indiana is thought to be the one that crosses Raccoon Creek at the entrance to Brown County State Park. The bridge was built between 1836 and 1838.

Ripley County's early settlement was tied to pioneers from Jefferson County who had traveled on or across the Ohio River to the port town of Madison, then eventually found their way north into Ripley County. The first county survey was made in 1807 and the first settlements occurred in 1814. The first roads were constructed by the county's early residents who were required by state legislation in 1814 to work five days on roads, except in payments in place of land taxes, which required ten days. One of Ripley County's first roads constructed under this method was Berry's Trace which followed the Millhousen road to the county line. These roads were little more than paths or clearings and barely passable during certain seasons of the year. During the 1840s, plank roads were constructed of sawn timber. Two of Ripley County's earliest roads had been plank roads including a route between Napoleon and Aurora and the Michigan Road that went north/south the length of the state from Michigan City to Madison through Ripley County between 1828 and 1832. Some of these plank roads were either built or maintained by the use of tolls. Between about 1830 and 1880, Ripley County was like most other Indiana counties where landowners petitioned county commissioners for the establishment of roads. After review of conditions and feasibility, the road would be established (typically 40 feet in width) and constructed by local residents. Eventually macadamized, then paved roads became the standard for the county's transportation network, just as bridge building evolved from wood covered bridges to steel or stone arches, to concrete.

Developmental History/Additional historic context information

Thomas A. Hardman, who constructed both of Ripley County's extant covered bridges, was born near Manchester, England in 1847 and immigrated with his aunt to Mt. Carmel in Franklin County in 1855. Hardman's younger years were spent in farm labor until about age 20 when he began a 4-5 year period of teaching in local schoolhouses. Between 1871 and 1872, Hardman attended the Presbyterian Academy in Lebanon where he graduated after enrolling in an engineering course. He returned to Franklin County with an occupation as a civil engineer. Hardman was elected county surveyor in 1874 but resigned in 1876 to become Assistant Chief Engineer with the Smith Bridge Company, a position he held for only one year. The Smith Bridge Company was started by Robert W. Smith in Ohio. Smith had patented several truss designs, mostly based off the Howe Truss. The company constructed about 21 bridges in Indiana through at least four agents including Hardman. After his time with the Smith Bridge Company, Hardman returned to Brookville and began contracting to construct bridges himself. He continued building bridges in the region until about 1890 when he and his family moved to Olney, Illinois.

Busching Covered Bridge
Name of Property

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9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

Allen, Richard S. Covered Bridges of the Middle West. Bonanza Books, New York: 1970.

Black, Archibald. The Story of Bridges. McGraw-Hill Book Co., New York: 1936.

Boykin, Linda L. *The Wooden Age of Indiana's Covered Bridges*, Butler University Thesis, 1986.

Clippings file of the Ripley County Historical Society: *Covered Bridges of Ripley County File*. Accessed July 11, 2017.

Einhaus, Helen (compiler). *Stone Arch Bridges File*, Ripley County Historical Society. Accessed July 11, 2017.

Gould, George E. Indiana Covered Bridges Thru the Years. Indiana Covered Bridge Society, Indianapolis: 1977.

Ketcham, Bryan. Covered Bridges on the Byways of Indiana. Oxford Printing Co., Oxford, Ohio: 1949.

Reed, Robert. Indiana's Covered Bridges. Arcadia Publishing, Chicago: 2004.

Ripley County Commissioners Meeting Minutes: 1818-1821

Ripley County History Book Committee. Ripley County History Volumes I & II. Taylor Publishing Co., Dallas: 1989.

United States Patents 1840 (#1,685) & 1846 (#4,726). William Howe Truss Frames for Bridges.

Previous documentation on file (NPS):

preliminary determination of individual listing (36 CFR 67) has been requested

previously listed in the National Register

previously determined eligible by the National Register

designated a National Historic Landmark

recorded by Historic American Buildings Survey # _____

recorded by Historic American Engineering Record # IN-33 1973

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_____ recorded by Historic American Landscape Survey # _____

Primary location of additional data:

_____ State Historic Preservation Office

_____ Other State agency

_____ Federal agency

_____ Local government

_____ University

_____ Other

Name of repository: _____

Historic Resources Survey Number (if assigned): 137-410-35004

10. Geographical Data

Acreage of Property Less than one acre

Use the UTM system

UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

- | | | |
|-------------|-----------------|-------------------|
| 1. Zone: 16 | Easting: 652436 | Northing: 4325761 |
| 2. Zone: | Easting: | Northing: |
| 3. Zone: | Easting: | Northing: |
| 4. Zone: | Easting : | Northing: |

Verbal Boundary Description (Describe the boundaries of the property.)

The boundaries include the bridge and its abutments and approaches. This overall area is approximately 215' long by 50' wide stretching across the banks of Laughery Creek on East County Road 25 South. From the northeast corner of the bridge, follow a line east approximately 10', then north approximately 15'. This begins the boundary of Busching

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Covered Bridge. Turn west and follow a line across Laughery Creek 215' to the west edge of the west approach to the bridge. Turn south and follow a line 50' to the south side of the south abutment wall of the west approach. Turn east and follow a line across Laughery Creek 215' to the east edge of the east approach to the bridge. Turn north and follow a line 50' to the north side of the 2005 bridge monument and stone wall on the north side of the east approach, or the place of beginning.

Boundary Justification (Explain why the boundaries were selected.)

The boundaries include the bridge, its abutments and approaches as originally constructed in 1885 for carrying the county road across Laughery Creek. While not historic, the boundaries also include minor features added during the bridge's 2005 restoration. It does not include the county road outside of the approaches and its crossing of the covered bridge.

11. Form Prepared By

name/title: Kurt West Garner

organization: Indiana Landmarks/PIP, Ripley County Tourism

street & number: 12954 6th Road

city or town: Plymouth state: IN zip code: 46563

e-mail: kwgarner@kwgarner.com

telephone: 574-936-0613

date: September 11, 2017

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

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Photographs

Submit clear and descriptive photographs. The size of each image must be 3000x2000 at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Busching Covered Bridge

City or Vicinity: Versailles

County: Ripley State: Indiana

Photographer: Kurt West Garner

Date Photographed: February 28, 2017

Description of Photograph(s) and number, include description of view indicating direction of camera: South side of bridge looking northeast toward west portal and across Laughery Creek

1 of 8.

Name of Property: Busching Covered Bridge

City or Vicinity: Versailles

County: Ripley State: Indiana

Photographer: Kurt West Garner

Date Photographed: February 28, 2017

Description of Photograph(s) and number, include description of view indicating direction of camera: North side of bridge looking southeast toward west portal and across Laughery Creek

2 of 8.

Name of Property: Busching Covered Bridge

City or Vicinity: Versailles

Busching Covered Bridge
Name of Property

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County: Ripley State: Indiana

Photographer: Kurt West Garner

Date Photographed: February 28, 2017

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking south toward west bridge abutment and west approach

3 of 8.

Name of Property: Busching Covered Bridge

City or Vicinity: Versailles

County: Ripley State: Indiana

Photographer: Kurt West Garner

Date Photographed: July 12, 2017

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking southwest toward east portal and stone wall and monument

4 of 8.

Name of Property: Busching Covered Bridge

City or Vicinity: Versailles

County: Ripley State: Indiana

Photographer: Kurt West Garner

Date Photographed: February 28, 2017

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking east across Laughery Creek from under the bridge toward east abutment

5 of 8.

Name of Property: Busching Covered Bridge

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Name of Property

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City or Vicinity: Versailles
County: Ripley State: Indiana
Photographer: Kurt West Garner
Date Photographed: July 12, 2017

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking west from near the center of the inside of the bridge

6 of 8.

Name of Property: Busching Covered Bridge
City or Vicinity: Versailles
County: Ripley State: Indiana
Photographer: Kurt West Garner
Date Photographed: February 28, 2017

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking south out of window from inside the bridge

7 of 8.

Name of Property: Busching Covered Bridge
City or Vicinity: Versailles
County: Ripley State: Indiana
Photographer: Kurt West Garner
Date Photographed: July 12, 2017

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking up/east at roof structure from inside the bridge

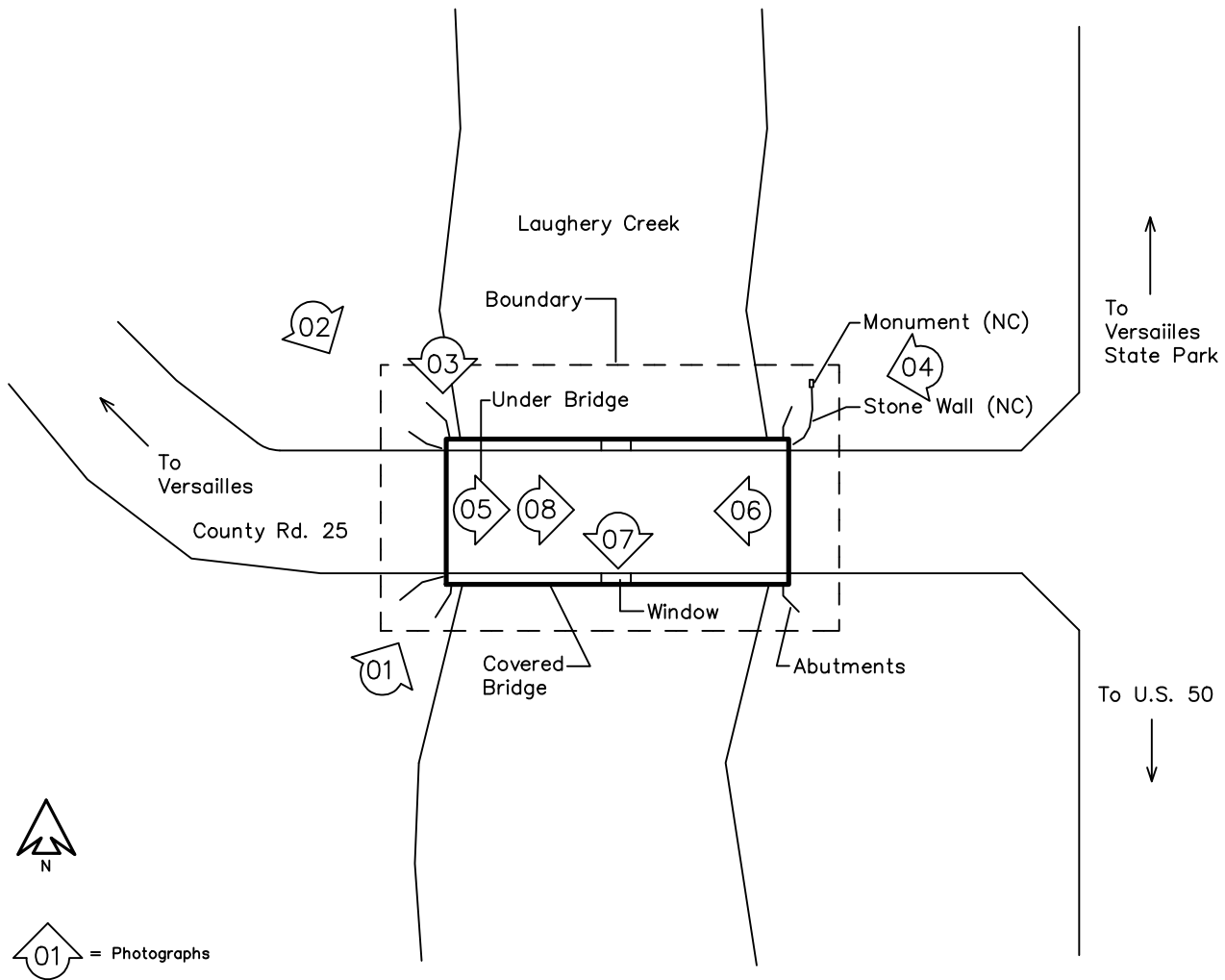
8 of 8.

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Name of Property

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Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.



Busching Covered Bridge

National Register of Historic Places Sketch Map

Ripley County Not to Scale

NC = Non-contributing object & structure

4328
T. 8 N.
T. 7 N.

5'
4327

NORTH VERNON 22 MI.
HOLTON 7 MI.

3962 III SE
(VERSAILLES)
4214

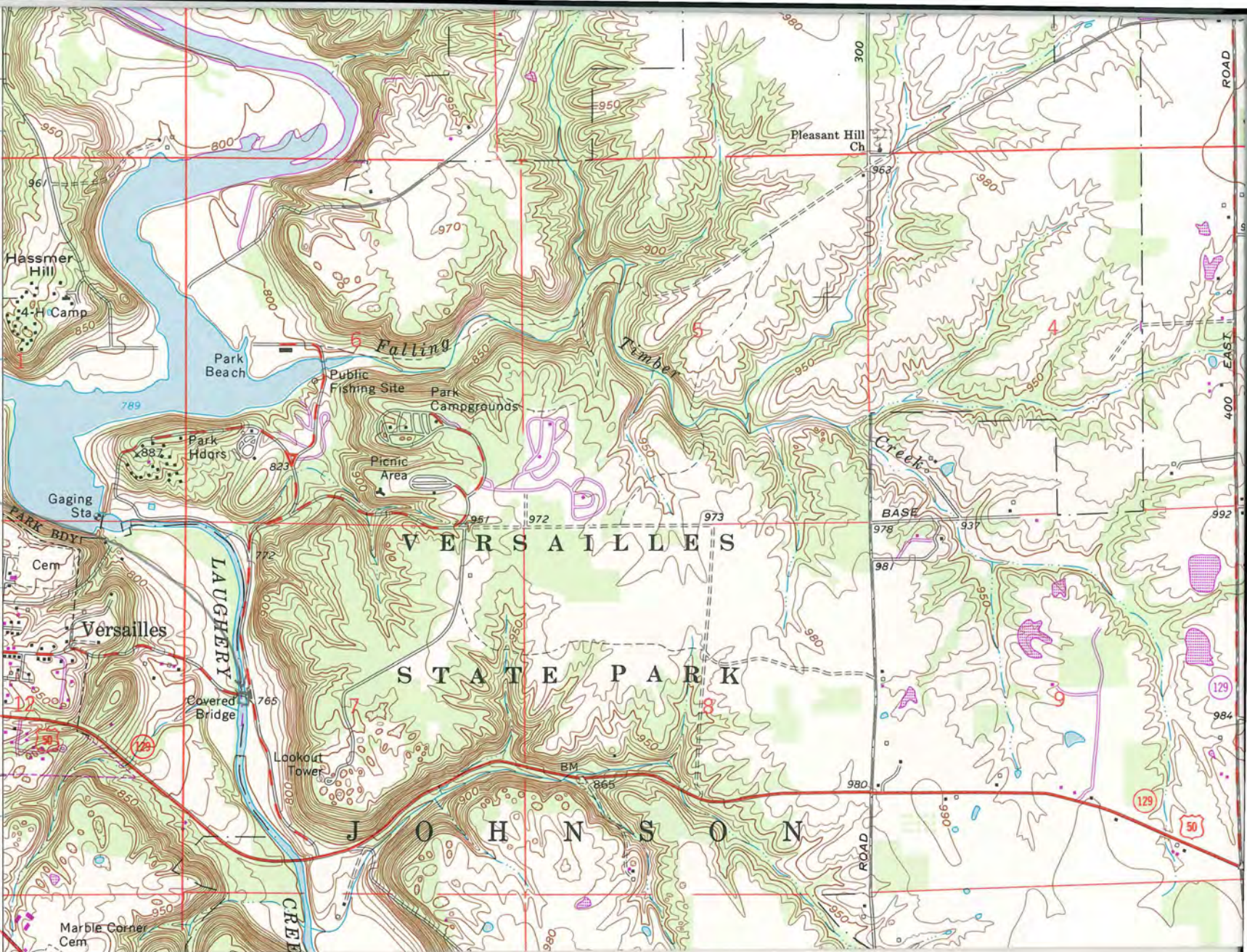
BUSCHING COVERED
BRIDGE

NATIONAL REGISTER
OF HISTORIC
PLACES

RIPLEY Co. IN
NAD 83 UTM =

16 652 436

4325761





RUSTY BROS
RUSTY BROS



BUSCHING BRIDGE
1885



BUSCHING BRIDGE
1885

BRIDGE
BUSCHING BRIDGE
1885
BUILT BY
JAMES BUSCHING
AND
FAMILY
AND
WILLIAM
M. BROWN
AND
FAMILY
AND
WILLIAM
M. BROWN
AND
FAMILY









UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Requested Action: Nomination

Property Name: Busching Covered Bridge

Multiple Name: _____

State & County: INDIANA, Ripley

Date Received: 2/1/2019 Date of Pending List: 2/12/2019 Date of 16th Day: 2/27/2019 Date of 45th Day: 3/18/2019 Date of Weekly List: _____

Reference number: SG100003509

Nominator: SHPO

Reason For Review: _____

X Accept Return Reject 3/13/2019 Date

Abstract/Summary Comments: Excellent example of a wood Howe Truss dating to 1885. Served as the primary crossing of Laughery Creek out of Versailles until bypassed in 1930.

Recommendation/ Criteria: Accept / A & C

Reviewer Jim Gabbert Discipline Historian

Telephone (202)354-2275 Date _____

DOCUMENTATION: see attached comments : No see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.



Division of Historic Preservation & Archaeology • 402 W. Washington Street, W274 • Indianapolis, IN 46204-2739
Phone 317-232-1646 • Fax 317-232-0693 • dhpa@dnr.IN.gov • www.IN.gov/dnr/historic



January 30, 2019

Ms. Joy Beasley
Keeper of the National Register
National Register of Historic Places
Mail Stop 7228
1849 C St, NW
Washington, D.C. 20240

Re: Busching Covered Bridge, Ripley County, Indiana

Dear Ms. Beasley,

Enclosed is a National Register of Historic Places nomination for Busching Covered Bridge, Ripley County, Indiana. The Indiana Historic Preservation Review Board reviewed the application and voted to recommend its approval to the National Register of Historic Places.

The enclosed disk contains the true and correct copy of the nomination for Busching Covered Bridge, Ripley County, Indiana to the National Register of Historic Places.

Please address any questions you or your staff may have about this nomination to my National Register staff members, Paul Diebold or Holly Tate.

Sincerely,

Cameron F. Clark
State Historic Preservation Officer

CFC:PCD:pcd

enclosure: nomination package