

United States Department of the Interior  
National Park Service

SG 3516

# 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: Friendship Stone Arch 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: Olean Road/County Road 525 E over Raccoon Creek

City or town: Friendship 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Not For Publication:  Vicinity: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

		<u>ASSISTANT DIRECTOR OF PRESERVATION SERVICES</u>		<u>1-18-2019</u>
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

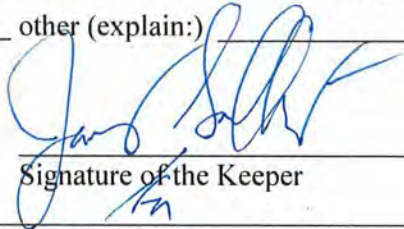
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**4. National Park Service Certification**

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

March 11, 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>0</u>	structures
<u>0</u>	<u>0</u>	objects
<u>1</u>	<u>0</u>	Total

Number of contributing resources previously listed in the National Register 0

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**6. Function or Use**

**Historic Functions**

(Enter categories from instructions.)

TRANSPORTATION: road-related

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**Current Functions**

(Enter categories from instructions.)

TRANSPORTATION: road-related

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## 7. Description

### Architectural Classification

(Enter categories from instructions.)

OTHER: stone arch

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**Materials:** (enter categories from instructions.)

foundation: STONE: Limestone

walls: STONE: Limestone

roof: N/A

other: CONCRETE  
ASPHALT

### Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

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### Summary Paragraph

The Friendship Stone Arch Bridge carries Olean Road over Raccoon Creek approximately one-half mile west of Friendship, Indiana. The approximately 100 feet long bridge is constructed with four arches, each about 14 feet tall, composed of limestone. The bridge has side walls and retaining walls of varying lengths that stretch out from the bridge on each side of the road.

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## Narrative Description

The Friendship Stone Arch Bridge carries Olean Road (or 525 E) across Raccoon Creek from the village of Olean, approximately three miles northwest, to Friendship, about one-half mile east of the bridge. Olean Road is paved and follows the valley created by Raccoon Creek in the vicinity of the bridge. The road extends north from the bridge before turning west and then northwest to Olean. The road extends south from the bridge approximately 500 feet where it intersects State Road 62 that leads east into Friendship. The road north and south of the bridge is tree-lined (photos 0010 and 0012). Though not part of this nomination, a dry-stacked stone wall extends along the east side of Olean Road south of the bridge; it turns east and follows the south side of Raccoon Creek a short distance. The stone wall was constructed by the property owner and would seem to pre-date the development of the bridge and its retaining walls. The bridge crosses Raccoon Creek slightly askew to the northwest (noticeable in photo 0010). Raccoon Creek is wooded on each side and flows west to east in the vicinity of the bridge before emptying into Laughery Creek north of Friendship (photos 0002 and 0004). Rost Run, a shallow creek with stone bed, flows into Raccoon Creek, which also features a stone bed, immediately west of the bridge.

The bridge, composed of Laurel or Blue Limestone, is twenty feet wide including its sidewalls (approximately two feet wide each) and 103 feet long between the paved approaches. The stone is quarry-faced coursed rubble with mortared joints. The bridge deck is covered with asphalt between the sidewalls (photos 0009 and 0012). The sidewalls are about three feet tall, except a thirty-six foot portion on the south end of the west wall that steps down one stone course to a height of about two feet (middle of photo 0010). Wide capstones originally topped the sidewalls, though much has been removed and concrete shaped with a rounded top has been installed for a wall cap. Capstones are extant on approximately 54 feet of the east sidewall and none are located on the west sidewall (photo 0011 shows existing capstones).

Four arches, each about fourteen feet tall, support the superstructure of the bridge (photo 0001). The stones outlining the arches, or voussoirs, are blockier than those filling in the space between the arches and are of the same general proportion as those that form the outside coursing of the sidewalls (see photo 0005). There is no prominent keystone. The voussoirs and some of the stones composing the spandrel between the arches have drill holes for anchoring from when the blocks were positioned into place (photo 0007). The barrel vault of the arches under the bridge is exposed stone (photo 0008). The arches rest on stone piers that form a slight six inch table around the base of the arch. The distance between the piers is about twenty-seven feet. The middle three piers have concrete cut-waters installed around their base. The cut-waters are pointed toward the direction of the flow of the water (on the west side of the bridge, photo 0006) and flat on the east side of the bridge. The concrete cut-waters were installed in 1997. The overall height of the bridge near its center, including the sidewalls, from the top of the water is approximately nineteen feet.

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Stone walls that form retaining walls for the approaches to the bridge step down from the sidewalls and flare out from the roadway. They are capped with concrete. The east and west walls of the north approach are twenty-eight feet long and two feet above the roadway. The east wall of the south approach is twenty-seven feet long and nearly joins with the dry-stack stone wall on the east side of Olean Road. The retaining wall tapers down to about one foot above the roadway at its south end. The west wall of the south approach is stepped in two sections and is between six inches and one foot above the roadway. The section abutting the bridge is fourteen feet long and the south section is eighty-five feet long. The longer section curves southwesterly with the roadway, separating the road from the small creek that flows into Raccoon Creek (photo 0010).

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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

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**Period of Significance**

1909-1968

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**Significant Dates**

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**Significant Person (last name, first name)**

(Complete only if Criterion B is marked above.)

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**Cultural Affiliation**

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**Architect/Builder (last name, first name)**

Harman, Henry

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**Period of Significance (justification)**

The period of significance begins when the stone bridge was constructed in 1909. Because the bridge continues to serve its original function as part of Ripley County's transportation network, the period of significance ends in 1968, the mandatory extent of eligibility.

**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.)

One of Ripley County's eleven true-masonry arch bridges, Friendship Bridge is one of the largest examples of the group. Its Laurel limestone arches have carried local traffic since 1909. The Friendship Stone Arch 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 embodies the importance bridges served to the early development of transportation networks in rural areas for the transport of goods with trade and shipping centers. Criterion C is applicable under engineering as an area of significance. The bridge represents the development of stone arches for transportation assets prior to the use of concrete for bridge construction. The relative scale of the bridge given its type of construction further establishes the significance of the Friendship Stone Arch Bridge.

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

**ENGINEERING & TRANSPORTATION**

Early stone bridge construction was carried out by masons using regionally-available materials during the 19<sup>th</sup> and early 20<sup>th</sup> centuries. This was prior to the broader movement and availability of Oolitic Indiana Limestone quarried in southwest Indiana that was carried by railroads. Even after Bedford limestone became widely available, officials in some southern Indiana counties persisted in selecting locally quarried stone for stone arch bridges. Concrete quickly replaced limestone for bridge construction by the first decade of the 20<sup>th</sup> century because it more easily conformed to site conditions, spans, and was easier to form in place. Despite this trend as well, some Indiana counties continued to commission stone arch spans. Roman arch design and construction was based off of the erection of a full-centered or semicircular arches in which the

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line of pressure passes through the center of each stone in the arch ring until carried vertically into the substructure.

The Friendship Stone Arch Bridge has four large semi-circular arches, each with a 21'-6" clear span and height of 11 feet (photo 0001). The overall length of the bridge is 103 feet and about 20 feet wide. The arches have filled spandrels and easily identified voussoirs (photo 0006). Massive wood framework (centering) established the curvature of the arches and once the stones were set in place, the wood framework was removed.

The Friendship Stone Arch Bridge carries Olean Road (or 525 E) across Raccoon Creek from the village of Olean, approximately three miles northwest, to Friendship, about one-half mile east of the bridge. Friendship, which had been established with a gristmill in 1819, was an important center of commerce and trade in Brown Township. The community's name was changed from Hartsmill to Friendship in 1868 and it continued to be an important local center of commerce into the mid-1900s. Olean, by contrast, was much smaller. It was platted in 1850 but remained small. Its post office, which had been established by 1844, had closed by 1889, no doubt making the connection to the trade center at Friendship that much more important. Olean Road is paved and follows the valley created by Raccoon Creek in the vicinity of the bridge. Ripley County contracted with Henry Harman in 1909 to construct the Friendship Bridge across Raccoon Creek. Harman was from Vernon, Indiana and he outbid Degolier & Demariel to build the wagon bridge as specified. Harman's cost was \$3800.00, approximately \$294.00 less than his competition. Work was completed by the end of 1909. The bridge is constructed of Laurel or Blue Limestone, a popular early building material of southeast Indiana and readily available in the county. Blue Limestone was used for fences, foundations, walls, and was the primary material for bridges, large and small, throughout the region. While it is unclear where the stone for the Friendship Stone Arch Bridge was quarried, at least two large quarries were producing stone in Ripley County during the 1800s and early 1900s. One was located west of Holton and was known as the Beach, and later, Kirschner's Quarry. The other quarry was located northwest of Versailles and was known as Bultman's Stone Quarry.

Ripley County Commissioners paid for several stone arch bridges built from about 1870 through 1910. Besides Harman, Frank Asche, a local stone cutter, also constructed these bridges, specifically one over Big Creek on the Michigan Road. The Friendship Bridge is similar in construction to about 17 other extant stone bridges in the county. Many of these are smaller, one-arch spans that were more economical than covered bridges to construct. True masonry arch bridges had other advantages; their durability and load capacity could be better than timber spans. Ripley County is second only to neighboring Decatur County in the number of extant stone arch bridges in Indiana. Of the extant stone bridges in Ripley County, seven are a single-arch span, two have a two-arch span, one has a three-arch span, and two (including Friendship Bridge) have a four-arch span. The remaining bridges are smaller in size and identified as culverts with spans of 20 feet or less. The following is a list of extant stone arch bridges (not culverts) and year constructed in Ripley County:

Adams Township: West Branch Ripley Creek/County Road 1150 N. 1910

Center Township: Otter Creek, County Road 500 N. 1908 (four arches, National Register-listed)

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Center Township: unnamed creek, Fink's Road, 1900  
Center Township: Little Otter Creek, County Road 300 N. 1880  
Franklin Township: East Branch Ripley Creek, Spades Road, 1880  
Jackson Township: Little Otter Creek, County Road 650 N. 1900 (one arch)  
Brown Township: Raccoon Creek, Olean Road (Friendship Bridge), 1909 (four arches)  
Johnson Township: unnamed stream, U.S. 421, unknown construction date  
Otter Creek Township: Brush Creek, County Road 850 W. 1875 (three arches)  
Otter Creek Township: North Fork Creek, County Road 100 S. 1900 (one arch)  
Shelby Township: Graham Creek, Old Michigan Road, 1885 (two arches)

During the 1940s, Ripley County suffered the loss of at least two stone bridges. In August of 1946, the Graham Creek Bridge near New Marion collapsed and was set for replacement. A stone bridge constructed in 1913 over Laughery Creek was dynamited after one arch/span had collapsed in 1947.

Ripley County Commissioners also constructed wood covered bridges, the first being built by Thomas Hardman in 1879 near Ballstown, south of Batesville, only four years after the county's earliest extant stone bridge over Brush Creek (1875). The switch to wood covered bridges was likely due to geography and terrain and how that affected cost. The construction cost of the Ballstown Bridge was a total of \$1326.00 for an 80 foot span. Hardman built a second covered bridge for Ripley County over Otter Creek near Holton in 1884. That bridge is about 112 feet long and cost about \$2128.00. The Busching Covered Bridge followed in 1885 (170 foot span), and sometime shortly after Hardman also built the Skeen-Watson Covered Bridge near Osgood. Ripley County had at least three other covered bridges besides these four, but only the Otter Creek and Busching Bridge are 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 15<sup>th</sup> 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.

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 to crops under the conditions assessed by the commissioners and permitting 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 either wood or stone, or a combination of both.

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Prior to 1855, most bridges in Indiana 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, placed on stone abutments. Stone arched bridges were being introduced at the same time. A litany of internal infrastructure improvements during the 1830s was brought to a halt during financial woes the state faced in the 1840s.

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 payment 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 road 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.

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### **Developmental History/Additional historic context information**

Henry H. Harman was born about 1868 in Indiana to parents who had emigrated from Germany. Harman grew up in a farming family in Jennings County; it is unclear where his stone masonry training was learned. The 1900 census lists him and his brothers still living with their widowed mother in Vernon, Jennings County. He is listed as the treasurer of the Jennings Company while his brothers were listed as contractors. The 1910 census lists him and his wife, Katherine, living in Vernon. His occupation is then listed as a contractor working in cement and stone. By 1920, he was living in Columbus, Indiana and was listed as a contractor for building roads. It appears Harman made the transition from building with stone to cement as the 1930 census lists him as a contractor working in cement, continuing with road construction. Given the high number of stone bridges in the surrounding region of Ripley County, it is likely that Harman had also constructed several of these before moving to Columbus. Harman died in 1936 and was buried at Vernon Cemetery.

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## 9. Major Bibliographical References

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

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

Cooper, James. Email correspondence, July 2017.

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

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 Federal Census: 1880, 1900, 1910, 1920, 1930

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### 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 # \_\_\_\_\_
- 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):** 137-140-50012

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## 10. Geographical Data

### Acreeage 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: 659463 | Northing: 4315506 |
| 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 retaining walls, abutments and approaches. This overall area is approximately 220' long by 40' wide stretching across the banks of Raccoon Creek on East Olean Road. From the south end of the retaining wall on the west side of the bridge, follow a line approximately 10' west. This begins the boundary of Friendship Stone Arch Bridge. Turn slightly northeast and follow a line parallel to the west side of the retaining wall as it and Olean Road curve north then northwest, approximately one hundred feet. Continue the line slightly northwest across Raccoon Creek 120' to the north edge of the north approach to the bridge, paralleling the bridge. Turn northeast and follow a line 40' to a point east of the east abutment wall of the north approach. Turn slightly southeast and follow a line across Raccoon Creek 120' to the south edge of the south approach to the bridge, following a line parallel to the bridge. Continue in a southwesterly line along the east edge of Olean Road approximately 100' then turn slightly northwest. Follow a northwesterly line 40', or the place of beginning.

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**Boundary Justification** (Explain why the boundaries were selected.)

The boundaries include the bridge, its abutments and approaches, as well as retaining walls along Olean Road as originally constructed in 1909 for carrying the county road across Raccoon Creek. It does not include the county road outside of the approaches and its crossing of the stone bridge or the dry-stacked stone wall on the east side of Olean Road south of the bridge.

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**11. Form Prepared By**

name/title: Kurt West Garner  
organization: Indiana Landmarks/PIP, Ripley County Tourism  
street & number: 12954 6<sup>th</sup> Road  
city or town: Plymouth state: IN zip code: 46563  
e-mail: kwgarner@kwgarner.com  
telephone: 574-936-0613  
date: September 11, 2017

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**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: Friendship Stone Arch Bridge

City or Vicinity: Friendship

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: East side of the bridge looking northwest from bank of Raccoon Creek

1 of 12.

Description of Photograph(s) and number, include description of view indicating direction of camera: East side of the bridge looking west from center of Raccoon Creek

2 of 12.

Description of Photograph(s) and number, include description of view indicating direction of camera: East side of the bridge looking southwest at southernmost arch

3 of 12.

Description of Photograph(s) and number, include description of view indicating direction of camera: West side of the bridge looking east from center of Raccoon Creek

4 of 12.

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Description of Photograph(s) and number, include description of view indicating direction of camera: West side of bridge looking northeast from bank of Raccoon Creek

5 of 12.

Description of Photograph(s) and number, include description of view indicating direction of camera: West side of bridge looking northeast toward northernmost arch and cutwater

6 of 12.

Description of Photograph(s) and number, include description of view indicating direction of camera: West side of bridge looking east at spandrel detail between middle two arches

7 of 12.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking west inside southernmost arch/vault

8 of 12.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking south from north bridge approach across bridge deck

9 of 12.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking northeast from base of south bridge approach and curve

10 of 12.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking northeast at bridge's inside wall and capstone detail

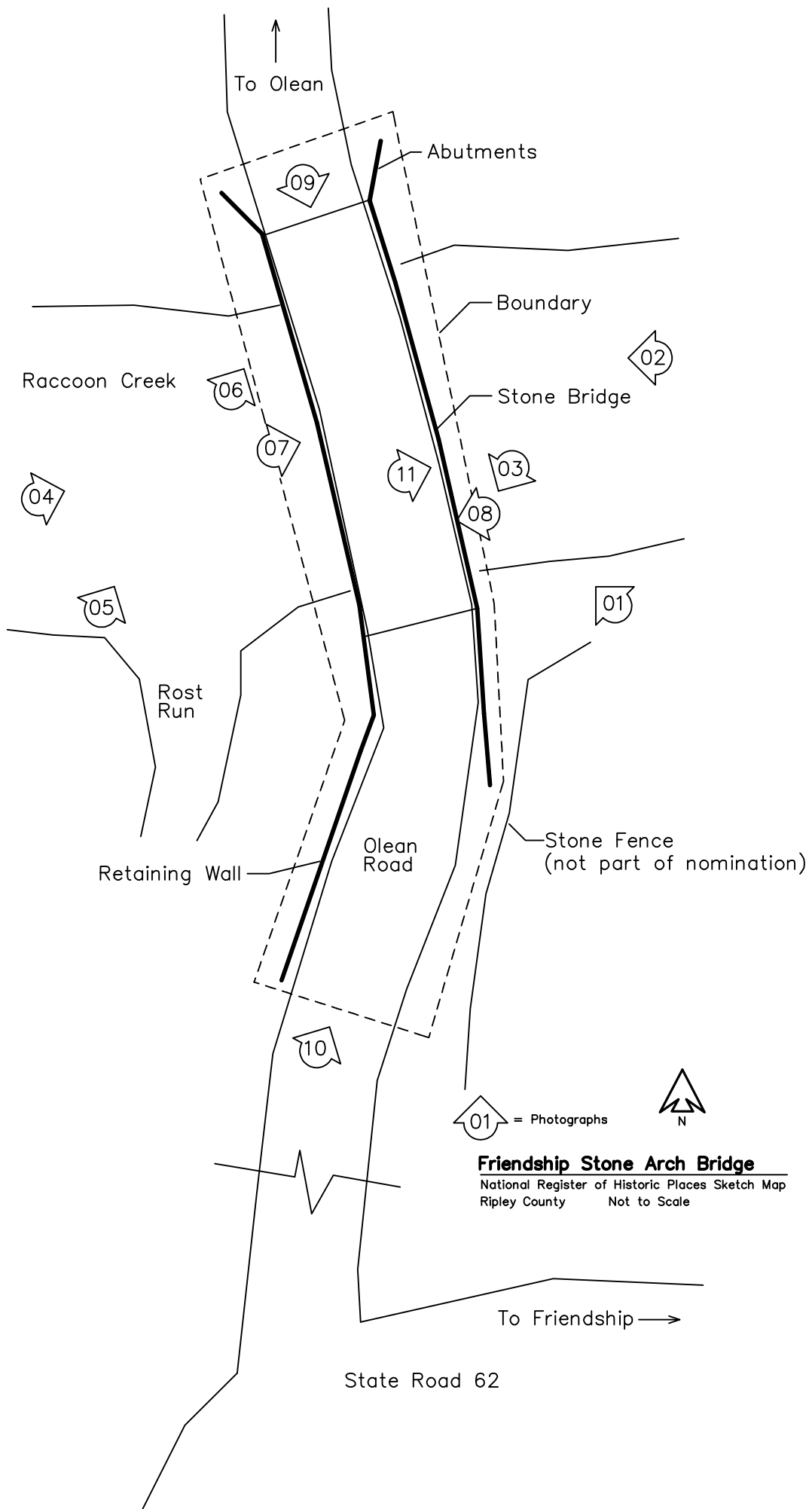
11 of 12.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking south across bridge from base of north approach/center of Olean Road

12 of 12.

**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.



















































UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

Requested Action: Nomination

Property Name: Friendship Stone Arch 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: SG100003510

Nominator: SHPO

Reason For Review: \_\_\_\_\_

X Accept       Return       Reject      3/11/2019 Date

Abstract/Summary Comments: A really well-constructed stone arch bridge of 4 spans. Constructed rather late in the realm of stone bridges (1909), it served as a key link between the small towns of Friendship and Olean.

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  
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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: Friendship Stone Arch Bridge, Ripley County, Indiana

Dear Ms. Beasley,

Enclosed is a National Register of Historic Places nomination for Friendship Stone Arch 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 Friendship Stone Arch 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