NPS Form 10-900
(Rev. 8-86)

OMB No. 1024-0018

1608

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 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 COLD RIVER BRIDGE

other names/site number N/A

2. Location

street & number VT. ROUTE 7B [N/A] not for publication

city, town CLARENDON [N/A] vicinity

state VERMONT code VT county RUTLAND code 021 zip code 05759

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
		Contributing	Noncontributing
[ ] private	[ ] building(s)		buildings
[ ] public-local	[ ] district		sites
[x] public-State	[ ] site	1	structures
[ ] public-Federal	[x] structure		objects
	[ ] object	1	Total

Name of related multiple property listing:
METAL TRUSS, MASONRY AND CONCRETE BRIDGES IN VERMONT

Number of contributing resources previously listed in the National Register _____

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this [X] 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 [X] meets [ ] does not meet the National Register criteria. [ ] See continuation sheet.

Signature of certifying official — Date 9/26/91

Vermont State Historic Preservation Officer
State or Federal agency and bureau

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. — Beth G. Savage — 11-14-91

[ ] determined eligible for the National Register. [ ] See continuation sheet.

[ ] determined not eligible for the National Register.

[ ] removed from the National Register.

[ ] other, (explain:) _____

Signature of the Keeper — Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)

ROAD-RELATED (VEHICULAR)

Current Functions (enter categories from instructions)

NOT IN USE

7. Description

Architectural Classification
(enter categories from instructions)

OTHER: PARKER THROUGH TRUSS

Materials (enter categories from instructions)

foundation CONCRETE
walls
roof
other STEEL

Describe present and historic physical appearance.

SEE CONTINUATION SHEET FOR TEXT OF DESCRIPTION

[X] See continuation sheet

COLD RIVER BRIDGE, NORTH CLARENDON VT. -- DESCRIPTION

The Cold River bridge is in the village of North Clarendon, in the Town of Clarendon, Vermont, in Rutland County. It is located at the north edge of the village's built-up area, approximately four miles south of downtown Rutland. Prior to the construction of a high-speed by-pass, the portion of the road where the bridge is found was part of U.S. Route 7, long the principal north-south highway on the west side of Vermont. The bridge, a Parker through-truss, sits on its original site, and retains its original design. It meets the requirement for integrity of location, design, setting, materials, workmanship, feeling and association.

This bridge, now on Vermont Route 7B south of its junction with Route 7, sits in an area of relatively level topography, suspended only a little more than seven feet above the boulder-strewn Cold River which in summer diminishes almost into a brook. A number of buildings are located on the road north and south of the bridge. A trailer which is the first building south and west of the bridge does not enhance the character of the setting. But a cluster of tourist cabins further along the road south of the bridge, and still in use for their original purpose, were built within a short time of the bridge, have long served alongside it, and do add to its feeling and historic character.

The bridge is a single metal span built using the Parker through truss, one of the most characteristic bridge types of the early 20th century. Fabricated by the American Bridge Co., it was constructed in 1928 during an ambitious bridge rebuilding program which followed Vermont's 1927 flood. About 150 feet long, and two lanes wide, this bridge was closed and being assessed for repair of its salt-damaged floor system as of April, 1991. But it remains largely unchanged more than 60 years after it was completed.

Made from steel, of riveted construction, the bridge displays what were, in the 1920s, state-of-the-art standardized engineering techniques. The shallow, curving arch along the top of the bridge, characteristic of the Parker truss, is easily distinguished on this example. On this bridge there is extensive use of a standardized component, the rolled-steel I-beam, mostly of one size. The depth of the truss is about 26', and its portal clearance 14.9 feet. The segmental top chord of the bridge

COLD RIVER BRIDGE, NORTH CLARENDON VT. -- DESCRIPTION (continued)

consists a 17" by 12" box girder with latticed underside. The bottom chord consists of two channels with stay plates six feet apart. The center panel is braced by a horizontal stiffener, consisting of paired angles with lacing, and two centre-panel diagonals with stay plates at 2.5' intervals, forming paired angles. Struts and top bracing are paired angles with lacing. Portal struts consist of angles in a crossing pattern.

The bridge deck is a 24 1/2 foot wide, flat concrete slab, supported by steel I-section floor beams and stringers. The deck has curbs and railings on both sides. This service surface is supported by the single Parker truss consisting of 7 panels. At either end, the truss is supported by poured concrete abutments.

The guard rail consists of wide beams on each side, each below a narrower beam. A builder's plate on an inclined end panel confirms that the American Bridge Co. made this Parker truss bridge in the U.S.A. in 1928.

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)	Period of Significance	Significant Dates
ENGINEERING	1928	1928
TRANSPORTATION		

Cultural Affiliation
N/A

Significant Person
N/A

Architect/Builder
AMERICAN BRIDGE CO.

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

SEE CONTINUATION SHEETS FOR STATEMENT OF SIGNIFICANCE

☒ See continuation sheet

9. Major Bibliographical References

METAL TRUSS, MASONRY AND CONCRETE BRIDGES IN VERMONT, NATIONAL REGISTER OF HISTORIC PLACES MULTIPLE PROPERTY DOCUMENTATION FORM, STATE OF VERMONT, DIVISION FOR HISTORIC PRESERVATION, MONTPELIER, VT., 1990.

ROTH, MATT. HISTORIC SITES & STRUCTURES SURVEY INVENTORY FORM. SURVEY NO. 1105-27 STATE OF VERMONT, DIVISION FOR HISTORIC PRESERVATION, MONTPELIER, VT., JUNE 28, 1985

VERMONT STATE PLANNING BOARD. VERMONT: A GUIDE TO THE GREEN MOUNTAIN STATE. HOUGHTON MIFFLIN CO., BOSTON, 1937.

☐ See continuation sheet

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 # _____

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 ONE ACRE

UTM References

	Zone	Easting	Northing
A	18	664215	4825910
B			
C			
D			

☐ See continuation sheet

Verbal Boundary Description

THE BOUNDARY OF THE PROPERTY IS THE BRIDGE AND ITS ABUTMENTS. THE BRIDGE CARRIES VT. ROUTE 7B ACROSS THE COLD RIVER IN THE TOWN OF CLARENDON, AT UTM ZONE 18, EASTING 664215, NORTHING 4825910

☐ See continuation sheet

Boundary Justification

THE BOUNDARY INCLUDES ALL THE LAND HISTORICALLY ASSOCIATED WITH THE BRIDGE.

☐ See continuation sheet

11. Form Prepared By

name/title ALFRED HOLDEN
organization HISTORIC PRESERVATION PROGRAM, UNIV. OF VT. date APRIL 16, 1991
street & number WHEELER HOUSE, UNIV. OF VT. telephone (802) 656-3180
city or town BURLINGTON state VERMONT zip code 05401

COLD RIVER BRIDGE, NORTH CLARENDON VT. -- SIGNIFICANCE

This metal truss bridge is being nominated to the National Register of Historic Places as part of a multiple-property submission, Metal Truss, Masonry and Concrete bridges in Vermont. It meets National Register Criteria A, for its associations with the broad patterns of our history, and C, as an example of a metal Parker through truss bridge. Its importance relates to a historic event, the history of a principal transportation route, an important engineering accomplishment, and an era in the state's transportation development when improving road and rail links were rapidly increasing commerce and travel. It meets the registration requirements for metal truss bridges.

Cold River Bridge at North Clarendon, owned by the Vermont Agency of Transportation, is a representative example of a large number of bridges built in Vermont to replace those destroyed by a major flood in 1927. The subsequent crash-program to re-establish road and rail passage in Vermont saw 1,600 new bridges built by 1930. It was an engineering feat which marked an important event in the story of transportation in Vermont.

The rebuilding program saw trusses similar to this one, a Parker through truss, installed for most highway bridge spans of 150 feet or longer in Vermont. For quick and inexpensive construction, standardized steel rivet designs were adopted for most sites. Beams of rolled steel with an "I" profile, mostly of a standard size, were used throughout. The system and materials used make this bridge typical of bridges constructed in other parts of the United States during the late 19th and early 20th centuries, for both railroads and highways.

Though they have proved durable -- many have outlasted reinforced concrete bridges built in the 1950s and 60s -- the number of these metal spans has been diminishing as road expansion and widening have taken place, and with the gradual abandonment of many rail lines. Cold River bridge, on a stretch of road that was formerly part of busy U.S. Route 7, has been bypassed by highway expansion. A new bridge was constructed to the east to carry four lanes of Route 7 traffic over Cold River. The older bridge has suffered from some neglect and was, in 1991, closed and in need of repairs to its salt-damaged floor system. However, its original materials are intact and the character of its site and

COLD RIVER BRIDGE, SIGNIFICANCE (continued)

surroundings, including a colony of tourist cabins that catered to motorists during the bridge's early years, enhance the bridge's historic qualities.

The original truss configuration continues to operate as the bridge's supporting system, a consideration that has helped preserve the historical integrity of the structure. The bridge was built by one of America's largest bridge fabricators, American Bridge Co., incorporated in 1900 by financier J.P. Morgan. When Cold River bridge was erected in 1928, American Bridge Co. dominated the bridge market in the United States.