NPS Form 10-900
(Rev. Aug. 2002)

892

OMB No. 1024-0018
(Expires Jan. 2005)

RECEIVED
SEP 25 2009
NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

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 *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. 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. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name: Bridge 4

other names/site number: South Street Bridge

2. Location

street & number: Vermont Route 31 not for publication N/A

city or town: Poultney vicinity: N/A

state: Vermont code: VT county: Rutland code: 021 zip code: 05743

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, 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. I recommend that this property be considered significant ____ nationally X statewide ____ locally. (See continuation sheet for additional comments.)

Nancy E. Boone 9/22/09

Signature of certifying official Date

State or Federal Agency or Tribal government

In my opinion, the property ____ meets ____ does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of commenting official or other official and title Date

State or Federal agency and bureau

4. 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): _____

Signature of the Keeper — Carson B. Beall — **Date of Action** — 11-5-09

5. Classification

Ownership of Property: (Check as many boxes as apply)
____ private
_x_ public-local
____ public-state
____ public-Federal

Category of Property: (Check only one box)
____ building(s)
____ district
____ site(s)
_x_ structure(s)
____ object(s)

Number of Resources Within Property:

	Contributing	Noncontributing
buildings:		
districts:		
sites:		
structures:	1	
objects:		
total:	1	

Number of Contributing Resources Previously Listed in the National Register: 0

Name of Related Multiple Property Listing: Metal Truss, Masonry, and Concrete Bridges in Vermont
(Enter "N/A" if property is not part of a multiple property listing.)

6. Function or Use

Historic Functions: (Enter categories and subcategories from instructions)

Category:	Subcategory:
Transportation	Road-related

Current Functions: (Enter categories and subcategories from instructions)

Category:	Subcategory:
Transportation	Road-related

7. Description

Architectural Classification: (Enter categories from instructions)

other: Pratt through truss

Materials: (Enter categories from instructions)

foundation: concrete abutments
roof:
walls:
other: structural steel elements

Narrative Description: (Describe the historic and current condition of the property on one or more continuation sheets.)
See continuation sheet.

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)

X 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.
X 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 a grave.
__ D. A cemetery.
__ E. A reconstructed building, object, or structure.
__ F. A commemorative property.
__ G. Less than 50 years of age or achieved significance with the past 50 years.

Areas of Significance: (Enter categories from instructions)	**Period of Significance:**
Transportation	1923-1959
Engineering	

Significant Person: (Complete if Criterion B is marked above)	**Significant Dates:**
N/A	1923

Cultural Affiliation:
N/A

Architect / Builder:
Palmer Steel Company

Narrative Statement of Significance:
(Explain the significance of the property on one or more continuation sheets.) See continuation sheet.

9. Major Bibliographical References

Bibliography:
(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.) 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 for the National Register.
_____ Designated a National Historic Landmark.
_____ Recorded by Historic American Buildings Survey No. _____
_____ Recorded by Historic American Engineering Record No. _____

Primary Location of Additional Data:
_____ State Historic Preservation Office.
_x_ Other state agency: Vermont Agency of Transportation
_____ Federal agency.
_x_ Local government.
_x_ University.
_____ Other. Name of repository: Vermont State Library

10. Geographical Data

Acreage of Property: Less than one

UTM References (Place additional UTM references on a continuation sheet). ____ See continuation sheet

	Zone	Easting	Northing		Zone	Easting	Northing
1.	18	642762	4819081	2.			
3.				4.			

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.) See continuation sheet.

Boundary Justification (Explain why the boundaries were selected on a continuation sheet.) See continuation sheet

11. Form Prepared By

Name / Title: Robert McCullough

Organization: Vermont Agency of Transportation, Historic Bridge Program Date: September, 2007

Street & Number: National Life Building Telephone: 802-828-0762

City or Town: Montpelier State: VT Zip Code: 05633-5001

12. Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps
A USGS map (7.5 or 15 minute series) indicating the property's location.
A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs
Representative black and white photographs of the property.

Additional Items (Check with the SHPO or FPO for any additional items)

13. Property Owner

(Complete this item at the request of the SHPO or FPO.)

Name / Title: Town of Poultney

Organization: _____ Date: _____

Street & Number: 9 Main Street Telephone: 802-287-5761

City or Town: Poultney State: VT Zip Code: 05743

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. 470 et seq.). A federal agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless it displays a valid OMB control number.

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the 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 Keeper, National Register of Historic Places, 1849 "C" Street NW, Washington, DC 20240.

Narrative Description

Bridge 4, fabricated by the Palmer Steel Company of Holyoke, Massachusetts in 1923, is a single-span, steel Pratt through truss, and it carries South Street (Vermont Route 31 and Town Highway 2) in Poultney across the Poultney River. As its name suggests, South Street enters Poultney Village from the south and becomes Grove Street and then Beaman Street at its intersection with Main Street near the village center. South Street crosses the Poultney River a short distance south of the village, and although Bridge 4 is too distant to be part of the Poultney Village Historic District, the structure is still a very recognizable feature of the community. In addition, a linear group of twelve houses fronts both sides of South Street immediately southerly of the river crossing. All were built during the closing years of the 19th century, and all are wood-frame, two-and-one-half-story, vernacular interpretations of Queen Anne style representing a modest housing development for the village. Although the houses lack the cohesiveness necessary to support a small historic district, the buildings nevertheless help to link Bridge 4 visually to the community. In addition, the bridge retains a high degree of integrity in terms of location, design, setting, materials, workmanship, feeling and association. The structure will remain in continued highway use under the Vermont Historic Bridge Program's *Preservation Plan for Metal Truss Bridges*, and the town has enrolled Bridge 4 in that program, conveying a preservation easement for the bridge as part of that agreement. A plate attached to the structure confirms the bridge's date and fabricator.

Bridge 4 is an archetypical Pratt truss, with a trapezoidal profile, single diagonals in all but the center panels, and counter-brace diagonals without supporting struts in those center panels. Original plans were designed by Frank W. Garran, an engineer who worked briefly for the Vermont State Highway Department. The plans were approved on July 25, 1922 by George Reed, State Engineer, and conformed to general specifications for steel highway superstructures published by the State of Vermont in 1921. The trusses were designed for a dead-load of 1660 pounds (steel and concrete) per linear-foot of truss and a live-load of 750 pounds per linear-foot of truss, or two 15-ton trucks. Impact resistance was calculated at 30 percent of the live-load. In addition, the west truss was designed for sidewalk loading of 40 pounds per square-foot of dead load and 40 pounds per square foot of live-load.

The superstructure's clear span is 126 feet (center of bearing to center of bearing), achieved with seven panels, each panel 18 feet, and an overall width of 23 feet (center of truss to center of truss), narrowing to 20 feet from rail to rail (originally galvanized pipe) according to the 1922 plans. Those railings were replaced at some point in the bridge's history, and the current width of the travel-way is 21 feet between the existing galvanized w-beam rails; truss depth is 20 feet. Top chords are braced by lateral and diagonal members and by portal bracing, which provides vertical clearance of 14 feet 1 inch. Plate-section floor beams and rolled I-beam stringers support a reinforced concrete-slab deck with bituminous overlay. The superstructure stands on abutments of reinforced concrete, and the original plans show that these abutments were designed for cyclopean concrete, a once-common construction practice in Vermont

Narrative Description (continued)

that added large boulders to the concrete as it was being poured. A cantilevered sidewalk, originally decked in wood planks, extends five feet in width outward from the downstream or westerly truss and is supported by triangular, plate-section outriggers and I-beam stringers, which in turn support the existing reinforced concrete slab deck. The sidewalk's original lattice railing with angle-bar chords, top and bottom, and a web of flat bars, protects pedestrians and is supported by lateral angle braces extending downward to connect with the outriggers.

As originally designed, top chords and end posts of the trusses are riveted, built-up box girders with paired channels, a top flange cover plate, and lattice undersides. Bottom chords are paired sets of angle-bar sections with stay-plates placed at 4-foot intervals. In the truss web, the hip verticals are paired angle-bars with stay-plates set at 3 ½-foot intervals, and all other verticals are paired channels joined by lattice stay-bars on both sides, but facing outward, oddly, rather than toward the ends of the trusses. Web diagonals are paired angle-bars with stay-plates set at 4-foot intervals; the diagonals and counter-brace diagonals in the center panels of both trusses are stabilized by small plates at the crossing.

Lateral braces between the top chords are paired angle-bars connected by lattice bars, and each truss panel is also braced laterally by sets of two crossed angle-bars; short angle-bar struts reinforce the system of lateral bracing connecting the top chords. Portal braces are angle-bars that form triangular panels, but these portal braces do not appear on the original plans and possibly were added at a later date.

Original plans do not specify the design of individual members for the floor system, but floor beams likely consisted of riveted, plate-girders; whether rolled beams were used as stringers is not known, although those supporting the sidewalk deck appear to be small, rolled I-section beams. In 1975, the badly-deteriorated floor system was repaired and a new silicone concrete deck was installed. New, 27 x 114 wide-flange rolled beams replaced some or all of the existing floor beams, and new 15 x 42.9 rolled steel beams replaced existing stringers. Plans gave the field engineer discretion in determining whether some or all of the floor beams should be replaced, but the existing floor beams all appear to date from that rehabilitation. Expansion bearings were removed, cleaned, greased, and reinstalled, and the trusses were cleaned and painted as well. New interior knee braces were installed below the sidewalk deck at a slightly different angle, and the old braces were removed. In its present form, the trusses contain most of their original materials, and all replacement materials introduced during the rehabilitation were compatible with existing features.

Statement of Significance

Bridge 4 in Poultney is being nominated pursuant to the existing multiple property submission titled "Metal Truss, Masonry, and Concrete Bridges in Vermont," under the property type, "metal truss bridges," and the crossing clearly meets the registration requirements for this property type under Criteria A and C. The bridge is significant for its period of construction, 1923, when the Vermont State Highway Department and its engineering division had become an administrative agency following important federal legislation in 1916 and 1921, and professional engineers had begun to dictate designs and to develop standardized plans. Two Vermont engineers, George Reed and Frank Garran, made significant contributions to the development of the state's highway and engineering departments during this period, and both were involved in the design of Bridge 4, adding to its significance. Despite its fairly common design, Bridge 4 is one of only a small number of surviving Pratt through truss bridges in use on Vermont's network of roads, and one of only three such remaining examples that were built before the 1927 flood. As along other important river corridors in Vermont, metal truss bridges are distinct landmarks, albeit increasingly scarce, and Bridge 4 establishes a very visible crossing near the village of Poultney. By enrolling the structure in Vermont's Historic Bridge Program, the town of Poultney is participating in efforts to demonstrate the feasibility of using metal truss bridges for continued highway use, as well as the fiscal wisdom of rehabilitating and maintaining these structures. New truss bridges continue to be built in Vermont, and thus Bridge 4 also serves as part of an ever-developing portfolio of versatile bridge designs available to communities. Thus, its period of significance will continue to evolve.

By 1923, the year Bridge 4 was constructed, highway and bridge design in Vermont had been shaped by a number of important developments. On one front, the engineering profession had become formally organized during the latter decades of the 19th century, and powerful professional organizations such as the American Society of Civil Engineers wielded considerable power. Formation of the Vermont Society of Engineers in 1912 reflected these larger, national trends, and directly influenced practices in Vermont, albeit on a much smaller scale. Society members presented scholarly papers at semi-annual meetings, and they also provided consulting services to the state highway commissioner during the period before 1916. That year, federal funding became available to state governments for specific types of rural highway projects, and state highway departments developed into administrative units staffed by engineers. Eventually, members of the society became very influential in the makeup of the state's highway department. In turn, employees of that department became very active in the society's affairs

The federal legislation adopted in 1916 appropriated funding principally for highway postal routes charted as part of the country's Rural Free Delivery mail service, and Vermont lawmakers sanctioned the law a year later. Then in 1921, federal legislation expanded the availability of funding for highway and bridge projects, emphasizing the need for a connected system of rural and urban roads. The Vermont State Highway Board was also established that same year. By then, the state highway commissioner had already begun hiring bridge engineers, including Herbert McIntosh and George Reed, who together

Statement of Significance (continued)

designed many of the state's bridges between 1917 and 1925. Although its administrative origins remain unclear, the Vermont State Engineering Department probably came into existence in 1917 or 1918, and members of the Vermont Society of Engineers consistently used the phrase "State Engineering Department" to describe their place of employment.

McIntosh, an 1890 graduate of the University of Vermont's engineering program, had worked as Burlington's city engineer before forming an engineering partnership in that city. Reed, who was born in 1879, attended high school in Barre and then enrolled at Dartmouth College, graduating in 1903. He worked briefly for the U.S. Reclamation Service in Oregon before becoming city engineer in Barre and, later, Montpelier. At the state's highway department, Reed became assistant chief engineer in 1923, a year after McIntosh had returned to private practice. By then, Reed had begun graduate study at Thayer School of Engineering at Dartmouth, earning a degree in 1924 and leaving state employment the following year. He also served a one-year term as president of the Vermont Society of Engineers, followed by an extended role as the society's secretary. Many of the bridges that Reed designed during this period were reinforced concrete structures, either slab or T-beam designs, and a number of his carefully-drawn plans survive. His plans for Bridge 4, however, demonstrate an ability to design a variety of structural types, evidence of growing professionalism in engineering.

Frank Garran's role in the design of Bridge 4 is also noteworthy, principally because he represented a younger generation of progressive engineers who were well-schooled in the use of then-modern materials and structural technology, particularly reinforced concrete, and who introduced innovations in their designs. Garran earned an undergraduate degree in civil engineering from Norwich University in 1917 and a master's degree from M.I.T. in 1924. In addition to his employment for the state highway department, he also established a consulting practice and taught engineering at Norwich between 1920 and 1923, before relocating to the Southwest to teach at the University of Arizona. A small number of Garran's plans also survive, including an unusual design for false arches on a reinforced concrete T-beam bridge being planned for Bennington. As ultimately built, Bridge 4 reveals an unusual, unexplained feature that may be attributable to Garran, notably the vertical web members built from paired channel beams with stabilizing lattice bars on both sides. Typically, these lattice bars are placed on sides facing toward the ends of the trusses. On Bridge 4, however, the lattice bars face outward and are visible in elevation. The surviving plans offer no information about this design, but conceivably Garran simply modified the more common design in a spirit of experimentation.

Such experimentation might also be consistent with another important aspect of highway and bridge design in Vermont between 1917 and 1927, the year of the state's notorious flood. Following World War I, the public's fascination with automobiles had become obvious, resulting in a never-ending campaign to build roads and bridges adequate for this rapidly expanding means of travel. As the frequency of these

Statement of Significance (continued)

projects increased, the need for structural and economic efficiency became similarly obvious, and the advantages of standardized plans became clear, providing ranges for both span length and capacity. In Vermont, standard plans for culverts were in place by 1917 and for reinforced-concrete slab bridges by 1923. These trends continued throughout the 1920s and 1930s, advancing rapidly after the 1927 flood. During these two decades, state engineers refined existing standard plans or established new plans for other bridge types, including metal trusses, and the process occasionally involved experimentation. In addition, standard specifications for bridge and highway construction contracts were in use by 1926. Not surprisingly, reinforced concrete offered seemingly unlimited potential, and slab and T-beam bridges became the dominant types of new bridges being built in Vermont. During the years 1924 and 1925, for example, almost eighty-five percent of all new bridges were reinforced concrete. Thus, Bridge 4 represents a bridge type that had become only one part of a growing design portfolio available to engineers to meet a variety of site-specific circumstances.

In addition to the original plans for Bridge 4, Poultney's annual town reports are also informative, and these documents provide a good glimpse at local involvement in the construction of bridges during this period. Although state engineers designed these structures, and state aid paid for a portion of the costs, local officials maintained an active role in projects, arranging, funding, and paying for labor and materials. By the winter of 1922, the covered bridge that preceded Bridge 4 had begun to fail, and vertical supports were placed beneath the bridge that spring. The town advertised the proposed project in the *Rutland Herald*, paying the newspaper's bill in September, 1923 ($19.05), and obtained loans totaling at least $6,000 later that fall. Work began that fall when local officials hired William Bronk to build the concrete abutments, paying him in two installments, the first for $2,927.76 in November and the second for $4,986.92 in January, 1924. Bronk also constructed the concrete deck, receiving payment of $2,650.00 in July, 1923, suggesting that the bridge had probably been opened to use by then. The town treasurer disbursed much smaller amounts to local material suppliers including the Ripley Lumber Company and the E.M. Bixby Company, the latter furnishing cement. Town records also disclose payment to a number of laborers, some of whom lived locally. The names identified by reports include Thomas Scott, Francis Mahar, Robert Oakman, A.J. Mound; M. Lynch, G.A. Rogers, and A.D. Marshall (painting).

The town also paid Palmer Steel Company the sum of $7,000, although that may not have represented the full cost of fabrication. The company, chartered as a Massachusetts corporation on March 27, 1922, established a business office at 316 High Street, Suite 300, in Holyoke that year. Two of its three original shareholders, Raymond E. Palmer and Wayne F. Palmer (one share each), also resided in Holyoke, but the majority shareholder, Earl Palmer (three shares), lived in Memphis, Tennessee. Both the Holyoke street address and a 1924 address, 274 Main Street in nearby Springfield, were situated in commercial districts, but the location and extent of the company's shops is not known. A successor firm to the R.F. Hawkins Iron Works, owner of Vermont's only bridge fabricator, the Vermont Construction Company, shared that

Statement of Significance (continued)

same address in 1924, but whether the two firms were connected in any way is not known. The Springfield city directory for 1925/1926 lists a third address for the company, 33 Lyman Street, also near the city's business center but adjacent to railroad lines. Earl Palmer served initially as company president, Raymond Palmer as vice-president, and Wayne Palmer as treasurer. A fourth man, and presumed relative, John M. Palmer from Phillips Manor in North Tarrytown, New York, served as a director, and Clifford S. Lyon from Holyoke became company clerk.

The company's charter describes the corporate purpose, in part, as "designing, fabricating, erecting, and generally dealing in all forms of structural steel and plate work; the warehousing and generally dealing in steel, metals, supplies, and heavy hardware used in or connected with building construction; and engaging in the engineering of construction work of all kinds." In 1924, a year after the Poultney project, the company, as sub-contractor, supplied steel for the Vermont-Peoples National Bank Building in Brattleboro. Little else is known about the company, but its charter as a Massachusetts corporation suggests that its operations in Holyoke and Springfield were intended, at least initially, as more than just an outlet for a firm with a principal place of business located elsewhere. The extent to which the company fabricated its own steel or, instead, ordered stock to specification and focused primarily on construction is not known. President and majority shareholder Earl Palmer, although a resident of Tennessee, may have provided the principal financial backing for a small family business hoping to take root in New England, and additional inquiry in Memphis may be fruitful for those who are investigating the company history in greater detail. The firm's capital investment in 1922 totaled $500.00, represented by five shares of common stock valued at $100.00 each. Increases in capital stock were issued in 1923, 1924, 1928, and 1932, the year the firm amended its corporate purpose. The company formally dissolved in 1936, but its listings in the Springfield directory ended much earlier, possibly a victim of the Depression-era economy.

Major Bibliographic References

Articles of Incorporation, Palmer Steel Company, March 27, 1922. Massachusetts Secretary of State, Microfilm Reel 390, Page 79.

Beers, F.W., ed. Atlas of Rutland County Vermont. 1869. New York: F. W. Beers, A.D. Ellis, and G. G. Soule, 1869.

Holyoke, Massachusetts, City Directory (1922, 1923, 1924).

McCullough, Robert. Crossings. A History of Vermont Bridges. Montpelier, Vt: Vermont Historical Society and the Vermont Agency of Transportation, 2005. Portions of the Statement of Significance borrow from this source.

Roth, Matt, and Bruce Clouette, "Vermont Historic Bridge Survey," RU-22. Typewritten survey available at the Vermont Division for Historic Preservation, Montpelier, Vt., 1985.

Springfield, Massachusetts, City Directory (1924, 1925, 1926).

Town of Poultney, Annual Reports (1922 and 1923).

Vermont Agency of Transportation, plans titled: "South Street Bridge, Poultney, Vermont," Application No. 6, 1922, dated July 25, 1922. Montpelier: Vermont Agency of Transportation, Project Development Division.

Vermont Agency of Transportation, plans titled: "Poultney No. SSAB 8432," dated January, 1975. Vermont Agency of Transportation, Project Development Division.

Vermont Division for Historic Preservation, "National Register of Historic Places Multiple Property Documentation Form for Metal Truss, Masonry, and Concrete Bridges in Vermont," dated December 15, 1989 and prepared by Heather Rudge, based on the "Vermont Historic Bridge Survey" by Matt Roth and Bruce Clouette. Montpelier: Vermont Division for Historic Preservation.

Vermont Peoples National Bank, "With Interest For the New Year," Vol. 2, No. 5 (January, 1924).

Section 10: Geographical Data

Verbal Boundary Description

The boundary of the property is the bridge and its abutments. The bridge carries South Street (Vermont Route 31 and Town Highway 2) in Poultney across the Poultney River, and the public right of way defines boundary limits for the abutments. The bridge, as a simple span, is subsumed by the extended lines of the right of way. The right of way itself was probably opened during the nineteenth century by town survey.

Boundary Justification

The boundary includes all the land historically associated with the bridge and the public right of way.

Section 12: Photograph Labels

The following information is the same for all photographs:

Name of Property:	Bridge 4
Location:	Poultney, Rutland County, Vermont
Credit:	Robert McCullough
Date:	November, 2007
Negatives:	Filed at the Vermont Division for Historic Preservation

Photograph No. 1:	View looking North-Northeast
Photograph No. 2:	View looking South-Southwest
Photograph No. 3:	View looking Northeast

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Bridge 4

MULTIPLE NAME: Metal Truss, Masonry, and Concrete Bridges in Vermont MPS

STATE & COUNTY: VERMONT, Rutland

DATE RECEIVED: 9/25/09 DATE OF PENDING LIST: 10/09/09
DATE OF 16TH DAY: 10/24/09 DATE OF 45TH DAY: 11/08/09
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 09000892

REASONS FOR REVIEW:

APPEAL:	N	DATA PROBLEM:	N	LANDSCAPE:	N	LESS THAN 50 YEARS:	N
OTHER:	N	PDIL:	N	PERIOD:	N	PROGRAM UNAPPROVED:	N
REQUEST:	N	SAMPLE:	N	SLR DRAFT:	N	NATIONAL:	N

COMMENT WAIVER: N

✓ ACCEPT ___ RETURN ___ REJECT 11.5.09 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in
The National Register
of
Historic Places

RECOM./CRITERIA_____

REVIEWER_____ DISCIPLINE_____

TELEPHONE_____ DATE_____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.

BRIDGE 4
TOWN OF POULTNEY, RUTLAND COUNTY, VERMONT
PHOTOGRAPH NO. 1


35

BRIDGE 4
TOWN OF POULTNEY, RUTLAND COUNTY, VERMONT
PHOTOGRAPH NO. 2

BRIDGE 4
TOWN OF POULTNEY, RUTLAND COUNTY, VERMONT
PHOTOGRAPH NO. 3

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

POULTNEY QUADRANGLE
VERMONT—NEW YORK
7.5 MINUTE SERIES (TOPOGRAPHIC)

BRIDGE 4
POULTNEY, RUTLAND
COUNTY, VERMONT
UTM REFERENCE
18/642762/4819081

Mapped, edited, and published by the Geological Survey

Control by USGS and USC&GS

Topography by photogrammetric methods from aerial photographs taken 1962. Field checked 1964

Polyconic projection. 1927 North American datum
10,000-foot grids based on Vermont coordinate system, and New York coordinate system, east zone
1000-meter Universal Transverse Mercator grid ticks, zone 18, shown in blue

Fine red dashed lines indicate selected fence and field lines where generally visible on aerial photographs. This information is unchecked

Revisions shown in purple compiled from aerial photographs taken 1972. This information not field checked

UTM GRID AND 1972 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

MN GN 14½° 258 MILS 1°15′ 22 MILS

20% TOTAL RECOVERED FIBER

SCALE 1:24 000

1 ½ 0 1 MILE

1000 0 1000 2000 3000 4000 5000 6000 7000 FEET

1 .5 0 1 KILOMETER

CONTOUR INTERVAL 20 FEET
DATUM IS MEAN SEA LEVEL

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY, WASHINGTON, D. C. 20242
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

QUADRANGLE LOCATION

ROAD CLASSIFICATION

Heavy-duty — Light-duty
Medium-duty — Unimproved dirt
U. S. Route — State Route

INTERIOR—GEOLOGICAL SURVEY, WASHINGTON, D.C.—1973

POULTNEY, VT.—N. Y.

N4330—W7307.5/7.5

1964
PHOTOREVISED 1972
AMS 6371 II SW—SERIES V813

ISBN 0-607-56778-3
9 780607 567786

16B

VERMONT

State of Vermont
Division for Historic Preservation
One National Life Drive, Floor 2
Montpelier, VT 05620-1201
www.HistoricVermont.org

[phone] 802-828-3211
[Division fax] 802-828-3206

Agency of Commerce and Community Development

September 22, 2009

J. Paul Loether
National Park Service
National Register of Historic Places
1201 Eye Street, NW 8th floor
Washington, DC 20005

Dear Mr. Loether:

Enclosed please find the National Register nomination for the following property:

Bridge 4, Poultney, Rutland County, Vermont

This property is being submitted under the Preservation Act of 1966, as amended in 1980, for inclusion in the National Register of Historic Places.

If you have any questions concerning the nomination please do not hesitate to contact me at (802) 828-3049 or judith.ehrlich@state.vt.us.

Sincerely,
DIVISION FOR HISTORIC PRESERVATION

Judith W. Ehrlich

Judith Williams Ehrlich
Director of Operations