

Lake Champlain Bridge Historic Resource Guide

New York & Vermont



October 26, 2011

**Prepared by:
New York State Office of Parks, Recreation and Historic Preservation
Bureau of Historic Sites**

**Under Contract to:
HNTB Corporation
For the New York State Department of Transportation**

Lake Champlain Bridge Historic Resource Guide

TABLE OF CONTENTS

Introduction.....	2
Methodology	2
Chart: Institutions and Individuals Consulted	3
Thematic Overview of Historic Resources	4
Chart: Location of Archival Materials	9
New York Institutions.....	10
Crown Point State Historic Site.....	10
Essex County Historical Society	12
Hammond Library.....	13
Lake Champlain Visitors Center.....	14
New York State Archives	15
New York State Department of Environmental Conservation.....	18
New York State Department of Transportation – Region 1 Offices	19
New York State Library	28
Penfield Homestead Museum.....	32
Town of Moriah Historical Society	34
Vermont Institutions.....	40
Bixby Memorial Library	40
Chimney Point State Historic Site	40
Henry Sheldon Museum of Vermont History	44
Lake Champlain Maritime Museum.....	44
University of Vermont – Bailey/Howe Library	47
Vermont State Archives & Records Administration.....	48
Individuals	61
Raymond Bodette.....	61
Erwin Clark.....	62
Virginia Southworth	63
Other Sources	65
Adirondack Architectural Heritage	65
American Bridge Company	65
Fay, Spofford & Thorndike	65

Introduction

Constructed in 1929 between Chimney Point in Vermont and Crown Point in New York, the Lake Champlain Bridge was the first highway bridge to span the 120-mile-long lake. It was listed in the National Register of Historic Places in 2009 and nominated the same year as a National Historic Landmark. At the same time, it was documented by the Historic American Engineering Record. The bridge is significant for being the first American bridge to use continuous truss technology to achieve an arching transition between the deck approach spans and the channel through span. The elegant form and profile of the Lake Champlain Bridge complemented the scenic beauty of its surroundings, and its open design provided travelers with breathtaking views of the lake and mountains in every direction. The bridge was a beloved local landmark for 80 years.

The bridge was closed on October 16, 2009, following inspections that identified excessive and unexpected loss of concrete from several piers below the water line that posed an imminent threat to motorists' safety. The New York State Department of Transportation and the Vermont Agency of Transportation, co-owners of the bridge, evaluated the necessary repairs against the financial cost of removing the bridge, the toll it would take on the surrounding communities, and the potential for increased risk it would pose to workers doing the repairs. Weighing these factors, the agencies decided to demolish the landmark structure. Pursuant to Section 106 of the National Historic Preservation Act, New York State Department of Transportation, Vermont Agency of Transportation, and the Federal Highway Administration are required to mitigate the loss of the historic bridge through a program of commemoration and documentation activities.

Between March and June 2010, a Working Group, consisting of individuals representing the cultural resource interests from both New York and Vermont, met several times to develop a series of commemoration recommendations. The commemoration program that the group crafted was included in the April 2011 Final Commemoration Plan (FCP) for the 1929 Lake Champlain Bridge. The plan, prepared by Fitzgerald & Halliday, Inc., under contract to HNTB Corporation for the New York State Department of Transportation, calls for the implementation of several activities associated with the demolition and replacement of the historic Lake Champlain Bridge. The plan divides the commemoration activities into three categories, the first of which is Pre-Commemoration Activities. One of the tasks specified in the Pre-Commemoration Activities is the compilation of source material, which will serve as a "critical underpinning of almost all of the commemoration activities." The preparation of this Guide to Historic Resources addresses one element of this task.

Methodology

The Lake Champlain Bridge Historic Resource Guide has been designed to assist current and future researchers to locate and make use of the extraordinarily rich collection of materials within New York State and Vermont that are related to the Lake Champlain Bridge. In preparing the guide, which is both a finding aid and an annotated inventory of the archival materials known to exist in the region, historians followed several paths to identify, locate, analyze, and describe as many bridge-related resources as possible. This was done to enable anyone interested in the bridge's history to quickly develop an understanding of the range and breadth of existing archival materials and to assist researchers in planning efficient research trips and in making use of these materials.

Historians reviewed a wide range of materials, including the Lake Champlain Bridge National Register of Historic Places Nomination, and the Historic American Engineering Record (HAER) report. They also conducted a broad canvass of institutions, agencies, and individuals within New York State and Vermont. Contacts with libraries, archives, government agencies, museums, and private collections were initially made via email and telephone in an effort to develop a complete list of available collections and holdings. During these initial contacts, efforts were made to determine if an institution had any material related to the Lake Champlain Bridge and whether a site visit was needed to facilitate review, analysis, and description for this guide. Once a substantial list was developed, historians visited each institution and

made the detailed notes upon which this guide is based. In many instances, materials were digitized to allow for additional review in the office.

The project coincided with the placement of an appeal to readers requesting any information about the historic Lake Champlain Bridge in four newspapers, including *Times of Ti* (Ticonderoga, NY), *Press Republican* (Plattsburgh, NY), *Addison County Independent* (Addison, VT), and *Burlington Free Press* (Burlington, VT). It was hoped that readers would respond with information about any bridge-related materials they might have or know about, including items such as photographs, maps, brochures, or memorabilia as well as any personal experiences or recollections about the bridge or people associated with its construction, maintenance, or operation. Several people responded with small quantities of ephemera related to the bridge, but in most cases they were items found at public institutions and did not represent a private collection large enough to warrant inclusion in this guide.

As shown below, although nearly 40 institutions, agencies, and private individuals were consulted, this Historic Resource Guide includes only those institutions and individuals with substantive holdings. The Historic Resource Guide is not meant to be exhaustive, but to provide a solid foundation for future research.

Institutions and Individuals Consulted	
<i>New York</i>	<i>Vermont</i>
Black Watch Memorial Library (Ticonderoga) Crown Point State Historic Site (Crown Point) Essex County Historical Society (Elizabethtown) Essex County Clerk’s Office (Elizabethtown) Hammond Library (Crown Point) Lake Champlain Visitors Center (Crown Point) New York State Archives (Albany) New York State Department of Environmental Conservation (Albany) New York State Department of Transportation (Schenectady) New York State Library (Albany) Penfield Homestead Museum (Ironville) Sherman Free Library (Port Henry) Ticonderoga Historical Society (Ticonderoga) Town of Moriah Historical Society (Port Henry)	Addison Historical Society (Addison) Bixby Memorial Library (Vergennes) Chimney Point State Historic Site (Vergennes) Cornwall Library (Middlebury) Henry Sheldon Museum of Vermont History (Middlebury) Ilsley Public Library (Middlebury) Lake Champlain Maritime Museum (Vergennes) Middlebury College – Davis Family Library (Middlebury) Platte Memorial Library (Shoreham) Shelburne Museum (Shelburne) Shoreham Historical Society (Shoreham) University of Vermont (Burlington) Vermont Agency of Transportation (Montpelier) Vermont Historical Society (Barre) Vermont State Archives & Records Administration (Montpelier)
<i>Other Sources of Information</i> Library of Congress: http://memory.loc.gov/ammem/index.html Adirondack Architectural Heritage (Keeseville) Fay, Spofford & Thorndike (Burlington, MA)	
<i>Individuals</i> Ray Bodette Erwin “Red” Clark Virginia Southworth	
Institutions and individuals with significant collections are noted by bold lettering.	

Thematic Overview of Historic Resources

Institutions hold a variety of materials related to the Lake Champlain Bridge. This section is designed to work with the chart “Lake Champlain Bridge Archival Material Locations” on page 9. While the chart will enable researchers to quickly see what types of materials are available in each collection, this section provides a description of highlights by broad subject area. Both the chart and these subject descriptions are intended only as a starting place to direct researchers as they begin their investigations.

Bridge Origins – As the number of automobiles on New York State and Vermont highways grew and traffic pressure mounted on the existing system of Lake Champlain ferries throughout the 1920s, the idea of building a bridge across the lake gestated in the minds of the public. One man, Carl F. Peterson, the Port Henry manager of the *Essex County News*, is given particular credit for promoting the bridge idea and gaining public and legislative support. Key resources regarding the bridge’s origins include:

- An information sheet describing the role of Carl F. Peterson in promoting the bridge in the *Essex County News* is at the Town of Moriah Historical Society.
- A summary of the process of determining the need for a bridge can be found in The Third Annual Report (1929) of the Lake Champlain Bridge Commission, which is available at both the New York State Library and the Vermont Archives and Records Administration. The process is also briefly described in the Lake Champlain Bridge National Register Nomination and the Historic Engineering Record Documentation (both are described in the Historic Documentation and Significance section below).
- Charles M. Spofford’s article “Lake Champlain Bridge” in *The Transactions of the American Society of Civil Engineers* also provides a description of the bridge’s history. Photocopies of the article are available at Crown Point State Historic Site and Chimney Point State Historic Site.
- Lake Champlain Bridge Commission documentation at the Vermont State Archives and Records Administration (see container index and finding aid for series A-058).

Legislation and Legislative Reports – The Vermont Legislature established a committee to study the feasibility of a joint bridge with New York in 1923. The New York State Legislature created its own committee in 1925. A joint committee was established in 1927. Both bodies then began to investigate six potential locations, conducting public meetings in Plattsburgh, Rouses Point, Port Henry, Ticonderoga, and Wrights, New York, and in St. Albans, Burlington, Middlebury, and Brandon, Vermont. Key resources include:

- Several newspaper clippings at the Town of Moriah Historical Society.
- Several legislative items from the U.S. Senate at the Town of Moriah Historical Society.
- Preliminary and final legislative reports relating to the Lake Champlain Bridge are held by the New York State Library.
- An interim report of the Lake Champlain Bridge Committee of the Vermont General Assembly (1978) is at the University of Vermont’s Bailey/Howe Library.

Lake Champlain Bridge Commission: The design, construction, operation, repairs, and maintenance of Lake Champlain Bridge were all administered by the Lake Champlain Bridge Commission from 1927 to 1987. The Commission included three members appointed by the governor of New York State and three members appointed by the governor of Vermont. The work of the commission is extensively documented in annual reports (1927-1987), correspondence, and files. These are located in the following places:

- The Vermont State Archives & Records Administration is the principal repository for all Lake Champlain Bridge Commission records. Commission records are divided into 14 different series and are all on microfilm except for the oversized plans and photographs, which are stored in the Vermont State Archives & Records Administration vault map case. A container index list and finding aid for series A-058 are available on the Vermont State Archives & Records Administration web site at <http://vermont-archives.org/bxdescription.asp?RS=A%2D058&rsCreator=Lake+Champlain+Bridge+Commissio>

<http://www.vermont-archives.org/collect/pdf/A-58.pdf> provides a list of the contents of each box and folder, but does not reference the microfilm rolls. The list in this guide will assist researchers in coordinating the finding aid with the microfilm. The list also provides a detailed inventory of the contents of the photographs and oversized folders in Series A058.

- The New York State Archives has a complete copy of the 18 rolls of microfilmed Lake Champlain Bridge Commission documents at the Vermont State Archives & Records Administration with the exception of the oversized items and photographs. It also holds New York State Department of Transportation records that relate to the bridge. All of these materials are abstracted below in this document.
- The New York State Library – The NYSL has copies of most, but not all, of the Lake Champlain Bridge Commission annual reports. Missing copies are noted below in this guide. All annual reports have been abstracted below.
- University of Vermont Bailey/Howe Library has hard copies of the Lake Champlain Bridge Commission annual reports for the years 1934, 1935, 1936, and 1976, and Chimney Point State Historic Site has a hard copy of the annual report for 1929.

Site Selection – Background information associated with the selection of a site for Lake Champlain Bridge can generally be found in the early annual reports of the Lake Champlain Bridge Commission, which are available at the New York State Archives and the Vermont State Archives & Records Administration. Site selection is also discussed in Charles M. Spofford’s article “Lake Champlain Bridge,” in the *Transactions of the American Society of Civil Engineers* (photocopies are at Crown Point State Historic Site and Chimney Point State Historic Site). The site selection process is also described in the National Register of Historic Places Nomination and the Historic American Engineering Record (HAER) Documentation (see Documentation section below).

Site Acquisition – General information about site acquisition is included in the 1927 annual report of the Lake Champlain Bridge Commission, which is available at the Vermont State Archives & Records Administration and the New York State Library, as noted above. Primary source material such as deeds and titles can be found in the files of the New York State Department of Environmental Conservation Bureau of Real Property’s Division of Lands and Forests. A letter regarding chain of title to one parcel is at Chimney Point State Historic Site.

Bridge Design – The following materials relate to the design of the Lake Champlain Bridge. Note that there is no information on how Fay, Spofford & Thorndike were chosen to design the bridge.

- Preliminary bridge designs developed for the Joint Commission on Bridge Connections, which predates Fay, Spofford & Thorndike’s involvement in the project, are in the oversized folders at the Vermont State Archives & Records Administration.
- Fay, Spofford & Thorndike’s proposal for engineering services is at Chimney Point State Historic Site.
- Fay, Spofford & Thorndike’s report on preliminary designs and estimates (November 1927) is at Chimney Point State Historic Site. This includes discussion of different bridge schemes.
- The agreement between the Lake Champlain Bridge Commission and Fay, Spofford & Thorndike for engineering services, dated September 13, 1927, is at the Chimney Point State Historic Site.
- Report to Lake Champlain Bridge Commission on estimated earnings of Lake Champlain Bridge (May 1928) is at Chimney Point Historic Site.
- Estimates of construction from Fay, Spofford & Thorndike for the Lake Champlain Bridge Commission are at Chimney Point State Historic Site.
- Engineering drawings developed by Fay, Spofford & Thorndike:
 - Crown Point State Historic Site - 25 legal-size engineering drawings from Fay, Spofford & Thorndike (March 1928)
 - New York State Department of Transportation – 6 engineering drawings from Fay, Spofford & Thorndike (March 1928)
 - Chimney Point State Historic Site – 24 engineering drawings from Fay, Spofford & Thorndike (March 1928)

- Lake Champlain Maritime Museum – Numerous copies of engineering drawings from Fay, Spofford & Thorndike (March 1928).
- Vermont State Archives & Records Administration—engineering drawings for the bridge from Fay, Spofford & Thorndike (March 1928); they also have drawings and other items pertaining to lamp post and lighting details and drawings related to the toll collectors dwelling, signage, roadway gates, landscaping, the electrical system, and the toll collector’s house and landscaping.

Bridge Construction – The construction of Lake Champlain Bridge is well documented in the annual reports of the Lake Champlain Bridge Commission, as well as in construction bid documents, drawings prepared by Fay, Spofford & Thorndike, shop drawings for bridge fabrication and assembly from the American Bridge Company, and numerous construction photographs. Construction was carried out via contracts for the entire work, the substructure, and the superstructure.

- Information for Proposers for the three contracts: 1) entire work, 2) substructure and 3) superstructure is at Crown Point State Historic Site.
- The Lake Champlain Bridge Commission’s advertisement seeking bidders for the three bridge construction contracts is at Chimney Point State Historic Site.
- The contract between the Lake Champlain Bridge Commission and American Bridge Company for the superstructure (contract 3) is at the Chimney Point State Historic Site.
- The Vermont State Archives & Records Administration has the canvass of bids for contracts 1, 2 and 3, as well as several drawings by the American Bridge Company, contract drawings from Fay, Spofford & Thorndike, and miscellaneous documents related to construction.
- A set of 87 photocopied engineering drawings for fabrication and assembly by the American Bridge Company is at the Bridge Inspection Department of New York State Department of Transportation Region 1 Offices. These drawings encompass contracts F3131, F3132, and F3133. The Vermont State Archives and Records Administration has contract drawings from the American Bridge Company that encompass contracts F3130 through F3134.
- Construction photographs can be found at Hammond Library; Penfield Homestead Museum; Henry Sheldon Museum of Vermont History; Vermont State Archives & Records Administration; and in the personal collections of Erwin Clark and Raymond Bodette.

Opening Day Ceremonies – The Lake Champlain Bridge’s Opening Day, August 26, 1929, was an important event for both New York State and Vermont. With Governor Franklin D. Roosevelt of New York State and Governor John Weeks of Vermont presiding over the ceremonies, the event was attended by 40,000 – 50,000 people. Celebration highlights included a grand parade featuring historic and descriptive floats and decorated cars; other highlights included fireworks, a flotilla of boats and a flyover by a squadron of planes. The following opening day-related items have been located:

- Two “Press” ribbons and a souvenir button showing clasped hands are at the Penfield Homestead Museum.
- Clippings from Vermont newspapers in August 1929 are at Bixby Memorial Library, the Town of Moriah Historical Society, and in the Lake Champlain Bridge Commission records at the Vermont State Archives & Records Administration. The clippings describe many aspects of opening day, with particular attention to the involvement of local towns.
- A copy of the program from the opening day dedication ceremony is at the University of Vermont’s Bailey/Howe Library.
- Opening day photographs are in the collections of Chimney Point State Historic Site, Lake Champlain Maritime Museum, the Vermont State Archives & Records Administration, and in the personal collections of Erwin Clark and Raymond Bodette.
- A description of the opening day celebrations is in “The Champlain Bridge” by George Mead, a typescript of the *Addison County History Notes* (vol. 1, pp. 29-34) at the Henry Sheldon Museum of Vermont History.

Marketing and Promotion – Lake Champlain Bridge was the first highway bridge across the lake and was an important physical and symbolic link between New York and Vermont. The bridge’s site was carefully chosen because of construction needs as well as the need to ensure steady and increasing toll

revenue from local, commercial, agricultural and tourism-related traffic. Materials related to the Lake Champlain Bridge Commission's marketing efforts can be found in the Lake Champlain Bridge Commission's microfilmed documents and in an oversized folder at the Vermont State Archives & Records Administration. The commission's annual reports, a complete set of which is at the New York State Library and on microfilm at the Vermont State Archives & Records Administration, briefly summarize the commission's promotional activities within a given year.

Bridge Maintenance – The Lake Champlain Bridge Commission carefully maintained the bridge using revenue from tolls. Beginning in 1987, the New York State Department of Transportation assumed this responsibility. Information about maintenance can be found in the annual reports and files of the Lake Champlain Bridge Commission and in the files of the New York State Department of Transportation (Region 1 Offices).

- The Lake Champlain Bridge Commission annual reports describe many aspects of repair and maintenance between the years 1929-1987.
- The Vermont State Archives & Records Administration has information on repairs and maintenance from 1948-1982.
- Crown Point State Historic Site has photocopies of materials related to bridge repair that appear to be related to public meetings conducted in 2006 and 2007.
- New York State Department of Transportation Region 1 has extensive materials relating to bridge maintenance and repair, particularly from 1987-2009.

Bridge Operation, Tolls, Revenues, and Expenses – Information and records pertaining to toll booth operation, including identification of the toll booth operators; toll amounts; toll revenues; employee payroll, pension plan, and similar items; as well as toll booth modifications can be found in the papers of the Lake Champlain Bridge Commission on microfilm at the Vermont State Archives & Records Administration. and New York State Archives.

- Most Lake Champlain Bridge Commission annual reports contain information on setting toll rates, fluctuations in the toll rates and traffic, and similar information.
- Objects and ephemera, including commuter book vouchers, used toll tickets, toll collector's report forms, register print outs, change trays from toll booth, toll collectors report cards, U.S. Army vehicle record forms, and daily activity recording forms of the Lake Champlain Bridge Commission can be found at the Lake Champlain Maritime Museum and at the Lake Champlain Visitors Center.

Bridge Toll House – The Lake Champlain Bridge Commission charged tolls from 1929-1987 to repay bridge construction loans as well as for ongoing repairs and maintenance. Information and items relating to the construction, maintenance, and repair of the toll booth and the toll collector's house include:

- A set of five plan drawings of the "Toll Collector's Dwelling," the "Toll Booth" (Fay, Spofford & Thorndike, April 1929) and a drawing labeled "Preliminary Sketch of Proposed Addition to Toll Keepers House, Dec 18, 1945" is in the oversized folders at the Vermont State Archives & Records Administration. Other items in the same location include plans for a "Toll Circuit Schematic" (1966), a "Neon Type Pedestal Mounted Fare Indicator," (1960), "Rebuilding the Toll Plaza and Electrical System" (July 1968), and "Toll Booth Wiring Layout" (1969).
- Several photographs relating to repairs and maintenance of the toll house and a photograph of a sign showing the Lake Champlain Bridge toll rates is at the Vermont State Archives & Records Administration.
- Information about the toll house's condition and related repairs can be found in the New York State Archives, "Bridges General," Call Number 10487-99, File – May-June, 1978.
- Several newspaper clippings relating to the removal of tolls, the toll takers, and a crash that damaged the toll house can be found in Files 4 and 5 at the Town of Moriah Historical Society.

Historical Documentation & Significance of the Bridge and Site – Efforts to evaluate and document the historic significance of the Lake Champlain Bridge began a few years before its closure and demolition. Key documents include the:

- Lake Champlain Bridge National Register of Historic Places Nomination - The Lake Champlain Bridge was listed on the National and State Registers of Historic Places on February 9, 2009. The National Register nomination form (and several items of related correspondence) is available in hard copy at Crown Point State Historic Site, Chimney Point State Historic Site, and the New York State Office of Parks, Recreation and Historic Preservation's Field Services Bureau/State Historic Preservation Office. The nomination is also available online at <http://nysparks.com/>.
- Historic American Engineering Record (HAER) Level 1 Documentation (HAER No. NY-541). This detailed report, measured drawings, and 28 large-format, black-and-white photographs are available in hard copy at the New York State Museum.
- Lake Champlain Bridge National Historic Landmark Nomination is available from the University of Vermont's Graduate Program in Historic Preservation (the bridge was demolished before the NHL designation could be made).
- Vermont Historic Metal Truss Bridge Study provides useful contextual information and is available at the University of Vermont's Bailey/Howe Library.

Bridge Advocacy –Most of the materials relating to public advocacy to save the bridge from demolition and to document its historic and engineering significance is located at Adirondack Architectural Heritage. Several related articles are among the clippings at the Town of Moriah Historical Society.

Bridge Closing and Demolition – The Lake Champlain Bridge closed unexpectedly on October 16, 2009, after bridge inspections revealed that the piers had deteriorated and were subject to catastrophic failure at any moment. Related plans and documents are at the New York State Department of Transportation.

Bridge Reminiscences – In 2010, Hans Anders, a Fulbright Foreign Student from Germany studying at Middlebury College, conducted a series of five oral history interviews entitled *Lake Champlain Bridge Memories* for the Essex County Historical Society.

Lake Champlain Bridge Archival Material Locations

	CPSHS	ECHS	HL	LCVC	MHS	NYSA	NYSDEC	NYS DOT	NYSL	PHM	BML	UVM	CHP	HSM	LCMM	VSARA	BODETTE	CLARK	SOUTHWORTH	AARCH	ABC (see note)	FS&T
Advocacy Materials																				X		
Article – Magazine/Newsletter					X								X									
Article – Scholarly	X												X	X								
Books/Booklets/Manuscripts/Reports								X			X	X				X						
Bridge Inspection Documentation								X														X
Brochure					X																	
Correspondence	X			X	X	X							X						X			?
Documentation of Historic Significance	X							X					X									
Drawings – Engineering/Architecture	X							X	X				X		X	X						?
Drawings – Artistic Renderings									X						X	X						
Engineering Documents								X	X				X			X						?
Lake Champlain Bridge Commission–Annual Reports									X			X	X			X						
Lake Champlain Bridge Commission–Brochures & Maps									X				X		X	X						
Lake Champlain Bridge Commission–Construction Docs																X						
Lake Champlain Bridge Commission–Correspondence				X					X				X			X			X			
Lake Champlain Bridge Commission–Clothing				X											X							
Lake Champlain Bridge Commission–Ephemera															X	X			X			
Lake Champlain Bridge Commission–Financial Records				X		X			X							X						
Lake Champlain Bridge Commission–Fishing Access						X																
Lake Champlain Bridge Commission–Legal Records						X			X							X						
Lake Champlain Bridge Commission–Maintenance			X		X	X			X							X						
Lake Champlain Bridge Commission–Meeting Minutes						X			X							X						
Lake Champlain Bridge Commission–Opening Day Material									X			X				X			X			
Lake Champlain Bridge Commission–Pension						X			X							X						
Lake Champlain Bridge Commission–Rouses Point				X		X			X							X						
Legislation/Legislative Materials					X				X			X				X						
Maps					X						X	X				X						
Newspaper Clippings	X	X			X								X	X		X						
NYSDOT Materials						X		X														
Objects										X					X							
Opening Day Materials				X		X			X	X			X			X		X				
Oral Histories		X																				
Photographs – Aerial								X					X	X	X							
Photographs – Black & White			X		X					X			X	X	X	X	X	X				?
Photographs – Color								X							X	X	X	X				?
Photographs – Digital Prints					X			X	X		X						X	X				
Photographs – Negatives																	X					
Photographs – Panoramic															X							
Postcard		X												X								
Poster										X					X							
Public Information Materials	X							X														
Real Property Records							X															
Souvenirs/Memorabilia									X													

Abbreviations: CPSHS – Crown Point State Historic Site; ECHS – Essex County Historical Society; HL – Hammond Library; LCVC – Lake Champlain Visitors Center; MHS – Town of Moriah Historical Society; NYSA – New York State Archives; NYSDEC – New York State Department of Environmental Conservation; NYS DOT – New York State Department of Transportation – Region 1 Offices; NYSL – New York State Library; PHM – Penfield Homestead Museum; BML – Bixby Memorial Library; UVM – University of Vermont – Bailey/Howe Library; CHP – Chimney Point State Historic Site; HSM – Henry Sheldon Museum of Vermont History; LCMM – Lake Champlain Maritime Museum; VSARA – Vermont State Archives & Records Administration; BODETTE – Raymond Bodette; CLARK – Erwin Clark; SOUTHWORTH – M. Virginia La Pointe Southworth; AARCH – Adirondack Architectural Heritage; ABC – American Bridge Company; FS&T – Fay, Spofford & Thorndike, Engineers.

NOTE: Based on materials discovered in other collections, it is anticipated that **American Bridge Company** may retain some material in their archives as noted by the question mark symbols in the chart above. However, multiple telephone calls and emails to the company's archivist went unanswered.

New York

Crown Point State Historic Site

21 Grandview Drive, Crown Point, New York, 12928
(518) 597-4666

Web: <http://www.nysparks.com/historic-sites/34/details.aspx>

Materials related to Lake Champlain Bridge include a copy of the Lake Champlain Bridge National Register of Historic Places nomination; miscellaneous correspondence and public information materials related to advocacy and historical significance of the bridge; miscellaneous loose newspaper clippings; a copy of bridge engineer Charles M. Spofford's article describing the design and construction of Lake Champlain Bridge; a report regarding the significance of the General Sullivan Bridge in Dover, New Hampshire (also designed by Spofford), and a collection of engineering documents and drawings.

Lake Champlain Bridge National Register of Historic Places Nomination, Alexis Godat, and Robert McCullough, 62 photocopied pages with photographs and map. Original documents are on file with the New York State Office of Parks, Recreation and Historic Preservation's Field Services Bureau (also known as the New York State Historic Preservation Office) and the U.S. Department of Interior (National Park Service). NOTE: The bridge was placed in the National Register of Historic Places on February 9, 2009.

Letter to Ruth L. Pierpont, Director, Division of Historic Preservation, Field Services Bureau, New York State Office of Parks, Recreation and Historic Preservation, June 17, 2007

Two printed, letter-size pages from Eric DeLony, Consultant, Engineering & Industrial Heritage. DeLony asserts that Bob McCullough, author of the National Register Nomination, has determined that "the Lake Champlain Bridge is the first continuous arched truss in the United States" and that "it became the prototype of similar moderate-span bridges...." The letter also describes some of the European precedents for the bridge.

Letter to Mr. Tom Hughes, Site Manager, Crown Point State Historic Site, October 16, 2009

One printed, letter-size page from Ruth L. Pierpont, Director, Division of Historic Preservation, Field Services Bureau, New York State Office of Parks, Recreation and Historic Preservation. The letter announces the listing of the bridge in the National Register of Historic Places.

Loose Newspaper Clippings

Times of Ti, October 13, 2007

Burlington Free Press, July 3, 2009

Addison Independent, August 24, 2009

Plattsburgh Press-Republican, March 19, 2008

Lake Champlain Bridge Information Sheets (4) – author and provenance unknown.

- Photocopy, single-page letter sheet. Contains various bridge facts, including dimensions, costs, contractors, and key dates.
- Photocopy, single-page letter sheet. One-page description of the bridge's construction, noting the need for the bridge, its siting between two historic sites (New York's Crown Point State Historic Site and Vermont's Chimney Point State Historic Site), and the engineering technique used by the engineering firm Fay, Spofford & Thorndike.
- Photocopy, single-page letter sheet. One-page description of the bridge's construction, including construction and operation details and tolls in 1987 when the toll plaza was dismantled and toll collection ended.
- Photocopy, single-page letter sheet. Author and provenance unknown. One-page description of the bridge's construction, with additional information about other proposed sites, land acquisition, the companies that worked on the bridge, construction, and the opening day ceremonies.

Lake Champlain Bridge Project – Descriptive Materials Related to Repair, Demolition, and Replacement

Color photocopies, one letter page stapled to one legal page. Author unknown; possibly the New York State Department of Transportation, ca. 2007. Includes a brief project history; an explanation of the project's purpose of addressing the bridge's deteriorating condition; basic facts about the bridge; and a planning schedule, with construction slated to begin in 2012. A circular diagram depicts the steps in the planning process. This process was underway when the bridge was condemned.

Public Information Meeting on Future Improvements to Crown Point Bridge

Photocopy, single-page letter sheet. Author: New York State Department of Transportation and Vermont Agency of Transportation. August 14, 2006, advertisement of a public meeting to obtain comments on the proposed improvements to the Lake Champlain Bridge.

Lake Champlain Bridge – Engineering Documents and Plans (Miscellaneous)

Photocopies, nine letter-size pages. Author: Fay, Spofford & Thorndike, Engineers. Includes: "Information for Proposers, Proposal, Form of Agreement Bond and Specifications and Contract Drawings for Contract 1, Entire Work, Contract 2 Substructure, Contract 3 Superstructure, April, 1928" and photocopied sheets of "Plan No. R-21 General Plan and Elevation of Substructure" and "Plan No. 27 New York Approach Embankment."

"Lake Champlain Bridge," *Transactions of the American Society of Civil Engineers*, Vol. 96 (1933): 622-659.

Photocopies, 10 double-sided, letter-size pages of 20-page article. Author: Charles M. Spofford. Detailed description of the bridge's history, engineering, construction, operation, and the reasons for why they constructed it the way they did. It includes tables and diagrams and examines things like traffic numbers and tolls in addition to the specifics of the bridge's construction. It also has discussion by other authorities.

National Historic Context and Significance of the General Sullivan Bridge, October 2005

Report, 21 letter-size printed pages with illustrations and end notes. Author: Richard M. Casella, Engineering and Architectural Historian. Describes the history of the General Sullivan Bridge in the context of several continuous truss highway bridges designed by Fay, Spofford & Thorndike. It describes the features that were innovative in these bridges, including the Lake Champlain Bridge and includes brief biographies of the engineers.

Lake Champlain Bridge -- Engineering Drawings (Miscellaneous)

Photocopies, engineering drawings, 25 legal-size sheets. Author: Fay, Spofford & Thorndike, Engineers. Includes the following engineering plans dated March 1928:

- R-29 General Plan and Elevation of Superstructure
- Plan 22 New York Abutment and Viaduct Footings
- Plan 23 Vermont Abutment and Viaduct Footings
- Plan 24 Pier 3, Pier 4, and Pier 9
- Plan 25 Pier 5 and Pier 8
- Plan 26 Pier 6 and Pier 7
- Plan 27 New York Approach and Embankment
- Plan 28 Vermont Approach Embankment
- Plan 30 New York Viaduct Elevation and Sections
- Plan 31 Vermont Viaduct Elevation and Sections
- Plan 32 Viaducts Typical Sections and Details
- Plan 33 Floor Sections Truss Spans
- Plan 34 Typical Floor Details
- Plan 35 Trusses and Bracing Span 9
- Plan 36 Trusses and Bracing Spans 4 and 5
- Plan 37 Trusses and Bracing Spans 6, 7, and 8
- Plan 38 Typical Truss Details Spans 6, 7, and 8

- Plan 39 Bearings at Piers 3, 4, 6, 7, and 9
- Plan 40 Bearings at Piers 5 and 8 at Abutments
- Plan 41 New York Approach Surfacing and Details
- Plan 42 Vermont Approach Surfacing and Details
- Plan 43 Key Map and Locality Map
- Plan 45 Record of Boring Made in 1927
- Plan 46 Hydrostat of Lake Levels

Essex County Historical Society

7590 Court Street, PO Box 428, Elizabethtown, New York 12932
(518) 873-6466

Web: <http://www.adkhistorycenter.org/>

Materials related to Lake Champlain Bridge include five oral history interviews that were conducted in 2010 by Hans Anders, a student intern at the Essex County Historical Society. The Essex County Historical Society also has in its archives a collection of newspaper clippings about the Lake Champlain Bridge.

Lake Champlain Bridge Memories, Oral History Interviews by Hans C. Anders

- June 14, 2010, interview with Archie Rosenquist, audio recording, length of interview 1:04:08, Field Notes, Interview Log
- July 6, 2010, interview with Raymond Bodette, audio recording, length of interview 1:08:48, Field Notes, Interview Log
- July 16, 2010, interview with James Bullard and Douglas Brooks, audio recording, length of interview 2:24:21, Field Notes, Interview Log
- July 21, 2010, interview with June G. Tur, audio recording, length of interview 1:03:55, Field Notes, Interview Log
- July 23, 2010, interview with Martin F. Bezon, audio recording, length of interview 2:03:41, Field Notes, Interview Log

Postcards. Two postcards by Dean Color

Newspaper Clippings

Essex County News (The Essex County Republican Company)

- “Lake Champlain Bridge Dedication Ceremonies Monday” August 23, 1929
- “Epochal Event Now History As Great Bridge is Opened” August 30, 1929

Plattsburgh Press Republican

- “NY-Vt. Bridge Accord” June 23, 2009
- “Bridge Fix May Imperil Local Traffic” July 9, 2009
- “No Bridge, No business” October 21, 2009
- “States of Disaster” October 22, 2009
- “Champlain Bridge Spurs Albany Rally” November 11, 2009
- “Millions for Bridge Casualties” November 20, 2009

Valley News (Denton Publications)

- “Lake Champlain Bridge 60 Years Old Soon” September 28, 1988
- “Crown Point Bridge Deemed Safe” January 29, 2005
- “Lake Champlain Bridge Officially Closed” October 24, 2009
- “Officials Call for Immediate Reaction to Bridge Closure” October 24, 2009
- “Essex County Reroutes Public Transportation to Shuttle Ferry-Goers” October 31, 2009

Unknown Newspaper

- “Newly Repaired Crown Point Bridge Reopens” November 5, 1991

Hammond Library

2732 Main Street, Crown Point, New York 12928
(518) 597-3616

Web: <http://www.hammondlibrary.org/>

Hammond Library has a collection of 36 black-and-white photographic prints that document the construction of Lake Champlain Bridge. It appears that these photographs were part of a larger series of photographs taken for the American Bridge Company because the numbers that repeat on the face of the photographs correspond with American Bridge Company contract numbers. Held in a three-ring binder, each photograph is individually numbered and labeled on its face with a contract number, a date, and a brief description of the subject. Photograph dates range from November 19, 1928, to June 20, 1929. All of the photographs are labeled with contract number "F.3130-5" except photograph #2, which is labeled "F.3132." All are labeled Crown Point except photographs #41 and #44, which are labeled Port Henry, but are clearly also Crown Point.

Construction Photographs

- Photograph #4, 11-20-28 "Truck stuck in the mud at yard"
- Photograph #99, 2-11-29 "Floor system looking east"
- Photograph #3, 11-20-28 "Truck stuck in the mud at yard"
- Photograph #141, 3-19-29 "Condition of the road"
- Photograph #23, 12-10-28 "Yard looking east"
- Photograph #163, 4-26-29 "Falsework tower #12"
- Photograph #206, 6-15-29 "Span #7" - shows both ends of span cantilevered from their piers
- Photograph #5, 11-20-28 "Site of derrick for handling steel at bridge N.Y. side"
- Photograph #146, 3-29-29 "Spans, looking east"
- Photograph #24, 12-10-28 "Yard, looking south"
- Photograph #97, 2-11-29 "30 ton derrick on N.Y. side"
- Photograph #113, 2-14-29 "Gen'l view"
- Photograph #51, 1-9-29 "Setting 1st pile in F.W. tower #3"
- Photograph #1, 11-19-28 "Piers in lake, looking E. from N.Y. State abutment" - marked on back in pencil "D M Wood"
- Photograph #6, 11-20-28 "Condition of road in unloading and storage yard"
- Photograph #227, 6-20-29 "Raising last chord, span #7"
- Photograph #224, 6-20-29 "Setting chord U-16, 17-A, Span #7"
- Photograph #149, 4-9-29 "Spans #1 to #6"
- Photograph #229, 6-20-29 "Setting last chord U-16, 17-A, Span #7"
- Photograph #59, 1-14-29 "General View"
- Photograph #225, 6-20-29 "Setting chord, U-11, 17-A, Span #7"
- Photograph #110, 2-12-29 "Gen'l View"
- Photograph #83, 2-1-29 "Gen'l view"
- Photograph #134, 3-12-29 "Spans #5 and #6"
- Photograph #60, 1-23-29 "Gen'l View"
- Photograph #67, 1-28-29 "Setting chord U12-U14, span #5"- marked on back in pencil "D M Wood"
- Photograph #2, 3-24-29 "Falsework, span #6, piles 86' to 145' long"
- Photograph #41, 1-8-29 "Gen'l view of erection to date"
- Photograph #228, 6-20-29 "Setting last chord, U-16, 17-A span #7"
- Photograph #139, 3-19-29 "Road"- shows the road is a muddy rutted mess, marked on back in pencil "D M Wood"
- Photograph #140, 3-19-29 "School bus stuck in mud on road"
- Photograph #12, 11-26-28 "Setting stiff leg with gin pole"
- Photograph #222, 6-20-29 "Spans #6-7-8, looking south"
- Photograph #44, 1-7-29 "Driving piles in F.W. tower, span #4"- despite being labeled Pt. Henry, it is clearly at the Crown Point bridge site

- Photograph #11, 11-26-28 “Setting stiff leg with gin pole”
- Photograph #10, 11-24-28 “Gin pole ready to erect 30 ton derrick”

Lake Champlain Visitors Center
 Bridge Road, Crown Point, New York, 12928
 (518) 597-4649

The collection contains miscellaneous items, including employee-related records, clippings, bridge maintenance records and manuals, banking records and materials, correspondence, and subject matter relating to the collection of tolls.

Box 1

- Folder: Unmarked. Contains work schedules, December 1975 to September 1980. This folder also contains a page detailing complaints against one of the workers and blank Employee Earning Records sheets.
- Operations Manual, Model 110 Replacement Controller
- Folder: 1980 News Clippings about Commission. This folder also contains postings for New York and Vermont Workers Compensation notices to Employees
- Folder: L/C/Bridge Accidents and Misc. Includes events from 1967 to 1980
- Folder: Lake Champlain Bridge Maintenance. Contents run from 1973 to 1981
- Folder: Unmarked. Contains correspondence and materials related to toll collecting equipment from 1969 to 1980
- Folder: R. B. Wing & Son, Corp., Albany, N.Y. Contains orders for electrical equipment, 1969 to 1975
- Folder: Correspondence, Commuter and Commutation Books. Contains correspondence related to books, 1967 to 1980
- Folder: Uniforms. Contains correspondence related to uniforms, 1970 to 1980
- Loose Returned Checks, Citizens National Bank of Port Henry, July 11, 1946, to August 12, 1946
- Envelopes: Returned Checks, Citizens National Bank of Port Henry, September 1946 to December 1946
- Folder: Sign Information and Vehicular Limits. 1958 to 1980
- Folder: Furnace Repairs, 1968 to 1974
- Folder: Data on Other Bridges. Contains information on the Delaware River Bridge
- Loose Correspondence, 1975 to 1980
- Folder: Employee’s Group Insurance Sickness and Injury Claims. 1972 to 1980
- Folder: Correspondence – Equipment, Graybar Electrical Co., Inc. 1964 to 1979
- Folder: Vouchers Submitted. 1981
- Folder: Vermont Highway Department, Striping, Plowing & Salting Hwy. Contains a list of dates that Vermont Highway Department did striping, plowing and salting for the bridge from 1971 to 1980
- Folder: Correspondence, Commission. 1977 to 1980

Loose in Vault

- Bundle: Toll Collectors Report, Lake Champlain Bridge Commission, form 1800 QCP 286, blank
- Box: United States Army Account, form 1M SETS QCP 477, 4 part forms, blank
- Box: Unmarked. Full of completed vouchers and deposit slips for 1987
- Box: Completed Vouchers. It is not clear which bridge these vouchers were for. 1984
- Pile: Calendar Pages from Plan-A-Day desktop calendar. These have notations on them regarding daily activities
- Pile: Completed Bank Deposit Slips. 1984
- Box: Ticket Vouchers. 1986
- Pile: Complete Daily Records for Champlain Bridge. 1981
- Pile Completed Daily Records for Champlain Bridge. 1984
- Box: Completed Vouchers. 1982

- Envelope: Commuter Book Vouchers. 1981
- Envelope: Bank Deposit Tickets. 1985
- Pile: Bank Deposit Tickets. 1986
- Box: Completed Vouchers. Undated
- Pile: Completed Daily Records, Lake Champlain Bridge. 1985
- Envelope: Commuter Vouchers Commutation Vouchers and Bank Deposit Tickets. 1978
- Pile: Bank Deposit Tickets. 1981

New York State Archives

New York State Education Department, Cultural Education Center, Albany, New York, 12230
(518) 474-6926

Web: <http://www.archives.nysed.gov/aindex.shtml>

The New York State Archives holdings include a complete copy of the 18 rolls of microfilmed Lake Champlain Bridge Commission documents at the Vermont State Archives & Records Administration. Oversized items and photographs in the Vermont State Archives & Records Administration were not microfilmed and thus are not represented here. The New York State Archives also holds New York State Department of Transportation records that relate to the bridge. All files with potential Lake Champlain Bridge materials were investigated; only those that actually contain material related to the Lake Champlain Bridge, the investigation of a “new” bridge in the 1960s, and the dissolution of the Lake Champlain Bridge Commission are listed here.

Lake Champlain Bridge Commission Documents, 18 Microfilm Rolls – These are copies of the microfilm rolls in the Vermont State Archives and Records Administration. SEE “VERMONT STATE ARCHIVES & RECORDS ADMINISTRATION: A058 LAKE CHAMPLAIN BRIDGE COMMISSION” for details and the contents of each roll.

Commissioner of Transportation Records, Papers and Correspondence

Bridges: call number 10487-84

Box 8

- **File 21 – January–August 1965.** Boxed files containing correspondence and subject files from the Commissioner of the Department of Transportation. Contains letter thanking commissioner for sending a copy of the 1964 *Annual Report of the Lake Champlain Bridge Commission*. The original report is included in the file.

Box 54

- **File 21 – December 1962–March 1963.** Boxed files containing correspondence and subject files from the commissioner of the Department of Transportation. Contains correspondence from Robert W. Sweet, Chief Engineer (New York) to Floyd W. Moore, Chair of the Lake Champlain Bridge Commission, approving minutes of the March 18, 1963, conference in Burlington, Vermont. This meeting included all commission members as well as representatives from New York State and Vermont. Most of the meeting minutes discuss the feasibility of a new bridge and possible federal assistance to support such a project. Also seven letters between T. Dwight Lyman, Secretary of the Lake Champlain Bridge Commission and Superintendent of Public Works J. Burch McMorrان, concerning a meeting in Burlington, Vermont, on March 18, 1963. McMorrان was unable to attend and confirmed that Robert W. Sweet, Chief Engineer, will attend in his stead. Also contains two letters (dated January 31 and February 4, 1963) between Assemblyman Grant W. Johnson and Superintendent of Public Works J. Burch McMorrان, concerning Senate Bill 3615, mass transportation and the possibility of constructing a new bridge over Lake Champlain. Another series of four letters (dated November 19, December 6, December 11, and December 14, 1962) between Assemblyman Grant W. Johnson and Superintendent of Public Works J. Burch McMorrان, Assemblyman Grant W. Johnson and the Commissioner of the NYS Conservation Department and Assemblyman Grant W. Johnson and Floyd W. Moore, Chair Lake Champlain Bridge Commission all regarding a new bridge over Lake Champlain.

- **File 21 – January–February 1964.** Boxed files containing correspondence and subject files from the commissioner of the Department of Transportation. Contains the 1963 *Annual Report of the Lake Champlain Bridge Commission*. The report contains information on work completed on the Rouses Point Bridge and discusses the outcomes of the March conference, including discussions about the feasibility of a new bridge, referencing a feasibility study done in 1958.

Pension Records, 1980s: call number 10487-10

Box 1

- **Unmarked Folder 1.** File contains correspondence and reports from the Key Trust Company regarding the Lake Champlain Bridge Commission Pension Trust fund.
- **Unmarked Folder 2.** Two files contain correspondence and memoranda regarding the Lake Champlain Bridge Commission Pension plan. Copies of the pension plan are also included.
- **File “Pension Records.”** File contains employee option forms and correspondence related to the Lake Champlain Bridge Commission’s Employee Pension Plan.
- **File: “Lake Champlain Bridge Commission Pension Plan.”** Correspondence and records regarding early payments to R. C. Hill. Benefits were made available to Richard C. Hill, an employee of the Lake Champlain Bridge Commission, as a result of his disabled status. Includes a letter from his doctor and all correspondence related to the monthly pension payments he received.
- **File: “Lake Champlain Bridge Commission Pension Plan.”** Records include information on employee positions and amount of tax withheld from paycheck, an employee handbook, and employer’s reports of wages paid to employees.
- **File: “Lake Champlain Bridge Commission Pension Plan.”** Contains close-out correspondence, approvals, schedules, distribution records, plan assets, comparison charts with projected pension contributions, memoranda regarding the state service status of Lake Champlain Bridge Commission employees upon the dissolution of the commission, correspondence related to the New York State Retirement System, pension trustee proposals, employment applications, agreement and correspondence related to the transfer of assets and responsibilities from dissolved Lake Champlain Bridge Commission to New York and Vermont, and accrued leave/benefits for Lake Champlain Bridge Commission employees.

Box 2

- **File – “Minutes and General Correspondence.”** Records include meeting minutes, general correspondence, billing inquiries, financial records, and meeting agendas. Materials relate to both the Lake Champlain Bridge and the Rouses Point Bridge.
- **File – “Lake Champlain Bridge Commission Financial Statements.”**
- **Loose Items** – Records include a Report to Vermont and New York State Departments of Transportation on Lake Champlain Bridge Commission Pension Projections by Bushnell, Ducham and Company Actuaries and Employment Benefit Consultants 1987; Proposed Amendment Package for Lake Champlain Bridge Commission Pension Plan by Bushnell, Ducham and Company Actuaries and Employment Benefit Consultants 1987; Lake Champlain Bridge Commission financial statements and auditor reports for 1986 and 1985; Lake Champlain Bridge Commission pension plans and plan projects for 1986; and a Lake Champlain Bridge Commission annual report (1985).

Bridges General: call number 10487-99

Box 192

- **File – July–October 1978.** Records include a memorandum from E.V. Hourigan, Deputy Chief Engineer to Commissioner W.C. Hennessy, dated Aug 11, 1978, regarding the Lake Champlain Bridge Commission meeting. Hourigan states that the full concrete deck needs to be replaced but the commission is not willing to accept it because of the \$2.5 million cost.

- **File – May–June 1978.** Records include correspondence and a memorandum from G.M. Briggs to All Regional Directors dated June 26, 1978, regarding bridge inspection results for the Lake Champlain and Rouses Point bridges. Beginning on page 9 of the 17-page memorandum, there is a description of the overall condition of, and repairs needed to, the Lake Champlain Bridge. The memorandum describes the overall condition of the bridge and notes repairs and damage, including the toll booth plaza and toll collector's house.

Box 167

- **File – August–December 1976.** Records include correspondence between the Lake Champlain Bridge Commission, the Executive Chamber, and a member of the general public regarding a letter sent expressing the desire for a bridge crossing between Cumberland Head, New York, and Grand Isle, Vermont.

New York State Department of Environmental Conservation

Bureau of Real Property, Division of Lands and Forests

625 Broadway, Albany, New York, 12233

(518) 402-9442

Web: <http://www.dec.ny.gov/about/840.html>

The Division of Lands and Forests of the New York State Department of Environmental Conservation's (DEC) Bureau of Real Property maintains files of property transactions related to the New York State side of the Lake Champlain Bridge. These materials can be found with DEC's real property files for Essex County, Crown Point Reservation, and include maps, deeds, affidavits, titles, tax collection receipts, correspondence, and related items.

Certificate Number 1026, File 104.8

Records include a Map of Crown Point Reservation "Garrison Grounds" (large foldout map - original), Town of Crown Point, Essex County, New York. Surveyed for the Conservation Department August to September 1928 by Albert Davis; deeds with full covenants for parcels of land surrounding the approach to the Lake Champlain Bridge; certificates of incorporation; trust mortgage and transfers; titles, title evaluations and objections to titles; report of the physical inspection of lands being acquired by the people of the state of New York; Affidavit of Title; treasurers tax certificate; taxation search certificates; tax collection receipts; and correspondence related to mineral rights, land transfers, telephone line poles on parcels, and timber rights.

Certificate Number 1012, File 103.18

Records include Affidavits of Title, deeds, purchase agreements, leases, title search results, and related correspondence.

Certificate Number 1006, File 103.19

Records include deeds, tax collection receipts, purchase agreements, titles and objections to titles, examiners report of title, report of the physical inspection of lands being acquired by the people of the state of New York, affidavits of title, and related correspondence.

Certificate Number 99, File 12

Five sub-folders contain the following items:

- **Consent to Occupancy Map, Map 32T parcels 48, 49, 50 Town of Crown Point.** Records include maps of various sizes displaying parcels, Memoranda of Understanding between the New York State Department of Environmental Conservation and the New York State Office of Parks, Recreation and Historic Preservation and Crown Point; An Outline History by Gregory Furness; and the Lake Champlain Bridge Project Development Strategy, Federal Highway Administration, November 2009.
- **Crown Point Bridge, Lake Champlain Bridge Commission.** Records include a use and occupancy agreement for the Crown Point Bridge Residence (the "toll collector's house"); correspondence related to the house and its use as a visitor center; deeds, meeting minutes, and memoranda related to the Lake Champlain Bridge Commission; items related to land parcels, usage, and land acquisitions; and items related to maintenance of the bridge approach in the post-commission era, the transfer of commission functions, and a 1935 compact between New York and Vermont.
- **Correspondence.** Records include correspondence between various parties regarding parcels of land used in the construction and approach to the Lake Champlain Bridge as well as land acquisition, parcel map requests, and related items.
- **Deeds.** Records include deeds and agreements for parcels of land used in the construction and approach to the Lake Champlain Bridge and adjacent area.
- **Memoranda of Understanding with New York State Office of Parks, Recreation and Historic Preservation.** Records include deeds, parcel maps, and similar documents.

Certificate Number 99, File 12-1

Records include maps of the Crown Point Reservation in various sizes; many are large-format, foldout maps.

New York State Department of Transportation - Region 1 Offices

328 State Street, Schenectady, NY 12305

(518) 388-0388

Web: <http://www.nysdot.gov/regional-offices>

Materials include a set of six contract drawings from Fay, Spofford & Thorndike, Engineers and 87 shop drawings for bridge fabrication and assembly from the American Bridge Company; and miscellaneous materials from the design, bridge inspection, bridge maintenance, environmental/cultural resources, survey, traffic, and construction departments. These miscellaneous materials include photographs, various reports, correspondence, public meeting records, inspection materials, and similar items.

Design Department

Lake Champlain Bridge hard files PIN 1805.81, BIN 5521180 – Four-drawer file cabinet containing the following alphabetically organized files:

Drawer 1

- **File: “Bi-state Agreement”** – Correspondence and agreement regarding the dissolution of the Lake Champlain Bridge Commission and the allocation of responsibilities to New York State and Vermont. Agreement covers engineering, survey, right of way acquisition, design consultant services, replacement, rehabilitation and maintenance of the Lake Champlain Bridge. October 2007–March 2009
- **File: “Bridge Commission Archives”** – Agreement providing for the assumption of the rights, duties, obligations, and assets of the Lake Champlain Bridge Commission by the New York State Department of Transportation and the Vermont Agency for Transportation (October 1987). Includes a copy of the Lake Champlain Bridge Commission’s third annual report; information and survey drawings for the substructure and superstructure of the Lake Champlain Bridge (contract drawings prepared for potential construction bidders). The photocopied images are of poor quality; October 1956 engineering report of a bridge inspection done by Fay, Spofford & Thorndike; Fay, Spofford & Thorndike feasibility study for a proposed third bridge with separate foldout maps of the proposed locations. Final report of the legislative commission concerning the feasibility of a bridge over Lake Champlain from 1927
- **File: “Comments”** – Includes communications from the general public via comment sheets concerning the Lake Champlain Bridge project with copies of responses from NYSDOT as well as Fitzgerald & Halliday memoranda concerning comments on the project made via the web, includes specific comments from the public and trends. August 2006–April 2011
- **File: “Contacts”** – Major Lake Champlain Bridge project stakeholders, partners, vendors, etc. Mostly undated, some October 2009
- **File: “Demolition of Bridge”** – Security group contact list. Full-color demolition project map showing blast zone and secured perimeter and security checkpoints. Additional contact lists and correspondence regarding demolition, proposals, summaries of teleconference with bidders. Bridge demo schedule. HNTB report Lake Champlain Bridge Safety Assessment and recommendations to reduce risk. November–December 2009
- **File: “Emergency Actions”** – All of the decision making after the realization that the structure was unsound and needed to be closed
 - Sub file 1 – Meetings – Plans for charettes and conference calls and meetings to discuss options with Federal Highway Administration, Vermont Agency of Transportation and New York State Department of Transportation, includes agendas, minutes, and notes. October 2009–February 2010
 - Sub file 2 – Proposed Temporary Ferry at Bridge – Notes, agreements, correspondence, and plans regarding the creation of a temporary ferry landing at the Lake Champlain

Bridge location. Engineering drawings of the landing are also included. October 2009 – June 2011

- Sub file 3 – Drawings, Aerial photography related to the creation of a temporary bridge at another site. Includes the Interim Report of Photogrammetry Section Products for Champlain Bridge October 28, 2009
- Sub file 4 – Emergency Declarations – State of Emergency declaration from Governor Patterson. October 2009
- Sub file 5 – Outreach Center – Bridge closing community outreach center contact list. October 2009 (some undated items)
- Sub file 6 – Ferries – Schedules, correspondence, and emergency closure contact plan. November 2009 (some undated items)
- Sub file 7 – Transit – Bridge detour public transportation options with schedules October 2009
- Sub file 8 – Temporary Bridge – Photogrammetry and maps of area useful for developing a temporary bridge option October 2009
- **File: “Environmental”**
 - Sub file 1 – GreenLITES– Documents related to the GreenLITES project certification program, includes environmental sustainability rating system score card for all of the Lake Champlain Bridge projects September 2008–April 2010
 - Sub file 2 – Permits – Permits for removal and replacement of the bridge permit application number NAN-2009-01371 February 2009
 - Sub file 3 – Environmental Permit Schedule –Tracking sheets for requests, process and approvals September 2008–April 2010
- **File: “Historic Issues and Contacts”**
 - Sub file 3 Programmatic Agreement – Documents related to historic and cultural resources, Area of potential effect-cultural resource map (December 2009) National Register nomination, web printouts for various history sites, and news articles concerning the historic significance of the bridge April 2005–January 2010
- **File: “Meeting Notes and Minutes”** – Partnering meetings with Federal Highway Administration, Vermont Agency of Transportation, New York State Department of Transportation, consultants, and HNTB August 2009–April 2010
- **File: “Press Articles”** Mostly July 2001–November 2010 (2 articles from August 1929 also included)
- **File: “Public Releases and Public Notices”** August 2006–May 2010
- **File: “Public Information Meetings”** August 2006–April 2011
- **File: “Public Involvement Plan”** November 2006–October 2007
- **File: “Quadricentennial Event”** – Articles and email, no images August 2008–September 2009
- **File: “Renderings and Concepts”** – All proposed design options for new Lake Champlain Bridge many images and satellite maps of the area in full color. Mostly undated, some December 2009
- **File: “Resolutions”** – Resolutions passed by New York State regarding the bridge March–August 2007
- **Binder Reports:**
 - Final Design Report, color renderings but mostly text February 2010

Drawer 2

- **File: “Survey Photogrammetry”** – Project reports (June 2007) and maps mostly black and white (all large format) one color (small format) 1968, 1928
- **File: “Traffic O/D”** – Traffic census for the origin and destination of vehicles using the bridge. Corresponding maps and survey with results. Also includes Lake Champlain Bridge study by Creighton Manning Engineering. September 1999–August 2010
- **File: “Website”** – Web pages printed from site with some notes August 2007–July 2010
- **File: “Structural”**
 - Sub folder 3 – Bridge pier repair strategies with engineering drawings October 2009

- Sub Folder 4 – Crown Point Bridge Structure (in-house discussions) – Conversation records, notes, some images and maps (color) and correspondence. May 2006–March 2007
- Sub-folder 5 – LCB Project – Bridge inspection reports and manual for condition evaluation and load resistance factor rating of highway bridges (October 2003) Specifications for in-depth bridge inspection (March 1976, revised February 1984 and August 1998) May 1988–September 2002

Drawer 3

Contents include assorted correspondence regarding the new Lake Champlain Bridge, mostly with general public (see log file).

Drawer 4

- **File: “Public Advisory Committee (PAC)”** – Information on members, major stakeholders, meetings, organizational structure. In separate PAC member binder – meeting minutes and charter
- **File: “Public Advisory Committee (PAC) Meeting 1”** – Comment sheets, sign-in sheets, draft charter, member contact list, meeting agenda, PowerPoint presentation for meeting June 2007
- **File: “Public Advisory Committee (PAC) Meeting 2”** – Sign-in sheets, charter, member contact list, meeting agenda, meeting planning (catering bills, etc) October 2007
- **File: “Public Advisory Committee (PAC) Meeting 3”** – Comment sheets, sign-in sheets, charter, member contact list, meeting agenda, PowerPoint presentation for meeting June 2008
- **File: “Public Advisory Committee (PAC) Meeting 4, 5, 6”** – Comment sheets, sign-in sheets, meeting agenda, PowerPoint presentation for meeting. Lead agencies LBC project organizational flow chart September–November 2009
- **File: “Public Advisory Committee (PAC) Meeting 7, 8, 9”** – Meeting agenda, PowerPoint presentation for meetings, meeting notes December 2009–February 2010
- **File: “Public Advisory Committee (PAC) Meeting 10, 11”** – Meeting summary, PowerPoint presentation for meetings, meeting notes August 2010–March 2011

Design Department – Demolition Files

For security reasons, most of the demolition file materials are not available to the public and should not be used in displays, exhibits, etc. These files consist mainly of correspondence with the U.S. Coast Guard, U.S. Army Corps of Engineers, and New York State Department of Transportation staff. October 2009–April 2010 Other contents include the following:

- Geotechnical information.
- Reports:
 - Project Scoping Report/Final Design Report – Lake Champlain Demolition Project – Includes scoping, design, and justification for bridge replacement. Full-color inspection images showing damage and environmental checklist detailing issues December 2009
 - Lake Champlain Demolition Plans – Summary Report for the Demolition and Recovery of Construction Debris – Includes salvage reports and sonar survey, no color images January 2010
 - Lake Champlain Safety Assessment report December 2009
 - Summary Report for the Demolition and Recovery of Construction Debris September 2010

Bridge Inspection Department

These files consist of the following materials:

Box 1

- Inspection sketches and truss members calculations (2005), bridge span elevations drawings
- Envelope containing the Crown Point Bridge – Agreement for the preliminary engineering survey, right of way, acquisition, design consultant services, replacement or rehabilitation and future maintenance of the crown point bridge, NY route 185 and Vermont rout 17 over Lake

Champlain, NY bridge number BIN 5521180, town of Crown Point, Essex County NY and Town of Addison, Addison County, Vermont (March 2009). Agreement providing for the Assumption of Rights, Duties, Obligations and Assets of the Lake Champlain Bridge Commission by the New York State Department of Transportation and Vermont Agency of Transportation enacted September 1987.

- Compact Discs:
 - Lake Champlain Bridge Span drawings 1928
 - Elevation drawings of the Lake Champlain Bridge 1928
- Reports:
 - Structural Load rating report Volumes 1 and 2 June 2009
 - Structural Load rating report Volumes 1 and 2 February 2008
- In-depth inspection BIN 5521180 LCB Feb 2008: Bridge inspection document with color images of bridge damage (also available digitally).

Box 2

- Reports:
 - 2005 Diving Inspection report (no images)
 - 2009 Lake Champlain Bridge Inspection (many full-color, detailed images of bridge showing damage)
 - Structural Load rating report Volume 1 Feb 2008
 - 2001 Photo inspection
 - 2007 Lake Champlain Bridge Inspection (many full-color, detailed images of bridge showing damage)
 - Numerous pieces of loose correspondence, engineering drawings (pier sketches [mostly undated, possible 2010] lamp post bracket detail plan drawings by Spofford, Fay & Thorndike May 1929), and memoranda related to bridge inspection, damage, and repair April 2006–October 2009

Box 3

- Design file 34-4
 - Accordion file folder 1 of 2 – Diving inspection
 - 1995 Diving Inspection – Some color images, hydrographic large-format foldout maps
 - 1987 Diving Inspection – Some color images, survey maps
 - 1988 Diving Inspection – Some color images, survey maps
 - 1989 Diving Inspection – Some color images, survey maps
 - Accordion file folder 2 of 2 – Diving inspection 1987, 1988, 1989 – Includes Fathometer survey hardcopy (large-format survey maps) and CD, contains diving inspections for 2003 and 2009. Some color images in inspection reports
 - Accordion file folder 3
 - Diving inspection hard-copy report 2009 and DVD and VHS of 20-minute diving inspection process
 - Sub file: Crown Point Closure – Correspondence related to the Lake Champlain Bridge and the Official Closing order October 2009
 - Sub file: Crown Point Cores – Correspondence related to core sample analysis and several large color images of core samples being obtained from the bridge piers November 2005–March 2008
 - Numerous pieces of loose correspondence, engineering drawings and memoranda related to bridge inspection, damage and repair May 2009–October 2009

Box 4

Contains the following assorted binders, reports, and accordion files:

- Binder 1 – Crown Point 2009 Flag Repair Details (when an inspection is done and problems are found each issue is assigned a “flag,” which varies in color by severity of the damage). Reports

detailing bridge problems found with specifications for repair work. Full-color images also included

- Binder 2 – Crown Point Flags and Repairs – Written reports detailing bridge problems found with specifications for repair work. Full-color images also included. 2009
- Report: Structural Load rating report Volume 2 Feb 2008
- Accordion file folder Design file 34-4 – Assorted engineering drawings for the bridge Truss span drawings 1928 Fay, Spofford & Thorndike, Lake Champlain Bridge bottom chord engineering drawing June 1928 Fay, Spofford & Thorndike, Contract plans engineering drawing September 1989 full span and truss drawings
- Accordion file folder Old Correspondence Lake Champlain Bridge – Assorted sub files most labeled Crown Point Bridge or Lake Champlain Bridge July 1985–March 1995 (with 1 Fay, Spofford & Thorndike letter from 1974)
- Numerous pieces of correspondence, engineering drawings, and memoranda related to bridge inspection, damage, and repair. News clippings, flag repair reports, and some color images

Lake Champlain Bridge – Engineering Drawings

Photocopies, engineering drawings [labeled contract drawings], 6 sheets in set of 93 legal-size drawings. Author: Fay, Spofford & Thorndike, Engineers. Includes the following engineering plans dated March 1928:

- Plan 33 Floor Sections Truss Spans, Sheet No. 13
- Plan 34 Typical Floor Details, Sheet No. 14
- Plan 35 Trusses & Bracing Span 9, Sheet No. 15
- Plan 36 Trusses & Bracing Spans 4 and 5, Sheet No. 16
- Plan 37 Trusses & Bracing Spans 6, 7, and 8, Sheet No. 17
- Plan 38 Typical Truss Details Spans 6, 7, and 8, Sheet No. 18

American Bridge Company Shop Drawings for Order Numbers F3133, F3131, and F3132

Photocopies, 87 sheets of engineering drawings; apparently shop drawings for fabrication and assembly [part of a continuous set with Fay, Spofford & Thorndike contract drawings listed immediately above]. Author: American Bridge Company. Drawings indicate that they were made, and the materials fabricated, at the Elmira plant, which was probably the former Elmira Bridge Works plant, which had been acquired with many other local bridge companies by American Steel. Drawings also indicate that the work was in charge of R. C. Beebe (or RCB); initials are given for other delineators or “checkers.” Some drawings in each order are labeled “Shop Bill Page.” Includes the following drawings dated 1928 and made in Elmira, NY:

American Bridge Company Shop Drawings for Order Number F3133

- Sheet D1 Span #9, drawing completed 6-5-28, checked 6-27-28
- Sheet D2 Span #9 Stress Sheet, drawing completed 6-23-28, checked 6-28-28
- Sheet E1 Erection Diagram Span 9, drawing completed 6-6-26, checked [date illegible, possibly 9-20-28]
- Sheet 1 Span 9 Bottom Chords, drawing completed [date illegible, possibly 7-15-28], checked [date illegible, possibly 9-15-28]
- Sheet 2 Bottom Chord, drawing completed 7-20-28, checked 9-15-28
- Sheet 3 Span 9 Bottom Chords, drawing completed 7-15-28, checked 9-15-28
- Sheet 4 Bottom Chord, drawing completed 7-24-28, checked 9-15-28
- Sheet 5 Bottom Chord, drawing completed 7-24-28, checked 9-15-28
- Sheet 6 Top Chords, drawing completed 8-1-28, checked 9-15-28
- Sheet 7 Span Top Chords, drawing completed 8-2-28, checked 9-15-28
- Sheet 8 Top Chords, drawing completed 8-2-28, checked 9-15-28
- Sheet 9 Span 9 Top Chords, drawing completed 7-25-28, checked 9-15-28
- Sheet 10 Span 9 Top Chords, drawing completed 7-25-28 [?], checked 9-15-28
- Sheet 11 Span #9 Top Chords, drawing completed [?]-[?]-28, checked 9-[15?]-28
- Sheet 23 Bottom Struts, drawing completed 7-25-28, checked 9-15-28
- Sheet [27?] Plates for Bottom Struts, [dates illegible]

- Sheet 28 Plates for Transverse Bracing, drawing completed 7-28-28; checked 9-17-28
- Sheet 29 Bottom Strut Plates, drawing completed 9-19-28, checked 9-20-28

American Bridge Company Shop Drawings for Order Number F3131

- Sheet D1 Spans 4 & 5, drawing completed 6-5-28, checked 6-8-28
- Sheet D2 Spans No. 4 & 5 Stress Sheet, drawing completed 6-25-28, checked 6-28-28
- Sheet E1 Erection Diagram Span 4, drawing completed 6-6-28, checked 9-20-28 [also reflects revisions]
- Sheet E2[?] Erection Diagram Span 5, drawing completed 6-6-28, checked 9-[26?]-28
- Sheet 2 Bottom Chord, drawing completed 6-22-28, checked 8-28-28
- Sheet 4 Bottom Chord, drawing completed 6-25-28, checked 8-30-28
- Sheet 5, Bottom Chord, drawing completed 6-26-28, checked 8-30-28
- Sheet 7, Span #4 Bottom Chord, drawing completed 7-2-28, checked 8-30-28
- Sheet 8, Bottom Chord, drawing completed 7-3-28, checked 8-24-28
- Sheet 9, Span #5 Bottom Chords, drawing completed 7-26-28, checked 8-30-28
- Sheet 10, Bottom Chord, drawing completed 7-7-28, checked 8-28-28
- Sheet 11, Bottom Chord, drawing completed 7-8-28, checked 9-5-28
- Sheet 12, Span #5 Bottom Chords, drawing completed 7-12-28, checked 9-6-28
- Sheet 13, Bottom Chord, drawing completed 7-12-28, checked 9-6-28
- Sheet [illegible] Top Chord, drawing completed 7-13-28, checked 7-17-28
- Sheet 19 Top Chord, drawing completed 7-16-28, checked 7-19-28
- Sheet 20 Top Chord, [drawing completed in July, but exact day and year are obscured; the year is most likely 1928 in keeping with dates on all other drawings]
- Sheet 21 Span #4 Top Chords, drawing completed 7-16-[year obscured, probably 1928], checked 7-20-[year obscured, probably 1928]
- Sheet 22 Top Chord, drawing completed and checked in July, but remaining date information is cut off; year is probably 1928]
- Sheet 23 Spans #4 [&] 5 Top Chords, drawing completed 7-17-[year obscured, probably 1928], checked 8-18-[year obscured, probably 1928]
- Sheet 24 Top Chords, drawing completed 7-16-2[8?], checked 8-20-2[8?]
- Sheet 25 Span 5 Top Chords, drawing completed 7-31-28, checked 8-21-2[8?]
- Sheet 26 Span 5 Top Chords, drawing completed 8-1[remaining date obscured, probably 1928], checked 8-2[remaining date obscured, probably 1928]
- Sheet 27 Top Chords, drawing completed 7-30-28, checked 8-22-28
- Sheet 28 Top Chords, drawing completed 7-20 [year obscured, probably 1928], checked 7-20 [year obscured, probably 1928]
- Sheet 30 Plates, drawing completed 7-9-28, checked 8-28-28
- Sheet 32 Plates, drawing completed 7-10-28, checked 9-12-28
- Sheet 33 Diagonals, drawing completed 7 [remainder of date obscured, probably 1928], checked 9 [remainder of date obscured, probably 1928]
- Sheet 34 Diagonals, drawing completed 7-9-28, checked 9-6-[28?]
- Sheet 35 Diagonals, drawing completed 7 [remainder of date obscured, probably 1928], checked 9 [remainder of date obscured, probably 1928]
- Sheet 36 Diagonals, drawing completed 7 [remainder of date obscured, probably 1928], checked [remainder of date obscured, probably 1928]
- Sheet 37 Diagonals, drawing completed 7-12 [remainder of date obscured, probably 1928], checked 9-6 [remainder of date obscured, probably 1928]
- Sheet 38 Span 4 Verticals, drawing completed 7-9 [remainder of date obscured, probably 1928], checked 7-12 [remainder of date obscured, probably 1928]
- Sheet 39 Spans 4 and 5 Verticals, drawing completed 7-10-2[8?], checked 8-18-2[8?]
- Sheet 40 Span 5 Verticals, drawing completed 7-11-2[8?], checked 7-20-[28?]
- Sheet 41 Span 5 Verticals, drawing completed 7-12-2[8?], checked 8-18-[28?]
- Sheet 42, Bottom Struts, drawing completed 8-4-28, checked 9-20-28
- Sheet [number obscured] Spans 4 and 5 Bottom Struts and Plates, drawing completed 7-13-28, checked 9-12-28

- Sheet 46 Gusset at L-10, drawing completed 7-18-28, checked 9-10-28
- Sheet 47 Spans 4 and 5 Plates, drawing completed 7-17-28, checked 9-20-28
- Sheet 48 Span 5 Plates, drawing completed 7-18-28, checked 9-[remainder of date obscured, probably 1928]

American Bridge Company Shop Drawings for Order Number F3132

- Sheet D1 Spans 6, 7, & 8, drawing completed 6-5-28, checked 6-9-28
- Sheet D2 Spans 6, 7, & 8 Stress Sheet, drawing completed 6-26-28, checked [remainder of date obscured, probably 1928]
- Sheet E1 Erection Diagram Spans 6, 7, & 8, drawing completed 6-7-28, checked 11-15-28
- Sheet E2 Erection Diagram Spans 6, 7, & 8, drawing completed 6-8-28, checked [date obscured]
- Sheet E3 Erection Diagram Spans 6, 7, & 8, drawing completed 6-9-28, checked [date obscured]
- Sheet 1 Top Chords, Spans - 6 & 8, drawing completed 8-23-28, checked [10-13-28?]
- Sheet [2?] Spans 6 & 8 Top Chords, drawing completed 8-25-28, checked [remainder of date obscured, probably 1928]
- Sheet 3 Spans 6 & 8 Top Chords, drawing completed [date obscured, probably 1928], checked [date obscured, probably 1928]
- Sheet 4 Spans 6 & 8 Top Chords, drawing completed 8-24-28, checked 10-13-28
- Sheet 5 Spans 6 & 8 Top Chords, drawing completed 8-27-28, checked 10-13-28
- Sheet 6 Bottom Chords, drawing completed 8-30-28, checked 10-13-28
- Sheet 7 Bottom Chords, drawing completed 8-30-28, checked 10-13-28
- Sheet 8 Bottom Chords, drawing completed 8-30-28, checked 10-13-28
- Sheet 9 Bottom Chords, drawing completed 9-1-28, checked 10-13-28
- Sheet 10 Bottom Chords, drawing completed [date blank], checked 10-13-28
- Sheet 16 Spans 6, 7, & 8 Top Chords, drawing completed 8-29-28, checked 10-13-28
- Sheet 17 Span 7 Top Chords, drawing completed 8-28-28, 10-13-28
- Sheet 18 Top Chord & PLs [Plates?], drawing completed 9-6-28, checked 10-15-28
- Sheet 19 Span 7 Top Chords, drawing completed 9-7-28, checked 10-15-28
- Sheet 20 Top Chord, Splice Plates, drawing completed 9-7-28, checked 10-15-28
- Sheet 21 Span 7 Top Chords, drawing completed 9-6-28, checked 10-15-28
- Sheet 38 Bottom Chords, drawing completed 9-8-28, checked 10-25-28
- Sheet 39 Bottom Chords, drawing completed 9-12-28, checked 10-25-28
- Sheet 40 Bottom Chords, drawing completed 9-11-28, checked 10-25-28
- Sheet 41 Expansion Shoes, drawing completed 9-13-28, checked 10-27-28
- Sheet 42 Bottom Chords, drawing completed 9-15-28, checked 10-25-28
- Sheet 43 Bottom Chords, drawing completed 9-18-28, checked 10-25-28
- Sheet 44, Bottom Chords, drawing completed 9-18-28, checked 10-23-28

Bridge Maintenance Department

Records consist of files and documents contained in four accordion files as follows:

File 1

- Memoranda concerning flag removals as a result of repairs completed April 2003–March 2010
- 2003 and 2008 Fathometer surveys
- 2001 bridge inspection with full-color images showing damage
- 2000 and 2003 diving inspection reports
- Ledger-sized engineering drawings for rehabilitation work on Lake Champlain Bridge from 1989
- Sub file: Crown Point Joint Seals – Specs, correspondence, and purchase orders for joint seals to close openings at abutments August–September 2002

File 2

- Engineering drawings for installation of navigation lights and dock fenders September 1996
- Bridge inspection and condition reports October 1987 – November 1998
- Assorted survey and locality maps of immediate area of Lake Champlain Bridge March 1928, Pier drawings 1990 and span drawings 1928

- Color photographs of work being done
- News articles about bridge closings
- Bi-state agreement post dissolution of the Lake Champlain Bridge Commission
- Numerous pieces of correspondence, faxes, and memoranda related to bridge maintenance and inspection

File 3

- Bridge inventory, inspection records, and flag memoranda. Numerous pieces of correspondence, faxes, and memoranda related to bridge maintenance and inspection, repair summary October 1956, all other July 1979–April 2004
- Color photographs
- Lake Champlain Bridge brochure

File 4

- Vermont Agency of Transportation memoranda and supporting documentation regarding permits to establish detours as a result of bridge closing
 - Maps with temporary sign locations and message boards August–September 2002
 - Large-format engineering drawings focused on abutments and bearings May 1994
 - Sub file – Crown Point Repairs – Flag removal memoranda, maintenance memoranda, some specification drawings for repairs, black-and-white images with color maintenance images on compact disc in file. August–September 2002

Environmental/Cultural Resources Department

Contains the following loose files:

- Folder – Photo documentation of Crown Point and Fort St. Frédéric – Correspondence regarding pre- and post-demolition condition of historic resources, survey maps, and images on multiple compact discs December 2009–January 2010
- Folder –Cultural file AX16.13.701
 - Vibration monitoring plan July 2010
 - Cultural reconnaissance survey report to test area of potential effect (demolition related) November 2009
 - Archeological monitoring treatment and data recovery plan report May 2010
 - Supporting documentation and correspondence regarding cultural, archeological, and historic resources surrounding the bridge and temporary ferry facility April 2011
 - Draft National Historic Landmark nomination and full National Register of Historic Places nomination with color maps April 2008
 - Pre-construction protection plan to minimize potential damage to historic resources June 2010
 - Village of Crown Point Temporary Ferry Service Construction Plans by Engineering and Land Surveying P.C. November 2009
 - Programmatic section 4(f) evaluation for federally aided projects that necessitate the use of historic bridges December 2009
 - Programmatic agreement among the Vermont Agency of Transportation, New York State Department of Transportation, and Federal Highway Administration for new Lake Champlain Bridge
 - Cultural resources survey check list and related correspondence January 2010
- Binder – Crown Point (Farina [staff member]) – Web resources and maps and color graphics mostly from various websites concerning historic and cultural resources. September 2007–August 2009

Survey Department

This department contains the following files, documents, and images:

- Aerial photographs in files – Lake Champlain Bridge, strips 108, 109, 110 (all black and white from spring 2007) keyed to aerial survey map April 2007
- Copy of original bridge plans and survey maps

- File: Lake Champlain Bridge Commission – Crown Point – 1927 law authorizing compact
 - Lake Champlain Bridge Commission – transfer of functions December 1986
 - Lake Champlain Bridge Commission – third annual report December 1929
 - Lake Champlain Bridge Commission information for proposers, proposal form of agreement bond, and specifications and content drawings for entire work sub-structure and super-structure April 1928
 - Large-format survey maps – black-and-white, no color images or maps in files April 2010

Traffic Department

Information includes a New York State Department of Transportation Highway Work Permit for the DreamWorks Productions film *What Lies Beneath*. Includes a map for temporary signs for closing the bridge and an agreement for the production company to pay for ferries while the bridge was closed. There were three separate permits issued on 8/20/99, 9/15/99, and 9/23/99

Construction Department

This department has files, documents, and images that include contracts, requests for proposals, and vendor information for work done on the Lake Champlain Bridge; maintenance and construction work photographs of steel girder and pier repairs; and records and images of preparation work done on the bridge for the demolition process.

New York State Library

Cultural Education Center, Albany, New York, 12230
(518) 474-5355

Web: <http://www.nysl.nysed.gov/>

The New York State Library has copies of the reports produced by the Joint Commission in 1926 and 1927, as well as most of the published annual reports of the Lake Champlain Bridge Commission. There is also a feasibility study produced by Fay, Spofford & Thorndike in 1969 exploring the possibility of building a third bridge across Lake Champlain.

Preliminary Report of the Joint Legislative Commission[....] New York State Legislature. Joint Commission on Bridge Connections between the States of New York and Vermont across Lake Champlain, 1926. 39 printed pages.

Final Report. New York State Legislature. Joint Commission on Bridge Connections between the States of New York and Vermont across Lake Champlain, 1927. 35 printed pages. Outlines the process undertaken by the commission to explore the feasibility of the bridge. Includes information on traffic, ferry capacity, former bridges, estimates of revenue, cost, and possible bridge locations. Appendix A includes estimated costs for the alternate designs and locations of the proposed bridge. Other appendices include a geological report, foldout maps, elevation drawings, and engineering documents displaying preliminary boring locations, area topography, bridge plans, ferry crossings, and highway connections in 1927, traffic census, and highway maps.

Preliminary Investigation Feasibility of Financing and Constructing a third toll bridge Lake Champlain. Fay, Spofford & Thorndike, Engineers, 1969. 62 printed pages. Bound, hardcover book. This preliminary report is a feasibility study that addresses the existing bridges' usage, estimated future use, and possible locations for a third bridge. Each alternate location is charted, described, and given estimates for possible construction cost and operating expenses. Numerous charts and tables provide information on projected traffic use at each location and estimated time to repay the construction debt incurred.

Annual Report of the Lake Champlain Bridge Commission, Lake Champlain Bridge Commission. Bound, hardcover book containing annual reports for 1927–1937. All annual reports in the New York State Library have call number BRI 750 84-57511.

- **1927 (First Annual Report).** Describes the creation of the Lake Champlain Bridge Commission and includes the engineer's report; data on preliminary designs (without images) and estimates; financial data on appropriations and overall financing; as well as the appointment of representatives from New York and Vermont
- **1928 (Second Annual Report).** Describes the approval of the bridge plans (text description without images) and the letting of the construction contract with a list of bidders and an estimate of traffic use. The estimated traffic use was one factor being considered to determine toll prices; other factors included operations cost and paying the debt incurred as a result of construction
- **1929 (Third Annual Report).** Marks the completion of the construction of the Lake Champlain Bridge. It summarizes much of the process of determining the need for a bridge, construction, a brief description of the dedication ceremony, and a historic overview of the area beginning with the discovery of the lake by Samuel de Champlain in 1609
- **1930 (Fourth Annual Report).** Focuses mainly on toll revenue. The proceeds from tolls exceeded all estimates. The receipts for this first full calendar year of operation are broken down by vehicle type and month
- **1931 (Fifth Annual Report).** Includes a traffic census of automobiles showing the state or province of origin for all vehicles that used the bridge. It notes that cars from "every state in the union and from eight provinces of Canada" used the bridge in that year. The report also includes a tribute to Lake Champlain Bridge Commission Treasurer Charles E. Schoff, who died in August 1931

- **1932 (Sixth Annual Report).** Consists mainly of financial data with a three-year comparative statement showing toll revenue
- **1933 (Seventh Annual Report).** Includes the standard financial reports regarding revenue. Emphasizes the importance of tourism in the opening statement. Tourism had declined significantly and local use of the bridge was small leading to a decrease in toll revenue and an operations deficit. The Depression is mentioned as the cause
- **1934 (Eighth Annual Report).** Increases in summer tourism boost toll revenue over the previous year. Statistics are given for the amount of summer receipts collected in 1934 versus the previous year. The opening statement draws correlations between increased toll revenue and “revived summer businesses” and states that the bridge is dependent on tourism with no large, local use by communities on either side
- **1935 (Ninth Annual Report).** Consists mainly of financial reports including a four-year comparison of toll revenue, a monthly revenue breakdown, and full lists of income and expenses
- **1936 (Tenth Annual Report).** Includes the same kind of statistical and financial information as earlier reports, as well as the very informative analysis and commentary of the commission. Of particular note is a discussion of the problem of securing a better road connection from the bridge to the trunk highways in Vermont and New York. Also included is a memorial to Commissioner William R. Warner. It also details the construction of the bridge at Rouses Point, including location selection, financing, and land acquisition
- **1937 (Eleventh Annual Report).** Consists mainly of financial reports, including a seven-year comparison of toll revenue, a monthly revenue breakdown, and full lists of income and expenses

Annual Report of the Lake Champlain Bridge Commission, Lake Champlain Bridge Commission.

Bound, hardcover book containing annual reports for 1938–1948.

- **1938 (Twelfth Annual Report).** Consists mainly of financial reports, including a seven-year comparison of toll revenue, a monthly revenue breakdown, and full lists of income and expenses as well as financial reports for the Rouses Point Bridge and traffic lists indicating vehicle types and whether each trip was one way or a loop
- **1939 (Thirteenth Annual Report).** Consists mainly of financial reports, including a seven-year comparison of toll revenue, a monthly revenue breakdown, and full lists of income and expenses, financial reports for the Rouses Point Bridge, and traffic lists indicating vehicle types and whether each trip was one way or a loop
- **1940 (Fourteenth Annual Report).** Consists mainly of financial reports, including a seven-year comparison of toll revenue, a monthly revenue breakdown, full lists of income and expenses, financial reports for the Rouses Point Bridge, and traffic lists indicating vehicle types and whether each trip was one way or a loop
- **1941 (Fifteenth Annual Report).** Indicates that both Rouses Point and Lake Champlain experienced huge gains in income and that toll revenue is higher than ever. The opening statement indirectly attributes this increase to national defense measures without further explanation. The report also mentions that reductions in bridge tolls were anticipated in the foreseeable future due to restrictions on gasoline and rubber. The bridges had been assessed as having little to no military value. A foldout line chart displays bridge income from 1930–1941
- **1942 (Sixteenth Annual Report).** Indicates that war-time rationing of gasoline and rubber had an impact on toll revenue. A foldout line chart displays Lake Champlain Bridge income for the year and Rouses Point Bridge income for the previous six years. Also includes standard financial data for the year for both bridges
- **1943 (Seventeenth Annual Report).** Indicates that war-time rationing of gasoline and rubber had an impact on toll revenue and that revenue was lower than ever for both bridges. A foldout line chart displays Lake Champlain Bridge income for the year and Rouses Point Bridge income for the previous six years. Also includes standard financial data for the year for both bridges.
- **1944 (Eighteenth Annual Report).** Indicates an increase in toll revenue since the previous year at both bridges. A foldout line chart displays Lake Champlain Bridge income from 1930–1944 and Rouses Point Bridge income for the previous six years. Also includes standard financial data for the year for both bridges

- **1945 (Nineteenth Annual Report).** Indicates that the elimination of war rationing of rubber and gasoline boosted toll revenue at both bridges. Also includes standard financial data for the year for both bridges
- **1946 (Twentieth Annual Report).** Indicates a continuing increase in revenue from the previous year and includes standard financial data for the year for both bridges
- **1947 (Twenty-First Annual Report).** Indicates a continuing increase in revenue from the previous year, with bridge revenue higher than in any year to date. Also includes standard financial data for the year for both bridges
- **1948 (Twenty-Second Annual Report).** Indicates a decline in revenue at the Lake Champlain Bridge but an increase in revenue at the Rouses Point Bridge. Also includes standard financial data for the year for both bridges

Annual Report of the Lake Champlain Bridge Commission, Lake Champlain Bridge Commission.

Five to nine pages stapled and/or in booklet form.

- **1949 (Twenty-Third Annual Report).** Indicates that revenue increased at both bridges and includes standard financial data for the year for both bridges
- **1950 (Twenty-Fourth Annual Report).** Indicates that revenue increased at both bridges. Report also includes standard financial data for the year for both bridges
- **1951 (Twenty-Fifth Annual Report).** Indicates that revenue increased at both bridges. Report also includes standard financial data for the year for both bridges
- **1952 (Twenty-Sixth Annual Report).** Indicates that revenue increased at both bridges. Report also includes standard financial data for the year for both bridges
- **1953 (Twenty-Seventh Annual Report).** Indicates that revenue increased at both bridges. Report also includes standard financial data for the year for both bridges
- **BREAK IN SERIES** [missing 1954 through 1957]
- **1958 (Thirty-Second Annual Report).** Nine stapled pages. Indicates that there is little chance a third bridge will be built in the near future, enabling the commission to forecast their financial needs quite well. Also mentions increased vehicle use but lower toll revenue due to the reduced commuter rates that were introduced in March 1957. The report states the commission intends to reduce tolls further in 1959 and includes standard financial data for the year for both bridges
- **BREAK IN SERIES** [missing 1959 through 1963]
- **1964 (Thirty-Eighth Annual Report).** Indicates rate reduction will go into effect in January 1965. New rate will be 25 cents for all vehicles. Electrical work and sign upgrades at both bridges are mentioned. Commentary on the financial audit process with specific recommendations for the New York and Vermont joint audit of the bridge commission. The report also states that the eventual goal is to operate the bridges for free and to keep the tolls while they exist as low as possible. It is important to note that the standard financial data for both bridges is not included in this report; there is some financial data in the text but no full ledger of revenue and expenses
- **1965 (Thirty-Ninth Annual Report).** Indicates that the engineering firm Fay, Spofford & Thorndike has been retained to create a projection of bridge expenses and income to learn if toll rates can be further reduced. A new rule was instated that all emergency vehicles could use the bridge without paying a toll. A major repair at the Rouses Point bridge was needed due to a traffic accident on April 6, 1965. A resolution was also passed by the commission requesting New York and Vermont to find a way to maintain safe water levels in Lake Champlain. The standard financial data for both bridges is not included in this report; there is some financial data in the text but no full ledger of revenue and expenses
- **1966 (Fortieth Annual Report).** Includes a list of toll rates, which vary by vehicle type (e.g. 2 axle vehicles are 20 cents) and rates for commuter books for frequent users. The new rates reflect a reduction in tolls. Several repairs are also cited at both bridges. The standard financial data for both bridges is not included in this report; there is some financial data in the text but no full ledger of revenue and expenses.
- **BREAK IN SERIES** [missing 1967 through 1973]
- **1974 (Forty-Eighth Annual Report).** This report has pictures of the bridge commission members, local landmarks, and points of interest. The first portion of the report reads like a

tourism advertisement, giving the history of the bridges and describing a tour route for visitors to the region. The standard financial data for both bridges is included in this report

- **1975 (Forty-Ninth Annual Report).** This report has pictures of the bridge commission members, local landmarks, and points of interest. The first portion of the report reads like a tourism advertisement, giving the history of the bridges and describing a tour route for visitors to the region. The standard financial data for both bridges is included in this report
- **1976 (Fiftieth Annual Report).** Describes numerous repairs at both bridges as well as the beginning of a study to determine the feasibility of replacing the Rouses Point Bridge. The study will be conducted by Schoenfeld Associates, Inc. of Boston. Increasing deterioration is mentioned at both bridges. The standard financial data for both bridges is included in this report
- **1977 (Fifty-First Annual Report).** Briefly discusses Schoenfeld Associates, Inc. starting their study to look at new possible sites for the Rouses Point Bridge. Deck replacement is mentioned as a needed repair at the Lake Champlain Bridge at a cost of \$250,000. It is important to note that the commission decided to delay this repair. The commission also pledged to supply any relevant information to the traffic committee of the Lake Placid 1980 Winter Olympics. The Lake Champlain Bridge toll was closed on Christmas day and no funds were collected as a good will gesture. This was the first time the tolls were not collected. The standard financial data for both bridges is included in this report
- **1978 (Fifty-Second Annual Report).** Briefly discusses various reports and studies undertaken to prove to New York and Vermont governments that repairing the Rouses Point Bridge is not a reasonable option when compared to replacement. Repair needs at the Lake Champlain bridge are also mentioned. It is important to note that the commission decided to raise wages and create a pension plan for bridge workers effective January 1979. The standard financial data for both bridges is included in this report
- **1979 (Fifty-Third Annual Report).** This report does not contain any letter or opening statement from the chair of the commission, only a letter from an accountant from Vermont (John A. Lamson) who compiled the financial data. The standard financial data for both bridges is included in this report
- **1980 (Fifty-Fourth Annual Report).** This report does not contain any letter or opening statement from the chair of the commission, only a letter from an accountant from Vermont (John A. Lamson) who compiled the financial data. The standard financial data for both bridges is included in this report
- **1981 (Fifty-Fifth Annual Report).** This report does not contain any letter or opening statement from the chair of the commission, only a letter from an accountant from Vermont (John A. Lamson) who compiled the financial data. The standard financial data for both bridges is included in this report
- **1982 (Fifty-Sixth Annual Report).** This report does not contain any letter or opening statement from the chair of the commission, only a letter from an accountant from Vermont (John A. Lamson) who compiled the financial data. The standard financial data for both bridges is included in this report
- **1983 (Fifty-Seventh Annual Report).** This report does not contain any letter or opening statement from the chair of the commission, only a letter from an accountant from Vermont (John A. Lamson) who compiled the financial data. The standard financial data for both bridges is included in this report
- **1984 (Fifty-Eighth Annual Report).** This report does not contain any letter or opening statement from the chair of the commission, only a letter from an accountant from Vermont (John A. Lamson) who compiled the financial data. The standard financial data for both bridges is included in this report
- **1985 (Fifty-Ninth Annual Report).** This report does not contain any letter or opening statement from the chair of the commission, nor from anyone. The report consists mostly of financial data for both bridges
- **1986 (Sixtieth Annual Report).** This report does not contain any letter or opening statement from the chair of the commission, nor from anyone. The report consists mostly of financial data for both bridges

- **1987 (Sixty-First Annual Report).** This report does not contain any letter or opening statement from the chair of the commission, nor from anyone. The report consists mostly of financial data for both bridges

Penfield Homestead Museum

703 Creek Road, Historic Ironville, Crown Point, New York 12928

(518) 597-3804

Web: <http://www.penfieldmuseum.org/>

The Penfield Homestead Museum's collection of Lake Champlain Bridge items includes a binder containing approximately 51 construction photographs, a poster advertising the bridge, a framed photograph of the completed bridge, two "Press" ribbons from opening day, and a souvenir button with clasped hands.

Construction Photographs

The 2.5" high x 4.5" wide black-and-white photographic prints are held in a three-ring binder, with two or three photographic prints per page. The front page of the binder containing the photographs reads "Lake Champlain Bridge Construction Photographs Volume Three from December 21 1928 to" with no end date. Descriptions for each photograph are type-written on intervening sheets of paper. In one case, it appears that photographs may have been switched since they do not match the corresponding descriptions. Some photographs lack descriptions.

Page 44

- Derrick at Crown Point yard – no description. The date "Dec 21" is hand written on the page.
- Cars, two small structures, and muddy road – no description. The date "Dec 21" is hand written on the page
- Close up of traveling derrick – no description. The date "Dec 21" is hand written on the page.

Page 45

- Truck and trailer with girder, "Dec. 21. Seven ton viaduct girder hauled by trucks and trailer"
- Truck and trailer with girder, "Dec. 21. Same"
- Traveling derrick unloading truck, "Dec. 21. Picking girder from trailer with 60 foot boom traveling derrick"

Page 46

- Traveling derrick on viaduct, "Dec. 28 American Bridge Company's traveling derrick at end of New York Viaduct, Pier 3, driving piles for first temporary bent"
- Traveling derrick on viaduct, "Dec. 28. Same from a different point of view"
- Traveling derrick on viaduct, "Dec. 28. Same"

Page 47

- Traveling derrick on span, "Jan. 8. Showing traveling derrick starting out on span"
- Traveling derrick on span, "Jan. 15. Second bent falsework and second panel nearly in place"
- Traveling derrick on span, "Jan. 15. Same"

Page 48

- Truck with giant iron truss member chained over its cab, "Feb. 12. Trucking long truss members with trailer U-11-10-R. Weight 9 tons on a 5 ton Mack Special truck"
- Derrick picking up large truss member, "Feb. 12. Unloading same"
- Truck with giant iron truss member chained over its cab, "Feb. 12. Trucking L-8-10. Weight 14 tons 1780 pounds this with the timber carriage estimated at about 1 ton makes a 16 ton load on a 5 ton Mack truck"

Page 49

- Truck with giant truss member chained over its cab, "Feb. 12. Same as C on Page 48 in a different position"
- Truck with giant truss member chained over its cab, "Feb. 12. Same"

Page 50

- Pile of materials with New York viaduct in distance, "Feb 18. View of Pier Yard and New York

embankment and viaduct”

- Photograph is missing. Its label reads “Feb. 18. View from the ice showing steel work practically complete to Pier 5”
- Falsework supporting a span, “Feb. 18. View from the ice showing temporary pile bent under Span 5 and men working on wire cable suspension platform preparing to set first temporary bent in Span 6”

Page 51

- Traveling derrick at end of span, “Feb. 18. View from the ice showing traveling derrick and two wire cables stretched from Pier 5 to Pier 6 for construction platform purposes”
- Close-up of falsework supporting span, “Feb. 18. Close-up view from ice of temporary bent of 12” x 12” square timbers Span 5”

Page 52

- Cars and buildings at construction yard, “Feb 20 1929. View from Port Road opposite resident engineer’s office looking toward Merritt-Chapman and Scotts well house and showing that mess house and bunk have been removed”
- Tracks, large pile of gravel, car, and building in background, “Feb. 20, 1929. The 5,000 cubic yards of coarse and fine aggregate piled up by Scott Brothers Construction Company for use on approaches and bridge floor. Witherbee-Sherman Company store from Mineville”
- Bridge and derrick in distance, “Feb. 20 1929. General view of bridge and New York approach from northerly bank of moat at Fort Amherst. Champlain Memorial light house on right”

Page 53

- Long view of bridge with several spans complete, “April 9, 1929. Looking toward Vermont along line of bridge from Crown Point ferry landing”
- Close-up of traveling derrick on span supported by falsework, “April 9. Span 9 from Chimney Point ferry landing”
- Long view of bridge with work progressing at both sides of lake with derricks on both sections, “April 9 Spans 9 and 10 from M. B. Barnes yard Vermont”

Page 54

- View of bridge from lake with traveling derrick at end of span supported by falsework, “April 9, 1929. Bridge from water looking westerly”
- View of bridge with traveling derrick at end of span supported by falsework, “April 9, 1929. Same from point opposite Champlain Memorial”
- View of work at Chimney Point, “April 9. Looking northwesterly showing Piers 7 and 8 and Spans 9 and 10”

Page 55

- Large pile of aggregate with machines and building in distance, “April 23, 1929. Scott Brothers Construction Company coarse aggregate pile, bins and mixer for concrete floor for bridge”
- Stacked materials with bridge in distance, “April 23, 1929. Scott Brothers Construction Company’s forms for concrete floor of bridge and curbs”
- Stacked materials and building, “April 23, 1929. Scott Brothers Construction Company storehouse and piles of Rivet Grip Steel Company’s trusses and miscellaneous reinforcing steel”

Page 56

- Truck in muddy road with construction yard in background, “April 23, 1929. Road to New York Approach”
- Derrick, materials, and bridge in distance, “April 23, 1929. Showing cleared space front of proposed toll house from monument 1”
- Ramped up roadway with materials in distance, “April 23, 1929. Showing cleared roadway to space in front of proposed toll house”

Page 57

- Vacant area with derrick and materials in distance, “April 23, 1929. Looking toward proposed location of toll keeper house. 8 foot sighting rod at right is at station 8+I3. Final location decided upon for house corner is five feet to left”
- Vacant area with derrick and materials in distance, “April 23, 1929. Same from about the same level”
- Vacant area, “April 23, 1929. Same from point further down the bank toward Lake shore”

Page 58

- Construction equipment on track, reinforcement steel on bridge deck, and worker, “April 23, 1929. Showing Scott Brothers material car, Plymouth Gasoline Locomotive and concrete car with side discharge”
- Construction equipment on track, reinforcement steel on bridge deck, and workers, “April 23, 1929. Same”
- Construction equipment on track, reinforcement steel on bridge deck, and workers, “April 23, 1929. On easterly curb line of New York end of bridge showing curb angle and Rivet Grip Steel in place. Sidewalk forms not yet finished”

Page 59

- Bridge under construction view from lake, “May 1, 1929. Looking toward New York shore from mid channel”
- Barges and pier in lake, “May 1, 1929. Merritt-Chapman and Scott Corporation pulling steel sheet piling at Pier 7”
- Barges and falsework in lake, “May 1, 1929. Showing Merritt-Chapman and Scott Corporation and American Bridge Company at Span 8”

Page 60

- Bridge under construction at Chimney Point view from lake, “May 1, 1929. Span 9 in place”
- Long view of bridge under construction at both ends viewed from Chimney Point?, “May 1, 1929. American Bridge Company’s office on Vermont Approach and Column 12 of Vermont viaduct” [NB: This caption seems to describe the next photograph.]
- Construction materials and two small buildings, “May 1, 1929. Bridge from M. F. Barnes lawn” [NB: This caption seems to describe the next photograph.]

Page Unnumbered with photographs paper clipped to it

- 2 copies of the same photograph of the center arch span nearly complete. No date or label
- Construction yard at Crown Point with materials, car in foreground, road, buildings, and derrick. No date or label

Loose Digital Print

- Digital print copy of a photograph of dignitaries on review stand as viewed from crowd. Governor Franklin D. Roosevelt is partially visible behind column on stand, August 26, 1929

Objects in Display Case

- “Press” Ribbon. Metal frame at top with word “PRESS” inset, purple ribbon below with words “Lake Champlain Bridge Dedication Aug. 26, 1929.” Manufactured by Whitehead and Hoag
- “Press” Ribbon. Metal frame at top with word “PRESS” inset, purple ribbon below with words “Lake Champlain Bridge Dedication Aug. 26, 1929”
- Souvenir Button. Metal frame with color image of clasped hands in the middle. No words. Manufactured by Whitehead and Hoag
- Framed photographic black-and-white print, approximately 3”x 8”, of completed bridge
- Poster. Blue ink on poster board, approximately 11”x 22”, with the following words: “Lake Champlain Bridge / Crown Point N.Y. – Chimney Point, Vt. / Midway on Lake Champlain / Paved Highway Approaches / No Delay – 24 Hour Service – Cross _____ / The Scenic and Historic Route”

Town of Moriah Historical Society

Iron Center Museum

16 Park Place, Port Henry, New York 12974

(518) 546-3587

Web: <http://www.townofmoriah.com/mhs.html>

The holdings of the Town of Moriah Historical Society include an extensive collection of newspaper clippings; correspondence related to the bridge construction; photocopies and digital prints of photographs; public information sheets; and a map and a brochure. Materials are organized by files that contain folders.

File 1 – Folder: “Bridge Plans before 1928 Building Took Place Crown Point / Chimney Point Bridge”

Burlington Free Press and Times

- “Plan Definite Action for Bridge to Span Champlain” January 3, 1925
- “Want Early Action by Legislatures” February 4, 1925

Burlington Daily News

- “Lake Bridges Discussed” N.D.

Ticonderoga Sentinel

- “To Open Champlain Bridge Aug. 26th” August 1, 1929
- “History of the Lake Champlain Inter-State Span” August 22, 1929

Letter – Village Clerk to Mortimer Y. Ferris, Senator, Ticonderoga New York, November 7, 1923, informing that the Port Henry Village Trustees unanimously endorse construction of a bridge between Crown Point and Chimney Point.

Letter – Mortimer Y. Ferris, Senator, Ticonderoga, New York to Mr. A. C. Lindin, Port Henry Village Clerk, November 8, 1923, acknowledging receipt of the resolution of the Village Board of Trustees.

Before the Champlain Bridge Commissions. Ticonderoga Chamber of Commerce. Thirteen-page printed booklet with soft cover; map. Sets forth the argument for building the bridge at Ticonderoga.

Legislation: Calendar No. 1997, Bridge across Lake Champlain at Rouses Point, U. S. Senate. February 25, 1929. One folded page, approximately 9”x12”, printed on both sides. Photocopies also. Recommends that bill 17020 pass without amendment, extending the times for commencing and completing a bridge at Rouses Point.

Legislation: Calendar No. 2029, Bridge across Lake Champlain at East Alburg, U.S. Senate. Legislation: February 25, 1929. One folded page, approximately 9”x12”, printed on both sides. Photocopies also. Recommends that bill 17023 pass without amendment, extending the times for commencing and completing a bridge at East Alburg.

Legislation: Title: S. 4560, Bill, U. S. Senate. May 3, 1928. Four folded sheets, approximately 11”x22”, making an eight-page booklet. Printed, with photocopies. Authorizes Elisha N. Goodsell to construct bridges at Rouses Point and East Alburg.

Legislation: H.R. 17020, U.S. Senate. February 15, 1929. One page, approximately 8”x10”, double-sided, printed. Act extending the times for commencing and completing a bridge at Rouses Point.

Legislation: S. 5045, U.S. Senate. December 20, 1928. Four folded sheets, approximately 11”x22”, making an eight-page booklet. Printed. Photocopies also. A bill authorizing Jed P. Ladd to construct and maintain a bridge from Alburgh to Swanton, Vermont, across the lake.

Legislation: H.R. 17023, U.S. Senate. February 25, 1929. Single photocopied sheet, printed on both sides, approximately 8”x10”. An act extending the times for commencing and completing the construction of a bridge at or near East Alburg, Vermont.

File 2 – Folder: “Lake Champlain Bridge Aug. 26, 1929 Glens Falls Times (copy)”

Glens Falls Times

- “Chimney Point is One of Oldest French Forts; is at Vermont End of Bridge” August 26, 1929
- “Champlain Vehicular Bridge Opens New York and Vermont Governors Are...” August 26, 1929

Essex County News (The Essex County Republican Company)

- “Lake Champlain Bridge Dedication Ceremonies Monday” August 23, 1929
- “Epochal Event Now History as Great Bridge is Opened” August 30, 1929
- “Governors of N.Y. and Vt. Meet at Inter-State Bridge” August 2, 1929

Ticonderoga Sentinel

- “Sidelights on the Bridge Opening” August 29, 1929
- “Where Steel and Concrete are Binding Together Two Great Sister States” March 14, 1929
- “Champlain Bridge Inspected by Two Governors Mond'y” August 1, 1929
- “Champlain Bridge Worker Killed in Accident Yester'y” August 5, 1928
- “Governors Clasp Hands on Towering Structure as Span is Opened to Public Monday” August 29, 1929
- “Bridge Tolls Began at Midnight Monday” August 29, 1929
- “Cars From Thirty States Passed Over Champlain Bridge In One Week” September 19, 1929

Unknown Newspaper

- “Bridge Span Connected Tuesday” June 20, 1929
- “Meeting of Governors of New York and Vermont in Center of Span Will Mark Opening of Champlain Bridge” August 22?, 1929
- “Lake Champlain Bridge Dedicated 40 Years Ago, On Aug. 26, 1929” N.D. 1969

File 3 – Folder: “Bridge Opening Aug. 26, 1929 from Carolyn Burakowski”

- Typed copy of articles from the *Plattsburgh Daily Press*, for dates August 24 and 27, 1929, typed by Carolyn Burakowski
- Photocopy of photograph of governors seated on review stand
- Photocopy of newspaper photograph of official parties in center of span
- Photocopy of image of old ferry that will be burned
- Digital print of photographs of boats on lake during opening
- Digital print of photograph of crowd facing speaker at opening
- Digital print of float “Ticonderoga” at opening
- Photocopy of photograph of construction yard at Chimney Point
- Digital print of photograph of Champlain Bridge span nearing completion: #222 F.3130-5 “June 20, 1929, Spans #6 7, 8 Looking South”
- Photocopies of construction photographs at Hammond Library (SEE HAMMOND LIBRARY):
 - Photograph #3, 11-20-28 “Truck stuck in the mud at yard”
 - Photograph #4, 11-20-28 “Truck stuck in the mud at yard”
 - Photograph #6?, 11-20-28 “Condition of road in unloading and storage yard”
 - Photograph #139, 3-19-29 “Road”
 - Photograph #141, 3-19-29 “Condition of the road”
 - Photograph #83, 2-1-29 “Gen'l view”
 - Photograph #41, 1-8-29 “Gen'l view of erection to date”
 - Photograph #227, 6-20-29 “Raising last chord, span #7”
 - Photograph #206, 6-15-29 “Span #7” – shows both ends of span cantilevered from their piers
 - Photograph #59, 1-14-29 “General View”
 - Photograph #67, 1-28-29 “Setting chord U12-U14, span #5”
 - Photograph #163, 4-26-29 “Falsework tower #12”

Folder: “Lake Champlain 1929 Bridge Highlights”

Ticonderoga Sentinel

- “Sidelights on the Bridge Opening” August 29, 1929
- “Bridge Tolls Began at Midnight Monday” August 29, 1929

Information Sheet “Crown Point, N.Y. / Chimney Point, VT. Lake Champlain Bridge” by Joan A. Daby, Town of Moriah Historian, October 17, 2009, 3 pages.

Information Sheet “Lake Champlain Bridge, Crown Point, N.Y. ,” half sheet, describes role of Carl F. Peterson in promoting the bridge in the *Essex County News*.

Envelope: From Crown Point State Historic Site (Tom Hughes)

Enterprise and Vermonter / Middlebury Record

- “Champlain Bridge Expected to be Opened by August 26” July 5, 1929
- “Vergennes Plans Participation in Bridge Dedication” August 2, 1929
- “Otter Valley Prepares for Celebration” August 16, 1929

Essex County Republican

- “Governors of N.Y. and Vt. Meet at Inter-State Bridge” August 2, 1929
- “Crown Point Park Becomes Accessible” August 2, 1929
- “Lake Champlain Bridge Dedication Ceremonies Monday” August 23, 1929
- “Epochal Event Now History as Great Bridge is Opened” August 30, 1929

Middlebury Record

- “Middlebury Plans for Celebration” August 9, 1929
- “Bridge Traffic” September 6, 1929
- “West Addison and West Ferrisburg Social Notes” September 6, 1929

Enterprise and Vermonter

- “Vergennes Completes Plans...” August 23, 1929
- “Bridge Marks Progress for Otter Valley” August 30, 1929

Rutland Daily Herald

- “A Chorus mbrs.’ Account of Trip to Opening Event...” August 30, 1929

File 4 – “Crown Point Lighthouse and Bridge Photographs”

- Photograph of coffer dams and pier construction. Shows tugs, barges, cranes, and coffer dams during pier construction (black and white, 4”x6”)
- Photograph of coffer dams and pier construction, alternate view. Shows tugs, barges, cranes, and coffer dams during pier construction (black and white, 4”x6”)
- Digital print of Lake Champlain Bridge showing bridge shining white under overcast sky (grey scale, 3”x5”)
- Digital print showing the beginning of construction of the Lake Champlain Bridge showing roadway construction at Chimney Point (black and white, 8”x10”)
- Digital print showing alternate view of beginning of Lake Champlain Bridge construction, showing Chimney Point viewed from the lake looking south, with cranes and construction at right side of photograph (black and white, 8”x10”)
- Digital print of the opening day crowd at Lake Champlain Bridge (black and white, 8”x10”). [This is the commonly seen image of the crowd assembled on the Crown Point side with car procession coming off of the bridge]

File 5 – Folder: “Bridge – Lake Champlain Crown Point, NY, May 3, 1934 to Oct 9, 2009”

Unknown Publication

- “Lake Champlain Bridge” N.D.
- “Toll Free” January 5, 1987
- “Crown Point Bridge Deck Replacement Doubtful” February 27, 1978
- “A Man, A Bridge” June 8, 1981

- “Crown Point Bridge to Mark Anniversary” N.D. 1999
- “Champlain Bridge Project: Renovation or Replacement” N.D. (probably October 2009, based on location in file)
- “Bridge Important” N.D. by Heather Sackett, Communications Director for the Lake Placid/Essex County Visitors Bureau

Times of Ti

- “Vermont Seeks Toll Free Bridges” April 3, 1984
- “Save Jobs, Say Bridge Employees” March 28, 1984
- “Lake Champlain Bridge 60 Years Old Soon” October 18, 1988
- “Crown Point Bridge to Mark Anniversary” August 21, 1999
- “Champlain Bridge Temporarily Closed When Gap Develops” January 29, 2005
- “Bridge Added to Preservation List” March 24, 2007
- “Champlain Bridge Inspected” August 18, 2007
- “Visitors Center Being Improved” February 9, 2008
- “Bridge Future a Worry” September 5, 2009
- “Save the Crown Point Bridge” September 19, 2009
- “Repair Bridge (opinion)” N.D.
- “Economic Assistance Available to Businesses” March 6, 2010

Ticonderoga Sentinel

- “Tollhouse and Machine Toll in Span Crash” December 6, 1945
- “Bridge Receipts Slightly Under Engineer's Estimate” May 3, 1934

Essex County News

- “Village News, Bridge Secretary 25 Years” January 1955
- “Bridge Rates Lowered” March 20, 1959

Plattsburgh Press Republican

- “Commission Asks Continued Tolls on Bridges” November 8, 1956
- “Bridge Toll-takers; Their Lot's Not Always Routine” September 9, 1977

Burlington Free Press

- “Rouses Point, Crown Point Bridges Turn In Profits” March 26, 1938?
- “Lake Champlain Bridge Dedicated 40 Years Ago, On Aug. 26, 1929” N.D. 1969
- “Crown Point Bridge Needs Repairs” January 30, 1988
- “Newly Repaired Crown Point Bridge Reopens” November 5, 1991
- “Welcome Center Planned Near Crown Point Bridge” July 1, 1992
- “Crown Point Bridge Information Center Opening Set” May 26, 1993
- “Champlain Bridge is 70” August 26, 1999
- “Crown Point Bridge Spans Generations” December 24, 2002
- “Troubled Bridge Over Water” August 9, 2002
- “Bridge Over Lake Closed” January 23, 2005
- “Crown Point Span Reopens After Passing Inspection” January 24, 2005
- “Bridge: DOT Plans More Work on Span This Week” January 24, 2005
- “Bridge Maintenance Questioned After Incident” January 26, 2005
- “Meeting to Discuss Crown Point Bridge” August 2, 2006
- “Residents Want Champlain Bridge Preserved” September 1, 2006
- “Staying Connected” March 15, 2007
- “Groups Pledge to Help Restore Historic Span” March 15, 2007
- “Truck Closes Span” September 21, 2007
- “Champlain Bridge: Is it Worth Saving?” July 3, 2007
- “Citizens Call for Repair of Bridge” December 16, 2007
- “Lake Champlain Advisory Panel Formed” October 13, 2007
- “Bridge Concerns: Champlain Bridge Pillar Showing Signs of Deterioration” March 19, 2008

- “County Wants Champlain Bridge Help” February 16, 2009
- “NY-Vt Bridge Accord: States Will Replace or Repair Neglected Crown Point Span” June 23, 2009
- “Bridge Fix May Imperil Local Traffic” July 9, 2009
- “Road Construction Roundup” July 28, 2009
- “Champlain Bridge Future Discussed: Span's Condition Worse than Thought” September 17, 2009
- “Residents Demand a Speedy Fix for Crown Point's Champlain Bridge” October 9, 2009

Valley News

- “Save Jobs, Say Bridge Employees” March 28, 1984
- “Crown Point Bridge Turns 70” August 25, 1999
- “Crown Point Bridge Deemed Safe After Inspection” January 26, 2005

Addison County Independent

- “Champlain Bridge Opening was 1929” March 5, 1986

Photocopy of photograph, “Bridge over Lake Champlain between Crown Point, New York and Chimney Point, Vermont.”

Adirondack Natural Heritage. “Bridges, Bridges, Bridges.” Newsletter article, Volume 15, Number 2 (Winter 2007). Article reports that the Lake Champlain Bridge and others are in jeopardy and describes the types of regional bridges.

Lake Champlain Bridge Map. Lake Champlain Bridge Commission. 1931 foldout map, approximately 8”x14”, black and white on cover side, color on other side.

Brochure: Lake Champlain Bridge Project. New York State Department of Transportation and Vermont Agency for Transportation. Tri-fold brochure on 8”x10” gloss paper, printed in full color on both sides. Informational brochure handed out August 28, 2009, about the plans for repairing or replacing the bridge.

Vermont

Bixby Memorial Library

258 Main Street, Vergennes, Vermont 05491
(802) 877-2211

Web: <http://www.bixbylibrary.org/WPBixby/>

Bixby Memorial Library's holdings include complete editions of the *Enterprise and Vermonter* for August 2, August 16, August 23, August 29, and August 30, 1929, all of which contain articles related to the bridge opening. The library also has scrapbook pages with clippings of the same articles from the *Enterprise and Vermonter*.

Newspapers

Enterprise and Vermonter

- "Vergennes Plans Participation in Bridge Dedication" August 2, 1929
- "Citizens Urged to Decorate Cars for Bridge Celebrations" August 9, 1929
- "Middlebury Plans for Bridge Celebration" August 9, 1929
- "Otter Valley Prepares for Celebration" August 16, 1929
- "Vergennes Completes Plans for Champlain Bridge Dedication" August 23, 1929
- "Program for Bridge Celebration Announced" August 23, 1929
- "New Gateway Will Increase Tourist Travel" August 30, 1929
- "Many Colorful Floats from Valley Communities" August 30, 1929
- "Structure Built 320 Years After Discovery of Lake by Samuel De Champlain" August 30, 1929
- "Forty Thousand Participate in Spectacular Celebration: Vermont and New York United by Half-Mile Steel Span" August 30, 1929

Newsprint of aerial photograph of procession of cars across bridge with boats assembled on the lake.

Photocopies of articles in addition to those above

- "Lake Champlain Bridge" March 6, 1924, publication unknown
- "Champlain Bridge Expected to be Opened by August 26" July 5, 1929, *Enterprise and Vermonter*

Chimney Point State Historic Site

7305 VT Route 125, Addison, Vermont 05491
(802) 759-2412

Web: <http://www.historicvermont.org/chimneypoint/>

Chimney Point State Historic Site has a variety of materials related to the bridge such as maps, brochures, drawings, newspaper clippings, photographs, and correspondence.

Routes to Lake Champlain Bridge. Lake Champlain Bridge Commission. Foldout brochure, red and black ink, originals and color photocopies. The copyright date is 1929. Includes map and promotional information for the Champlain Bridge.

Map of Routes and Description Lake Champlain Bridge. Commission for the States of New York and Vermont. Black-and-white foldout brochure. Published in June 1929. Includes line art of the bridge, map of the route and area, and copy titled "Description of Bridge," "Location of the Bridge," and "The Bridge Vicinity."

Lake Champlain Bridges Brochure and Map. Lake Champlain Bridge Commission. Three color foldout maps, originals and color photocopies. Copyright dates are 1932, 1939, and 1949. Includes maps and promotional information for the bridges.

Letter from Leroy Russell, Lawyer, to Millard F. Barnes, March 31, 1928. Two typed pages with hand notations. Concerns chain of titles to Barnes's properties.

Letter from Eric DeLony, Consultant, Engineering & Industrial Heritage, to Director of Historic Preservation Field Services Bureau, June 17, 2007. Two printed letter-size pages. This letter asserts that Bob McCullough, author of the National Register Nomination, has determined that "the Lake Champlain Bridge is the first continuous arched truss in the United States" and that "it became the prototype of similar moderate-span bridges...." The letter goes on to explore some of the European precedents for the bridge.

National Register of Historic Places Registration Form, National Park Service, United States Department of the Interior. There are two versions: 74 photocopied pages and 62 photocopied pages.

Lake Champlain Bridge – Engineering Drawings by Fay, Spofford & Thorndike, Engineers, March 1928 (photocopies, 24 legal-size sheets).

- R-29 General Plan and Elevation of Superstructure
- Plan 22 New York Abutment and Viaduct Footings
- Plan 23 Vermont Abutment and Viaduct Footings
- Plan 24 Pier 3, Pier 4, and Pier 9
- Plan 25 Pier 5 and Pier 8
- Plan 26 Pier 6 and Pier 7
- Plan 27 New York Approach and Embankment
- Plan 28 Vermont Approach Embankment
- Plan 30 New York Viaduct Elevation and Sections
- Plan 31 Vermont Viaduct Elevation and Sections
- Plan 32 Viaducts Typical Sections and Details
- Plan 33 Floor Sections Truss Spans
- Plan 34 Typical Floor Details
- Plan 35 Trusses and Bracing Span 9
- Plan 36 Trusses and Bracing Spans 4 and 5
- Plan 37 Trusses and Bracing Spans 6, 7, and 8
- Plan 38 Typical Truss Details Spans 6, 7, and 8
- Plan 39 Bearings at Piers 3, 4, 6, 7, and 9
- Plan 40 Bearings at Piers 5 and 8 at Abutments
- Plan 41 New York Approach Surfacing and Details
- Plan 42 Vermont Approach Surfacing and Details
- Plan 43 Key Map and Locality Map
- Plan 45 Record of Boring Made in 1927
- Plan 46 Hydrostat of Lake Levels

Miscellaneous Newspaper Clippings

Addison Independent

- "New York Inspects Champlain Bridge for Damage" August 20, 2007
- "Bridging the Lake" August 19, 1999
- "Champlain Bridge Opened with a Flourish Nearly 70 Years Ago," August 19, 1999

Rutland Daily Herald, "Did the Henry Proctor Burn"

Country Courier, September 15, 1989

Engineering Drawing, Plan R-29: General Plan and Elevation of Superstructure, Fay, Spofford & Thorndike, Engineers, March 1928. Photocopy – 3 photocopied sections, 11"x17."

Annual Report of the Lake Champlain Bridge Commission, 1929 (Third Annual Report), Lake Champlain Bridge Commission. Marks the completion of the construction of the Lake Champlain

Bridge. It summarizes much of the process of determining the need for a bridge, construction, a brief description of the dedication ceremony, and a historic overview of the area beginning with the discovery of the lake by Samuel de Champlain in 1609.

Photocopy of Proposal for Engineering Services, Fay, Spofford & Thorndike, Engineers, August 2, 1927. Submitted by the Engineers to the Lake Champlain Bridge Commission. Report, 15 photocopied pages.

Photocopy of Report to Lake Champlain Bridge Commission on Estimated Earnings of Lake Champlain Bridge, Fay, Spofford & Thorndike, Engineers, May 24, 1928. Eight photocopied pages.

Photocopy of Letter from Fay, Spofford & Thorndike, Engineers to Lake Champlain Bridge Commission, with estimates of construction for three contracts, May 1928. Six photocopied pages.

Photocopy of Letter from Alexander MacDonald, Superintendent, Lands and Forests, NYS Conservation Department, to Lake Champlain Bridge Commission, May 22, 1928, granting permission provided no trees are harmed and that land will be vacated and lands cleaned up when bridge construction is completed. One photocopied page.

Photocopy of Lake Champlain Bridge Commission. Schedule of Prices, Contract 3, Superstructure, Lake Champlain Bridge. Contract between Lake Champlain Bridge Commission and American Bridge Company. Four photocopied pages.

Photocopy of Advertisement: Lake Champlain Bridge, Lake Champlain Bridge Commission. April 12, 1928. One photocopied page. Advertisement that the commission is seeking bids for three contracts.

Photocopy of Report on Preliminary Designs and Estimates, Fay, Spofford & Thorndike, Engineers. November 15, 1927. Fourteen photocopied pages. Includes discussion of different bridge schemes.

Photocopy of Agreement between Commission and Engineers. Lake Champlain Bridge Commission and Fay, Spofford & Thorndike, Engineers. Five photocopied pages. This is the contract between the commission and Fay, Spofford & Thorndike. The first page is paginated number 2. Dated September 13, 1927.

Photocopy of "Lake Champlain Bridge," *Transactions of the American Society of Civil Engineers*, Charles M. Spofford, Vol. 96 (1933): 622-659. Photocopy of 20-page article. Detailed description of the bridge's history, engineering, construction, operation, and the reasons why they constructed it the way they did. It includes tables and diagrams and examines traffic numbers and tolls in addition to the specifics of the bridge's construction. It includes discussion by other authorities.

Photograph of Dedication Ceremonies, Lake Champlain Bridge, original and photocopies.

Aerial Photograph of Opening Day Procession. Photographer: Fairchild Aerial Surveys, Inc. New York City. (colorized aerial photograph, 8"x10"). Shows the boats in the lake and the procession going over the lake as viewed from the west looking east. 18th-century British fort ruins are in the foreground.

"Bridges, Bridges, Bridges," *Adirondack Natural Heritage*, Volume 15, Number 2, Winter, 2007. Article reports that the Lake Champlain Bridge and others are in jeopardy and describes types of regional bridges.

Photocopies of Bid Documents and of Bridge Plan, Fay, Spofford & Thorndike, Engineers. Nine letter-size pages. The first page is labeled "Information for Proposers, Proposal, Form of Agreement Bond and Specifications and Contract Drawings for Contract 1, Entire Work, Contract 2 Substructure,

Contract 3 Superstructure, April, 1928.” The rest of the sheets are photocopies in sections of Plan Number R-21 General Plan and Elevation of Substructure; and Plan Number 27 New York Approach Embankment.

Photocopy of Photograph of *Vermont III* Passing Under the Champlain Bridge, from unknown publication, 8”x10”.

Panoramic Photograph of the Lake Champlain Bridge, summer 1929. Black-and-white. The completed bridge as viewed from the middle of the lake looking south. The name “Gove” is in the left-hand bottom corner, identifying Gove photographers of Bristol, Vermont; the number “33” is in the bottom right-hand corner. Construction barges appear in the lake.

Photograph of the Lake Champlain Bridge, summer 1929. Black-and-white. The completed bridge as viewed from Vermont Shore at Chimney Point looking north. Writing in blue ink on the face of the print remarks on points of historic significance and the proposed location for a museum at Chimney Point. Construction barges appear in the lake.

Photograph of Lake Champlain Bridge Construction, 1929?. Black-and-white. Chimney Point and the bridge under construction as viewed from the east looking straight up the road and approach to the bridge.

Photograph of Lake Champlain Bridge Construction, early 1929?. Black-and-white. Chimney Point and the bridge under construction as viewed from the east looking alongside the road and approach to the bridge. Work on the bridge is seen proceeding from both sides of the lake.

Photograph of Lake Champlain Bridge Construction, 1929?. Black-and-white. Watson Bridge and Chimney Point buildings and the roadway leading to the Lake Champlain Bridge under construction as viewed from the east. Bridge work is visible in the distance.

Photograph of Chimney Point and Lake Champlain Bridge Pier, undated. Black-and-white. The buildings at Chimney Point, a pier, and the abutment for the Lake Champlain Bridge are viewed from the ice on Lake Champlain looking south. Snow covers the ground.

Photograph of Chimney Point, undated. Black-and-white. The buildings at Chimney Point are viewed from the east, with derricks constructing the bridge visible in the distance.

Program, *Dedication Ceremonies at Lake Champlain Bridge*, 1929. Lake Champlain Bridge Commission.

Booklet from Opening Day Ceremonies, 1929. Includes the poem noted Vermont poet Ella Warner Fisher wrote for the opening of the bridge.

Henry Sheldon Museum of Vermont History

1 Park Street, Middlebury, Vermont 05753

(802) 388-2117

Web: <http://www.henrysheldonmuseum.org/>

The Henry Sheldon Museum's collections include several photographs, a newspaper clipping, and a newsletter article about the bridge.

Photographs of Lake Champlain Bridge Construction, accession number: 1993.93.1-4. Four black-and-white, 4"x5" prints from nitrate negatives. These photographs are of four similar views of the construction of one of the spans, with falsework cribs supporting the span.

"The Champlain Bridge," *Addison County History Notes*, by George Mead. vol. 1, pp. 29-34. Unpublished bound typescript original. Includes a description of opening day celebrations; a description of the bridge itself; the history of the bridge's origins from 1924; the commissioners, damages paid to Mr. Barnes, other costs, and a little bit of history of the sites at either end of the bridge.

Aerial Photographs, George Lathrop Aerial Photograph Collection. Black-and-white negatives and some prints in various sizes. Photographs are various dates in the late 1930s. Includes an aerial winter view of the bridge looking southwest, aerial views of the bridge looking south down the lake, and an aerial view looking east. Digital copies are available at www.uvm.edu/landscape.

Photograph of Lake Champlain Bridge. Center arch span of bridge is nicely framed with trees on either side with a bench located in the foreground. 5"x7" black-and-white print and copy negative.

Postcard, "New Bridge Across Lake Champlain Uniting the States of New York and Vermont," Fairchild Aerial Surveys, Inc. New York City, 1994.60.7. Black-and-white aerial view of the bridge looking north.

Postcard, "Lake Champlain Bridge Aerial Postcard," made from George Lathrop's photograph 1992.78.367, black-and-white.

"Lake Champlain Bridge Dedicated 40 Years Ago with Lavish Rites," *Burlington Free Press*, August 19, 1969, p. 11. Includes a large photograph of Governor John Weeks in a car with a crowd along the street.

Lake Champlain Maritime Museum

4472 Basin Harbor Road, Vergennes, Vermont 05491

(802) 475-2022

Web: <http://www.lcmm.org/>

The collections of the Lake Champlain Maritime Museum include engineering drawings; panoramic, aerial, and other photographs; maps and brochures; vouchers, tickets, and forms from the Lake Champlain Bridge Commission; and some objects related to the bridge operation such as a toll keeper's jacket and change trays from the toll booth.

Engineering Drawings – Lake Champlain Bridge, Fay, Spofford & Thorndike, Engineers, March 1928. Paper sheets, loose in box. Copies of engineering drawings, black-and-white, approximately 11" x 22". All date to March 1928 on the title block. There are numerous copies of some sheets then a random but incomplete collection of other sheets. Sheets include numbers 3, 4, 5, 10, 17, 19, 20, 21, 22. Approximately 75 sheets total.

Site Plan, Lake Champlain Bridge, Sheets A-C, Fay, Spofford & Thorndike, Engineers, March 1928. Copy of black-and-white site plans. Sheets A and C are approximately 11"x22"; sheet B is approximately 20" high x 40" wide.

- Sheet A is "Key Map and Locality Map" with two maps of the area
- Sheet B is Plan – R-44, showing soundings in the lake and conditions on both sides of the lake, including ferry landings, with no bridge
- Sheet C "Record of Borings" shows in graph form the data of the borings, including a legend to lake bottom materials, in cross section beneath a map of the lake bed

Panoramic Photograph of the Opening of the Champlain Bridge, by Louis L. McAllister 8"x10" color transparency and 40-inch-wide print. This is a photographic copy of the famous McAllister panoramic photograph of the bridge taken on opening day, 1929.

Aerial Photographs of the Lake Champlain Bridge, by George N. Lathrop, four 5"x7" black-and-white photographic prints, low-angle oblique aerial views

- "View to the east of the old Fort near Crown Point N.Y." July 1939 – Shows the ruins at Crown Point well, with memorial in distance
- "View to the south of the old Fort near Crown Point N.Y." July 1939 – Shows Crown Point well
- "View to the east of the old Fort near Crown Point N.Y." July 1939 – Shows Crown Point well
- "View to the south showing the Champlain Bridge at Chimney Point, West Addison Vt." July 1938 – Shows full span of bridge across lake

Aerial Photograph of the Lake Champlain Bridge, by Steve and Amy Beattie, May 1998. 4"x6" color aerial photographic print of Lake Champlain Bridge looking north, showing some of the Crown Point side of the lake and Port Henry in the background.

Photograph of the Lake Champlain Bridge, by H. Kurilchuk. 5"x7" black-and-white photographic print of Champlain Bridge across the lake. View of the bridge taken from Chimney Point, c. 1930s.

Panoramic Photograph of Lake Champlain Bridge Construction. 4" high x 12" wide, black-and-white. This photograph shows a nearly complete bridge from Chimney Point, with cranes in the distance.

Photographs of the Lake Champlain Bridge from Vermont State Archives & Records Administration. 8"x10" black-and-white copies of photographs from the Vermont State Archives & Records Administration. Four photographs show the bridge under construction, three more show the opening day ceremonies, one is a photograph of the six commissioners with the bridge in the background, and one is a photograph of the completed bridge with no people in the scene, just a rock wall (probably Ft. St. Frédéric) in the foreground.

Photograph of the Lake Champlain Bridge. 8"x10" black-and-white photographic print, taken from the British Fort at Crown Point. The Toll Collector's House is visible. Cars in the distance suggest this is an early photograph.

Line-art Drawing of the Lake Champlain Bridge, Lake Champlain Bridge Commission. Photographic copy, black-and-white, which includes the names of the Lake Champlain Bridge Commissioners in the upper left-hand corner of the drawing. Shows a steamboat passing beneath the arch and Chimney Point State Historic Site on the right.

Poster for the Lake Champlain Bridge. 14"x20" blue ink on white poster board. Copy reads "Lake Champlain Bridge; Crown Point, N.Y. – Chimney Point, Vt.; Midway on Lake Champlain; Paved Highway Approaches; No Delays – 24-hour Service – Cross in Safety; The Scenic and Historic Route."

Lake Champlain Bridge Official Brochure and Map, Lake Champlain Bridge Commission. Color, foldout map, copyright 1935.

Lake Champlain Bridges Official Guide, Lake Champlain Bridge Commission. Color, foldout brochure and map, copyright 1939. Color map and insets of the conflicts of Lake Champlain. Includes more than the 1935 map and includes the Rouses Point Bridge, as well as a table of distances.

Commuter Book Vouchers, Lake Champlain Bridge Commission. Paper/cardboard/plastic/metal, contains hand-written and typed lists of commuters with vouchers, from January 1, 1967, to December 31, 1981. Each entry includes date, voucher number, name, and in early entries also includes date of expiration and amount paid. This binder contains an orderly list of names of commuters from 1967 to 1981, revealing a great deal of care to track all of those with commuter books during this time frame. The cost a commuter book appears to have increased from \$4 in 1967 to \$12 in 1981.

Commuter Book Vouchers, Lake Champlain Bridge Commission. Small voucher slip, red and black ink on white paper, perforated on left edge, and 12-month grid on right side that is punched for a given month. Driver's name and license number are hand written on the voucher. About 5"x2.5". The tops of the vouchers are marked both Rouses Point Bridge and Lake Champlain Bridge. There are hundreds of these in rubber-banded bundles. These may make for interesting graphics along with other toll collector materials. They are often dated and initialed on the reverse, presumably by the toll collector.

Used Toll Tickets, Collector's Report, and Register Print Out. Small manila mailer envelopes stuffed with toll tickets, vouchers stubs, completed toll collectors' reports, and paper printouts from the toll register. One envelope dates to September 12, 1978; the others date to specific days in 1984. These envelopes are important because of their contents and what they reveal about what items were submitted together as controls for the flow of money at the bridge.

Daily Record, Lake Champlain Bridge Commission. Black ink on yellow paper, approximately letter-size sheets, with carbon-paper entries, making it apparent this was a copy from a multi-copy form. It includes categories for "Activity" for westbound and eastbound lanes, cash, commutation tickets, "axle crossings," "books sold," "collections," "charges," "remarks," and "deposits." They cover the date range December 31, 1985 to December 31, 1986. These are useful for gauging the volume of traffic on any given day or month during the year 1986.

Change Trays from toll booth (2). Metal, approximately 18" x 10" x 3". The trays are nearly identical and are recognizably change trays, with five compartments for bills with hold-down arms with weighted rollers, and five compartments for change.

Toll Collectors Report Cards, Lake Champlain Bridge Commission. Approximately 9" x 5". Unused paper cards printed on one side with grid for entry of money information.

U.S. Army Vehicle Record Forms, Lake Champlain Bridge Commission. Blank four-part forms for recording the passage of U.S. military vehicles. About 30 copies. Entitled "United States Army in Account with Lake Champlain Bridge Commission." These forms suggest that the vehicles were tracked as they crossed both the Rouses Point Bridge and the Lake Champlain Bridge and then the commission billed the Army later.

University of Vermont, Bailey/Howe Library

538 Main Street, Burlington, Vermont 05405

(802) 656-2023

Web: <http://library.uvm.edu/>

The University of Vermont's resources that pertain to the Lake Champlain Bridge are all held in the Bailey/Howe Library's Special Collections. Among the holdings are a copy of the program from the dedication ceremony held on Lake Champlain Bridge's opening day; four annual reports of the Lake Champlain Bridge Commission; an interim report on the bridge that was prepared by the Lake Champlain Committee of the Vermont General Assembly; a study of Vermont's historic truss bridges; an 1893 map of the lake prior to the bridge's construction; maps and brochures from the Lake Champlain Bridge Commission; and documents related to the acquisition of land for the construction of the bridge. The library also has seven photographs and one panoramic photograph related to the bridge in the Louis McAllister collection. All but the panoramic photograph are accessible online at <http://cdi.uvm.edu/collections/folder/mcalA09F17>

Photocopy of Dedication Program. *Dedication Ceremonies at Lake Champlain Bridge.* Lake Champlain Bridge Commission, 1929. The inside includes a "Program" (schedule of events), "Dedication Exercises," and then a "Band Concert." The back page lists the engineers and contractors.

Annual Report of the Lake Champlain Bridge Commission. Lake Champlain Bridge Commission.

- **1934 (Eighth Annual Report).** Increases in summer tourism boost toll revenue over the previous year. Statistics are given for the amount of summer receipts collected in 1934 versus the previous year. The opening statement draws correlations between increased toll revenue and "revived summer businesses" and states that the bridge is dependent on tourism with no large, local use by communities on either side
- **1935 (Ninth Annual Report).** Consists mainly of financial reports including a four-year comparison of toll revenue, a monthly revenue breakdown, and full lists of income and expenses
- **1936 (Tenth Annual Report).** Includes the same kind of statistical and financial information as earlier reports, as well as the very informative analysis and commentary of the commission. Of particular note is a discussion of the problem of securing a better road connection from the bridge to the trunk highways in Vermont and New York. Also included is a memorial to Commissioner William R. Warner. It also details the construction of the bridge at Rouses Point, including location selection, financing, and land acquisition
- **1976 (Fiftieth Annual Report).** Describes numerous repairs at both bridges as well as the beginning of a study to determine the feasibility of replacing the Rouses Point Bridge. The study will be conducted by Schoenfeld Associates Inc. of Boston. Increasing deterioration is mentioned at both bridges. The standard financial data for both bridges is included in this report

Interim Report of the Lake Champlain Bridge Committee of the Vermont General Assembly. Lake Champlain Bridge Committee of the Vermont General Assembly, 1979. Five-page typescript book. The six-member committee, working in 1978, recommends: 1) that the Lake Champlain Bridge Commission continue to oversee both bridges (Crown Point and Rouses Point), 2) a "major" increase in tolls effective April 1979, 3) petitions the congressional delegations of both states to include the Rouses Point Bridge in a bill for federal funding to replace major bridges, 4) that a similar committee be constituted for continued work in 1979.

Vermont Historic Metal Truss Bridge Study, Lichtenstein and Associates, 1997. Report on truss bridges in the state of Vermont. It does not contain a lot information specific to the Lake Champlain Bridge. However, it does contain considerable information about the history of truss bridges in Vermont in general, and includes an inventory of truss bridges in Vermont and recommended alternatives for their preservation.

Map of Lake Champlain, 1893. Published by Seneca Ray Stoddard. Colorful, laminated map showing roads, railroads, ferries, and many points of interest and communities along the length of Lake Champlain and Lake George.

Champlain Transportation Company Documents, Carton B 2, Folder 37 “Crown Point NY: Wharf Landing.” June 1916–May 1930. This folder contains documents related to the transfer of land for the bridge landing on the New York shore.

Photographs by Louis McAllister

- Bridge at left with the Champlain Memorial on the right side
- Bridge with stone walls of Fort St. Frédéric in foreground
- Bridge with two benches in foreground
- Bridge with banners hanging from railings
- Bridge framed between two trees
- Bridge viewed from the water
- Bridge viewed from the British fort at Crown Point

Champlain Transportation Company Records

These holdings include the following records related to the acquisition of land for the construction of the Lake Champlain Bridge

- **Carton B 2**, Folder 36 – Crown Point, New York: Leasing land to J. Fed Nadeau, October 1923–December 1927
- **Carton B 2**, Folder 37 – Crown Point, New York: Wharf Landing, June 1916–May 1930
- **Carton B 7**, Folder 28 – Chimney Point – Crown Point Bridge, July 1928

Vermont State Archives & Records Administration

1078 U.S. Rte. 2, Middlesex, VT 05633-7701
(802) 828-2308

Web: <http://www.vermont-archives.org/research/>

The Vermont State Archives & Records Administration is the principal repository of the Lake Champlain Bridge Commission’s records, which are collected in **Series A058 Lake Champlain Bridge Commission**.

The commission records are divided into 14 different series and are all on microfilm except for the oversized plans and photographs, which are stored in the Vermont State Archives & Records Administration vault map case. Vermont State Archives & Records Administration Finding Aid A58 provides a list of the contents of each box and folder, but does not reference the microfilm rolls. The following list will assist researchers in coordinating the finding aid with the microfilm. Additionally, the following list provides a detailed inventory of the contents of the photographs and oversized folders in Series A058.

Microfilm

Microfilm Roll 1 – Box 1, Folder 1 to Box 2, Folder 23. Minutes, 1925–1987

Microfilm Roll 2 – Box 3, Folder 1 to Box 3, Folder 13. General Correspondence, 1926–1961

Microfilm Roll 3 – Box 3, Folder 14 to Box 4, Folder 10. General Correspondence, 1962–1973

Microfilm Roll 4 – Box 4, Folder 11 to Box 5, Folder 12. General Correspondence, 1974–1987.
Engineers Correspondence, 1927–1962

Microfilm Roll 5 – Box 5, Folder 13 to Box 6, Folder 7. Engineers Correspondence, 1963–1976

Microfilm Roll 6 – Box 6, Folder 8 to Box 7, Folder 9. Engineers Correspondence, 1977–1984; Legal Records, 1925–1987

Microfilm Roll 7 – Box 7, Folder 10 to Box 9, Folder 1. Legal Records, 1925–1986; Reports (incl. annual reports), 1927–1986

Microfilm Roll 8 – Box 9, Folder 2 to Box 10, Folder 5. Reports, 1929–1987; Proposed Bridge across Lake Champlain, 1920–1930

Microfilm Roll 9 – Box 10, Folder 6 to Box 11, Folder 9. Lake Champlain Bridge Repairs and Maintenance: 1935–1986

Microfilm Roll 10 – Box 12, Folder 1 to Box 13, Folder 5. Lake Champlain Bridge Repairs and Maintenance, 1945, 1962, 1978–1986; Rouses Point Bridge Design & Construction, 1932–1938

Microfilm Roll 11 – Box 13, Folder 6 to Box 14, Folder 8. Rouses Point Bridge Design & Construction, 1933–1938

Microfilm Roll 12 – Box 14, Folder 9 to Box 16, Folder 7. Rouses Point Bridge Design & Construction, 1937–1941; Rouses Point Bridge Repairs & Maintenance, 1955–1979; Proposed Third Bridge, 1957–1969; Rouses Point Bridge Replacement, 1976–1977

Microfilm Roll 13 – Box 16, Folder 8 to Box 18, Folder 7. Rouses Point Bridge Replacement, 1977–1987; Publicity, 1927–1987

Microfilm Roll 14 – Box 18, Folder 8 to Box 20, Folder 2. Publicity, 1927–1987; Financial Records 1943–1987

Microfilm Roll 15 – Box 20, Folder 3 to Box 21, Folder 1. Financial Records, 1943–1987

Microfilm Roll 16 – Box 21, Folder 2 to Box 22, Folder 6. Financial Records, 1927–1987

Microfilm Roll 17 – Box 22, Folder 7 to Box 24, Folder 1. Financial Records, 1927–1974

Microfilm Roll – 18 Box 24, Folder 2 to Box 24, Folder 6. Financial Records, 1959–1983; Personnel Records, 1965–1987

Photographs and Oversized Folders

Box 1, Folder 1

This folder contains 21 black-and-white photographic prints, mostly 8”x10”, and 3 black-and-white 4”x5” negatives. Subjects are the early bridge and the opening day celebrations. There are multiple prints of some images. Images include

- Construction yard at Crown Point
- Montpelier State House float
- Lake Champlain Bridge with stone wall in foreground
- Governors and dignitaries on review stand
- Lake Champlain Bridge with benches in foreground
- Lake Champlain Bridge viewed from British Fort at Crown Point
- Lake Champlain Bridge viewed from Crown Point bathhouse with people sitting under one of its arches
- Drawing of Lake Champlain Bridge with names of commissioners
- Crowd and cars on Crown Point side of bridge (negative only)
- Governors’ cars crossing bridge side by side
- Lake Champlain Bridge nearly complete with crane barge and construction materials below it
- Crowd facing speakers stand

Box 1, Folder 2

This folder contains 20 black-and-white photographic prints and 2 color photographic prints of 14 different images, most are approximately 4"x6" or 5"x7". There are multiple prints of some images. Images include

- View of lake, no bridge, location unknown
- Lake Champlain Memorial Lighthouse at Crown Point
- 2 photographs of Rouses Point Bridge
- 5 photographs of details of Lake Champlain Bridge, one is labeled 1971
- Color photograph labeled "L.C. Bridge Span 7 Looking East, May 5, 1976"
- Color photograph labeled "Sign at junction of Route 9N Looking East"
- Wood and block and tackle hanging from side of bridge
- View of Lake Champlain Bridge from shore
- Contact print of 2 photographs of Lake Champlain Bridge viewed from shore

Box 2, Loose

Nine rolled prints of the same Lake Champlain Bridge drawing with a Lake Champlain Bridge Commissioner's name in the upper left corner.

Box 2, Folder 1

This folder contains black-and-white and color photographs of both the Lake Champlain Bridge and the Rouses Point Bridge. Most of the photographs are either inspection photographs or repair and maintenance photographs, often with some description of the subject of photograph. There are also some photographs of road signs, and of the fire at the Swanton office. Images include:

- 6 Rouses Point inspection photographs
- 2 Rouses Point toll sign
- 4 Rouses Point directional signs
- 9 color photographs of 1970 fire at Swanton
- 10 pages of inspection report, dated May 6, 1986, appears to be the Lake Champlain Bridge, each sheet has 2 color photographs and brief descriptions of bridge's defects
- 8 pages of inspection report, dated May 5, 1986, of the Rouses Point Bridge. Each sheet has 2 color photographs and brief descriptions of the bridge's defects
- Photograph of the sign "Lake Champlain Bridge Rates of Toll"
- 4 photographs of an accident between a truck and a toll booth. It appears to be the Rouses Point Bridge
- Color photograph of Lake Champlain Bridge, stamped October 15, 195[?] on the back
- 2 photographs of the toll booth and toll signs at Missisquoi Bay Bridge
- 1 sheet with photograph of Junction of Route 7 and Route 78 route signs
- 3 sheets with 2 photographs each of road signs in New York
- 5 sheets with 2 photographs each of the Rouses Point Bridge. Photographs appear to be inspection photographs and are briefly labeled as to part of bridge photographed, but no description of the defect
- 5 sheets with 2 photographs each of the Lake Champlain Bridge. Photographs appear to be inspection photographs and are briefly labeled as to part of bridge photographed, but no description of the defect
- 28 color photographs of repair to deck concrete and steel reinforcement and Stop Go sign, dated August 29, 1979
- 12 color photographs of repair to deck concrete and steel reinforcement and toll collector's house, dated May 7, 1980
- 5 instant color photographs, summer of 1980, showing deteriorated concrete
- 8 color photographs of repair to deck concrete and steel reinforcement, no date
- 17 instant color photographs of deck concrete and steel reinforcement repair, September and October 1979

- 4 photograph album pages, 3 with 6 photographs, 1 with 3 photographs. The photographs are dated June 13, 1980, and each is labeled as to part of bridge photographed, but not describing the defect. Images include the deck concrete and steel reinforcement repair, the bridge from a distance, and work on pier 5
- 13 color photographs of deck repair on the Rouses Point Bridge, dated July 22, 1982

Box 2, Folder 2

This folder contains black-and-white and color photographs of both the Lake Champlain Bridge and the Rouses Point Bridge. Most of the photographs are either inspection photographs or repair and maintenance photographs, often with some description of the subject of photograph. Images include:

- 4 sheets entitled “Bridge Inventory and Inspection Photographs.” Each has 2 color photographs. Images include deck repairs, the bridge approaches at either end, and the bridge viewed from the distance. The pre-printed form says July 25, 1978, but the photographs are probably later
- 4 color photographs of down spouts on Lake Champlain Bridge, June 16, 1985. 11 color photographs, September 1985, showing the Lake Champlain Bridge, deck concrete and reinforcement repairs
- 4 color photographs of the Rouses Point Bridge viewed from the lake, N.D.
- 6 instant color photographs of deck work on Lake Champlain Bridge, August and September 1980
- 4 black-and-white photographs, one each of Wellington Bridge, Boston, Massachusetts, 1935; Park St. Bridge, Oakland, California, 1935; University Bridge, Seattle, Washington, 1933; and Summit St. Bridge, Lockport, New York, 1934
- 4 sheets entitled “Bridge Inventory and Inspection Photographs.” Each has 2 color photographs. Images include deck repairs, the underside of the bridge, and an expansion joint. The pre-printed form says July 25, 1978, but the photographs are probably later
- 12 color photographs dated May 8, 1984, showing the piers, underside, and road surface of the Lake Champlain Bridge
- 12 color photographs dated May 7, 1984, showing the piers, underside, sign, and road surface of the Lake Champlain Bridge
- 2 color photographs of approach ends of Rouses Point Bridge, N.D.
- 2 color photographs of down spouts of Lake Champlain Bridge, N.D.
- 1 color instant photograph labeled “patch #134 after removing top deck span #6 Aug 1 85.” Not clear which bridge
- 2 color photographs of the down spouts on the Lake Champlain Bridge dated September 16, 1985
- 21 photograph album pages, each with 4 to 6 color photographs, predominantly Lake Champlain Bridge but some also of Rouses Point Bridge, dating from October 1980 to May 1983. Each is labeled as to part of bridge photographed, but not describing the defect. Images include the deck repair, bearings, piers, and other bridge structures, and the undersides of the bridges

Box 2, Folder 3

This folder contains black-and-white images of construction of the Lake Champlain Bridge, opening day ceremonies, and “older” miscellaneous shots of the bridge. Unless otherwise described, photographs are either of or from the Lake Champlain Bridge.

- Construction of the center arch nearing completion with large vessel about to pass beneath it
- Bridge partially constructed with crane on completed section in winter
- Completed bridge framed by trees, probably mid-20th century
- Bridge with two benches in foreground
- Bridge being worked on, appears complete. Barge in distance suggests it is during construction, not later repairs, but there is no date.
- Bridge being worked on alternate view from previous, appears complete. Barge in distance suggests it is during construction, not later repairs, but there is no date. Long view of bridge, complete. N.D.
- Long view of bridge, complete, some weathering on piers suggests date some time after construction
- Rouses Point Bridge

- Float entitled “United at Last” with two men in colonial dress sitting atop the float
- Airplane float and cars proceeding off bridge
- Print of drawing of bridge with six commissioners' names on it
- Boats assembled in lake on opening day
- Crane raising a large bridge member into place, viewed from bridge deck
- Bridge superstructure complete, but sections of deck still missing, and plank scaffolds are visible atop superstructure indicating work is ongoing
- Bridge superstructure complete, alternate view, but sections of deck still missing, and plank scaffolds are visible atop superstructure indicating work is ongoing
- View of city across lake. Writing on back reads “Looking East from Bridge Lake Champlain To Adirondacks”
- Long view of bridge with construction debris on shore beneath it
- View of lake from bridge at Chimney Point end, looking south
- View of lake from bridge looking at Port Henry
- View of lake from bridge looking at Port Henry, alternate view
- Car decorated for the opening with bridge on it and boy with top hat that reads “Gov Roosevelt”
- View of lake from bridge, writing on back reads “Looking West from Bridge Green Mountains with Snake Mountain in foreground”
- Long view of bridge as it nears completion. Crane is working at nearly completed center span. Stone walls of Fort St. Frédéric are visible in the foreground
- Cars traveling on bridge in both directions, photograph in between lanes at end of bridge, crowds on either side of road, and biplane overhead
- Crowd and cars assembled at Crown Point on opening day, with vehicles passing over the bridge
- Dignitaries at review stand on opening day
- Walls of Fort St. Frédéric. No bridge in view
- Opening day crowd walking over bridge
- Six bridge commissioners with bridge in background nearing completion
- Governor John Weeks and wife in car passing over bridge
- Middlebury's float
- Crane hoisting a bridge member into place, as viewed from bridge deck
- Long view of bridge almost complete, cranes and barges below the bridge at either end
- Contact print of four photographs of long views of bridge, one in winter, all probably mid-20th century
- Long view of bridge, newly completed, with a few timbers sticking out of lake in the foreground beneath bridge
- Nighttime view from bridge deck looking down bridge toward toll booth in distance, light glowing from lamps in the distance
- Canoe procession in lake with bridge in near distance, “Samuel de Champlain” is the vanguard, probably 1959 celebration of 350th Anniversary of Champlain's discovery of the lake

Box 2, Folder “Duplicates”

These photographs include prints, copy negatives, and photocopies that are all duplicates of those in other folders in Box 2. They include the following images:

- Ticonderoga's float
- 2 35 mm copy negatives of 7 photographs from opening day
- Bridge viewed through the arch of the Crown Point bathhouse[?] on opening day
- 7 4”x5” copy negatives of photographs of the bridge's construction and opening day ceremonies
- Prints of car decorated with bridge and boy with “Gov Roosevelt” hat
- Prints of photographer in middle of road with cars passing either side, crowds on either side of bridge, with biplane overhead
- Prints of airplane float
- 6 photocopies of opening day and bridge construction photographs
- Prints of governors' cars passing side by side over the bridge

Box 3, Folder “Publicity (Brochures), unnumbered 1

- 2 “Routes to Lake Champlain Bridge” map brochure, 1929
- 2 “Lake Champlain Bridge” map brochure, 1936
- 2 “Lake Champlain Bridge” map brochure, 1932
- 2 “Lake Champlain Bridges All Year – Day and Night – No Delays” map brochure, map copyright 1949
- 1 “Lake Champlain Bridge” map brochure, 1932, all black ink with no color version
- 1 “Lake Champlain Bridge” map brochure, 1934
- 2 “Lake Champlain Bridge” map brochure, 1933, color version
- 1 “Lake Champlain Bridge” map brochure, 1935
- 1 “Lake Champlain Bridges All Year – Day and Night – No Delays” map brochure, cut up for new layout
- 1 hand-drawn sketch for Lake Champlain Bridge brochure mock-up, no date
- 3 “The Champlain Tour” cards
- 1 “Historic Bennington” brochure
- 1 “Burlington on Lake Champlain Auto Routes” brochure
- 1 “Through the Green Hills and Mountains of Vermont” card with travel distances
- 1 “The Canadian Gateway through North Eastern Vermont” brochure, no date
- 1 “Lake Champlain Bridges All Year – Day and Night – No Delays” map brochure, map copyright 1949, but color and style of brochure suggest a later publication
- 1 “Motor routes” brochure, N.D.
- 9 “Lake Champlain Bridges All Year – Day and Night – No Delays” map brochure, different versions, cut up and marked for possible changes
- 1 “Island Route Burlington to Montreal” brochure
- 1 “Where Vermont Leads” brochure
- 1 hand-drawn color prototype for a brochure “Champlain Valley and Bridges Official and Historical Map”
- 1 hand-drawn “Layout A” prototype for “Lake Champlain 'Land Cruises”
- 1 hand-drawn “Layout B” prototype for “Lake Champlain 'Land Cruises”
- 1 crude hand-drawn layout for a “Lake Champlain Bridge” map brochure

Box 3, Folder “Publicity”, unnumbered 2

This folder contains a wide variety of materials, much of it associated with promoting the Lake Champlain and Rouses Point Bridges. Many of the ad mock-ups and proofs are stamped “Hays Advertising Agency, Burlington, Vermont.”

- 1 “100 Axle Commutation Book,” empty
- 1 booklet “Some Angular and Interesting Views of Signs and Signals...” by Persons-Majestic Mfg. Co.
- 1 invitation from Lake Champlain Bridge Commission to Public Dedication Service for the Rouses Point Bridge
- 1 Whitehead & Hoag Co. fancy envelope apparently for a Lake Champlain Bridge dedication medal. There is no medal in the envelope, but there is a color picture of the medal.
- 1 Whitehead & Hoag Co. fancy envelope for a Carlton Bridge, Maine, dedication medal. Inside is the medal with red/white/blue ribbon.
- 3 invitations from the Lake Champlain Bridge Commission for a dedication service for the Lake Champlain Bridge
- 1 program, Rouses Point Bridge dedication
- 1 letter, with envelope, from the White House informing the Lake Champlain Bridge Commission that the President regrets he cannot attend the opening of the Rouses Point Bridge
- 1 International Fireworks Co. Inc. catalog, 24 pages plus cover
- 1 booklet, “Meet in Burlington on Lake Champlain,” 16 pages plus cover
- 1 11”x”17 flyer advertising the opening of the Rouses Point Bridge
- 2 small cards, approximately 3”x5”, announcing the dedication of the Rouses Point Bridge
- 1 letter on folded 11”x22” paper with “Vermont Vacationland Beckons” header, addressed to the Lake Champlain Bridge Commission, from the Free Press Association, dated April 30, 1940. The

substance of the letter is that with the rest of the world at war, 1940 “will be the greatest year for travel in America that we have ever witnessed”

- 1 color print of F.C. Yohn's “Embarking at the Head of Lake George of Abercrombie's Expedition against Fort Ticonderoga, July 5, 1758.” On the reverse is an article “Abercrombie's Expedition and the Battle of Ticonderoga, July, 1758”
- 1 page, appears to be from a magazine?, one side of which has images of the two bridges, their tolls, and starts with “For Safety and Convenience use either Lake Champlain Bridge or Rouses Point Bridge”
- One paste up of ads, labeled “Advertising Schedule for Champlain Bridges” as ran in Burlington *Free Press* June 15–Aug 17, 1940 (Saturdays only). There are ten ads pasted to this board.
- 1 copy of 12-inch advertisement for Albany and Montreal papers, “. . .Tour via Lake Champlain Bridges”
- 1 proof from the *Boston Herald*, July 6, 1929, “Lake Champlain Bridge: Now Making Your Trip Through New York State, the Adirondacks, and Beautiful Lake Champlain Valley to Canada and the West More Pleasant”
- 1 page with two pencil-drawn prototypes for ads, by RR Van Slambrouck, August 1, 1940
- 1 “Special Return Trip Ticket” for Lake Champlain Bridge Ethan Allen Celebration, May 9, 1937
- 1 copy proof for the *Free Press* mail away edition, June 15, 1940, 5 inch by 3 columns, “Lake Champlain Bridges”
- 1 pencil hand-drawn page prototype, entitled “For Variety See the New York Shores and the Adirondacks via Champlain Bridges”
- 1 pencil hand-drawn page prototype, entitled “Traveling Westward... Rouses Point Bridge...Chimney Point Bridge”
- 1 copy proof, for all papers except Albany and Montreal, “Opening Friday, July 16, Rouses Point Bridge”

Box 3, Folder “Publicity”, unnumbered 3

- 1 *Middlebury Register*, Champlain Edition, August 26, 1929, entire section 1 of the paper
- 1 “The Old Warpath of the Nations” map brochure, promoting Fort Ticonderoga, N.D.
- 1 “Fort Ticonderoga on Lake Champlain and the Old Warpath of the Nations” map brochure, promoting Fort Ticonderoga, N.D.
- 1 proof from the *Boston Herald*, July 6, 1929, “Lake Champlain Bridge: Now Making Your Trip Through New York State, the Adirondacks, and Beautiful Lake Champlain Valley to Canada and the West More Pleasant,” with hand-written note on bottom to Commissioner Ferris
- 1 clipping, “Champlain Bridge Opening,” unknown newspaper
- 1 *North Countryman* newspaper, entire edition, for Thursday, July 15, 1937, announcing “Rouses Point Bridge Open Friday”

Oversized Folder #1 “Proposed Bridge across Lake Champlain 1925–1927”

This folder contains mostly blueprints related to the siting of the Lake Champlain Bridge, including:

- “Location Plan and Profile of Railroad Crossings Near Site of Proposed Bridge from West Swanton to East Alburg”
- Set of 3 different blueprint elevations for “Proposed Bridge across Lake Champlain” at three different locations: Chimney Point, Bridport, and Larrabees Point. These plans were prepared by the State of New York Department of State Engineer and Survey. October 1925
- “Preliminary Sketch for Proposed Bridge Across Missisquoi Bay from Swanton to East Alburg” by the State of Vermont Highway Department December 10, 1925
- “Map of Crown Point Reservation, 1926”
- Set of 6 plans “Location Plan and Profile for a Proposed Bridge Crossing Lake Champlain” at six different locations: Crown Point to Chimney Point, Putnam Creek near Crown Point to Bridport, Fort Ticonderoga to Larrabees Point, Rutland RR Bridge Near Fort Ticonderoga to Rutland RR Bridge South of Larrabees Point, Fort Ticonderoga Ruin to Mt Independence, Wright to Chipmans Point, June 1925” by NYS Department of State Engineer and Surveyor
- “Topography and Test Boring at Proposed Bridge Crossing Lake Champlain Between Fort Ticonderoga Ruin, State of New York, and Mt. Independence, State of Vermont, Nov 1926”

- “Proposed Bridge Across Lake Champlain Location No. 4” N.D., by New York State Department of State Engineer and Surveyor, for crossing between Fort Ticonderoga Ruin and Mount Independence
- “Proposed Bridge across Lake Champlain Preliminary Sketch Location No. 5B at Wright New York” Nov 23, 1926, by New York State Department of State Engineer and Surveyor. The sketch depicts an elevation of a suspension bridge
- “Proposed Bridge Across Lake Champlain Preliminary Sketch Location No. 4 Design B at Fort Ticonderoga Ruins, New York, Mount Independence, Vermont” Nov 1926, by NYS Dept of State Engineer and Surveyor. The sketch depicts an elevation of a suspension bridge
- “Proposed Bridge across Lake Champlain Preliminary Sketch Location No. 1 High Level Bridge Fort Frédéric Ruins, New York, Chimney Point, Vermont. December 8, 1926,” by NYS Dept of State Engineer and Surveyor. The sketch depicts a bridge with a center arch span and appears very similar to the bridge that was ultimately constructed
- “Proposed Bridge Across Lake Champlain Preliminary Sketch Location No. 4 Design A, Fort Ticonderoga Ruins, New York, Mount Independence, Vermont, Nov 18, 1926,” by NYS Dept of State Engineer and Surveyor. The sketch depicts an elevation of a suspension bridge
- “Proposed Bridge Over Lake Champlain Preliminary Sketch Location No. 4 High Level Simple Span Bridge, Dec 28, 1926,” J.A. Waddell, Consulting Engineer, NYC, and G. Saxton Thompson, Associate Engineer, Troy, New York. This sketch depicts an elevation of a bridge with a simple center truss, similar to that which was later constructed at Rouses Point
- “Proposed Bridge Across Lake Champlain Preliminary Sketch Location No. 5A at Wright New York” Oct 28, 1926, by NYS Dept of State Engineer and Surveyor. The sketch depicts an elevation of a suspension bridge
- “Proposed Bridge Over Lake Champlain Location No. 5 High Level Simple Span Bridge, Dec. 28 1926” by J.A. Waddell, Consulting Engineer, NYC, and G. Saxton Thompson, Associate Engineer, Troy, New York
- Clipped together set of Appendices, E through N. These printed appendices are as follows:
 - E Maps of “Traffic Census Northeastern New York...”
 - F 1927 Auto Highway Map Showing Principal Through Routes Northeastern Section United States”
 - G Proposed Bridge Location 5B
 - H Proposed Bridge Location 4
 - I Proposed Bridge Location 4B
 - J Map Southern End Lake Champlain Showing Ferry Crossings and Highway Connections 1927
 - K Topography of New York Shore of Lake Champlain at Fort St. Frédéric... Location 1
 - L Proposed Bridge Location 1
 - M Map of Area Near Rouses Point
 - N Preliminary Borings for all possible bridge sites
 - “Champlain Route, Survey of Lake Champlain” U.S. Board of Engineers on Deep Waterways, to Accompany Report of June 30th, 1900
- Stapled together set of plans that includes:
 - 1927 Auto Highway Map of the Northeastern United States
 - Contract for Preliminary Boring Location Plan
 - Map of Area Around Rouses Point
 - Preliminary Borings
 - Topography on the New York Shore of Lake Champlain at Fort Ticonderoga Ruin... Location No. 4
 - Topography on the New York Shore of Lake Champlain at Fort St. Frédéric Ruin... Location No. 1
 - Preliminary Sketch Location No. 1 High level Bridge
 - Preliminary Sketch Location No. 4 Design B
 - Preliminary Sketch Location No. 5B at Wright, New York
 - Map Southern End Lake Champlain Showing Ferry Crossing and Highway Connections, 1927

- Untitled Map of Lake Champlain showing location of “Proposed Bridge” with arrow pointing to Crown Point
- Hand-drawn map, similar to previous, with arrow pointing to Crown Point Bridge labeled “Lake Champlain Bridge.” This map is badly torn most of its length.
- “Map of the State of New York Department of Public Works, Bureau of Highways, Traffic Census” Years 1923, 1924, 1925, 1926, 1928

Oversized Folder #2 “Lake Champlain Bridge Design and Construction 1928”

This folder contains blueprints and printed plans relating to the design and construction of the Lake Champlain Bridge, including

- Clipped set of March 1928 contract drawings by Fay, Spofford & Thorndike, Engineers. Includes plans 22-28, 30-43, 45, 46
- March 1928 contract drawings by Fay, Spofford & Thorndike, Engineers. Plan R-29. This plan is marked in red pencil indicating location of “25 street lights 400 cp each” also “navigation lights”
- “Lake Champlain Bridge Canvass of Bids – Contract 1, May 8, 1928,” Lake Champlain Bridge Commission
- “Lake Champlain Bridge Canvass of Bids – Contract 2, May 8, 1928,” Lake Champlain Bridge Commission
- “Lake Champlain Bridge Canvass of Bids – Contract 3, May 8, 1928,” Lake Champlain Bridge Commission
- Clipped set of drawings by the American Bridge Company, 1928. These plans give dimensions and quantities for bolts, rivets, roller nests, expansion plates, railing posts and braces, cast-steel components, rockers, slot covers, etc.:
 - Order F3130, sheets C1 through C5
 - Order F3131, sheets C1 through C8
 - Order F3132, sheets C1 through C3, C5 through C8
 - Order F3133, sheets C1 through C6
 - Order F3134, sheets C1 through C5
- March 1928 contract drawings by Fay, Spofford & Thorndike, Engineers. Plan R-21
- March 1928 contract drawings by Fay, Spofford & Thorndike, Engineers. Plan R-44
- April 21, 1928, “Plan of Land Takings on Vermont Side Required for Construction of Lake Champlain Bridge,” Lake Champlain Bridge Commission
- “General Plan for Crown Point Reservation, September 29, 1928,” Lake Champlain Bridge Commission. Fay, Spofford & Thorndike, Engineers
- Plan 3, “Land at Crown Point Reservation to be Temporarily Occupied for the construction of Lake Champlain Bridge, May 15, 1928,” Lake Champlain Bridge Commission. Fay, Spofford & Thorndike, Engineers
- Plan 1, “Land at Crown Point Reservation State of New York to be Occupied and used for the Construction and Maintenance of Lake Champlain Bridge, April 9, 1928,” Lake Champlain Bridge Commission. Fay, Spofford & Thorndike, Engineers
- Plan 51, “Triangulation System, May 1928,” Lake Champlain Bridge Commission. Fay, Spofford & Thorndike, Engineers
- Plan R-4, “Land to be Occupied and Used for the Construction and Maintenance of Lake Champlain Bridge, May 24, 1928,” Lake Champlain Bridge Commission. Fay, Spofford & Thorndike, Engineers
- Plan R15, “Map of Lake Champlain in Vicinity of Proposed Lake Champlain Bridge, January 1928,” Lake Champlain Bridge Commission. Fay, Spofford & Thorndike, Engineers

Oversized Folder #3 “Lake Champlain Bridge Design and Construction 1929”

This folder contains blueprints and printed plans relating to the design and construction of the Lake Champlain Bridge, including

- “24 inch revolving Airways Beacon, Feb. 21, 1928” Dept. of Commerce – Lighthouse Service Airways Division
- Clipped set of plans

- “Lake Champlain Bridge Concrete Lamp Posts for Approaches April 1929”
- Plan C-59 “Contract 4 Lighting General Plan, April 1929,” Lake Champlain Bridge Commission. Fay, Spofford & Thorndike, Engineers
- Plan C-60 “Contract 4 Lighting Wiring Diagram, April 1929,” Lake Champlain Bridge Commission. Fay, Spofford & Thorndike, Engineers
- Plan C-61 “Contract 4 Lighting Detail of Street Light and Connections, April 1929,” Lake Champlain Bridge Commission. Fay, Spofford & Thorndike, Engineers
- Plan C-94 “Record of Construction Lighting Plan of New York Approach, December 1929,” Lake Champlain Bridge Commission. Fay, Spofford & Thorndike, Engineers.
- Plan 64 “Additional Structural Steel Required in Connection with Bridge Lighting, May 14, 1929,” Lake Champlain Bridge Commission. Fay, Spofford & Thorndike, Engineers
- Clipped set of plans:
 - Plan 1 “Toll Collector's Dwelling Location and Basement Plans, April 1929,” Lake Champlain Bridge Commission. Fay, Spofford & Thorndike, Engineers
 - Plan 2 “Toll Collector's Dwelling First and Second Floor Plans, April 1929,” Lake Champlain Bridge Commission. Fay, Spofford & Thorndike, Engineers
 - Plan 3 “Toll Collector's Dwelling Southeast and Front Elevations, April 1929,” Lake Champlain Bridge Commission. Fay, Spofford & Thorndike, Engineers
 - Plan 4 “Toll Collector's Dwelling Northeast and Northwest Elevations, April 1929,” Lake Champlain Bridge Commission. Fay, Spofford & Thorndike, Engineers
 - Plan 5 “Toll Collector's Dwelling Transverse Section and Details, April 1929,” Lake Champlain Bridge Commission. Fay, Spofford & Thorndike, Engineers
 - “Grade Crossing Elimination with D&H RR and Curriers Cors.– Fort Amherst, May 14, 1929,” State of New York Department of Public Works Division of Engineering.
 - Plan 86 “Proposed Illuminated Sign at Currier's Corner, Aug. 1929,” Lake Champlain Bridge Commission. Fay, Spofford & Thorndike, Engineers
 - Plan 81 “Roadway Gates, June 14, 1929,” Lake Champlain Bridge Commission. Fay, Spofford & Thorndike, Engineers
 - Plan 82 “Tablet Mounting, June 15, 1929,” Lake Champlain Bridge Commission. Fay, Spofford & Thorndike, Engineers
 - Plan 83 “Toll Booth, June 1929,” Lake Champlain Bridge Commission. Fay, Spofford & Thorndike, Engineers
 - Plan R-89 “Record of Construction General Plan and Elevation, December 31, 1929,” Lake Champlain Bridge Commission. Fay, Spofford & Thorndike, Engineers
 - Hand-drawn pencil sketch on graph paper, labeled “Bridge Approach New York Side Showing Right Side of Fill Slope do. Left.” This sketch shows plantings of trees and low ground cover along the roadway
 - Hand-drawn pencil sketch on graph paper, not labeled, very similar to the previous drawing, showing plantings of trees and low ground cover along the roadway and intermediate size plantings along the shore line
 - “Lake Champlain Bridge Operating Instructions for Electrical System, January 3, 1930,” Lake Champlain Bridge Commission. Fay, Spofford & Thorndike, Engineers
 - Plan 92 “Record of Construction Wiring Diagram, December 31, 1929,” Lake Champlain Bridge Commission. Fay, Spofford & Thorndike, Engineers
 - Plan 91 “Record of Construction Plan of Vermont Approach, December 31, 1929,” Lake Champlain Bridge Commission. Fay, Spofford & Thorndike, Engineers
 - Color Pencil Sketch “Landscape Development Plan at the Superintendent's House Lake Champlain Bridge” no date, Elmer Eugene Barker, Landscape Architect
 - Sketch “Superintendent's House Lake Champlain Bridge Southeast Elevation” no date, Elmer Eugene Barker, Landscape Architect
 - Sketch “Northwest Elevation Superintendent's House Lake Champlain Bridge Crown Point N.Y.” no date, Elmer Eugene Barker, Landscape Architect

Oversized Folder #4 “Lake Champlain Bridge Repairs and Maintenance, 1945–1982”

This folder contains plans and blueprints for repairs and improvements to both the Lake Champlain Bridge and the Rouses Point Bridge. Plans related to the Lake Champlain Bridge include:

- “Preliminary Sketch of Proposed Addition to Toll Keepers House, Dec 18, 1945”
- “Contract for Repair of Concrete Bridge Deck and Curbs at Lake Champlain Bridge, May 11, 1979.” Attached is plan for Bridge Scuppers by the Pinkerton Boiler Works
- “LCB Painting, 1957”
- “LCB Elevation and Sections, January 1973”
- 9 Plates, noted on back, “Deck Replacement Study, LCB” not dated
- “Paving and Membrane Details – 1962”
- “Crown Point Bridge, Oct 1956”
- “Toll Circuit Schematic, 9-1-1966”
- “Rewiring Navigation Lighting, Feb 1966”
- “1966 Electrical Modifications” 2 sheets
- “Historic Areas Master Plan Base Data, 1964 Aerial photograph of Crown Point Peninsula”
- “Composite Map of Properties” October, 30, 196_.
- Hand-drawn plan of possible bridge realignment following conference on October 25, 1967
- “Treadle & Power Supply Wiring, 8-30-66”
- “Counter and Field Wiring, 9-2-66”
- “Neon Type Pedestal Mounted Fare Indicator, 6-8-60”
- “Study, Modifications of Toll Plaza, New York Approach, March 1968”
- “Treadle Circuit Schematic, 12-9-65”
- “Mechanical Register Name Plate Engraving, stamped by Fay, etc. July 29, 1966”
- “Study, Modifications to Vermont Approach Lake Champlain Bridge, no date”
- “Study, Modifications of New York Approach Lake Champlain Bridge, March 1968”
- S&C Electric Company plans “Std Mtg Arrangement – S&C Interrupter Switch...5-8-67”
- “Rebuilding the Toll Plaza and Electrical System, July 1968”, 6 sheets
- “4.16Kv – 2 Bay – Indoor Metal Enclosed Switch Gear, 9-30-68”
- “Quick Make – Quick Break Mechanism, 11-26-68”
- “Steel Pole Top Frame for Rotating Operating Mechanism, 4-3-58”
- “Schematic Wiring Diagram for Model 48volt R Unit,” Distribution Box Runway Lighting,” and “Convertible Disc Switch”
- “4.16kv Potential Transformer Draw out Carriage, 12-5-68”
- “Treadle Relay Board, 2-6-67”
- “Design 'T' Pole Assy Single Arm..., 2-24-69”
- “Treadle and Power Supply Wiring, 8-30-66”
- “Replacement of Existing Sewer System, Oct 1971”
- “Prestressing Details Repairs Piers #6 & #7 LCB, 5/31/74”
- Drawing and Bill of Material from Vermont Structural Steel Corporation, May 21, 1974
- “Lubrite F Flat Bearing Assy, 11-24-72”
- “Electrical Record Plans – 1970” 2 sheets
- “Toll Booth Wiring Layout 3-12-69”
- “Collector Protector, 10-14-64?”
- “Repair of Concrete Bridge Deck and Curbs, Nov 1974”
- “Restoration of Concrete Bridge Deck and Curbs, March 1970”
- “Repair of Concrete Bridge Deck and Curbs, December 1978”
- “Facsimile Lake Champlain Bridge, 7-25-66” This labels figures on the treadle count print out.
- “Mechanical Register Wiring Diagram, 8-30-66” with sheet from Automatic Signal Division of Eastern Industries Inc., showing treadle for counting vehicles
- “Electrical Wiring Plans Aug 1966” 2 sheets
- “Toll Booth and Plaza 1959 Modifications”
- “Modifications to Expansion Joints 1962”
- “Toll Booth – 1965 Electrical Modifications” 2 sheets

- “Repairs at Abutments and Approach Slabs,” no date, stapled to “New York Abutment and Viaduct Footings, March 1968” 2 sheets and “Typical Floor Details March 1928” and “New York Viaduct Elevation and Sections March 1928”
- “Proposed Fishing Access Chimney Point, 4/85” 6 sheets
- “Lubrite F Expansion Plates, 8-30-82”

Folder #8 “Photographs”

This folder contains 4 black-and-white panoramic photographic prints of the Lake Champlain Bridge during construction and 2 large-format black-and-white aerial photographic prints of the bridge on opening day. There are also 3 panoramic photographic prints of the Rouses Point Bridge.

- Panoramic photographic print showing construction on the Crown Point side of the bridge in winter. A crane is located at the end of the completed construction. People are visible on the bridge and on the ice. It is the left half of a two-part panoramic scene (see below). It is incorrectly identified as the Rouses Point Bridge on the back. It is also labeled “Taken by Brush Studio and Art Shop, Plattsburgh, N.Y.”
- Panoramic photographic print, part 1 of 2, showing construction on the Crown Point side of the bridge in winter. A crane is located at the end of the completed construction. People are visible on the bridge and on the ice. It is the left half of a two-part panoramic scene. It is incorrectly identified as the Rouses Point Bridge on the back. It is also labeled “Taken by Brush Studio and Art Shop, Plattsburgh, N.Y.”
- Panoramic photographic print, part 2 of 2, showing piers on the Chimney Point side of the bridge in winter. It is the right half of a two-part panoramic scene. It is incorrectly identified as the Rouses Point Bridge on the back. It is also labeled “Taken by Brush Studio and Art Shop, Plattsburgh, N.Y.”
- Large-format aerial photographic print of the Lake Champlain Bridge on the opening day. It is taken at an oblique angle looking south and shows much of the Crown Point peninsula. Cars are crossing the bridge. There are boats in the lake near the bridge. Fairchild Aerial Surveys, New York, New York
- Large-format aerial photographic print of the Lake Champlain Bridge. Taken September 19, 1929. There are no crowds and no boats. It is taken at an oblique angle looking south. Fairchild Aerial Surveys, New York, New York
- Panoramic photographic print of the Lake Champlain Bridge under construction. The photograph was taken from the vicinity of Ft. St. Frédéric, looking southeast. It is dated May 23, 1929

Folder #9 “Photographs”

This folder contains panoramic photographic prints of the Lake Champlain Bridge under construction. The three views are taken from nearly the same vantage point looking northward up the lake, but were taken at different times.

- Panoramic photographic print showing the bridge under construction, with sections extending from both shores. The ferry *G. R. Sherman* is about to pass below on its way from Port Henry. Construction is just beginning on the Crown Point side of the center arch. Dated May 23, 1929
- Panoramic photographic print showing the bridge under construction but nearing completion. The center arch span is in place. By Louis McAllister. July 10, 1929
- Panoramic photographic print showing the bridge under construction but nearing completion. A steamer is heading south about to pass under the bridge center arch span, which is in place. no date. By A. A. Murray, Rutland, Vermont. Based on the presence of a flag above the center arch in the McAllister photograph, which does not appear in this photograph, this photograph was probably taken before McAllister's July 10 photograph. Other details in the photographs suggest they were taken within a relatively short time of one another

Folder “Lake Champlain Bridge Commission Negatives Rouses Point Bridge”

This folder was erroneously marked; Vermont Archives has noted this error and may change the label in the future. Researchers should note this when trying to locate the two panoramic photographic negatives of the Lake Champlain Bridge located in this folder. These negatives correspond with the prints described in Folder #8 “Photographs.”

- Panoramic photographic negatives, part 1 of 2, showing construction on the Crown Point side of the bridge in winter. A crane is located at the end of the completed construction. People are visible on the bridge and on the ice. It is the left half of a two-part panoramic scene
- Panoramic photographic print, part 2 of 2, showing piers on the Chimney Point side of the bridge in winter. It is the right half of a two-part panoramic scene

Individuals

Raymond Bodette

Box 7240 Route 17 West, Addison, VT 05491
(802) 759-2129

Raymond Bodette has a collection of approximately 250 negatives dating from the 1920s and 1930s taken by his uncle William Bodette. William lived and worked in Port Henry. Many of the negatives are of Port Henry, baseball games, and hunting, but mixed in with the negatives are images of the Lake Champlain Bridge construction and opening day celebration. The negatives are not sorted or organized, and most do not have prints, so it was not possible to determine exactly how many pertain to the bridge. In addition to those photographs taken by his uncle, Ray has other photographs and digital prints. Listed below are only those photographic prints and digital images that Raymond was able to share; there are likely other images that currently exist only in negative form that were not accessible when this list was compiled.

Photographs of Construction and Celebration, 3"x5" and 4"x6" prints

- Barges building piers in the lake
- Close-up of two barges at lake shore loading materials
- Close-up of derrick at Crown Point with ferry slip
- Barges building piers in the lake as the *Vermont* passes by
- Barges lined up building piers in the lake
- Barges in the lake, one in the foreground with clamshell digger
- Winter scene of traveling derrick at end of bridge span with piers in lake
- Winter scene of traveling derrick at end of bridge span
- Bridge at Crown Point in winter with Chapman derrick in distance
- Bridge extending from Chimney Point supported on falsework
- Long view of bridge extending from both sides of lake, work just beginning on center span
- Bridge section supported on falsework, with traveling derrick at end
- Long view supported on falsework, with traveling derrick at end, in winter
- Photograph of tracks leading onto bridge with traveling derrick at the end
- Long distance view of bridge spanning the lake
- Ferry slip and Barnes house at Chimney Point
- Completed bridge with bunting viewed from Crown Point
- Unique view of bridge section extending into lake from Crown Point, with 5 piers in the lake in winter. Traveling derrick in mid span supported by falsework, labeled on back "Taken last week in January as they were nearing pier #4. Now on March 3d they are beyond #5 and expect to reach #6, the big one on N.Y. side, before end of month"
- *G. R. Sherman* at slip in Port Henry
- *Vermont* passing the bridge viewed from grassy area at Crown Point
- Long view of completed bridge
- Long view of completed bridge with bunting
- Crowd and cars at Crown Point side at opening watching procession head over bridge

Digital prints, 8"x10"

- Tracks on bridge leading to traveling derrick
- "*Proctor*" and monoplane seaplane at celebration
- Vergennes Grange truck and float "Farm Relief"
- Biplane on floats at waters edge with small crowd
- Bristol airplane float in parade
- Completed bridge center span viewed from lake, with construction material still on it
- *Vermont III*, ca. 1930
- Middlebury float
- Reenactors, probably at opening day celebration
- Two identical views of the *Vermont*

- Close up of the mock ferry “*Proctor*,” captioned “The Proctor built at the Burlington Boat Works. It was built to be burned as a symbol of the passing of the ferry system, giving way to the new Champlain Bridge”
- Three views of speed boat zipping past other boats at the celebration?
- Color aerial view of the bridge
- Color image of bridge in winter from the lake looking south toward lighthouse
- Long view of the completed bridge

Photograph of Vermont on Opening Day, passing beneath the bridge, 4”x10” photograph

Panoramic Photograph of Bridge Construction, February 17, 1929, showing section extending from Crown Point shore, 2”x8” photograph

Erwin Clark

3968 VT Route 22A, Addison, VT 05491

(802) 759-2380

redclark32@gmavt.net

Erwin Clark is the president of the Addison Historical Society and is an active local historian. His interest in the history of the bridge has led him to gather a personal collection of photographs of the bridge. His collection includes 8”x10” photographic prints of the bridge’s construction and the opening day celebrations, digital prints of historic photographs, and color photographs of the bridge in the years just before its demolition.

Construction and Celebration Photographs

- c. 1928 view of Chimney Point from the lake before any construction began
- Construction beginning at Chimney Point viewed from the north
- Construction at Chimney Point showing work on roadway from above, with steam shovel and truck in the road
- Roadway looking north to the Watson House, viewed from the Barnes house
- Chimney Point showing construction from roadway
- Barges in the lake building piers, with ferry slip, viewed from Chimney Point
- Blurry photograph showing materials stacked at Chimney Point, with barges in the lake building piers and ferry slip
- Very clear image of barges in the lake building piers, viewed from Crown Point
- Close-up of barge building pier in the lake
- Close-up of Koehring Paver machine with workers and truck
- Barges in the lake building piers
- Span supported on falsework in the lake
- Long view of the bridgework extending into the lake from both sides, viewed from Crown Point
- Long view of the bridgework nearing completion at center span
- Long view of the completed bridge, viewed from Crown Point side
- Center arch span completed but with construction material still on the deck
- Biplane on the ground at celebration
- Steamer *Vermont* in lake, opening day?
- Seaplane and replica of ferry to be burned
- Biplane on floats at water’s edge with small crowd on opening day
- Boats in lake on opening day
- Vergennes Grange truck and float “Farm Relief”
- Airplane float from Bristol. Bristol had an airport at the time, hence the airplane.
- Middlebury float
- Crowd and cars on the Crown Point side watching procession across the bridge
- Fairchild Aerial Survey aerial photograph of the bridge, looking north

Digital Photographic Prints

- Bathing beach at Chimney Point
- Derrick, marked “Merritt Chapman and Scott Corporation”
- Roadway down to ferry slip on the Crown Point side
- Lake Champlain Bridge sign with commissioners’ names during construction, Crown Point side
- Barges building piers in lake
- Form for pier construction laying on side on the land
- Forms for construction laying on land, with gentleman standing along side for scale
- Construction of piers and abutment, Crown Point side?
- Blurry image of roadway approach to bridge
- Central span nearing completion with barge approaching underneath
- Long view of bridge completed with barge in the near ground
- Governor Roosevelt on the reviewing stand
- Crowd on bridge on opening day
- Three smaller images of Montpelier float of State House, Addison decorated car, and side view of plane float “Spirit of Bristol”
- Float with model of the bridge on the back
- Rhoda Farrand DAR decorated car for Addison. The car belonged to Red Clark's father

Photographs of Pier Deterioration, March 2005, two 8”x10” color photographs

Photographs of Bridge Bearings, 2008, three 4”x6” color photographs

Photographs of Bridge, May 2009, two 4”x6” color photographs

Virginia Southworth

925 Mapledale Road, Cassville, New York 13318
(315) 822-5699

Virginia Southworth is the great-granddaughter of Commissioner Mortimer Y. Ferris, and granddaughter of Elizabeth Ferris who cut the ribbon during the opening day ceremonies in 1929. Her collection includes photographs, certificates documenting the appointment of Mortimer Ferris to the Lake Champlain Bridge Commission, newspaper clippings with photograph of Elizabeth Ferris cutting the ribbon, and a formal letter of memoriam from the Lake Champlain Bridge Commission following the death of Mortimer Ferris.

Aerial Photograph of Lake Champlain Bridge on Opening Day, showing a procession of cars across the bridge. Published by Fairchild Aerial Surveys Inc.

Certificate of Appointment, February 17, 1927. From the State of New York appointing Mortimer Y. Ferris to the Lake Champlain Commission. Signed by Alfred E. Smith.

Certificate of Appointment, June 1, 1932. From the State of New York appointing Mortimer Y. Ferris to the Lake Champlain Commission. Signed by Franklin D. Roosevelt.

Photograph of the Lake Champlain Bridge Commissioners, summer 1929. The six commissioners pose for a photograph amid the ruins of Ft. St. Frédéric with the nearly completed bridge in the background.

Letter of Memoriam from the Lake Champlain Bridge Commission, April 4, 1941, expressing condolences on the passing of late Commissioner Mortimer Y. Ferris. Written in calligraphy and signed by the six commissioners.

Photograph of Ft. St. Frédéric at Crown Point State Historic Site, undated, black-and-white, taken from the Lake Champlain Bridge.

Two Newspaper Clippings, of photograph of Elizabeth Ferris and the governors at the ribbon-cutting ceremony.

Photograph of the Lake Champlain Bridge, undated, black-and-white, showing the bridge as viewed from the ruins of the British fort at Crown Point.

Photograph of Ft. St. Frédéric at Crown Point State Historic Site, undated, black-and-white, taken from the Lake Champlain Bridge and focusing on the bastion closest to the bridge.

Other Sources

Adirondack Architectural Heritage

1745 Main Street, Keeseville, New York, 12944

(518) 834-9328

Web: <http://www.aarch.org/>

Adirondack Architectural Heritage (AARCH) has several files of information associated with the organization's advocacy efforts related to Lake Champlain Bridge. AARCH participated in the process of listing the bridge in the National Register of Historic Places and efforts to have the bridge designated as a National Historic Landmark.

American Bridge Company

1000 American Bridge Way, Coraopolis, PA 15108

(412) 631-1000

Web: <http://www.americanbridge.net>

The American Bridge Company built the superstructure for the 1929 bridge. Phone and email requests to the company have gone unreturned, so it is not clear what information the company may have that pertains to the Lake Champlain Bridge. However, the company does have an archive and may have original copies of the shop drawings for the bridge. They may also have photographs documenting the bridge's construction; the photographs at the Hammond Library appear to be a sample of a larger set taken by the American Bridge Company [see Hammond Library].

Fay, Spofford & Thorndike

5 Burlington Woods, Burlington, Massachusetts 01803

(781) 221-1000

Web: <http://www.fstinc.com/>

Records maintained by the engineering firm Fay, Spofford & Thorndike, established in 1914, date mainly from the early 1960s to the mid-1990s, years in which the firm performed annual inspections of the Lake Champlain Bridge. The firm's files include inspection reports and photographs. The photographs, which document existing conditions, are mainly close ups of bridge members and pavement.