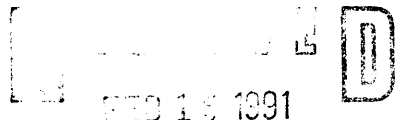


United States Department of the Interior
National Park Service



National Register of Historic Places
Registration Form

NATIONAL
REGISTER

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in Guidelines for Completing National Register Forms (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Thompson's Bridge
other names/site number _____

2. Location

street & number Off N. side of Rt. 43 at Franklin/Somerset Co. Line N/A not for publication
city, town Allen's Mills vicinity
state Maine code ME county Franklin code 007 zip code 04938

3. Classification

Ownership of Property

- private
- public-local
- public-State
- public-Federal

Category of Property

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

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

Name of related multiple property listing: _____

N/A

Number of contributing resources previously listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, 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. See continuation sheet.

Signature of certifying official

E. L. Thompson

Maine Historic Preservation Commission

State or Federal agency and bureau

Date

2/8/91

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Signature of commenting or other official

Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:

- entered in the National Register. See continuation sheet.
- determined eligible for the National Register. See continuation sheet.
- determined not eligible for the National Register.
- removed from the National Register.
- other, (explain): _____

Entered in the
National Register

Alvin Byer

3/22/91

Signature of the Keeper

Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)

Transportation/Road related

Current Functions (enter categories from instructions)

Transportation/Road related

7. Description

Architectural Classification
(enter categories from instructions)

No Style

Materials (enter categories from instructions)

foundation Stone

walls

roof

other

Describe present and historic physical appearance.

Thompson's Bridge is a dry laid rubblestone structure with a short granite slab and earthen deck. Located on an abandoned town road, the bridge spans Thompson's Creek, and exists in a reasonably good state of preservation.

The bridge structure is composed of two stone abutments separated by a narrow opening that is capped by granite slabs. The northern-most abutment is about ten feet in width, whereas its counterpart is nearly twice as wide with wing walls that considerably extend the length of the stone masonry. These abutments support a roadway which is approximately ten to fifteen feet above the normal level of the water. An earthen deck covers the granite slab stringers which are visible only from below the structure.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

nationally statewide locally

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F G

Areas of Significance (enter categories from instructions)

Engineering
Exploration/Settlement

Period of Significance

c. 1808

Significant Dates

c. 1808

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

Unknown

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

Thompson's Bridge is a short, narrow dry laid masonry structure located on a long abandoned town road at the east edge of Industry. Possibly constructed as early as 1808, the bridge represents a method of traditional construction once common in Maine. In addition, it is one of less than a dozen relatively unaltered historic resources in the town. The structure is eligible for nomination to the National Register under criterion A by virtue of its association with the town's early settlement and criterion C for its representation of traditional engineering techniques.

The method of bridge construction illustrated by Thompson's Bridge has a long history in Maine. Llewellyn N. Edwards, a former state bridge engineer, described such structures, whether constructed of wood or stone as "pioneer bridges." These simple structures were built over small streams in a utilitarian fashion that accomplished the goals of surviving the stream's flood stage, the projected maximum loads, and the intended longevity. The resulting design was executed using locally available materials and expertise.

Documentary evidence, chiefly found in the records of a statewide bridge survey conducted in 1924, show that there were hundreds of structures similar to the subject bridge in existence at that time. However, since then an equally large number have been replaced with steel or concrete bridges. In some cases the original stone abutments of the early bridges have been retained or in places reinforced, but the decks have been completely rebuilt using steel or concrete. One notable exception to this process is the Grist Mill Bridge in Lebanon (nomination pending) in which a wooden deck is still in use over the two span dry laid stone masonry structure. Thus, it is indeed unusual to find unaltered examples such as this one.

The history and precise date of construction of Thompson's Bridge is somewhat speculative. Town records indicate that the road along which the bridge exists was laid out in 1808. This road passed the residence of Captain John Thompson, who had settled on property adjoining the bridge about

See continuation sheet

9. Major Bibliographical References

Hatch, William Collins. A History of Industry, Maine. Reprint of the 1893 edition. Somersworth, NH: New England History Press. 1984.

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 # _____

See continuation sheet

Primary location of additional data:

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository: _____

10. Geographical Data

Acreage of property Less than 1

UTM References

A 19 421021510 4951281510
 Zone Easting Northing

C _____

B _____
 Zone Easting Northing

D _____

See continuation sheet

Verbal Boundary Description

Thompson's Bridge spans the so-called Thompson's Brook. Said structure is located 2,000 feet due north of the junction of Route 43 and an abandoned road that passes Pike Cemetery and crosses the bridge. The boundary includes only those portions of the bridge including abutments, wing walls, and deck.

See continuation sheet

Boundary Justification

The boundary embraces the entire structure historically known as Thompson's Bridge.

See continuation sheet

11. Form Prepared By

name/title Kirk F. Mohney, Architectural Historian

organization Maine Historic Preservation Commission date 1/91

street & number 55 Capitol Street telephone (207) 289-2132

city or town Augusta state Maine zip code 04333

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

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1803 and is thought to have established a saw and grist mill in 1805. His substantial two-story hipped roof dwelling with its center chimney stood just to the northwest of the bridge. The precise location of the mill site is not known, nor is its length of use. A local history published in 1893, however, states that "For a time this mill was fairly patronized, and it was here that much of the lumber for the first meeting-house erected [1822] in town was sawed; but it eventually fell into disuse and has long since been demolished."

It is unclear whether the existing structure was constructed at the time that the road was built or whether it represents a later replacement. One can surmise, however, that the existence of Thompson's mill in close proximity to the road would hold out the possibility of heavy loads passing over the bridge. Furthermore, the upper part of the road is said to have been discontinued at a relatively early date, suggesting that further substantial improvements - such as the construction of extensive stone abutments - would not have been made. In fact, a footnote to the above-cited history stated that "Although trees and bushes have long since obliterated the discontinued road, the bridge abutments on Thompson brook still remain." It is entirely feasible, therefore, that the existing structure dates from the time when the road was originally put through.

Thompson's Bridge appears to be the oldest non-archaeological historic resource in the Town of Industry, based on data obtained in an MHPC-sponsored survey conducted in 1987. This project identified only nine reasonably intact historic buildings, the oldest of which was a c. 1820 two-story frame dwelling. Since the town's first settlers arrived in the mid-1790s, the extant late Federal and Greek Revival houses represent the second generation of building. After the town's incorporation in 1803 one of the primary tasks of the community was the construction of a system of roads. Since Thompson's Bridge is, in all likelihood, a remnant of this activity associated with the early settlement, it holds an additional measure of significance.