

**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 Property

Historic name: North Street Viaduct

Other names/site number: Bridge 39-08-1788

Name of related multiple property listing:

N/A

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

## 2. Location

Street & number: North Street overpass at Highway 421/39/Washington Street

City or town: Delphi State: IN County: Carroll

Not For Publication:  Vicinity: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

<p><b>Signature of certifying official/Title:</b></p> <p><u>Indiana DNR-Division of Historic Preservation and Archaeology</u></p> <p><b>State or Federal agency/bureau or Tribal Government</b></p>	<p><b>Date</b></p>
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<p>In my opinion, the property <input type="checkbox"/> meets <input type="checkbox"/> does not meet the National Register criteria.</p>	
<p><b>Signature of commenting official:</b></p>	<p><b>Date</b></p>
<p><b>Title :</b></p>	<p><b>State or Federal agency/bureau or Tribal Government</b></p>

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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:) \_\_\_\_\_

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Signature of the Keeper

Date of Action

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#### 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: rigid frame

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

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

foundation: CONCRETE

walls: CONCRETE

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.)

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### Summary Paragraph

Delphi's North Street Viaduct is composed of a concrete bridge and retaining walls, with steps, that carry North Street over Washington Street, also known as U.S. 421/State Roads 39 and 18. The public improvement project was first conceived in 1908 after the village of South Delphi was incorporated into Delphi proper (1903) to provide better access from South Delphi to the city. After the route was designated as part of the state highway system, the current rigid frame viaduct was built in 1936 using the existing grade cut created in 1908. The Indiana Department of Transportation rehabilitated the bridge in 1990 during which time the rigid frame and stairs were repaired, and new concrete railings (on bridge deck) and metal staircase railings were installed. The concrete railings and piers, or pilasters, flanking the portals mimic the bush-hammered finish and panel design of the original bridge.

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## Narrative Description

The North Street Viaduct is located on Delphi's southeast side and carries North Street over Washington Street, which is current U.S. 421 as well as State Roads 39 and 18. Washington Street runs northwest/southeasterly (photos 01-02) and North Street passes over it in a northeast/southwesterly direction (photos 03-04). North Street roughly follows a bluff that is part of South Delphi, an independent village which was incorporated into Delphi in 1903. Washington Street descends the bluff from Summit Street in a grade cut made for the first viaduct in 1908. The road then passes over Deer Creek toward the center of Delphi to the northwest. The existing viaduct was constructed in 1936 by Harold Tharp under the auspices and design of the Indiana State Highway Commission. It was part of an improvement project that replaced the 1908 viaduct and constructed a new bridge over Deer Creek.

The viaduct, constructed as a rigid frame, is composed of a concrete deck bridge for North Street with solid railings with a recessed panel design (photo 03). The railings, approximately three feet tall, flare out at either end and have chamfered edges on the ends and top (there is no cap to the railings). The concrete railings date to 1990 and replaced, but essentially replicated, the original poured concrete railings of 1936. Concrete sidewalks, approximately four feet wide, are to the inside of the railings. The bridge deck is covered with asphalt and has concrete curbs against the sidewalks. The overall width, including the railings, is approximately thirty feet and the length is one hundred feet, end to end. An opening is located in the west end of the north railing for a concrete staircase that leads down to the sidewalk on the west side of Washington Street (photo 05). The long staircase has a landing at its top and mid-point (photos 01, 06). Its east wall is concrete. The steps and its metal railings were installed in 1990 to replace the original. The configuration of the steps and landings remain the same as the original, however, the picket-style railings replaced a more open, pipe railing configuration. Residences from the late 1800s and early 1900s line North Street east and west of the bridge (photos 03-04).

The arch of the viaduct carrying the bridge deck above is also concrete and features a low-vault to the arch with gently-tapered inside corners set on concrete walls (photos 07-08). The portals feature tall, pilaster-like panels flanking the opening (seen in photos 01-02). Short concrete retaining walls extend from the south portal southeast along Washington Street on the outside edge of a concrete sidewalks under the viaduct (photo 02). The sidewalk continues southeast and northwest on the west side of Washington Street, connecting with the staircase leading down from North Street on the north side of the viaduct. Washington Street is paved with asphalt between concrete curbs that edge the sidewalks under the viaduct. The total width, between the walls of the viaduct including street and sidewalks, is approximately forty feet. The total length, from the bottom of the staircase to the ends of the retaining walls south of the viaduct, is approximately eighty feet. Natural vegetation flanks Washington Street north and immediately south of the viaduct, with some ornamental plantings along its southeast corner. The vegetation stretches northward to Prince William Road, whereas housing from the late 1800s and early 1900s flank Washington Street near the beginning of the grade cut at Summit Street northward to the viaduct's retaining walls.

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The North Street Viaduct is featured in Indiana bridge expert and historian, James Cooper's book on concrete structures. The bridge is noted as the first rigid frame concrete structure the Indiana Highway Commission constructed when it was designed and built in 1935-1936. The bridge is skewed in order to carry North Street above and the sides of the frame (walls of the viaduct) have a slight pitch outward from bottom to top. This is more dramatic on the unexposed, or back side of the wall which is much thicker at the top to carry the lateral thrust of the bridge deck it carries. Similarly, the outer extents of the bridge deck, or top of the frame, are wider at the outer extents of the arch and thinner at the center. This provided for the clearance the State Highway Commission desired. Cooper includes copies of the highway commission's original drawings for the bridge in his book.

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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**

1908-1936

**Significant Dates**

1919

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

(Complete only if Criterion B is marked above.)

\_\_\_\_\_  
\_\_\_\_\_

**Cultural Affiliation**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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

Tharp, Harold J.

Indiana State Highway Commission



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### Period of Significance (justification)

The period of significance begins with the construction of the original viaduct in 1908 which first created the grade cut in the bluff overlooking Deer Creek in South Delphi. The period ends in 1936 when the current concrete viaduct was constructed which both widened the grade cut and built the concrete bridge, steps, and retaining walls which compose the viaduct structure. The year 1919 is noted as a significant date because the road became part of Indiana's network of state highways at that time.

### Criteria Considerations (explanation, if necessary)

N/A

**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 North Street Viaduct is eligible for the National Register of Historic Places using criterion A under transportation as the area of significance. The viaduct, when first built, allowed for easy travel between South Delphi and Delphi proper. When it was reconstructed in 1936, the viaduct was part of a state highway improvement project which allowed for improved access from Delphi to points south and east of the city on state roads. The viaduct is also eligible using criterion C under engineering as the area of significance. The rigid frame was a significant innovation in bridge design that permitted engineers to design overpasses with better clearance and longer spans. North Street Viaduct was the first time the Indiana Highway Commission used the relatively new rigid frame technology. In this situation, the creation of the viaduct also included the incorporation of a staircase, a somewhat unusual feature in typical viaduct and/or concrete arch design (photo 06).

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

## TRANSPORTATION & ENGINEERING

South Delphi was incorporated into the City of Delphi in 1903. Access from the formerly independent village, situated on a high bluff on the south side of Deer Creek, into Carroll County's seat of government north of Deer Creek was not easy. Because of the steep grade, Prince William Road, a public highway, was used to descend the bluff from the east. Prince William Road was an important route leading southeast to the small village of Prince William in southern Carroll County, then southeast to Frankfort. Frankfort lacked ports or good outlets for its products, so much of goods manufactured in or grown near Frankfort came by wagon on Prince William Road into Delphi to be shipped by boat on the canal. The road was planked early in its history, then was graveled by the early 1900s. The road had a shallow incline along South Delphi's bluff, leading down to a covered bridge (c. 1845) over Deer Creek. It was not as direct of a path as one that could be built through the center of South Delphi which would better accommodate travel through South Delphi to Delphi proper. This new route could then align with Washington Street which led from the courthouse square in Delphi to the southeast, crossing Deer Creek.

In 1908, five years after incorporation of South Delphi into Delphi, plans were created to improve access between the former village and city. It was generically called the "South Delphi improvement." The plan cut grade at 6% from Summit Street in South Delphi (a northwest-southeast street) northwest to Prince William Road just before crossing Deer Creek. By this time, the covered bridge had been replaced with an iron bridge in 1893.

This new grade cut would mean that North Street in South Delphi would be both bisected and forever cut off, or that a bridge would have to be constructed to allow the extension of Washington Street from Delphi into South Delphi to pass under. The decision was made to leave North Street connected by a bridge, forming a viaduct under which Washington Street passed. Prince William Road's gradual incline remained in place, but Washington Street became the main thoroughfare, reconnecting with Prince William at the south edge of South Delphi. The 1908 plans called for Washington Street to be twenty feet in width with five-foot sidewalks on either side and the grade of the cut was to be six percent between Prince William on the north and Summit on the south. The work undertaken was not without controversy. This was particularly true with regard to its effect on property owners where grade was being cut and then later, concerning the quality of work by the contractor. The engineer's report to the city council seemed to echo residents' sentiments with regard to solidity of the concrete steps and walls that retained earth of adjacent private property. The matter was contested for several months prior to reconciliation.

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By 1919, the route known as Washington Street/Prince William Road became part of Indiana's network of state highways and carried the designation of Route 9. This closely follows U.S. 421/State Road 39 between Monticello, through Delphi, to Lebanon today, though portions of the original Prince William Road remain county roads with U.S. 421 to the west. From Lebanon, Route 9 continued into Indianapolis over a northwesterly road known as the Indianapolis Road. This route designation would place ownership of the viaduct carrying North Street with the Indiana State Highway Commission. By 1932, the route was re-designated Highway 39 (also 18), which was the designation it carried in 1936 when plans for improvements at the viaduct and bridge crossing Deer Creek were prepared. The State Highway Commission determined that the viaduct needed to be made wider to accommodate traffic and that the bridge over Deer Creek was insufficient for the needs of motorists. Fortunately, the Highway Commission retained a bridge carrying North Street in their design. The street, which has a quiet residential feel, continues to connect the high bluff neighborhood known as South Delphi. The Highway Commission also retained pedestrian access to Washington Street from North Street by incorporating an elegant staircase in the new design (photo 06).

The new bridge over Deer Creek, which was a concrete double-span arch structure, and the new rigid-frame viaduct (photos 01-02) were dedicated with much fanfare on July 2, 1936 with over 1200 estimated in attendance. The structures allowed for an elegant entry into Delphi from the southeast on one of its most important thoroughfares. Both structures harkened the City Beautiful movement in its applied classicism of elegant arches of white concrete and concrete railings of solid, recessed panel design with flared end walls (photos 03-04). The entire length of road between the structures featured sidewalks and curbs of concrete as well, making the entire stretch an impressive approach to the city culminating at its white limestone Classical Revival-courthouse (1919). The county's grand Soldiers and Sailors Monument (1888) of white limestone, also replete with classical features, met the traveler coming up Washington Street on the northeast corner of the square where Washington intersected Main Street.

The infrastructure project was carried out through the Indiana State Highway Commission. Ward Miller was the Commission's engineer in charge of the project. The contract was awarded to Harold J. Tharp who constructed the bridge, viaduct, and road improvements between. The viaduct cost \$38,000 to construct and the bridge cost \$40,000. Tharp (1897-1991) was from Fountain City, Wayne County, Indiana and had been engaged in constructing state highway bridges prior to 1930. Tharp received several contracts during the 1930s into the 1940s and remained engaged in the construction industry, under the name Harold Tharp & Son, into the 1960s. His work included the 300 foot-long Keystone Avenue Bridge over Fall Creek Overflow (Indianapolis, 1951) and Greensfork Creek County Bridge in Wayne County (1968). Tharp also owned and operated several farms in east-central Indiana.

During the dedication, the structures were called monuments to the engineering skill and workmanship of the State Highway Commission. Attorney and local historian, W. C. Smith, presided over the dedication ceremony and recalled previous bridges that carried Washington Street over Deer Creek. Smith stated the importance of the route for agricultural trade in the mid-1800s because it created an important connection to the Wabash & Erie Canal. Reverend Jenkins

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read a work from famous Indiana poet James Whitcomb Riley. Riley's *On the Banks of Deer Creek* was written by the poet a short distance upstream from the location on the south bank of Deer Creek. Riley Park was established along Deer Creek between its north bank and the bluff, flanking Washington Street, in 1930.

The North Street Viaduct was the first rigid frame structure built by the Indiana State Highway Commission. Indiana bridge authority, James Cooper, identifies both the reluctance of the state to begin using rigid frame construction and the likely circumstances that precipitated its use for the North Street Viaduct. Concrete rigid frame design began to be used in road construction projects in the early part of the 20<sup>th</sup> century, particularly where maximum clearance (height of the portal opening) and minimum ground disturbance were needed. The rigid frame was engineered to function as a single unit with the sides of the frame carrying the outward thrust of the slightly arched bridge deck (top of the frame), which also ran continuously into the sides of the frame. Typical concrete arch and concrete T-beam design offered less clearance because of the depth of the structure needed to carry the deck above.

Cooper estimates that for the viaduct's 40-foot span, the T-beams that would be required would equal twice the depth of the existing rigid frame. With taller vehicles, such as trucks and buses, and with a well-established residential street over the highway, the State Highway Commission turned to rigid frame construction for the viaduct to maximize clearance for the highway below. Without reducing the depth of the structure above, as the rigid frame permitted, the highway commission would be required to blast rock and thereby create an even steeper grade for the highway. The rigid frame design also ensured minimal disturbance of land to each side of the highway because rigid frame construction did not require substantial excavation for buttressing against outward thrust for concrete arches. Cooper includes copies of the highway commission's original drawings of the viaduct's rigid frame, which was further complicated by its skewed nature, in his book on Indiana's concrete structures and notes in his inventory that the bridge is a premier example of state framed design.<sup>1</sup>

In 1989, the Indiana Department of Transportation accepted bids on work to replace the 1936 bridge and rehabilitate the viaduct. Wirtz and Yates Company of Kentland was awarded the project of rehabilitating the viaduct for the amount of \$241,961.30 in December 1989. Work commenced in April 1990 and was completed by July 1990. Rehabilitation included repair of the rigid frame and staircase and replacement of the concrete railings on the bridge deck and modification of the piers flanking the portals to reduce them in height. This appears to be a surface treatment of the portal face.

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### Developmental History/Additional historic context information

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<sup>1</sup> Cooper, pgs. 170-171, 207

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## 9. Major Bibliographical References

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

“1200 at Deer Creek Bridge Dedication; Praise Workmanship”. *Delphi Citizen*. 9 July 1936.

1868 Delphi Bird’s Eye View (map). Merchants Lithograph Co., Chicago: 1868.

Atlas & Plat Book of Carroll County. Kenyon Company, Des Moines: 1919.

*Carroll County Historic Bridge Tour* (brochure). Carroll County Wabash & Erie Canal Association, 2013.

Carroll County, Indiana Historic Sites and Structure Inventory. Indiana Landmarks, 2011.

“City Council in Regular Session”. *Delphi Journal*. 30 July 1908.

“City Council in Special Session”. *Delphi Journal*. 4 June 1908.

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

“Council Meets in Special Session Monday Evening”. *Carroll County Citizen Times*. 6 June 1908.

“Council Votes to Reconsider”. *Delphi Journal*. 11 November 1909.

“Dedication of Bridge Over Deer Creek”. *Delphi Journal*. 2 July 1936.

Illustrated Historical Atlas, State of Indiana (Carroll County). Baskin, Forster & Co., Chicago: 1876.

Indiana State Highway Maps: 1919, 1926, 1932, 1940

Maxwell, Bonnie. Original research on Carroll County bridges.

Maxwell, Bonnie & Werling, Anita. Delphi-Images of America, Arcadia Publishing 2010. Pages 124-125.

“New Bridge at Delphi Dedicated with a Program”. *Hoosier Democrat*. 11 July 1936.

“State Awards Bid for North Street Bridge”. *Delphi Journal*. 3 January 1990.

“The City Council and South Delphi”. *Delphi Journal*. 28 October 1909.

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“The Old And The New”. *The Delphi Citizen*. 25 June 1936.

United States Census, Wayne County, IN: 1920, 1930, 1940

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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):** 015-162-33055

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**10. Geographical Data**

**Acreeage of Property** Approx. one acre

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Use the UTM system

**UTM References**

Datum (indicated on USGS map):

NAD 1927 or  NAD 1983

- |             |                 |                   |
|-------------|-----------------|-------------------|
| 1. Zone: 16 | Easting: 527895 | Northing: 4492431 |
| 2. Zone:    | Easting:        | Northing:         |
| 3. Zone:    | Easting:        | Northing:         |
| 4. Zone:    | Easting :       | Northing:         |

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

Beginning on the northeast corner of the intersection of Washington Street with the east/west alley south of North Street, face northwest and follow a line with the east right-of-way of Washington Street approximately 170' to the south right-of-way of North Street, then turn northeast and follow a line with the right-of-way twenty feet. Turn northwest and follow a line 60 feet, crossing North Street, to its north right-of-way, then turn southwest and follow a line 20 feet with the north right-of-way. Turn northwest and follow a line approximately 240' with the east right-of-way of Washington Street to the south right-of-way of Prince William Road.

Turn southwest and follow a line 110 feet, crossing Washington Street, to the west right-of-way line of Washington Street. Turn southeast and follow the west right-of-way line of Washington Street approximately 260 feet to the north right-of-way of North Street. Turn southwest and follow the right-of-way twenty feet, then turn southeast and follow a line 60' crossing North Street to the south right-of-way of North Street. Turn northeast and follow a line twenty feet with the south right-of-way to the west right-of-way of Washington Street. Turn southeast and follow the west right-of-way of Washington Street approximately 165' to a line extended southwest, approximately 70' from the northeast corner of the intersection of Washington Street with the east/west alley south of North Street. Follow said line to the place of beginning.

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

The boundaries stay within the rights-of-way for both Washington Street and North Street, extending north and south to include the grade cut between the alley and Prince William Road and twenty feet east and west on North Street to include the railing extensions and bridge deck. The boundaries include features associated with the 1908 viaduct, with regard to grade cut, and the 1936 viaduct with regard to retaining walls, bridge, and railings.

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**11. Form Prepared By**

name/title: Kurt West Garner  
organization: City of Delphi  
street & number: 12954 6<sup>th</sup> Road  
city or town: Plymouth state: IN zip code: 46563  
e-mail: kwgarner@kwgarner.com  
telephone: 574-780-1423  
date: December 3, 2021

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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.)

**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.



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**Photo Log**

Name of Property: North Street Viaduct

City or Vicinity: Delphi

County: Carroll State: Indiana

Photographer: Kurt West Garner

Date Photographed: August 18, 2021

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking southeast toward viaduct from Washington Street

1 of 8.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking northwest toward viaduct from Washington Street

2 of 8.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking southwest on North Street across viaduct bridge

3 of 8.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking east at railings on North Street

4 of 8.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking northwest at opening in railing for staircase

5 of 8.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking up/southeast at staircase from sidewalk on Washington Street

6 of 8.

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking at east portal from landing on staircase

7 of 8.

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Description of Photograph(s) and number, include description of view indicating direction of camera: Looking up/north at arch detail under viaduct

8 of 8.

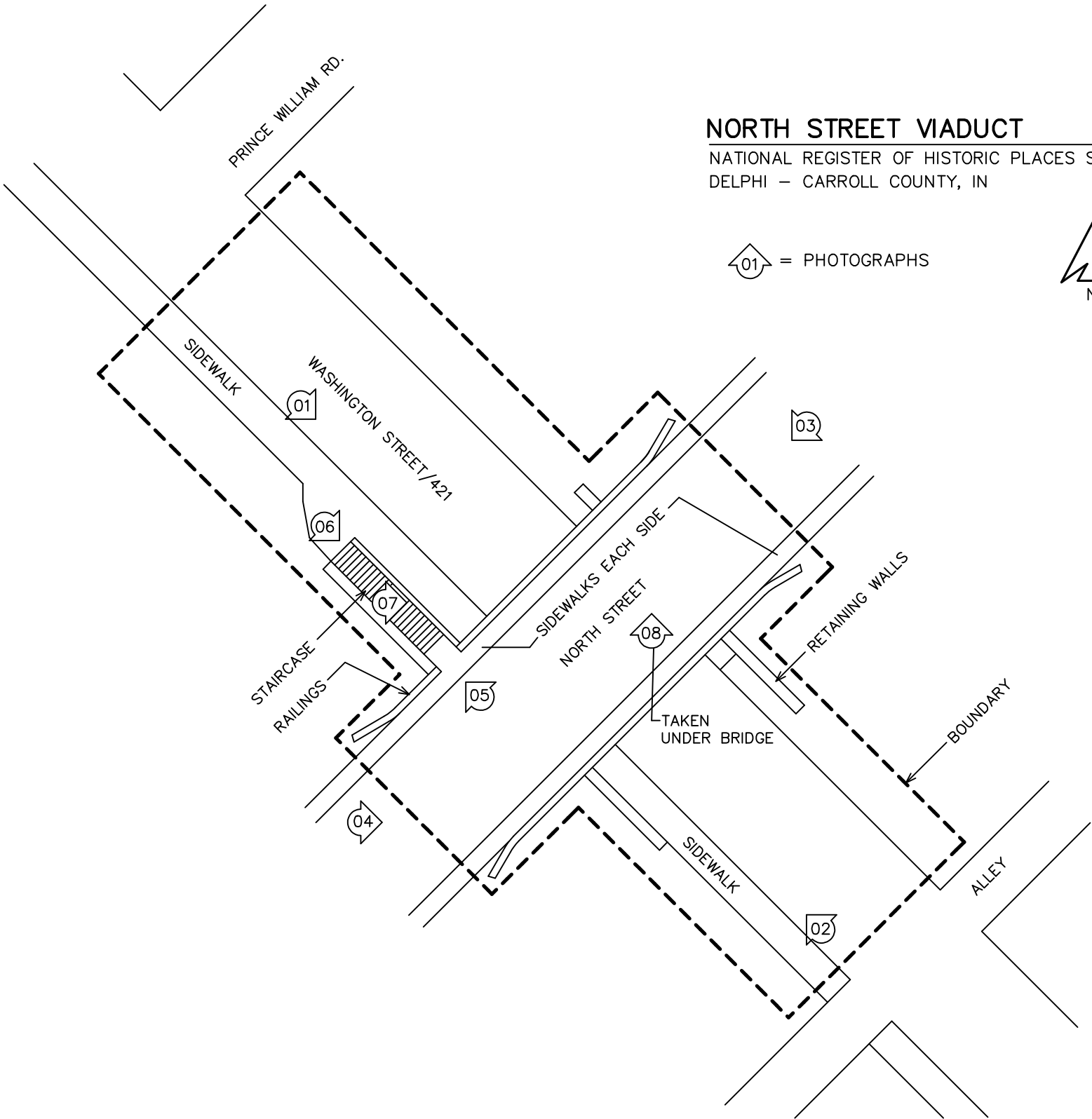
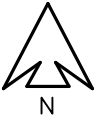
**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to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

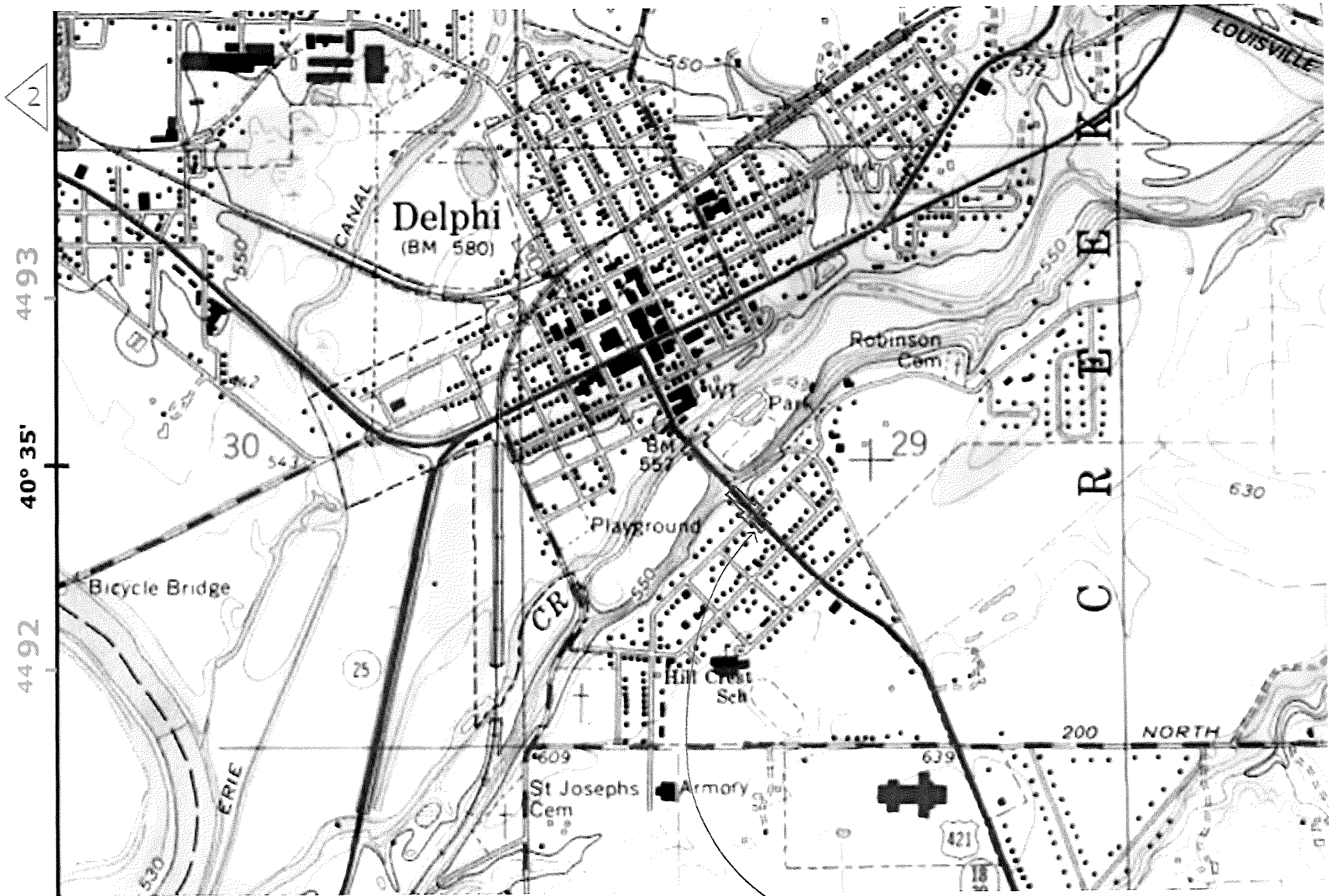
**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form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

# NORTH STREET VIADUCT

NATIONAL REGISTER OF HISTORIC PLACES SKETCH MAP  
DELPHI - CARROLL COUNTY, IN

01 = PHOTOGRAPHS





NAD 83 UTM  
 16 517895 4492431

NORTH STREET VIADUCT  
 NATIONAL REGISTER OF HISTORIC PLACES  
 DELPHI - CARROLL COUNTY - IN



IN\_CarrollCounty\_NorthStreetViaduct\_0001



IN\_CarrollCounty\_NorthStreetViaduct\_0002



IN\_CarrollCounty\_NorthStreetViaduct\_0003



IN\_CarrollCounty\_NorthStreetViaduct\_0005



IN\_CarrollCounty\_NorthStreetViaduct\_0006