

United States Department of the Interior
National Park Service**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 PropertyHistoric name: Center Street Stone & Concrete Arch BridgeOther names/site number: Armey Ditch Bridge

Name of related multiple property listing:

N/A

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

2. LocationStreet & number: Center Street over Armey DitchCity or town: Bremen State: IN County: MarshallNot 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_____
Signature of certifying official/Title:_____
DateIndiana DNR-Division of Historic Preservation and Archaeology

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

Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

Private:

☐

Public – Local

☒

Public – State

☐

Public – Federal

☐

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Category of Property

(Check only **one** box.)

Building(s)

☐

District

☐

Site

☐

Structure

☒

Object

☐

Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing

0

Noncontributing

0

buildings

0

0

sites

1

0

structures

0

0

objects

1

0

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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7. Description

Architectural Classification

(Enter categories from instructions.)

Filled Spandrel Stone & Concrete Arch Bridge

Materials: (enter categories from instructions.)

foundation: CONCRETE

walls: CONCRETE

STONE

roof: N/A

other:

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.)

Summary Paragraph

The Center Street Stone & Concrete Arch Bridge is located at the north gateway into Bremen on Center Street, which crosses the Middle Fork of the Yellow River, now called Armev Ditch. The single span arch was built between 1900-1901 and is a combination concrete and stone filled spandrel structure. It was expanded in 1907 with concrete and faced with split fieldstone with red-colored grapevine mortar joints with voussoirs that follow the arched opening. Its original iron handrail has been replaced by a modern metal guardrail when cantilevered concrete sidewalks were added to each side of the bridge in 1969.

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Narrative Description

The Center Street Stone & Concrete Arch Bridge is a unique structure that spans the Middle Fork of the Yellow River, now known as Arme y Ditch. The small-span structure carries Center Street, a paved north/south street from downtown Bremen to the original city cemetery, late 19th and early 20th century industrial area, and the original location of the Baltimore & Ohio Railroad Depot to the north. Center Street, therefore, developed as a processional street through a neighborhood lined with historic streetlights and large homes (including the NR-listed Dietrich-Bowen House) between the historic commercial district (NR-listed) and the north side of town. Center Street was, and in some ways continues to be, the north gateway into town. The bank of Arme y Ditch or this middle fork of the river is mostly covered by long grasses and some trees.

Immediately to the south of the bridge are residences lining Center Street (photo 04). A small grocery store was constructed off the immediate southwest corner of the bridge (in fact, its foundation against Arme y Ditch is connected to the bridge abutment seen in photo 02). Shadyside Park is located off the southeast corner of the bridge. The grocery store was constructed c. 1910 while Shadyside Park was developed between 1908-1909 on land that was added to the town adjacent to its water supply infrastructure built in the early 1890s. The town's pumphouse was once located on the southeast corner of the bridge but is no longer extant since it was replaced nearby in the 1930s. Immediately north of the bridge is a narrow swath of vacant land between the Arme y Ditch and the Baltimore & Ohio Railroad which was constructed in 1872-1873 (photo 03). This was also the location of the railroad's depot grounds including the last passenger station built in 1929 on the northwest of the bridge. The depot was relocated in 2009 to keep it from being razed by the railroad. It is now located a few blocks east of this location and was restored and listed on the Indiana Register of Historic Sites & Structures.

The bridge, which is approximately forty-feet long with approaches and thirty-feet wide with sidewalks, is a filled spandrel arch of stone and concrete constructed between 1900-1901 (photos 01-02). It was widened, though it does not appear significantly widened, in 1907 with concrete and faced with split fieldstone on both sides. The fieldstone is mortared together with red-colored mortar beds struck to resemble grape-vining in the rubble-coursed stone. Cut stone voussoirs follow the broad arches over the ditch. The underside of the arch is paved with cement and steel-formed concrete breakwaters are at the bottom of the arches and rise about a foot above the water. The bridge rises approximately twelve feet above the creek and the arch is approximately twenty feet wide and ten feet tall. Originally, an ornate metal railing was located along each side of the bridge. It was replaced at some point in the 20th century and now a modern aluminum and steel railing is atop cantilevered concrete sidewalks on each side, both of which were installed in 1969 (photos 03-04).

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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

1900-1969

Significant Dates

1907

Significant Person (last name, first name)

(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder (last name, first name)

Doty Brothers

Shively, Frank

Marshall County Board of Commissioners

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Period of Significance (justification)

The period of significance begins when construction began on the bridge in 1900. It was opened for traffic by 1901. The year 1907 is noted because the bridge was enlarged and faced with stone in that year. This span remains a critical link as part of the local transportation system, however, the deck was modified in 1969, which is considered the end date for the period of significance.

Criteria Considerations (explanation, if necessary)

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.)

The Center Street Stone & Concrete Arch Bridge is eligible for listing on the National Register of Historic Places under criterion A/transportation. The bridge was built as part of Marshall County's bridge infrastructure by the county board of commissioners between 1900-1901 and was expanded in 1907. It provided an important connection over the Middle Fork of the Yellow River (now Armev Ditch) to the Baltimore & Ohio Railroad Depot and Bremen's developing industrial area on the north side of the river.

The bridge is also eligible under criterion C/engineering. The bridge is a very early example of a combination concrete and stone filled-spandrel arch, appearing to be one of the oldest in Indiana, constructed as a small structure span for county infrastructure. The bridge's facing in 1907 with cut stone-a feature that makes it unique in combination with its early construction in the state.

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

ENGINEERING & TRANSPORTATION

The composition of the bridge is a combination of concrete and cement parging, and stone filled spandrel. Construction of filled-spandrel and concrete arch bridges followed several early bridge-building techniques prior to the 20th century. Early masonry bridges were predominantly stone with arch designs. By the early 20th century, engineers had adapted the spanning capabilities of the arch with the emergent reinforced concrete technology. The Center Street bridge does not appear to use voussoirs in the traditional sense but rather uses rubble stone and concrete to fill the spandrel. During the 19th century, wood bridge construction, both covered and open timbers, became popular during much of the century, though it was replaced by steel structures beginning in the second half of the century. Concrete bridges typically superseded steel construction.

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Early stone bridge construction was carried out by masons using regionally available materials during the 19th and early 20th 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 Indiana counties persisted in selecting locally quarried stone and stone arch bridges. Concrete quickly replaced stone for bridge construction by the first decade of the 20th century because it more easily conformed to site conditions, spans, and was easier to form in place. Roman arch design and construction was based off the erection of full-centered or semicircular arches in which the line of pressure passes through the center of each stone in the arch ring until carried vertically into the substructure. However, in concrete construction, individual masonry units were unnecessary given the curing properties of concrete over wood forms. As steel reinforcement was introduced in concrete construction, greater spans could be achieved.

The first known reinforced concrete arch bridge in the United States was built in 1889 in San Francisco and designed by Ernest L. Ransom. It was reinforced with steel rods and scored to imitate stone.¹ This became the predecessor for a number of early 20th century concrete bridges, but the latter permitted the concrete to read as the poured, solid surface it was without resembling stone. Bremen's Center Street bridge seems to utilize a combination of technologies, employing the concept of a filled spandrel arch with incorporation of cement without reinforcing.

The earliest extant concrete bridges in Indiana were built in 1900-1901, two in Marion County and the other in Vigo County, followed by or concurrently with the Center Street bridge in Bremen, though it combined old and new technologies as a transitional structure. The bridge in Vigo County is estimated to have been built in 1900 to carry Briggs Street over Busseron Creek south of Terre Haute. This single span filled spandrel structure is approximately fifty feet long and thirty-five feet wide with concrete wing wall abutments and a short concrete curb that once carried pipe railings. Some records indicate this bridge was constructed c. 1910, several years after the Center Street bridge. One of the Marion County bridges was constructed over Lawrence Creek for Shafter Road in Fort Harrison State Park. This bridge is similar in construction to the Vigo County bridge and records indicate it was built in 1900. This bridge features concrete walls capped with concrete and its arch ring is struck to make it more pronounced.

The other bridge in Marion County is the Illinois Street Bridge over Fall Creek, constructed in 1901, to embrace the City Beautiful Movement as part of the city's park and boulevard system. The elegant three-span bridge is faced with rough-faced limestone which carries into the balustrade with open coursing.² Historically, the bridge was an example of the Melan arch, a technology developed by Josef Melan in 1892 that embedded steel arches into concrete for rigidity. The combination of materials made the structures unusual, but their popularity quickly waned as reinforced concrete arches, like those by Daniel B. Luten, gained popular use. The

¹ "Concrete Arch Bridges" Maryland State Highway Department. <https://www.roads.maryland.gov/OPPEN/IX-CABr.pdf>

² SHAARD-INDNR/DHPA, INDOT inventory of concrete arch bridges

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Illinois Street Bridge was reconstructed to its current appearance, fully reinforced concrete faced with stone.

It seems that Marion County alone in Indiana, aside from Marshall County, would continue to use concrete bridge construction until 1905, after which several counties throughout the state began to use this technology. Marshall County, largely a rural agricultural county in northern Indiana, appears to have always turned to steel bridges to cross creeks and wider spans over the Yellow River leading up to 1900. It has no history of covered wood bridges or traditional stone bridges. The Center Street bridge was an iron bridge prior to 1900 and was used to access the north side of the Middle Fork of the Yellow River from the center of town.

The Yellow River is the principal waterway in Marshall County. Its headwaters lie just across the St. Joseph/Marshall County line, north of Bremen, as two streams, the North and Middle Forks of the river, then combine west of town to form the Yellow River as it flows southwest to Plymouth. The forks of the river formed transportation barriers on the east, north, and west sides of Bremen. The Plymouth-Goshen Road was established from Goshen to the Michigan Road on the north side of the Yellow River in what would become Plymouth by the Elkhart County Commissioners prior to the organization of Marshall County in the mid-1830s. The Plymouth-Goshen Road used this Center Street bridge crossing after the road was established, which made it an important north gateway into Bremen between Goshen and Plymouth. This would continue to be the case until U.S. Highway 6 was routed through Bremen in the early 1930s on Plymouth Street. At that time, a bridge over the Middle Fork was built east of town, then aligned with Plymouth Street as it went east/west through downtown Bremen.

There were three important developments in Bremen that highlighted the need for an elegant and sure crossing of the Middle Fork aside from the route of the Plymouth-Goshen Road. First, the town's burial ground developed a few blocks north of the Middle Fork on a slight rise north of town. The exact date and origin of its development are unknown, but it is likely it occurred by the late 1830s and may have been associated with an early church. The cemetery has expanded significantly and continues to be the town's main burial ground. This made Center Street a processional route for burials from the center of town, north across the Middle Fork, to the cemetery. It often continues to serve this function today with funeral processions. The most notable of these was for former Indiana Governor and Secretary of Health and Human Services, Dr. Otis R. Bowen whose funeral procession included a caisson that passed by the house from which he began his race for governor in 1972 and crossed the Center Street bridge in 2013.

One of the most consequential developments for the town of Bremen occurred in 1873 when the Baltimore & Ohio Railroad was established along the north edge of town, along the north bank of the Middle Fork (photo 03). Bremen enjoyed extensive manufacturing growth due to the railroad with depot grounds that were created between the Middle Fork and the railroad. At first a simple, frame depot was constructed by the B&O, but soon residents began to demand a more fitting passenger depot that would reflect better on the town. This was finally accomplished in 1929 when the railroad constructed a small, but exquisite brick Colonial Revival passenger depot immediately northwest of the Center Street bridge. In a historic photograph of the bridge, taken from the depot grounds in 1907, it is clear that the bridge was a prominent feature for people

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arriving to and leaving from the depot (see historic photo). This no doubt led to the request to face the bridge with stone for aesthetical reasons. Again, the Center Street bridge played a key role in access to the depot and town's manufacturing area.

The third development that occurred in Bremen had more of an impact on the appearance of the bridge. In 1892, the town of Bremen developed a municipal waterworks that included what became an iconic water tower, or Morgan's Standpipe, downtown, as well as a pumping station located southeast of the Center Street bridge. This became the Bremen Water Works & Electric Light Plant (this building is no longer extant) with a pipe that drew water from the Middle Fork and pumped it to the standpipe. The piece of ground that this occupied, and was expanded in 1908, developed into the town's first park, Shadyside Park, dedicated in 1909. The land was graded and tiered down to the south bank of the river, wrapping around the north side of the pumping station, and was beautifully landscaped. This made the east side of the bridge highly visible to the public visiting the park. While an agreement for use of the land as a park didn't occur until 1908, the concept for public use as well as the municipal waterworks, no doubt influenced aesthetic improvements to the bridge in 1907. This park continues to be used by Bremen residents today.

It is unclear why the Marshall County Board of Commissioners took such an innovative approach to replacing the former steel bridge over the Middle Fork of the Yellow River with this bridge in 1900. It is also unclear why after so short a period of time it was widened slightly and faced with cut fieldstone in 1907, except that it seems there had been some desire to do this initially. It may be due to the fact that an additional ten feet was needed and added to the right-of-way in 1906. There certainly were stone arch bridges being constructed in Indiana during this period, but the use of concrete for bridges would have been virtually unknown as an option to the commissioners at this time. This seems to have led to its combined technology/composition. A photograph of the bridge after it was first constructed gives the appearance that the finish sides of the bridge, then concrete, was rough and possibly not intended to be exposed which allows speculation that it was always the intent to widen it with concrete and stone at a later time, which occurred in 1907. See the historic photos in the continuation sheet.

The following two articles are from the *Bremen Enquirer* and relate to promoting construction of the Center Street bridge to the county commissioners in 1900.

A substantial stone arch at this much used thoroughfare. The county has made an appropriation of two thousand dollars for an iron bridge, which is said to be sufficient funds to build a good stone arch over the river, wide enough for two driveways and also a foot passage. With the high banks at this point of the river, it would give a splendid opportunity to build a handsome stone arch that would outlast a dozen iron bridges and require no repairing in the future...It is hoped that the county commissioners will take the right view of this matter and order a handsome and substantial stone arch constructed on north Center street in place of a bridge which would require repairing about every other year. Bridges across small streams in many of the neighboring counties are being

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replaced with stone arches that have proven a good investment to the counties that have put them in. Let's be up to date and not a "back number".³

The county commissioners let the contract for a twenty-four-foot stone arch to be built over Yellow River on north Center Street in Bremen. The contract was given to Doty Bros., of Milford, Ind., who are experienced men in this line of masonry. Work on the stone arch will be commenced in about ten days. *THE ENQUIRER* came out with an article four weeks ago advocating a stone arch over the river on Center Street, which was endorsed by every citizen, and as we took special pains to mail a marked copy of the paper containing the article to each one of the county commissioners; it evidently had some weight. There is not a citizen but what will say that the commissioners did the proper thing by deciding to put in a stone arch.⁴

The Marshall County Commissioners awarded the contract to Doty Brothers (Elmer Doty) of Milford, Indiana, for the amount of \$2000 by October 1900, with work to commence by November of the same year. It does not appear, however, that work began until spring 1901. The iron bridge at the Center Street crossing was removed by William Kile of Plymouth by early May 1901 and relocated further upstream on the east edge of Bremen.⁵ Doty Brothers began immediately and had the bridge completed and opened for traffic by early July 1901, after which they invited the public to be part of a large photograph taken of the completed bridge. The term that was used to describe the appearance of the bridge, a racial slur, indicates that fieldstone/rubblestone filled the spandrel and was parged on the face and underside with concrete. This bridge was described in an article as the largest of its kind in the world.⁶ The commissioners inspected the bridge on June 12, 1901, and it was described as one of the best jobs of mason work in Northern Indiana and would likely last a thousand years.⁷

The Center Street bridge is referenced in a 1903 article reporting on the Marshall County Board of Commissioners meeting which indicated that the county would continue to build this type of bridge, six in total, over small streams in Bourbon and Tippecanoe Township. The bridges were described combining a racial slur with "arch" and that the one in Bremen was said to be the largest one of that type in the world.⁸ None of these other bridges are extant for comparison. It should also be noted here that the historic photograph of the bridge after construction was completed was entitled "concrete arch" rather than stone. It may be that the writer of the articles for the *Bremen Enquirer* lacked some knowledge to adequately describe the bridge for its component parts since it was both stone and concrete.

The Marshall County Commissioners awarded the contract to widen the bridge to Frank Shively of Bourbon in 1906. Work would commence after the street was widened.⁹ Work did not begin

³ *The Bremen Enquirer*, 31 Aug 1900. Page 1

⁴ *The Bremen Enquirer*, 28 Sept 1900. Page 5

⁵ *The Bremen Enquirer*, 3 May 1901. Page 5

⁶ *The (Plymouth) Weekly Republican*, 13 June 1901. Page 2

⁷ Ibid

⁸ "Commissioners in Session" *The Bremen Enquirer*. 9 July 1903. Page 1

⁹ *The Bremen Enquirer*, 4 Oct 1906. Pg. 5

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until after the ten-foot strip of ground was transferred to the town of Bremen in April 1907.

Work was completed later that summer, and a new photograph was taken celebrating its completion. (see historic photos) The construction combination that resulted in concrete and split fieldstone veneer by 1907 is unknown to exist in Indiana prior to this time, and in fact would not be used in any regularity until many of the federal relief park improvements of the 1930s. Some cities used limestone in combination with concrete arches, like the Illinois Street example in Indianapolis, as part of the City Beautiful Movement.

The City Beautiful Movement, born out of the World's Columbian Exposition in Chicago in 1893, may have inspired the addition of fieldstone to the Center Street bridge given its high visibility as the north gateway to Bremen from the railroad, as well as its processional role leading to the city cemetery. Or, given the future visibility from Shadyside Park, which featured gardens that extended to the low bank of the river which offered a prominent and picturesque view of the bridge. It is clear, however, that the county, town, and contractor were quite proud of this innovation as is evident by a historic photograph taken when the bridge was opened, lined by dignitaries, citizens, and representatives of the Sandusky Portland Cement Company, Sandusky, Ohio (see historic photograph on continuation sheet). If there is an older or comparable bridge of this type in Indiana, during the first decades of the 20th century, the author is unaware of such.

A note about Doty Brothers, the Center Street bridge contractor awarded the contract to build that bridge, and Sandusky Portland Cement Company should be made. Doty Brothers was noted to have had experience in this type of masonry from the article cited previously. They were based out of Milford, Indiana. Milford is on the Baltimore & Ohio Railroad line east of Bremen, not far from Syracuse, a little further east on the railroad line. The Sandusky Portland Cement Company, founded in Ohio in 1892, opened a second plant to produce cement in Syracuse in 1901 that remained in operation until 1920. Given the proximity of Doty Brothers to Syracuse and availability of the Baltimore & Ohio Railroad line to transport products, it seems likely that the Syracuse plant provided concrete material for construction of the bridge in 1901 and the enlargement in 1907 under Frank Shively.

By the 1910s, Daniel Luten, a civil engineering professor at Purdue University, began to create several patented arch designs for concrete arches that heavily influenced bridge construction in Indiana and much of the United States. Luten and other concrete bridge designers responded to the City Beautiful Movement of the early 20th century with elegant structures often given classical balustrades and railings without the use of limestone. The Indiana State Highway Commission seemed to follow suit, often through the influence a variety of organizations and municipalities had, to create grand structures for their cities. It was, in fact, a Luten-designed concrete bridge that was the second concrete bridge, or first fully concrete bridge built by the Marshall County Board of Commissioners, c. 1917. It replaced a much earlier iron bridge that carried the Michigan Road/Dixie Highway over the Yellow River on the south edge of Plymouth's downtown. The Luten bridge is a double span, filled spandrel concrete arch that features a formed arch ring (restored in 2008). County boards of commissioners used Luten designs, or other reinforced concrete designs, for most of their structures in the first half of the 20th century until certain types of steel and concrete girder bridges came into use in the second half of the 20th century.

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The Center Street bridge has considerable historic significance in Marshall County. It is the oldest extant bridge of its kind, but also in comparison to other historic bridges in the county aside from the iron LaPorte Street Footbridge by the Rochester Bridge Company in Plymouth (1898, NR). The county board of commissioners and the Indiana Department of Transportation have had an aggressive bridge replacement program in the county. Very few bridges were identified in the 1990 Marshall County Interim Report, in fact, the Center Street bridge was not included and was missed by the data collectors. However, the three concrete arch bridges over the Yellow River were incorporated into the SHAARD system which is part of the SHPO's inventory of resources. The series of stone arch and viaduct structures and a large steel pony truss bridge constructed by the Pennsylvania Railroad through the center of the county between about 1901 and 1905 were also missed, as were the concrete arch bridges over the Yellow River in Plymouth built between c. 1917-1927. Only three bridges are identified in the survey: a bridge over the Baltimore & Ohio Railroad in North Township (Oak Road), Highway 17/Sycamore Road Bridge in Union Township, and the aforementioned footbridge. The North and Union Township bridges have been replaced since 1990.

Besides the structures built by the Pennsylvania Railroad, and the footbridge, the only remaining historic bridges in Marshall County, again aside from the Center Street bridge in Bremen, are a series of three double-span concrete arch bridges over the Yellow River in Plymouth. These were determined as "select" in the INDOT Bridge Survey. The three bridges were constructed by the county between about 1917 (Luten-designed Michigan Street Bridge) and 1927, when the Jefferson Street Bridge was replaced to carry the rerouting of the Lincoln Highway/US 30 through Plymouth. The Garro Street Bridge, also a concrete double-span, is located over the Yellow River, between the other two spans and was built about 1918. It should also be noted that the LaPorte Street Footbridge also spans the Yellow River between Garro Street and Michigan Street. The tally for historic vehicular bridges in the county (including the Center Street bridge) is then just four, plus one footbridge.

Developmental History/Additional historic context information

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9. Major Bibliographical References

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

“Commissioners in Session” *The Bremen Enquirer*. 9 July 1903. Page 1

“Concrete Arch Bridges” Maryland State Highway Department.
<https://www.roads.maryland.gov/OPPEN/IX-CABr.pdf>. Accessed April 20, 2023.

Cooper, James L. Artistry and ingenuity in artificial stone: Indiana’s Concrete Bridges 1900-1942. Greencastle, Indiana, Historic Bridge Books, 1997.

INDOT inventory of concrete arch bridges

Marshall County Interim Report, Historic Sites and Structures Inventory. Indianapolis: Historic Landmarks Foundation of Indiana, 1992.

SHAARD-INDNR/DHPA accessed April 27, 2024

The Bremen Enquirer, 28 Sept 1900. Page 5

The Bremen Enquirer, 31 Aug 1900. Page 1

The Bremen Enquirer, 3 May 1901. Page 5

The Bremen Enquirer, 4 Oct 1906. Pg. 5

The (Plymouth) Weekly Republican, 13 June 1901. Page 2

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

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☐ Federal agency

☐ Local government

☐ University

☐ Other

Name of repository: _____

Historic Resources Survey Number (if assigned): NBI Number 2101698

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: 571284	Northing: 4589197
2. Zone:	Easting:	Northing:
3. Zone:	Easting:	Northing:
4. Zone:	Easting :	Northing:

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

The west and east boundaries are lines parallel to and five feet west and east of the outside edge of the overhanging sidewalks on the sides of the bridge and extend along the right-of-way for Center Street which is approximately 50 feet wide. Similarly, the south and north boundaries are lines parallel to and five feet south and north of the edge of the approaches. Nothing in this boundary description should be construed as intent to include adjacent private property.

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Boundary Justification (Explain why the boundaries were selected.)

The boundary described includes the outer extents of the bridge, its approaches, all parts of the bridge, and the portion of Center Street alignment that features approaches to the bridge. The bridge has short, truncated concrete wingwall abutments added about 1969.

11. Form Prepared By

name/title: Kurt West Garner, Marshall County Historian
organization:
street & number: 12954 6th Road
city or town: Plymouth state: IN zip code: 46563
e-mail: kwgarner@kwgarner.com
telephone: 574-780-1423
date: May 1, 2024

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.)
-

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.

Center Street Stone & Concrete Arch Bridge

Name of Property

Marshall County, IN

County and State

Photo Log

Name of Property: Center Street Stone & Concrete Arch Bridge

City or Vicinity: Bremen

County: Marshall State: Indiana

Photographer: Kurt West Garner

Date Photographed: April 28, 2024

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking southwest at bridge from north bank.

1 of 4.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking southeast at bridge from north bank.

2 of 4.

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

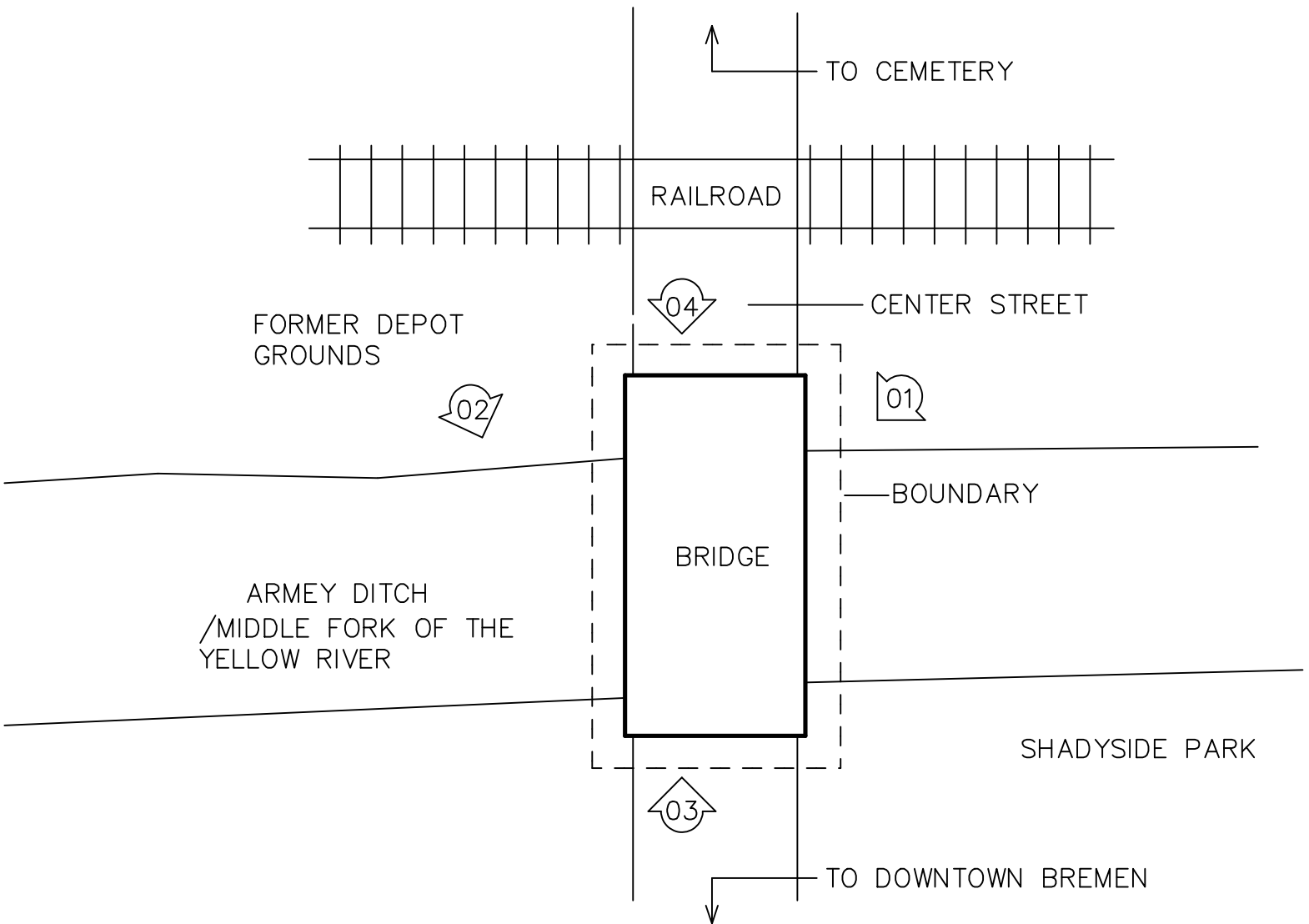
3 of 4.

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

4 of 4.

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.



CENTER STREET STONE & CONCRETE ARCH BRIDGE

NATIONAL REGISTER OF
HISTORIC PLACES

BREMEN, MARSHALL COUNTY, IN

SKETCH MAP

01 = PHOTOGRAPHS

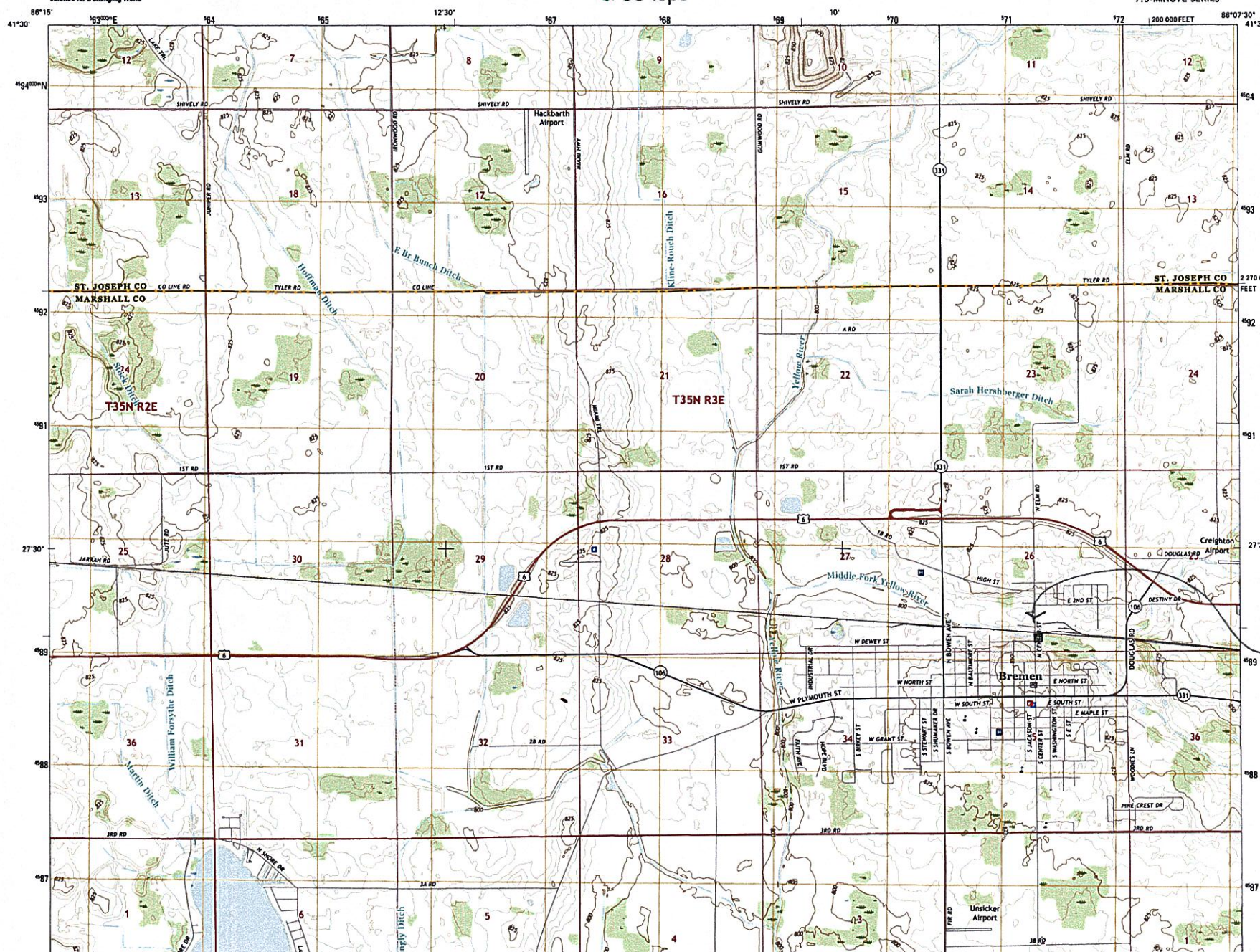




U.S. DEPARTMENT OF THE INTERIOR
U.S. GEOLOGICAL SURVEY



BREMEN QUADRANGLE
INDIANA
7.5-MINUTE SERIES



CENTER STREET STONE & CONCRETE ARCH BRIDGE
NATIONAL REGISTER OF HISTORIC PLACES
BREMEN, MARSHALL COUNTY, IN
NAD 83 UTM: 16 571284 4589197



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