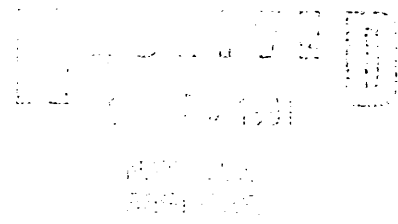


1657

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 Lamoille River Route 15-A Bridge  
other names/site number N/A

2. Location

street & number Vermont Route 15-A over Lamoille River N/A not for publication  
city, town Morristown N/A vicinity  
state Vermont code VT county Lamoille code 015 zip code 05661

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
<input type="checkbox"/> private	<input type="checkbox"/> building(s)	Contributing	Noncontributing
<input type="checkbox"/> public-local	<input type="checkbox"/> district	_____	_____ buildings
<input checked="" type="checkbox"/> public-State	<input type="checkbox"/> site	_____	_____ sites
<input type="checkbox"/> public-Federal	<input checked="" type="checkbox"/> structure	<u>1</u>	_____ structures
	<input type="checkbox"/> object	_____	_____ objects
		_____	_____ 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 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this  nomination  request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property  meets  does not meet the National Register criteria.  See continuation sheet.  
[Signature] 9/20/91  
Signature of certifying official Date  
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.
- determined eligible for the National Register.  See continuation sheet.
- determined not eligible for the National Register.
- removed from the National Register.
- other, (explain): \_\_\_\_\_

Beth L. Savage 11-14-91  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
Signature of the Keeper Date of Action

**6. Function or Use**

Historic Functions (enter categories from instructions)

Transportation/road-related

Current Functions (enter categories from instructions)

Transportation/road-related

**7. Description**

Architectural Classification

(enter categories from instructions)

Other: Pratt through truss

Materials (enter categories from instructions)

foundation Concrete

walls

roof

other Steel

Describe present and historic physical appearance.

See continuation sheet for description.

See continuation sheet

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National Park ServiceNational Register of Historic Places  
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Located in the Town of Morristown, Lamoille County, Vermont, this bridge is an example of the metal truss bridges constructed after Vermont's 1927 flood. This single span, seven panel, 111' long, Pratt through truss bridge was built in 1928 using the standardized methods and modern techniques characteristic of Vermont's extensive rebuilding program, which was responsible for constructing 1600 bridges between 1928-30. This bridge survives today in its original role as a highway bridge in a relatively unaltered state. The bridge retains its integrity of location, setting, design, materials, workmanship, feeling and association.

This single span, steel, Pratt through truss vehicular bridge, located over the Lamoille River on Vermont Route 15-A in Morristown, was fabricated by the Berlin Construction Company with James E. Cashman, Inc. serving as contractor. The surrounding rural environment consists of scattered buildings of both residential and agricultural types. Rising 17' above the Lamoille River, the portal clearance is 14.6' with a c.20' depth of truss. This seven panel bridge is 111' in length and 21.5' wide with an overall length of 115'. The bridge has riveted metal trusses, a builder's plate, a railing and inclined end panels. The abutments are made of poured concrete. The bottom chord has two channels with top and bottom stay plates at 3' intervals. The floor system consists of I-section floor beams and stringers, and a concrete-slab floor. The top chord consists of a 10" x 16" box girder with a latticed underside. The verticals are rolled I-beams. The first diagonal has two sets of paired angles connected by a continuous web plate. All other diagonals have paired angles with stay plates at 3.5' intervals. The struts have paired angles with lacing. The portal struts have channels at top and bottom with triangular panels of angles. The top bracing has one set of crossed angles per panel. The sway bracing has knee braces at panel points. The rail is built up of angles and channels bolted to trusses. The builder's plate reads:

James E. Cashman, Inc.  
Burlington, Vt.  
General Contractors

-----  
Built by  
Berlin Construction Co.  
Berlin, Conn.  
1928

A Pratt truss with diagonals makes up this bridge's structural

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National Park Service**

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system. The vertical members act in compression and the diagonals act in tension. The diagonals help prevent the verticals from bending or buckling.

**8. Statement of Significance**

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

nationally     statewide     locally

Applicable National Register Criteria     A     B     C     D

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

Areas of Significance (enter categories from instructions)

Engineering

Transportation

Period of Significance

1928

Significant Dates

1928

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

Berlin Construction Company

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

See continuation sheet for statement of significance.

See continuation sheet

**9. Major Bibliographical References**

Mower, Anna L. History of Morristown, Vermont. Morrisville, Vt.: 1935

Morristown, Vermont, Vermont Historic Sites and Structures Survey, Survey Number 0807-77. Vermont Division for Historic Preservation, Montpelier, Vermont.

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**

Acreeage of property less than one acre

UTM References

A 18 693220 4937200  
 Zone Easting Northing

C \_\_\_\_\_

B \_\_\_\_\_  
 Zone Easting Northing

D \_\_\_\_\_

See continuation sheet

Verbal Boundary Description

The boundary for this property is the bridge and its abutments. The bridge carries Vermont Route 15-A across the Lamoille River in the town of Morristown at the UTM Reference Point: 18/693220/4937200. It is 111' in length and 21.5' in width.

See continuation sheet

Boundary Justification

This boundary includes all the land historically associated with this bridge.

See continuation sheet

**11. Form Prepared By**

name/title Elizabeth F. Pritchett

organization UVM Historic Preservation Program date April 15, 1991

street & number Wheeler House telephone (802) 656-3180

city or town Burlington state Vermont zip code 05405

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National Park Service

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The Morristown Route 15-A Bridge, built in 1928, is significant for its contribution to bridge engineering and construction. It is an important example of a Pratt through truss bridge built during Vermont's reconstruction program following the 1927 flood. The Pratt through truss was the standard structural type for spans 100' -160' in length during the reconstruction program. The need to replace 1,200 bridges as rapidly as possible made standardization necessary and brought Vermont into the forefront of bridge engineering. This bridge is also significant to Vermont's transportation history at the state and local level as a part of the road, bridge and railway network that increased inter-regional transport, trade, commerce and travel. As part of a multiple property submission, this bridge is nominated under the historic context "Metal Truss, Masonry, and Concrete Bridges in Vermont." The property type is metal truss bridges. This bridge clearly meets the registration requirements for this property type. The bridge retains its original function and siting with its significant original materials intact. The identifiable truss system functions and the structure retains all qualities of historic integrity.

The Morristown Route 15-A Bridge uses the standardized design and economical construction which characterized Vermont's efforts to rebuild a large number of bridges as quickly as possible after the disastrous 1927 flood. The Pratt truss and its variants was a well proven pattern of bridge construction, based on relatively simple joints which permitted engineers to determine how the load was distributed. The Pratt truss was standard for bridges between 100'-160' in length built during the reconstruction period from 1928-30. Through trusses were designed to carry the heaviest loads and an increased volume of cars and trucks. This 111' long bridge, is in the shortest range for which a through truss was used. The bridge makes extensive use of rolled I-beams, saving fabrication time and expense over the earlier practice of using built-up members. The riveting and concrete pouring required in this bridge's construction could be performed on site.

This bridge is an important example of a bridge fabricated by the Berlin Construction Company, of Berlin, Connecticut, which was a major regional fabricator and one of two principal suppliers of bridges during the reconstruction after the flood. J. E. Cashman of Burlington was a general contractor specializing in sub-structure work, one of several firms to which Berlin Construction subcontracted its erection work.

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This bridge is only the second bridge built at this location, having replaced a covered timber span known as the Tenney Bridge that was built in 1833 and was swept away in the great flood of 1927. It is significant as representative of the bridges built as a result of the 1927 flood, a major episode in Vermont's twentieth century history which resulted in a engineering effort of heroic proportions.



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**PROPERTY OWNER**

Agency of Transportation  
State of Vermont  
Montpelier, VT 05602

Attn: William Sargent