

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

STATE:	Vermont
COUNTY:	Lamoille
FOR NPS USE ONLY	
ENTRY DATE	OCT 1 1974

1. NAME

COMMON:	Fisher Covered Railroad Bridge
AND/OR HISTORIC:	Chub Bridge <i>SE of Wolcott</i>

2. LOCATION

STREET AND NUMBER: Mile 39.14 on St. Johnsbury and Lamoille County Railroad across Lamoille River, 2.1 miles by Vt. Rte. 15 east of Wolcott village			
CITY OR TOWN: Wolcott <i>vicinity</i>		CONGRESSIONAL DISTRICT: Vt. District	
STATE: Vermont	CODE: 50	COUNTY: Lamoille	CODE: 015

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input type="checkbox"/> Building <input type="checkbox"/> Site <input checked="" type="checkbox"/> Structure <input type="checkbox"/> Object	<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private <input type="checkbox"/> Both	Public Acquisition: <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered	<input checked="" type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress
PRESENT USE (Check One or More as Appropriate)			
<input type="checkbox"/> Agricultural <input type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum	<input type="checkbox"/> Park <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Other (Specify) _____ _____ _____
		<input type="checkbox"/> Comments	_____

4. OWNER OF PROPERTY

OWNER'S NAME:	Vermont Division of Historic Sites (superstructure)
STREET AND NUMBER:	Pavilion Building
CITY OR TOWN:	Montpelier
STATE:	Vermont
CODE:	50

5. LOCATION OF LEGAL DESCRIPTION

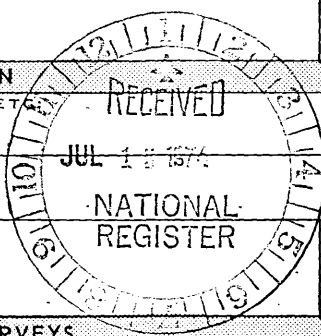
COURTHOUSE, REGISTRY OF DEEDS, ETC.	Office of Town Clerk
STREET AND NUMBER:	(no street number)
CITY OR TOWN:	Wolcott
STATE:	Vermont
CODE:	50

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:	Vermont Historic Sites and Structures Survey
DATE OF SURVEY:	1974 <input type="checkbox"/> Federal <input checked="" type="checkbox"/> State <input type="checkbox"/> County <input type="checkbox"/> Local
DEPOSITORY FOR SURVEY RECORDS:	Vermont Division of Historic Sites
STREET AND NUMBER:	Pavilion Building
CITY OR TOWN:	Montpelier
STATE:	Vermont
CODE:	50

STATE:	Vermont
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SEE INSTRUCTIONS



7. DESCRIPTION

CONDITION	(Check One)					
	<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
	(Check One)			(Check One)		
	<input checked="" type="checkbox"/> Altered	<input type="checkbox"/> Unaltered	<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site		

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

✓
✓
✓
✓
✓
✓
✓

The Fisher Covered Railroad Bridge consisted originally of a single span supported by two flanking timber Town double lattice trusses. In 1968 the timber deck structure was removed and replaced with a two-span steel deck truss structure independent of the wood superstructure. The southerly span is supported by two plate girders and the northerly span by four steel I-beams.

The yellow pine trusses, each of which has an extra set of diagonal lattice members for additional strength, now support only the superstructure of the bridge. Lateral iron rods connect the top chords of the trusses through the apexes formed by the upper lateral braces. Ship's knees provide reinforcement between the principal top beams and vertical posts near each corner of the bridge.

The superstructure of the Fisher Bridge is 103.5 feet long overall. The two steel spans are 42 and 51 feet long, respectively north and south. The superstructure is 20.5 feet wide, and has an interior opening of 15 feet for the track.

The entire bridge rests on abutments built of stone blocks mortared together and capped with concrete. The lower half of the north abutment has been faced with concrete. The steel spans rest on a central pier built of timber pilings sheathed with dimension stock. Concrete back-walls retain the track bed at each end of the bridge.

On the exterior, the heavy planks pegged and bolted together diagonally to form the trusses (and side walls) of the bridge are sheathed with unpainted matched spruce boards hung vertically. Similar siding protects the ends of the trusses immediately inside the portals. The siding flares outward toward the bottom of the bridge to cover the bottom chords. The siding stops short of the eaves to leave strip openings along the tops of the walls.

The gable ends are sheathed with unpainted matched clapboards hung horizontally. The portal openings have diagonal upper corners to match the interior struts. The siding flares diagonally outward beyond the line of the side walls to meet the eaves.

A shallow-pitch gable roof covers the bridge. A wood monitor with louvered sides, which served as a smoke ventilator, extends nearly the full length of the ridge. The roof and monitor are covered with asphalt roofing paper.

SEE INSTRUCTIONS

8. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

<input type="checkbox"/> Pre-Columbian	<input type="checkbox"/> 16th Century	<input type="checkbox"/> 18th Century	<input checked="" type="checkbox"/> 20th Century
<input type="checkbox"/> 15th Century	<input type="checkbox"/> 17th Century	<input type="checkbox"/> 19th Century	

SPECIFIC DATE(S) (If Applicable and Known) **1908**

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

<input type="checkbox"/> Aboriginal	<input type="checkbox"/> Education	<input type="checkbox"/> Political	<input type="checkbox"/> Urban Planning
<input type="checkbox"/> Prehistoric	<input checked="" type="checkbox"/> Engineering	<input type="checkbox"/> Religion/Philosophy	<input type="checkbox"/> Other (Specify) _____
<input type="checkbox"/> Historic	<input type="checkbox"/> Industry	<input type="checkbox"/> Science	_____
<input type="checkbox"/> Agriculture	<input type="checkbox"/> Invention	<input type="checkbox"/> Sculpture	_____
<input checked="" type="checkbox"/> Architecture	<input type="checkbox"/> Landscape Architecture	<input type="checkbox"/> Social/Humanitarian	_____
<input type="checkbox"/> Art	<input type="checkbox"/> Literature	<input type="checkbox"/> Theater	_____
<input type="checkbox"/> Commerce	<input type="checkbox"/> Military	<input checked="" type="checkbox"/> Transportation	_____
<input type="checkbox"/> Communications	<input type="checkbox"/> Music		
<input type="checkbox"/> Conservation			

STATEMENT OF SIGNIFICANCE

SEE INSTRUCTIONS

The Fisher Covered Railroad Bridge is unique in Vermont, being the only covered wood railroad bridge in the state which still carries an active railroad. (Two other covered railroad bridges--at Swanton and East Shoreham--remain in the state but the railroad lines which they carried have been abandoned and their tracks removed.) Nationally, the covered railroad bridge has nearly disappeared; according to Richard Sanders Allen (1974), there are only twelve examples of the bridge type left in the United States.¹ The Fisher Bridge, therefore, obtains national significance for being among the last survivors of the thousands of covered railroad bridges which were built during the railroad expansionist era of the latter 19th century.

The Fisher Bridge is the latest of the three remaining covered railroad bridges in Vermont to have been built. The Boston and Maine Railroad, which controlled the St. Johnsbury and Lake Champlain Railroad at the time, constructed the bridge in 1908; the architect or design engineer is unknown. The lower cost of wood construction compared with that of wood-iron (Howe truss) or iron undoubtedly accounted for its extraordinarily late use on the lightly trafficked line.²

The design of the Fisher Bridge incorporates a feature unique among the covered railroad bridges in Vermont--a louvered monitor which extends nearly the full length of the roof along its ridge. The monitor (which does not appear on the original engineering drawings of the bridge) served to allow locomotive smoke to escape from the bridge.³ Superfluous since the introduction of diesel locomotives on the railroad, the monitor remains to give the bridge its distinctive architectural character.

In 1968, when the management of the St. Johnsbury and Lamoille County Railroad rebuilt several bridges along the line to accommodate heavier train loads, the Fisher Bridge was threatened with demolition. The Vermont Board of Historic Sites (now the Vermont Division of Historic Sites), together with other parties, intervened to arrange for preservation of the distinctive superstructure of the bridge. In order to provide the required load-bearing capacity, the timber deck structure of the bridge was removed and a steel deck truss structure was built to carry the track, independent of the timber trusses.⁴

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Hagerman, Robert L., Covered Bridges of Lamoille County, Robert L. Hagerman, Morrisville, Vt., 1972.
 Allen, Richard Sanders, Covered Bridges of the Northeast, The Stephen Greene Press, Brattleboro, Vt., 1974 (rev. ed.).
 Congdon, Herbert Wheaton, The Covered Bridge, Vermont Books, Middlebury, Vt., 1970.

10. GEOGRAPHICAL DATA

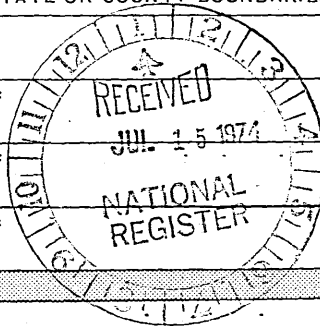
LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees Minutes Seconds	Degrees Minutes Seconds	
NW	° ' "	° ' "		44° 31' 56"	72° 25' 45"	
NE	° ' "	° ' "				
SE	° ' "	° ' "				
SW	° ' "	° ' "				

18/704320
 1933980
 CD

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: **one acre**

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY	CODE



SEE INSTRUCTIONS

11. FORM PREPARED BY

NAME AND TITLE:
Hugh H. Henry, Historic Sites Researcher

ORGANIZATION: **Vermont Division of Historic Sites** DATE: **7/3/74**

STREET AND NUMBER:
Pavilion Building

CITY OR TOWN: **Montpelier** STATE: **Vermont** CODE: **50**

12. STATE LIAISON OFFICER CERTIFICATION NATIONAL REGISTER VERIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National State Local

Name: William B. Finney
 Title: **Director of Historic Sites**
State Historic Preservation Officer
 Date: **7/10/74**

I hereby certify that this property is included in the National Register:

A. R. Montrose
 Director, Office of Archeology and Historic Preservation

Date: 10/1/74

ATTEST:
William B. Finney
 Keeper of The National Register

Date: 9-27-74

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STATE	
Vermont	
COUNTY	
Lamoille	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
067 1	1974

Section 8

(Continuation Sheet)

(Number all entries)

1. R. S. Allen, Covered Bridges of the Northeast, The Stephen Greene Press, Brattleboro, Vt., 1974, p. 94.
2. Robert L. Hagerman, Covered Bridges of Lamoille County, Robert L. Hagerman, Morrisville, Vt., 1972, p. 27.
3. Ibid, p. 28.
4. Ibid, p. 30.

