



BUILDING-STRUCTURE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION & HISTORIC PRESERVATION
DIVISION FOR HISTORIC PRESERVATION
(518) 474-0479

08/02/18

99 NR 1437

FOR OFFICE USE ONLY
UNIQUE SITE NO. 03115.000029
QUAD _____
SERIES _____
NEG. NO. _____

YOUR NAME: Walt Lender DATE: 4/98
PRIDE, 129 Montcalm Street
YOUR ADDRESS: Ticonderoga, NY 12883 TELEPHONE: (518) 585-6366

NR LISTED

ORGANIZATION (if any): Essex County Planning Office and PRIDE of Ticonderoga, Inc. (RPC)

IDENTIFICATION

- 1. BUILDING NAME(S): Frazier Bridge
- 2. COUNTY: Essex TOWN/CITY: Ticonderoga VILLAGE: Ticonderoga
- 3. STREET LOCATION: LaChute River at the foot of Champlain Avenue
- 4. OWNERSHIP: a. public b. private 117 Montcalm Street East
- 5. PRESENT OWNER: Town of Ticonderoga ADDRESS: Ticonderoga, NY 12883
- 6. USE: Original: Bridge Present: Bridge
- 7. ACCESSIBILITY TO PUBLIC: Exterior visible from public road: Yes No
Interior accessible: Explain _____

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DESCRIPTION

- 8. BUILDING MATERIAL: a. clapboard b. stone c. brick d. board and batten
e. cobblestone f. shingles g. stucco other: cast iron
- 9. STRUCTURAL SYSTEM: (if known) a. wood frame with interlocking joints
b. wood frame with light members
c. masonry load bearing walls
d. metal (explain) _____
e. other masonry arch and cast iron
- 10. CONDITION: a. excellent b. good c. fair d. deteriorated
- 11. INTEGRITY: a. original site b. moved if so, when? _____
c. list major alterations and dates (if known): _____

Two of the four cast iron posts have disappeared.

12. PHOTO:

13. MAP:



14. THREATS TO BUILDING: a. none known b. zoning c. roads
d. developers e. deterioration
f. other: _____

15. RELATED OUTBUILDINGS AND PROPERTY:
a. barn b. carriage house c. garage
d. privy e. shed f. greenhouse
g. shop h. gardens
i. landscape features: _____
j. other: _____

16. SURROUNDINGS OF THE BUILDING (check more than one if necessary):
a. open land b. woodland
c. scattered buildings
d. densely built-up e. commercial
f. industrial g. residential
h. other: _____

17. INTERRELATIONSHIP OF BUILDING AND SURROUNDINGS:
(Indicate if building or structure is in an historic district)

The Frazier Bridge is the extension of a currently unused road that once existed between Montcalm Street and Burgoyne Road. It sets just before the lower falls on the LaChute River. It is within, but not a listed element of the Ticonderoga Multiple Resource Area.

18. OTHER NOTABLE FEATURES OF BUILDING AND SITE (including interior features if known):

(SEE ATTACHED)

SIGNIFICANCE

19. DATE OF INITIAL CONSTRUCTION: 1894

ARCHITECT: D.M. Arnold, Engineer

BUILDER: Alex Lee

20. HISTORICAL AND ARCHITECTURAL IMPORTANCE:

(SEE ATTACHED)

21. SOURCES: Lape, Jane, M., ed., Ticonderoga: Patches and Patterns from its Past; Ticonderoga: The Ticonderoga Historical Society, 1969.
Ticonderoga Sentinel, Mar. 7, 1874; Mar. 28, 1874; Apr. 4, 1874; Apr. 11, 1974; June 15, 1977. Interview with Betty McCaughin, Historian, Ticonderoga Historical Society Essex County Clerk's Office. Survey of Lower Falls by S.D. Kellogg, 1822.
22. THEME: Interview with Theresa Lonergan, Town Historian, 1998.

18. The Frazier Bridge is a double masonry arched bridge with a cast-iron rail. The iron balustrade is a series of horizontal double angle irons on the top and a single iron on the bottom with a double vertical angle iron that is bolted to an I-beam. Within the balustrade is a series of three Xs on the top half and three off-set crosses on the lower half. There are eleven sets of these on either side. (The cross and "X" are tied with bolts.) The masonry arches support the road and the iron supports once supported a wooden walkway.

On either of the four corners, a cast-iron post was located. Only one now exists on the southwest corner.

20. When D. Kelley surveyed the lower falls in 1822, a bridge was built on or about this same site. In 1836, B.F. Frazier ran a planing mill on the north side of the river above the falls. In 1845, the same family opened a cabinet-making shop that was near the existing bridge; the present bridge takes its name from that enterprise.

A March 7, 1874 note in the Ticonderoga Sentinel indicated that the old bridge was becoming dilapidated and that a new bridge was needed. Three weeks later, William Calkins, the Town Supervisor, asked for "plans, proposals and specifications for the erection of a stone, wood or iron bridge, 50 feet span, 20 feet wide roadway, 10½ feet above water and will meet at the office of J.C. Hollenbeck, 4th day of April next, 10 a.m. to consider the proposal."

On April 4th, 1874, four plans were presented and a week later a resolution was passed on an iron bridge of a Cooper Patent. Construction began immediately and by July 15, 1877 "the iron bridge was being placed on the abutments and it looks swell." The road was closed until the work was completed.

Sometime in early 1892, the Cooper Patent iron bridge collapsed. The May 19, 1892 issue of the Ticonderoga Sentinel reported on a "Petition for the Highway Commission to replace the collapsed iron bridge on North Main with an arched stone structure." July 14, 1892 issue described the bridge over North Main to be "a stone driveway twenty-three feet less a narrow coping on each side." There are "arched sidewalks five feet each side." On August 25, 1894, the Ticonderoga Sentinel reported that "Alex Lee is rushing work on the stone bridge. D.M. Arnold, engineer says the stone work should be completed in about a week."

The road was used continually by local mill operators until 1925 when International Paper Company bought Ticonderoga Pulp and Paper Company to be a part of its international paper production, operation and manufacture. The bridge was used for the next thirty-four years as a public means of transportation until 1959 when International Paper Company built Building Number 7 and closed North Main Street From Exchange Street to Burgoyne Road. From 1959 to 1972, the road was used as a foot path for mill workers. In 1972, the firm built their new plant outside of Ticonderoga and began demolition on all of the old mill buildings.

The bridge has been unused since 1972 except for an occasional pedestrian. Today, the bridge stands as one of the few reminders of the water-related manufacturing activities that once centered at the lower falls.