

APPENDIX 1. Historic Images of the Lake Champlain Bridge

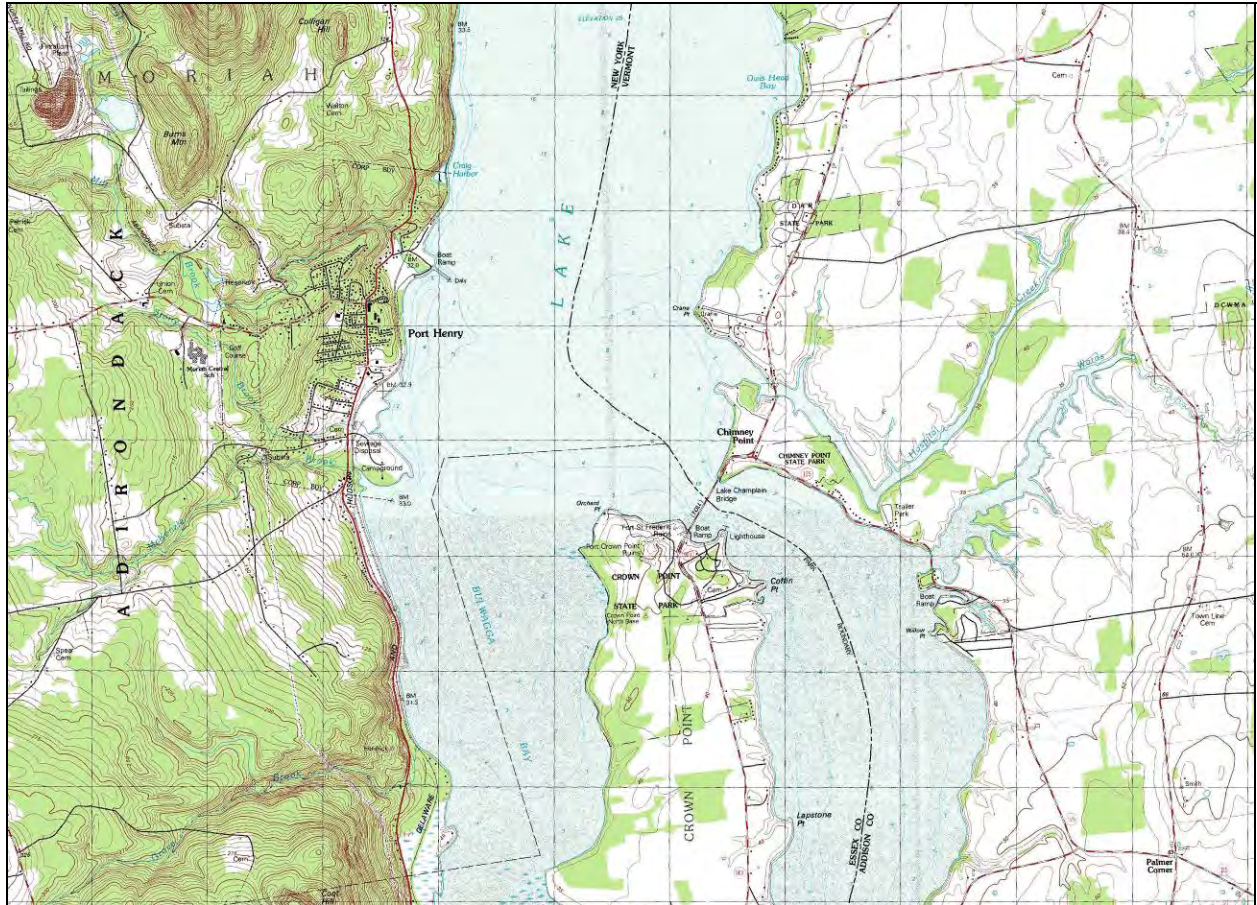


Figure 1. 1980 Port Henry, New York-Vermont 1:25,000 quadrangle, United States Geological Survey, Reston, Virginia. The Lake Champlain Bridge is located at center.



Figure 2. 1945 Port Henry, N.Y.-Vt. 1:24,000 quadrangle, United States Geological Survey Washington, D.C. The Lake Champlain Bridge is located at center.

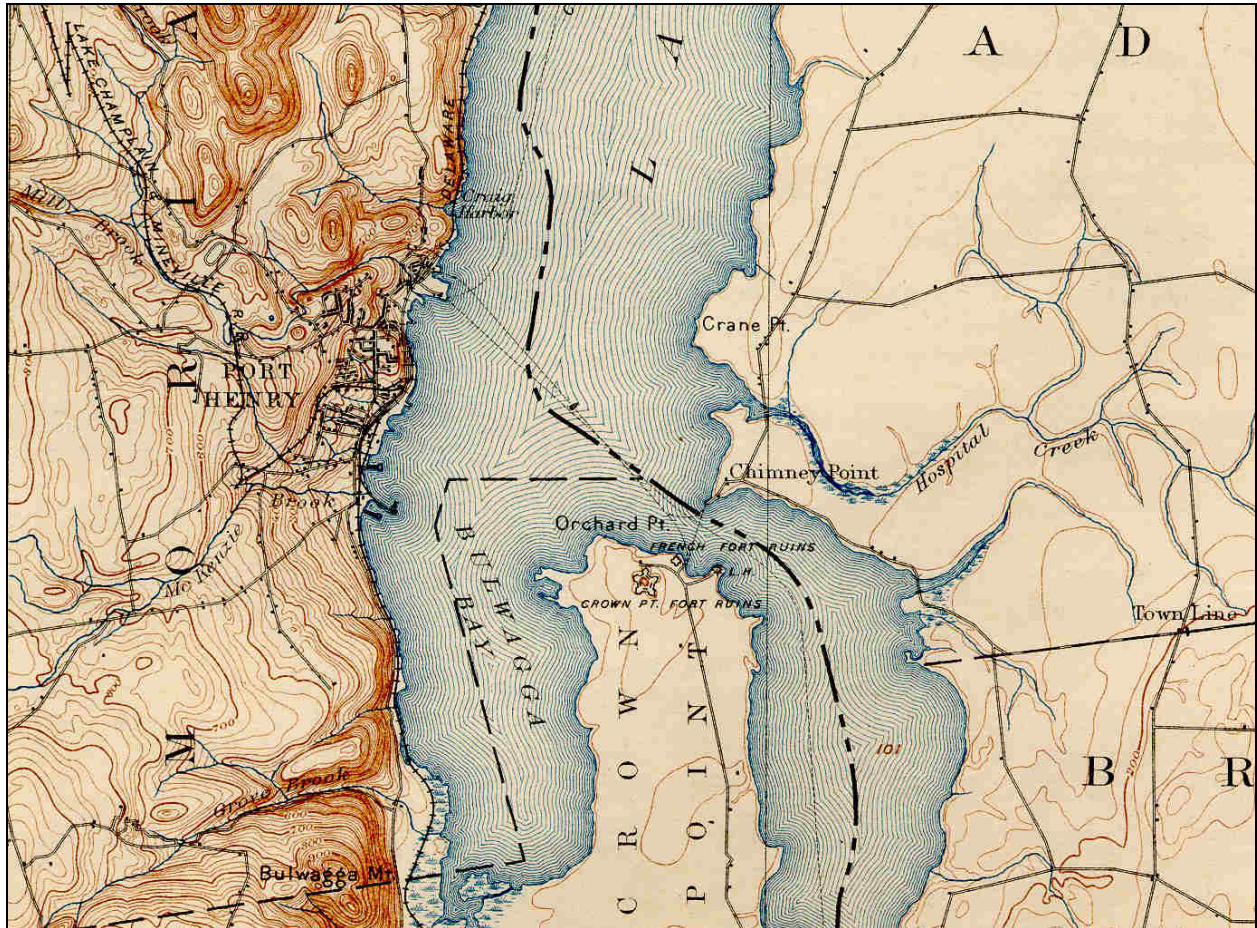


Figure 3. 1898 Port Henry, N.Y.-Vt. 1:25,000 quadrangle, New York State Department of Public Works, Albany, N.Y. This map marks the "Ruins" of the two forts at Crown Point. The Crown Point-Chimney Point ferry is shown at the future location of the Lake Champlain Bridge.

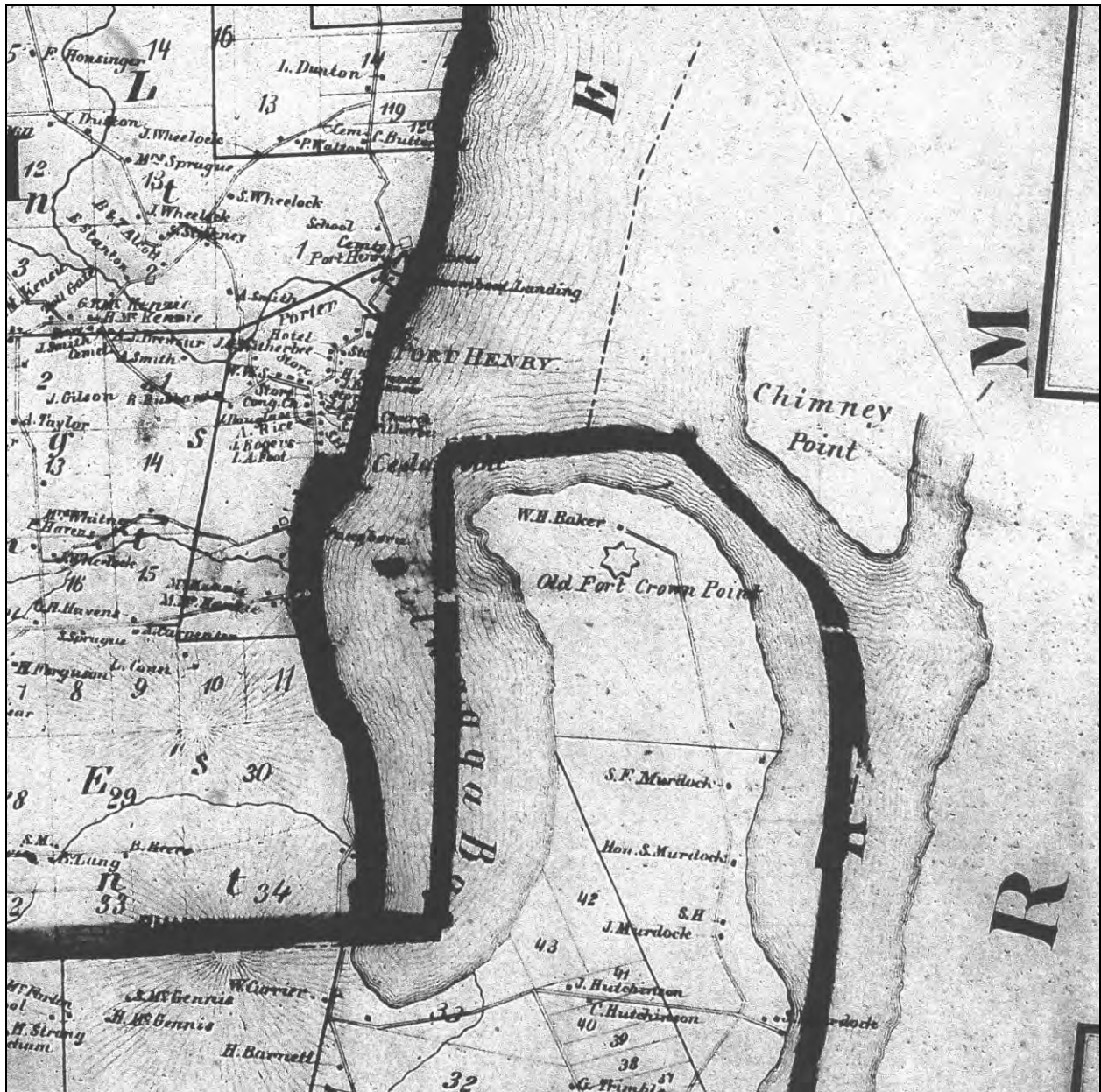


Figure 4. 1858 Map of Essex County, New York, J. H. French surveyor, E. A. Balch, Philadelphia. The “Old Fort Crown Point” and “Chimney Point” are shown at the future bridge location.

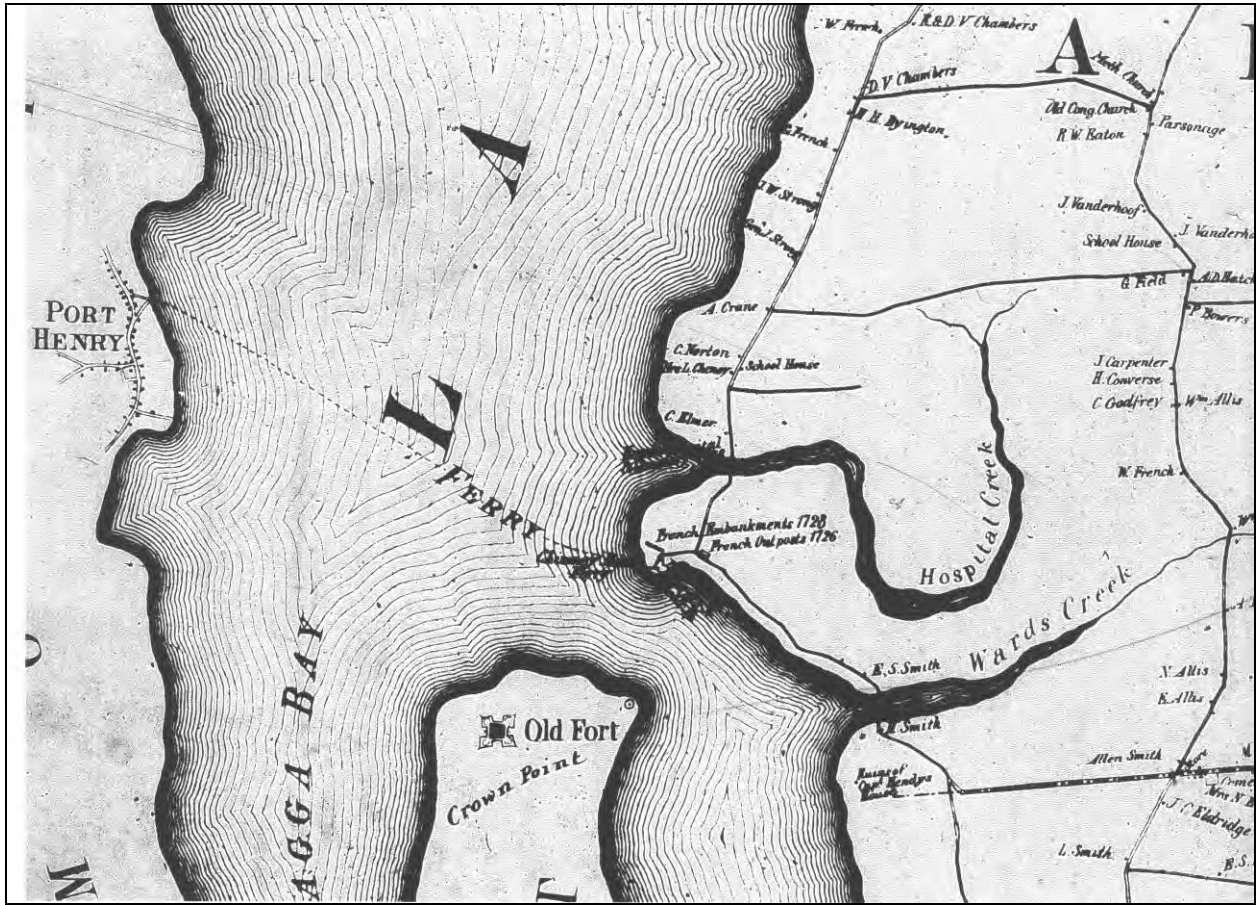


Figure 5. 1857 Map of Addison County, Vermont, H. F. Walling surveyor, Baker and Tilden, New York. The “Old Fort Crown Point” and the remains of the early French fort at Chimney Point, “French Embankments 1728” and “French Outposts 1726,” are shown at the future bridge site. At this time, the ferry ran from Port Henry to Chimney Point.

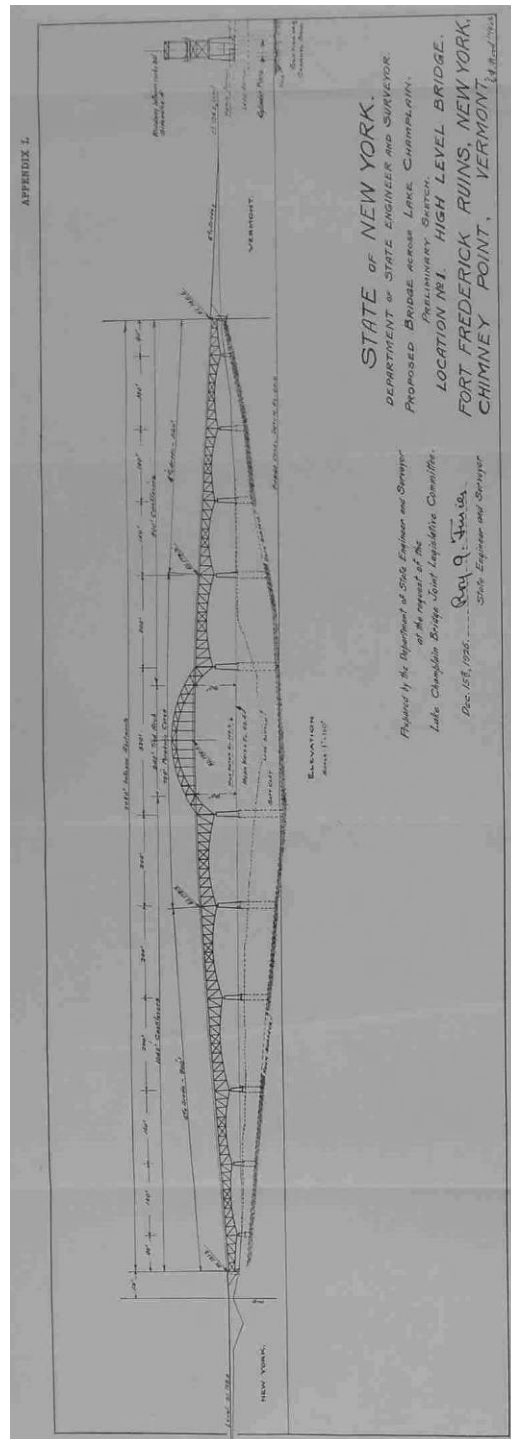


Figure 6. Proposed Bridge Across Lake Champlain, Preliminary Sketch. High Level Bridge. Location 1. Fort Frederick Ruins, New York. Chimney Point, Vermont. Prepared by the Department of State Engineer and Surveyor, December 1, 1926. Image courtesy Vermont State Archives.

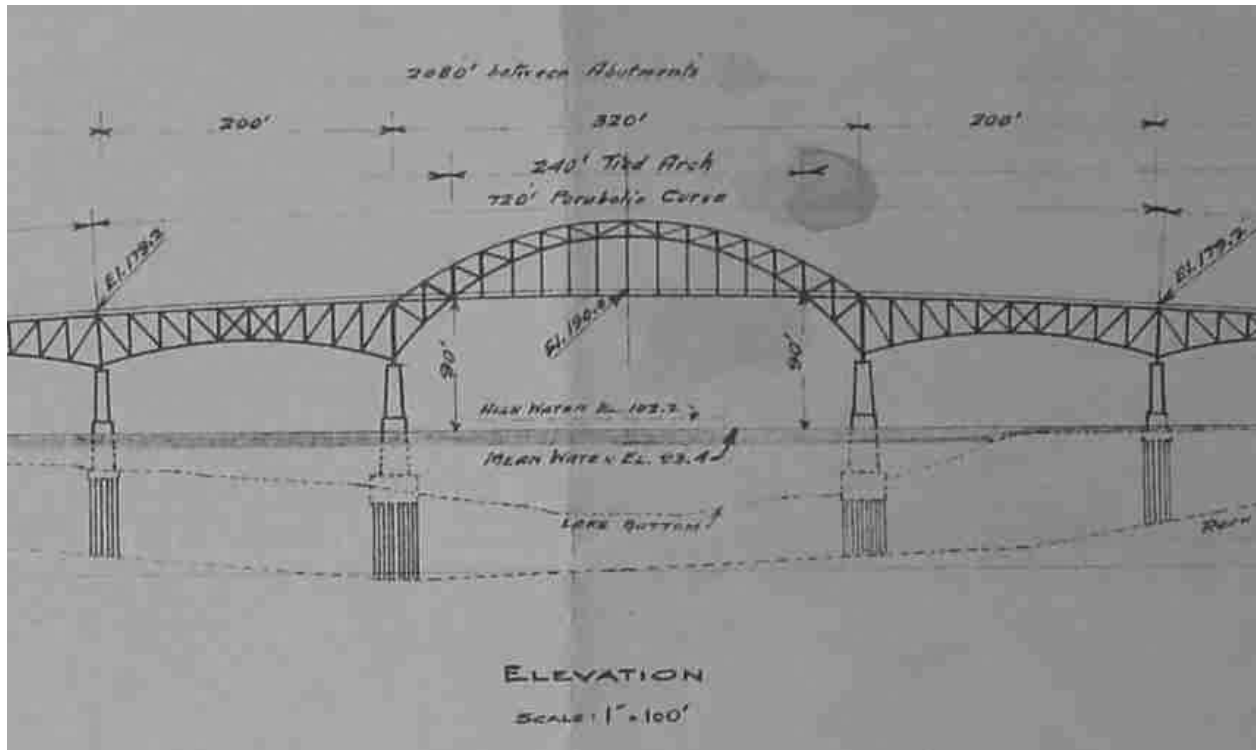


Figure 7. *Proposed Bridge Across Lake Champlain, Preliminary Sketch. High Level Bridge. Location 1. Fort Frederick Ruins, New York. Chimney Point, Vermont. Prepared by the Department of State Engineer and Surveyor, December 1, 1926. Enlarged view of the channel span. Image courtesy Vermont State Archives.*

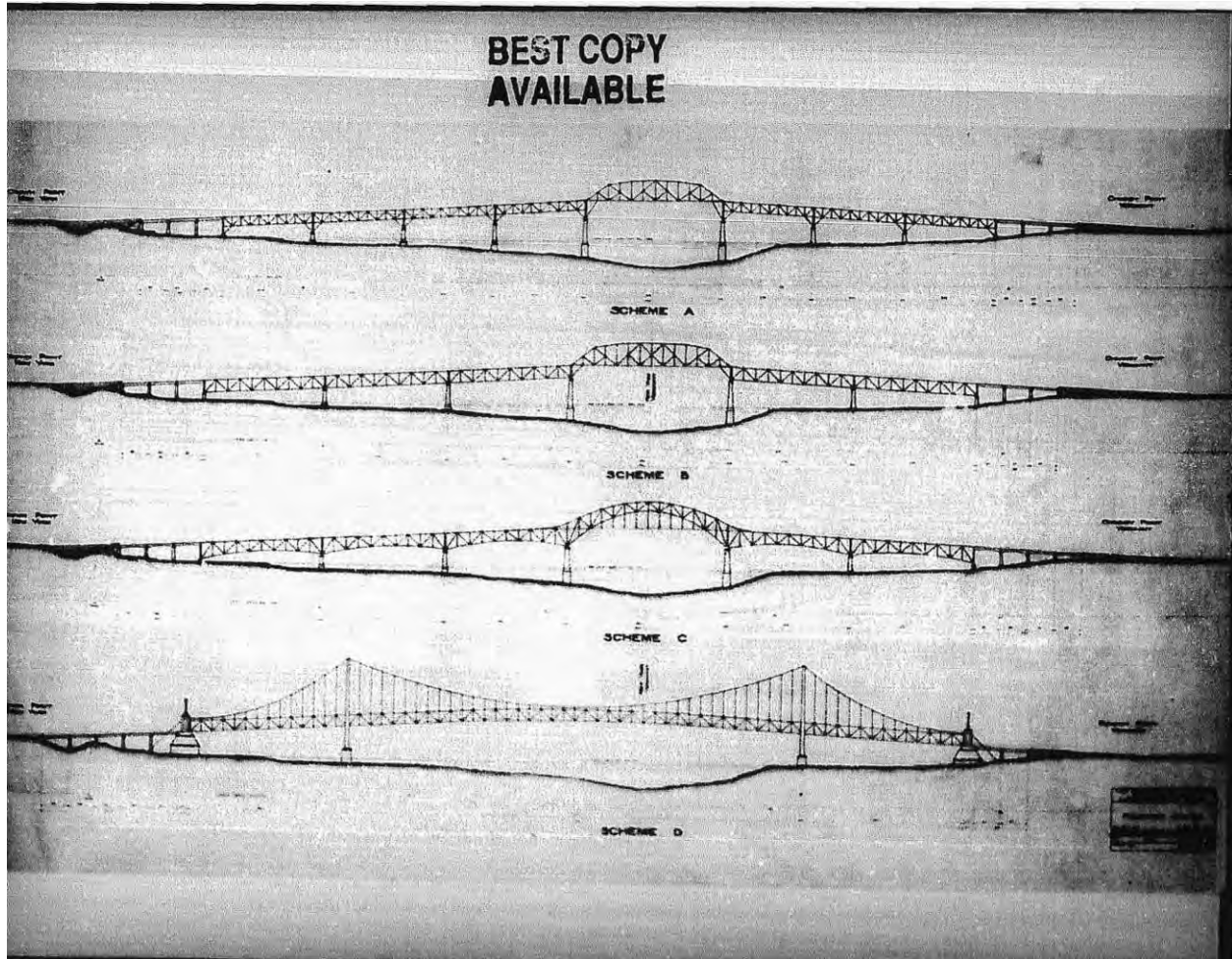


Figure 8. Original designs for the Lake Champlain Bridge, presented to the Lake Champlain Bridge Commission by Fay, Spofford and Thorndike, October 4, 1927. Image courtesy New York State Archives.

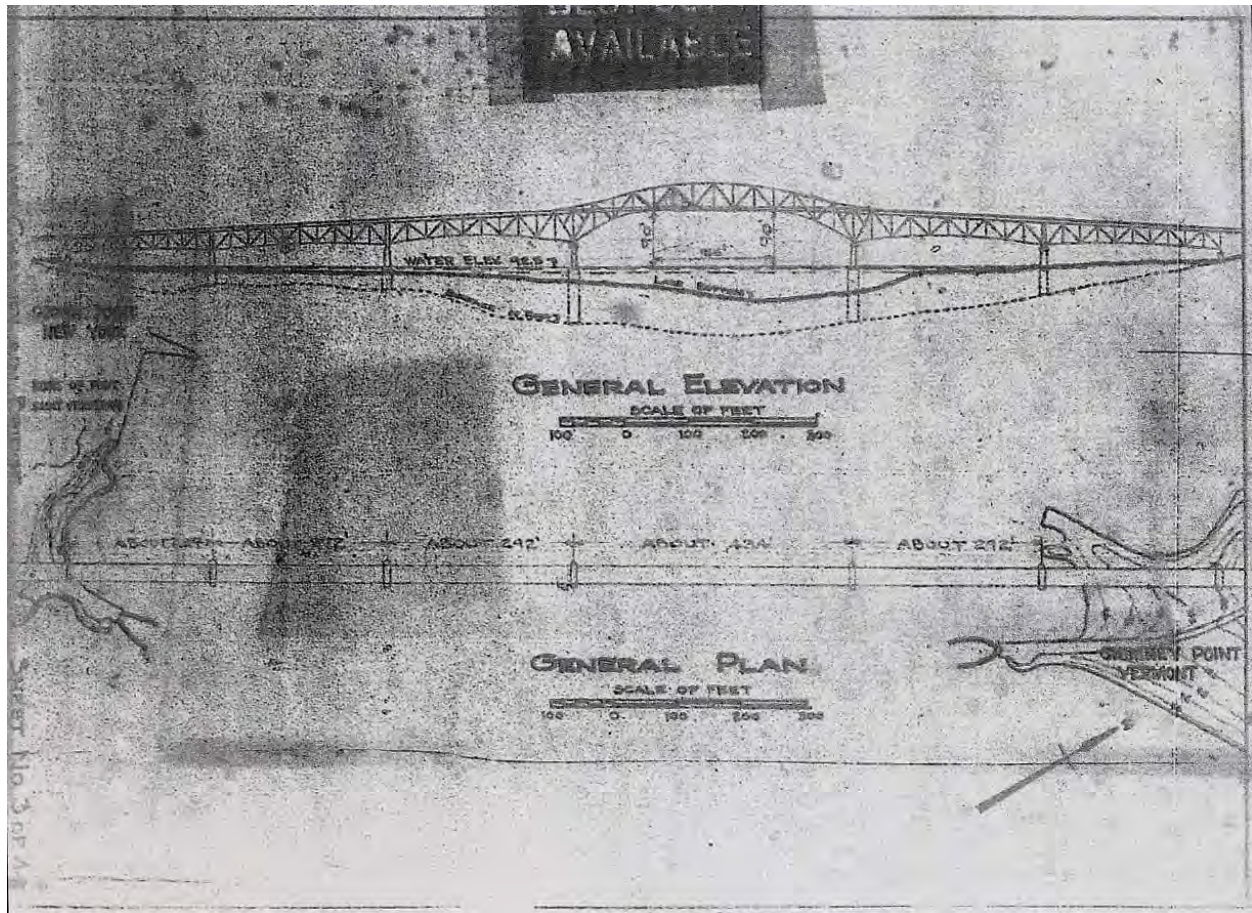


Figure 9. Final design of the Lake Champlain Bridge by Fay, Spofford and Thorndike, submitted to the United States Engineer Office, December 6, 1927, General Elevation and Plan. Image courtesy New York State Archives.

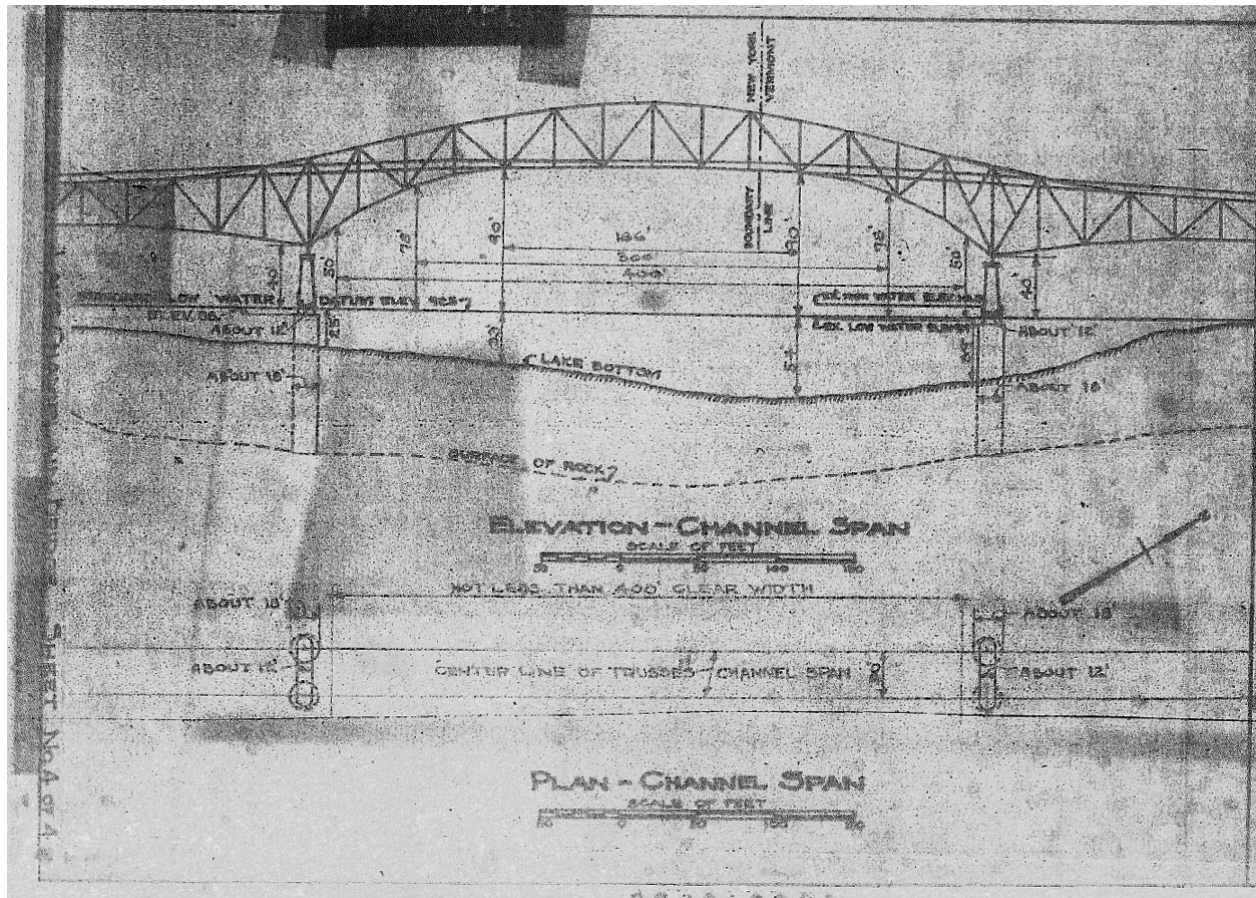


Figure 10. Final design of the Lake Champlain Bridge by Fay, Spofford and Thorndike, submitted to the United States Engineer Office, December 6, 1927, Elevation and Plan – Channel Span. Image courtesy New York State Archives.



Figure 11. Original “Entrance to State Park Crown Point Reservation.” The New York approach to the Lake Champlain Bridge cut across the old Crown Point Reservation access road near the pictured entrance posts. Image courtesy Crown Point State Historic Site, Crown Point, New York.



Figure 12. View along the New York approach to the Lake Champlain Bridge, summer 1928. The stone walls of the southeast bastion of Fort St. Frederic are visible at left. Image courtesy Crown Point State Historic Site, Crown Point, N.Y.

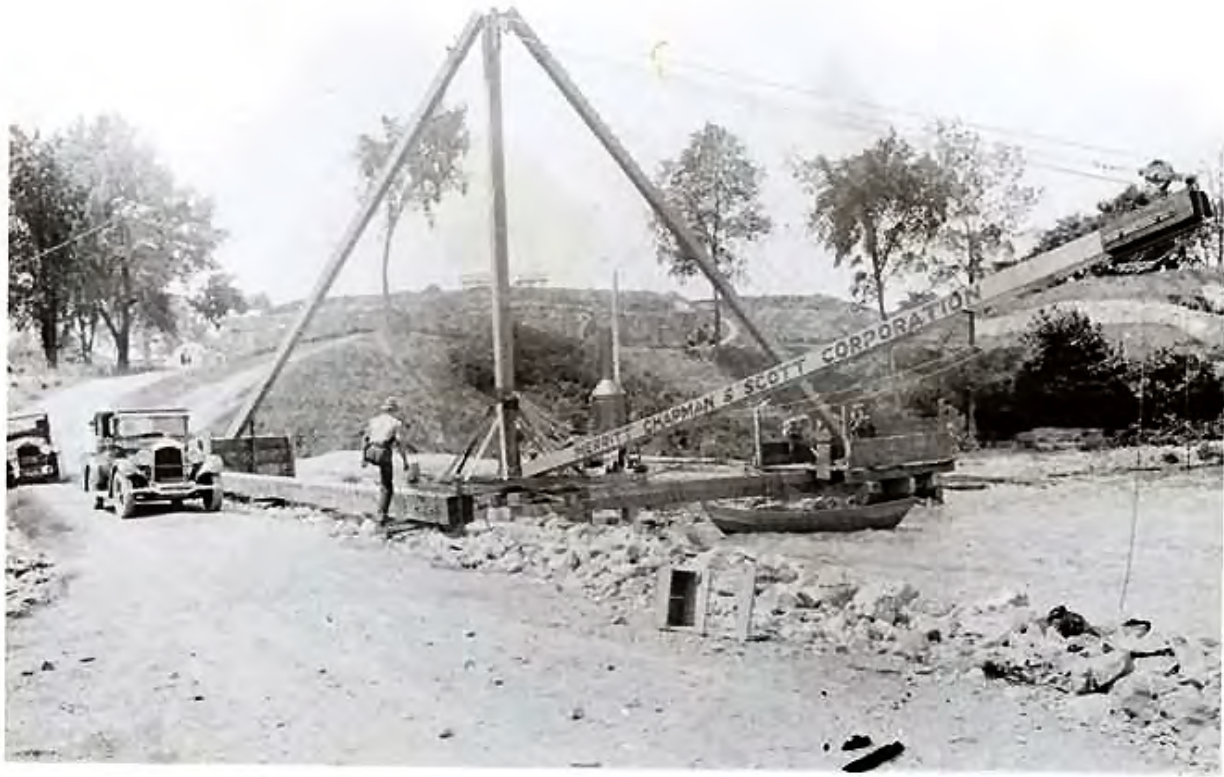


Figure 13. View from the New York ferry landing toward Fort St. Frederic, showing early pier work by Merritt-Chapman and Scott Corporation, summer 1928. Image courtesy Crown Point State Historic Site, Crown Point, New York.



Figure 14. View of the Vermont bridge approach under construction, late 1928. Image courtesy Moriah Historical Society.



Figure 15. Pier construction by the Merritt-Chapman and Scott Corporation, summer 1928. Shows a derrick clamshell excavator and a floating cement plant on the nearest barges. Image courtesy Bill Bodette, Crown Point, New York.



Figure 16. Construction of the New York abutment and piers by the Merritt-Chapman and Scott Corporation, showing proximity of the southeast bastion of Fort St. Frederic at left. Image courtesy Crown Point State Historic Site, Crown Point, New York.



Figure 17. "General View of American Bridge Company's stiff leg 110' beam derrick and traveling erecting derrick just ready to go on first span of viaduct," December 21, 1928. Image courtesy Penfield Homestead Museum, Ironville, New York.

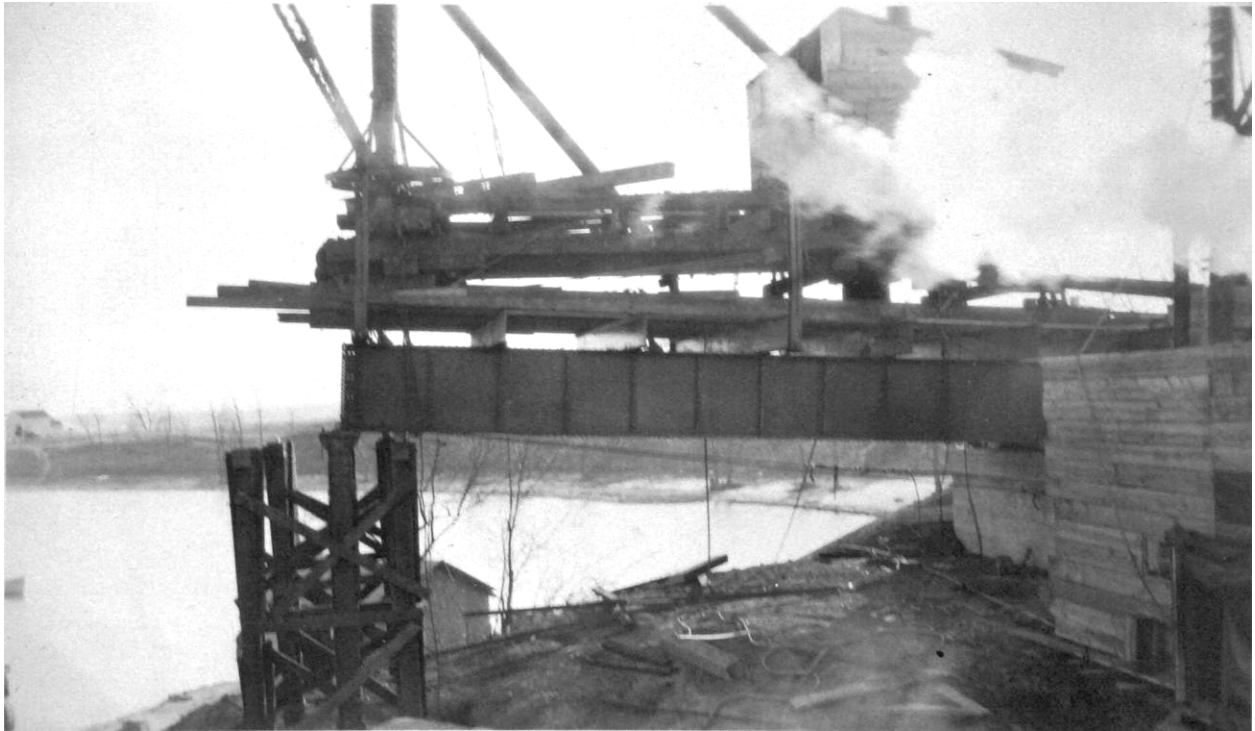


Figure 18. "Traveling derrick on first span of viaduct, view from Fort St. Frederick," December 21, 1928. Image courtesy Penfield Homestead Museum.

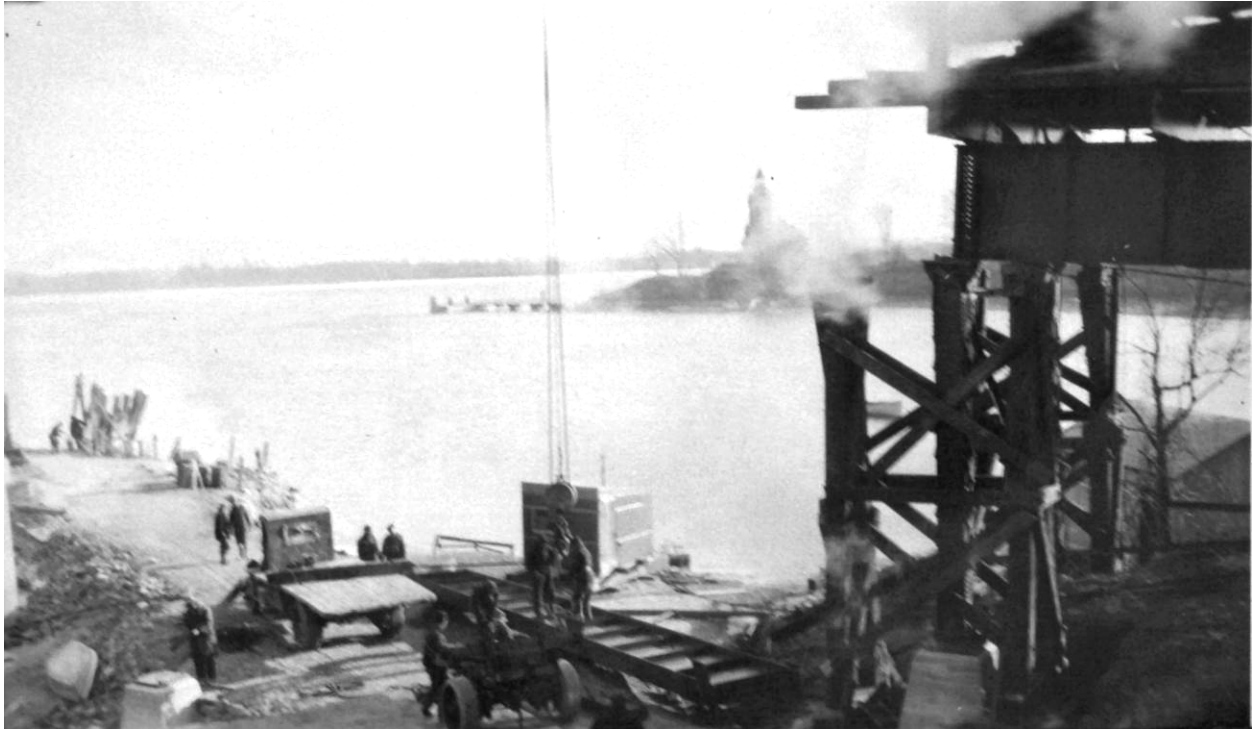


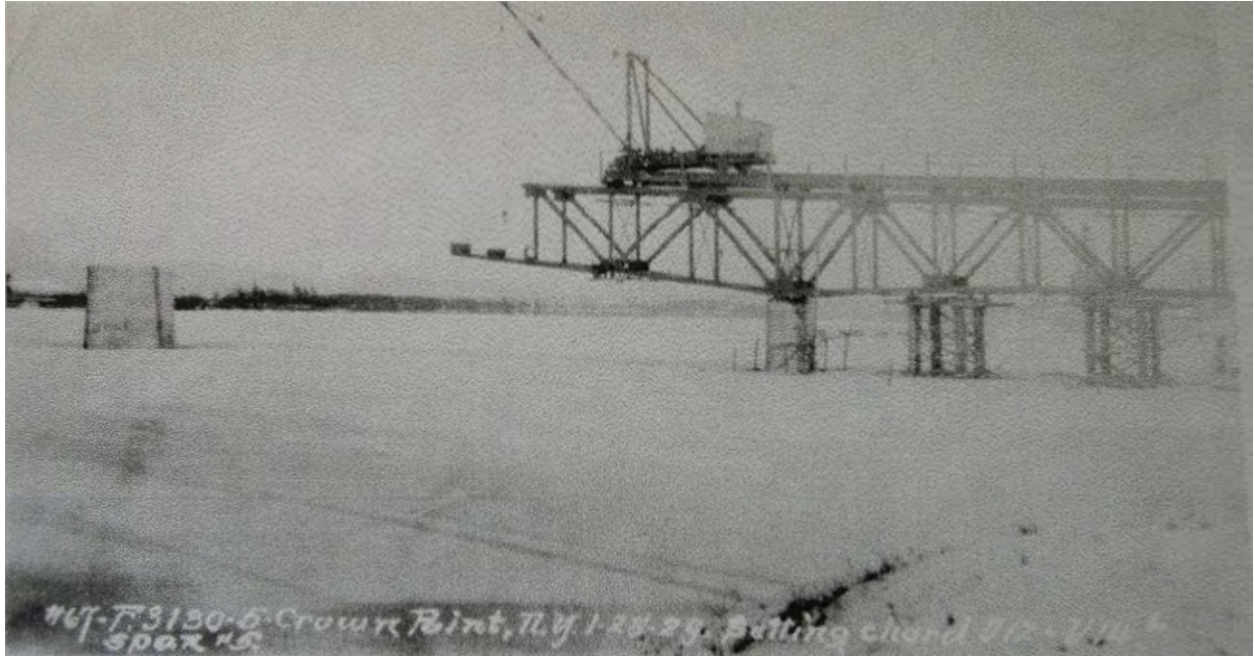
Figure 19. "Picking girder from trailer with 60-foot boom traveling derrick," December 21, 1928. (View looks southeast along the old ferry road near Fort St. Frederic, showing the beginning of construction of New York viaduct Span 2. Image courtesy Penfield Homestead Museum.



Figure 20. "American Bridge Company's traveling derrick at end of New York viaduct, Pier 3, driving piles for first temporary bent," December 28, 1928. Image courtesy Penfield Homestead Museum.



Figure 21. "Second bent falsework and second panel nearly in place" January 15, 1929. View of Span 4 from Fort St. Frederic. Image courtesy Penfield Homestead Museum.



*Figure 22. "Setting chord U12-U14, Span #5," January 28, 1929. (LCBC Photo #67- F3130-5).
Image courtesy Moriah Historical Society, Port Henry, New York.*



Figure 23. February 2, 1929. "Gen'l View." (LCBC Photo #83, F3130-5, Crown Point, N.Y). View of Spans 1-4 and Span 5 under construction. Image courtesy Moriah Historical Society.

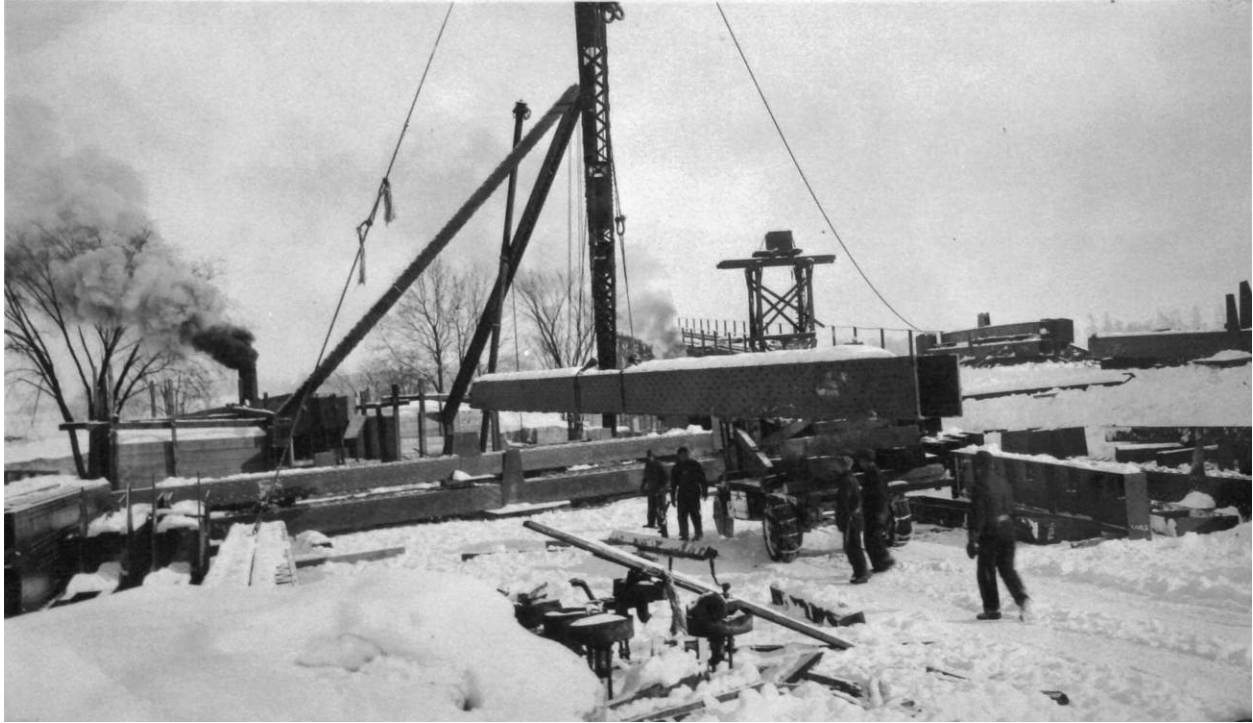


Figure 24. "Unloading long truss members U10 to U-F with trailer. Weight 9 tons on a 5-ton Mack truck," February 12, 1929. Image courtesy Penfield Homestead Museum.



Figure 25. "Trucking L8-10, Weight 14-tons 1780 lbs, this with the timber carriage estimated at approximately 1-ton makes a 16-ton load on a 5-ton Mack truck," February 12, 1929. Image courtesy Penfield Homestead Museum.



Figure 26. "Close-up view of ice for temporary bent of 12-inch x 12-inch square timbers, Span 5," February 18, 1929. Image shows the use of ice to support falsework for some of the truss spans. Image courtesy Penfield Homestead Museum.



Figure 27. "Span 9 from Chimney Point Ferry Landing," April 9, 1929. Image courtesy Penfield Homestead Museum.



Figure 28. "Span 9 and 10 from M. F. Barnes yard, Vermont," April 9, 1929. Image courtesy Penfield Homestead Museum.



Figure 29. View showing Span 6 nearing completion, early April, 1929. Image courtesy Bill Bodette.



Figure 30. "Bridge from water looking westerly," April 9, 1929. View shows a completed Span 6 and early work on Span 7. Image courtesy Penfield Homestead Museum.

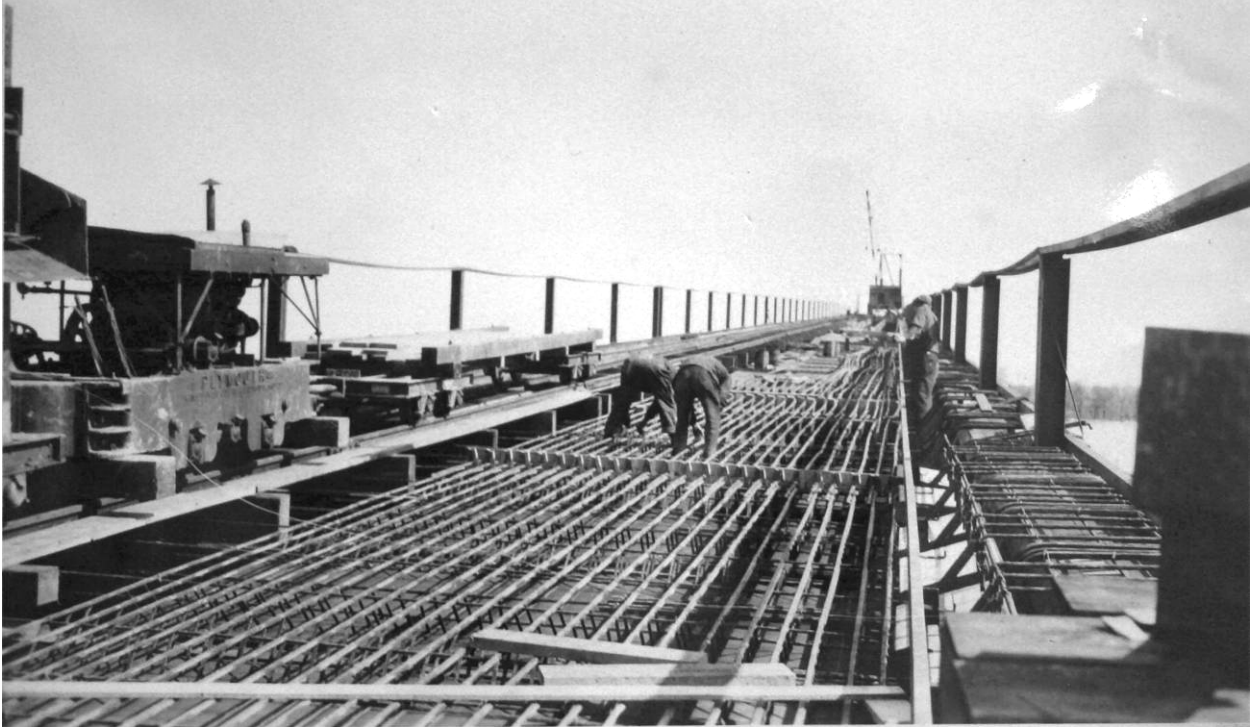


Figure 31. "On easterly curb line of New York end of bridge showing curb angle and rivet grid steel in place. Southwest forms not yet finished.," April 23, 1929. View shows workers from Scott Brothers Construction Company preparing to pour concrete for the bridge deck. Image courtesy Penfield Homestead Museum.



Figure 32. Concrete deck under construction on the New York end of the bridge, late April, 1929. The two sets of rails on the left side of the deck were used by Scott Brothers for their equipment and by American Bridge for their traveling derrick, which was still in use building Span 7. Image courtesy Bill Bodette.

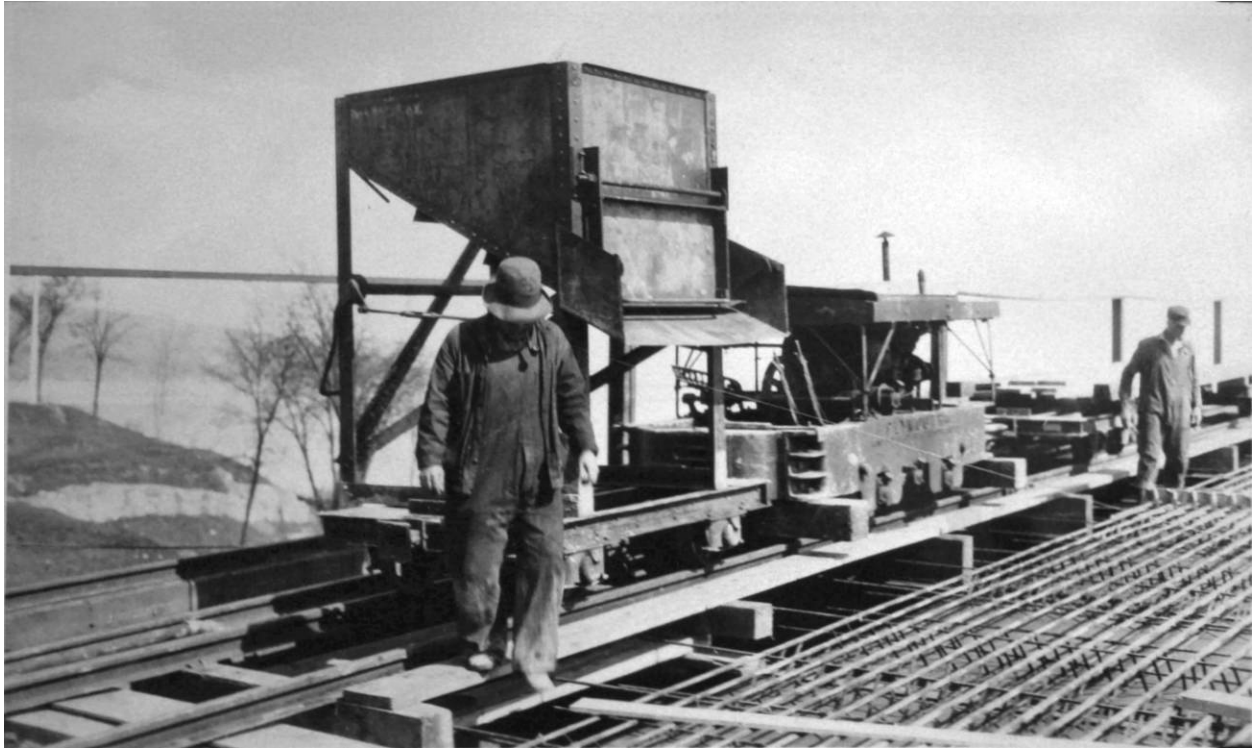


Figure 33. "Scott Brothers material car Plymouth Gasoline Locomotive and concrete car with side discharge," April 23, 1929. Image courtesy Penfield Homestead Museum.



Figure 34. View of the staging area for the Scott Brothers Construction Company south of the bridge on the New York end. Shows the temporary rail line used to bring materials and scaffolding stacked in front of the company storehouse, at right. The bridge toll house is under construction in the distance. The road at left was the original entrance to the Crown Point Reservation. Image courtesy Vermont State Archives, Middlesex, Vermont.



Figure 35. "Span 9 in place," May 1, 1929. View shows the Barnes dwelling in Vermont (Chimney Point tavern) at far right. Image courtesy Penfield Homestead Museum.



Figure 36. "Bridge from Barnes lawn," May 1, 1929. View shows the completed Span 9, with Spans 7 and 8 still to be built. Image courtesy Penfield Homestead Museum.



Figure 37. Workers waiting for a section of the top chord to be lifted into place on Span 7, mid-June, 1929. Image courtesy Vermont State Archives.



Figure 38. Workers joining the top chord on Span 7, mid-June, 1929. Image courtesy Vermont State Archives.

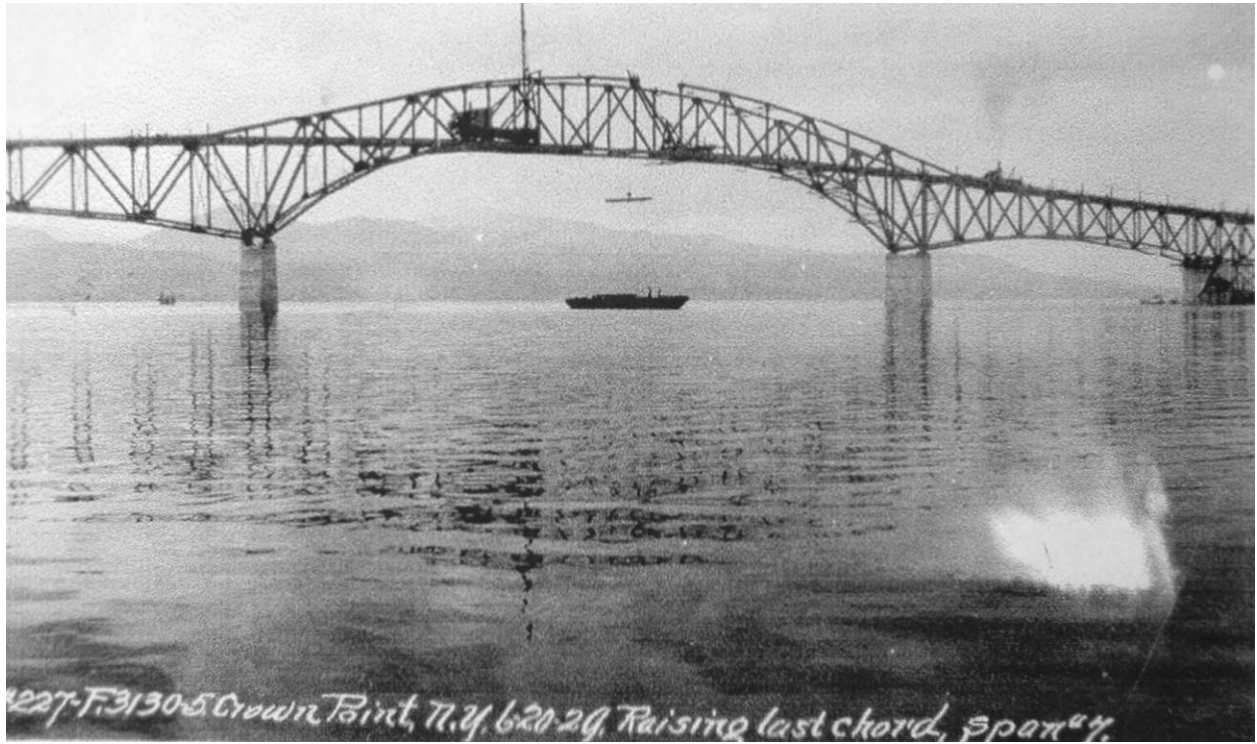


Figure 39. "Raising last chord, Span 7," June 20, 1929. (LCBC Photo #227, F3130-5). Image courtesy Moriah Historical Society.



Figure 40. Photograph of the Lake Champlain Bridge Commission at Fort St. Frederic during an inspection of the bridge, late July 1929. The Bridge Commission consisted of Mortimer Y. Ferris, chairman (Ticonderoga), George Z. Thompson, vice chairman (Proctor, Vt), Albert E. Phelps, secretary (Crown Point), Charles E. Schoff, treasurer (St. Albans, Vt), (left to right in middle), Marion L. Thomas (Crown Point) (far left), and William M. Warner (Vergennes, Vt) (far right). Image courtesy Vermont State Archives.

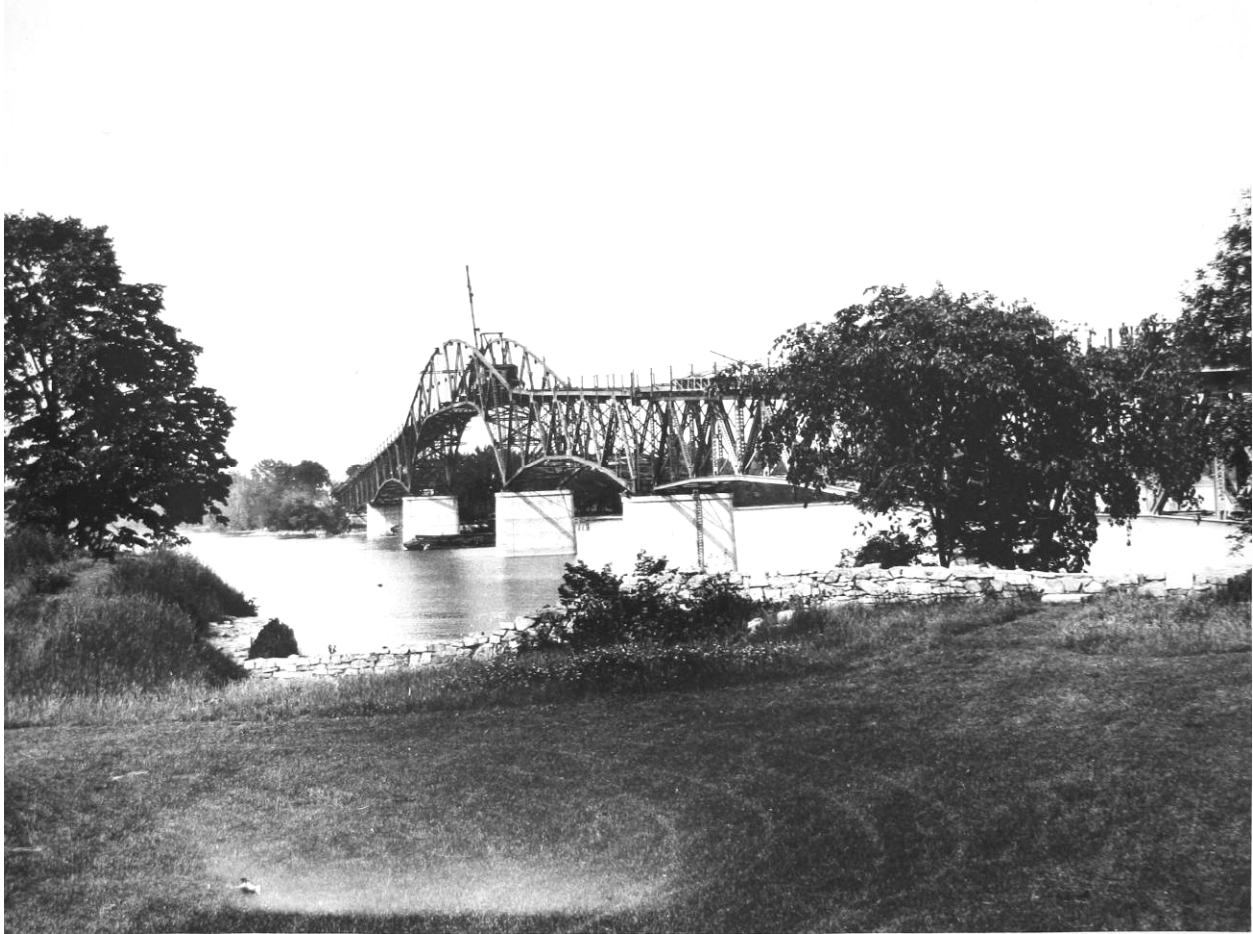


Figure 41. View of the almost completed bridge, west side, from Fort St. Frederic, showing Span 7 under construction, July 1929. Image courtesy Vermont State Archives.



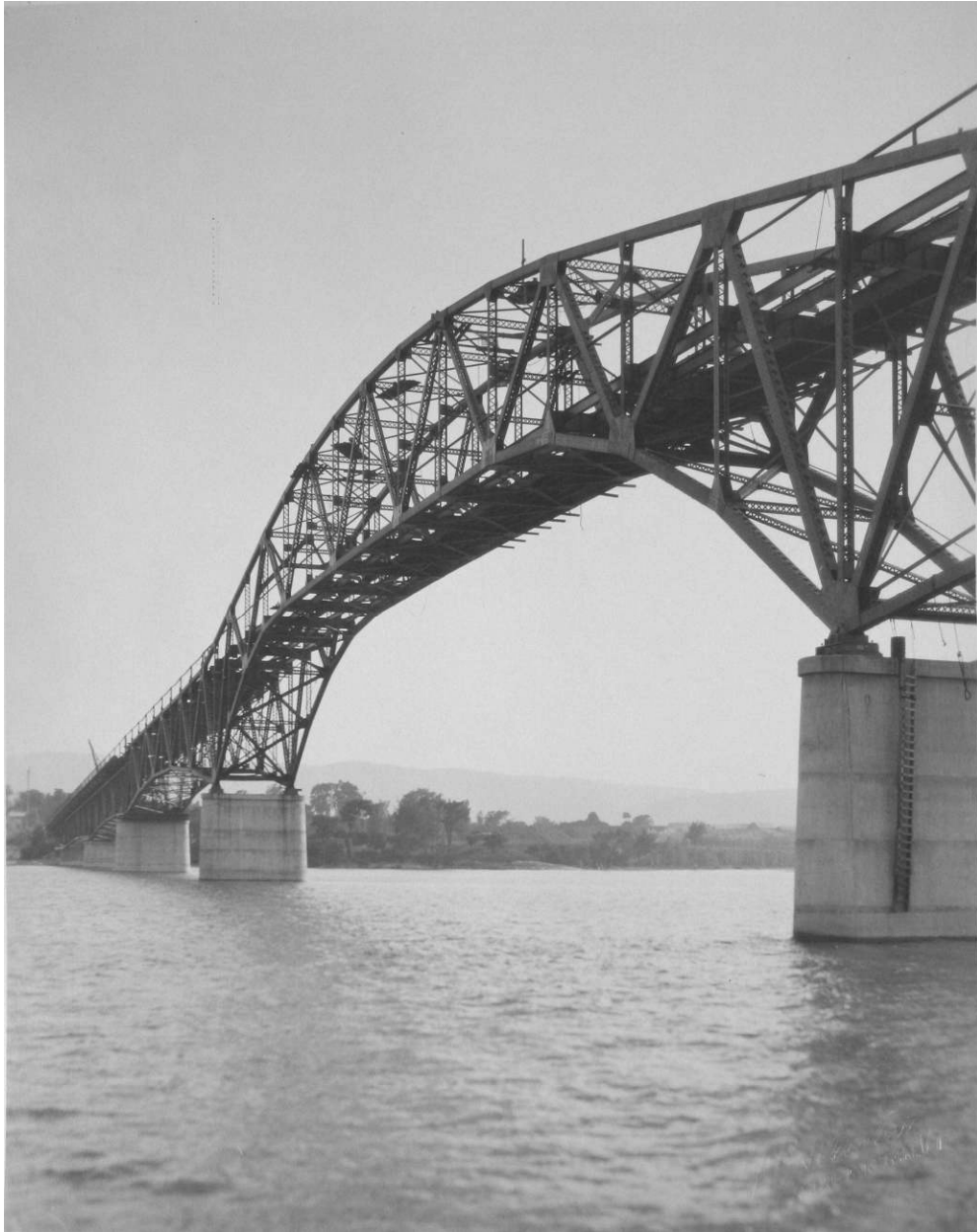
Figure 42. View of the almost completed bridge, east side, from New York, showing the old ferry road in the foreground, July 1929. Image courtesy Vermont State Archives.



Figure 43. View of the almost completed bridge, west side, from Vermont, showing the temporary rail structure for the deck construction still in place, July 1929. The Champlain Memorial lighthouse is just visible in the distance at left. Image courtesy Vermont State Archives.



Figure 44. View of the almost completed bridge, east side, from Vermont, July 1929. Image courtesy Vermont State Archives.



*Figure 45. View of the almost completed Span 7, east side, from Vermont.
Image courtesy Vermont State Archives.*



Figure 46. View of the completed bridge from Fort St. Frederic, showing streetlamps along the deck. Image courtesy Vermont State Archives.



Figure 47. View of the completed bridge from the pier on the New York side. Image courtesy Vermont State Archives.



Figure 48. "Photograph of the official parties in center of span a few moments after Miss Elizabeth Ferris, daughter of former state senator Mortimer Y. Ferris, and Mrs. Ferris, severed the ribbon which officially opened the span. From left to right: Maj. Albert Phelps, (secretary) of the bridge commission; Mrs. J. E. Weeks, Governor Weeks, Miss Ferris, Mr. Ferris, chairman of the commission; Marion L. Thomas, of the commission; Governor Roosevelt and Guernsey T. Cross," August 26, 1929. Unknown newspaper. Image courtesy Moriah Historical Society.



Figure 49. Official reviewing stand for the opening day parade, August 26, 1929. The front row includes Governor Roosevelt (directly above ramp), Mortimer Ferris (at his left), and Governor Weeks and his wife (above the stars and stripes banner). Image courtesy Vermont State Archives.



Figure 50. Official cars at the head of the opening day parade, August 26, 1929. Image courtesy Vermont State Archives.



Figure 51. Ticonderoga float, opening day parade, August 26, 1929. Image courtesy Vermont State Archives.



Figure 52. Float entitled “United at Last,” opening day parade, August 26, 1929. The bridge toll booth on the New York end is visible at right. Image courtesy Vermont State Archives.



Figure 53. Montpelier float with the Vermont State Capitol, opening day parade, August 26, 1929. This float won second prize among Vermont floats in the parade. Image courtesy Vermont State Archives.



Figure 54. Float with airplane, opening day parade, August 26, 1929. Image courtesy Vermont State Archives.



*Figure 55. Vergennes Grange float for Farm Relief, opening day parade, August 26, 1929.
Image courtesy Bill Bodette.*



Figure 56. Middlebury float depicting Middlebury College graduates, opening day parade, August 26, 1929. Image courtesy Vermont State Archives.



Figure 57. Celebration attendees awaiting the parade, August 26, 1929. Image courtesy Vermont State Archives.



Figure 58. View of the parade staging area near Fort St. Frederic, August 26, 1929. Image courtesy Vermont State Archives.

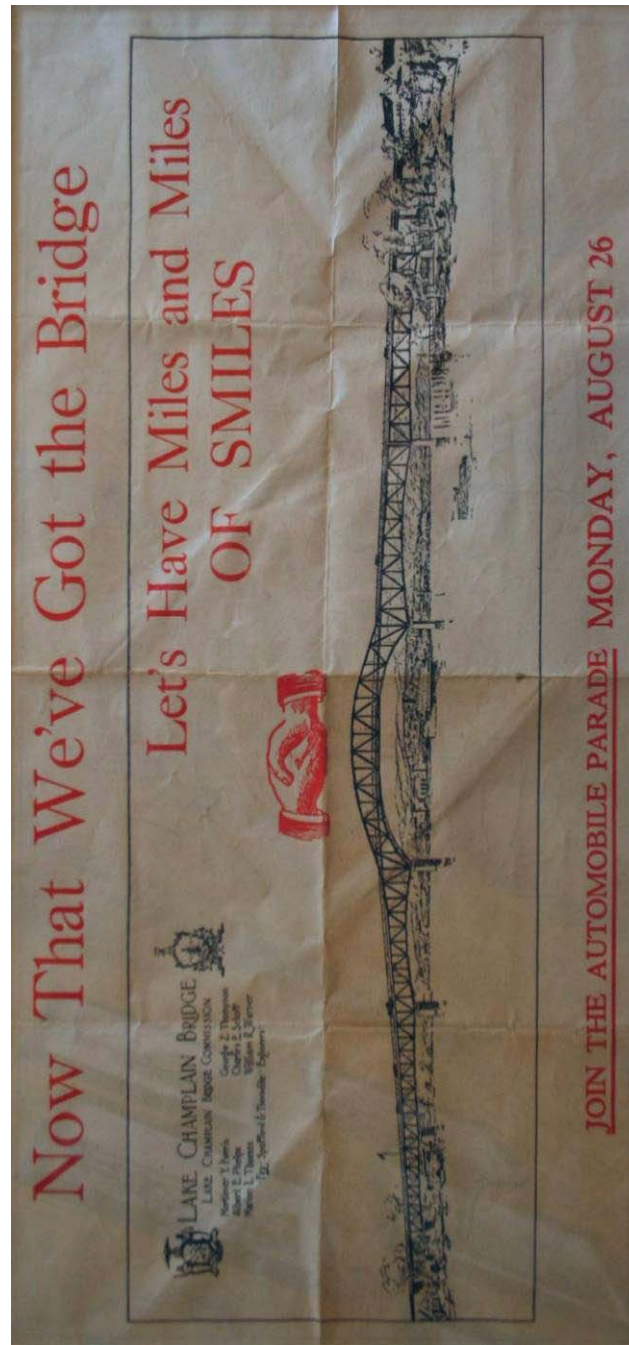


Figure 59. "Now That We've Got the Bridge Let's Have Miles and Miles of SMILES." This was the official slogan for the bridge. Promotional broadside for the Automobile Parade, Monday August 26, Lake Champlain Bridge Commission. Image courtesy Bill Bodette.



Figure 60. View of the steamship Vermont heading to the bridge, prior to opening day. The top of the smokestack on this ship was used to determine the height of Span 7 over the navigation channel. Image courtesy Bill Bodette.



Figure 61. View of the Vermont and other boats passing beneath the bridge, opening day, August 26, 1929. Image courtesy Crown Point State Historic Site.



Figure 62. Aerial View of the Lake Champlain Bridge, with Fort Crown Point and Fort St. Frederic in the foreground. National Geographic, November 1931. Image courtesy Moriah Historical Society.

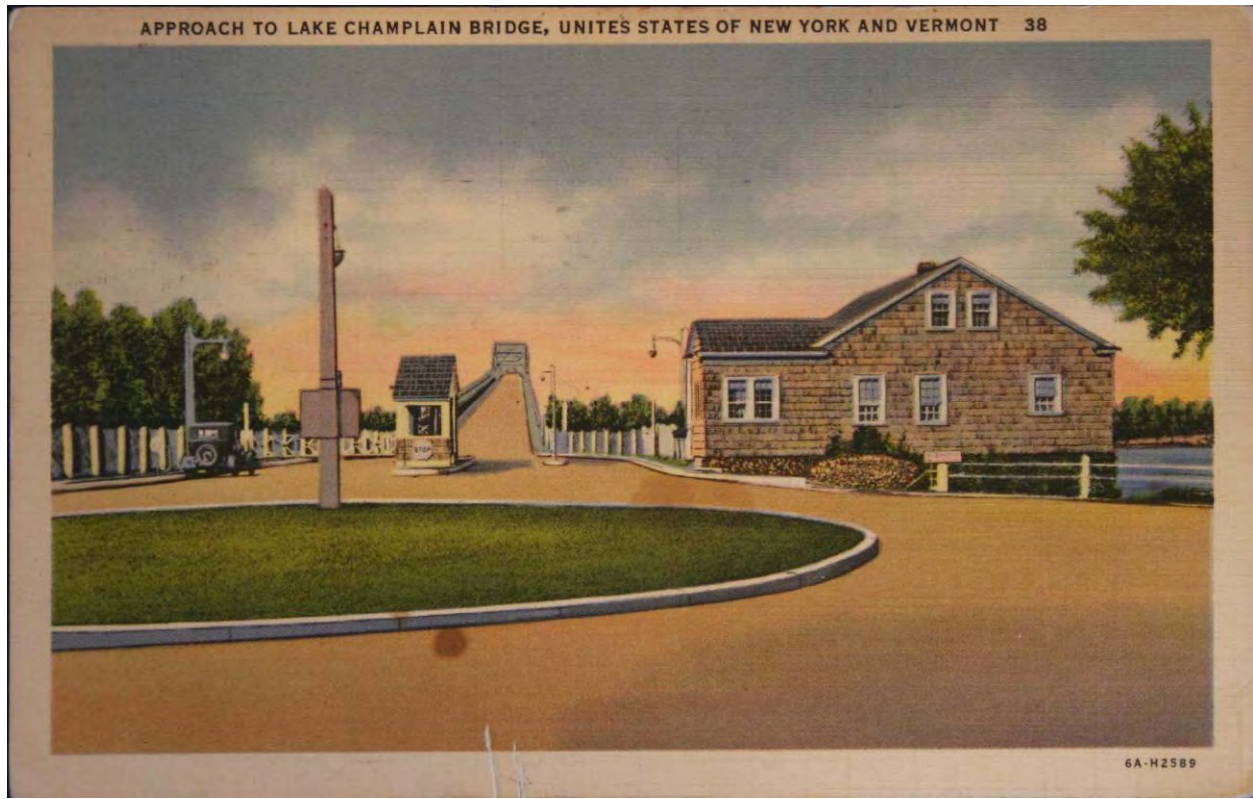


Figure 63. "Approach To Lake Champlain Bridge, United States of New York And Vermont," 1930s postcard. Image courtesy Suzanne Maye, Visitor's Information Center for Regional Office of Sustainable Tourism-Lake Placid Convention and Visitors Bureau.



Figure 64. "Routes to the Lake Champlain Bridge," 1929 brochure by the Lake Champlain Bridge Commission, two-sided brochure, front and back outside panels. Original brochure located at Vermont State Archives.



The New Highway across Lake Champlain

The new Lake Champlain Bridge—the dream of a generation—is now an accomplished fact. By Compact between the States of New York and Vermont, regions of great scenic beauty and vast historic association are now placed on the main motor artery between New England and New York.

This imposing steel and concrete structure was opened to traffic in August, 1929. With a total length of more than half a mile, the roadway rises at the center span to a height sufficient to allow the largest boats on the Lake to pass beneath. This vantage point affords magnificent and uninterrupted lake-and-mountain views both north and south. A strategically located crossing between the two popular New York-Montreal trunk lines—U. S. Route 7 through Vermont and New York Route 30, “The Hudson-Champlain Trail”—the approaches to Lake Champlain Bridge are full of interest.

On the New York side there is easy access from all Adirondack points, through a region rich in scenic beauty and Revolutionary

**“THE SCENIC ROUTE
WITH NO DELAYS”**

lore. The Forts, St. Frederick and Amherst, The Champlain Memorial and Crown Point State Reservation are immediately at the Bridge approach, while Old Fort Ticonderoga is only a few miles distant. On routes leading to the Bridge are Plattsburg, with its U. S. Army Post and Citizens Military Training Camp; the Battlefield of Saratoga; beautiful Lake George, and many other points of historic association. On the Vermont side, from Chimney Point, roads lead into the beautiful Green Mountain State, north to Burlington, the Queen City of Vermont, and Fort Ethan Allen through the historic city of Vergennes; south to Rutland, the Marble City, through the quaint College Town of Middlebury. All northern and eastern New England points are easily reached via these routes.

Truly, the new Lake Champlain Bridge Route takes one through “The Gateway of American History” into a land of scenic delight.

LAKE CHAMPLAIN BRIDGE COMMISSION, Crown Point, New York



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Figure 65. “The New Highway across Lake Champlain,” 1929 brochure, middle outside panels. Original brochure located at Vermont State Archives.

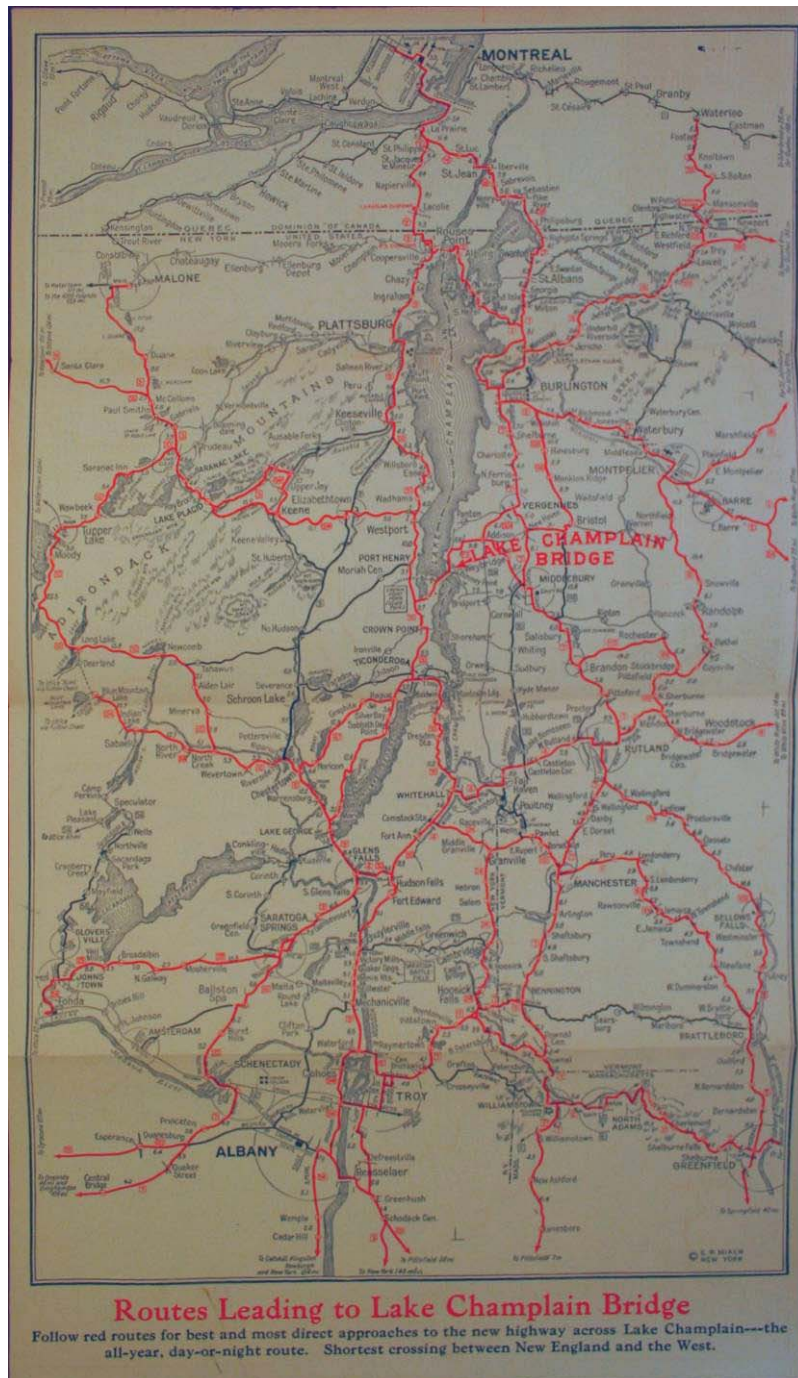


Figure 66. Map of "Routes Leading to the Lake Champlain Bridge," 1929 brochure, inside. Original brochure located at Vermont State Archives.



Figure 67. "Lake Champlain Bridge Official Map," 1932 brochure by the Lake Champlain Bridge Commission, two-sided brochure, front and back outside panels. Original brochure located at Vermont State Archives.



Figure 68. "Aerial View of Lake Champlain Bridge Showing the Ruins of Forts St. Frederic and Amherst Near the Western Approach," 1932 brochure, middle outside panels. Original brochure located at Vermont State Archives.



Figure 69. "Main Routes Leading to Lake Champlain Bridge," 1932 brochure, inside. Original brochure located at Vermont State Archives.

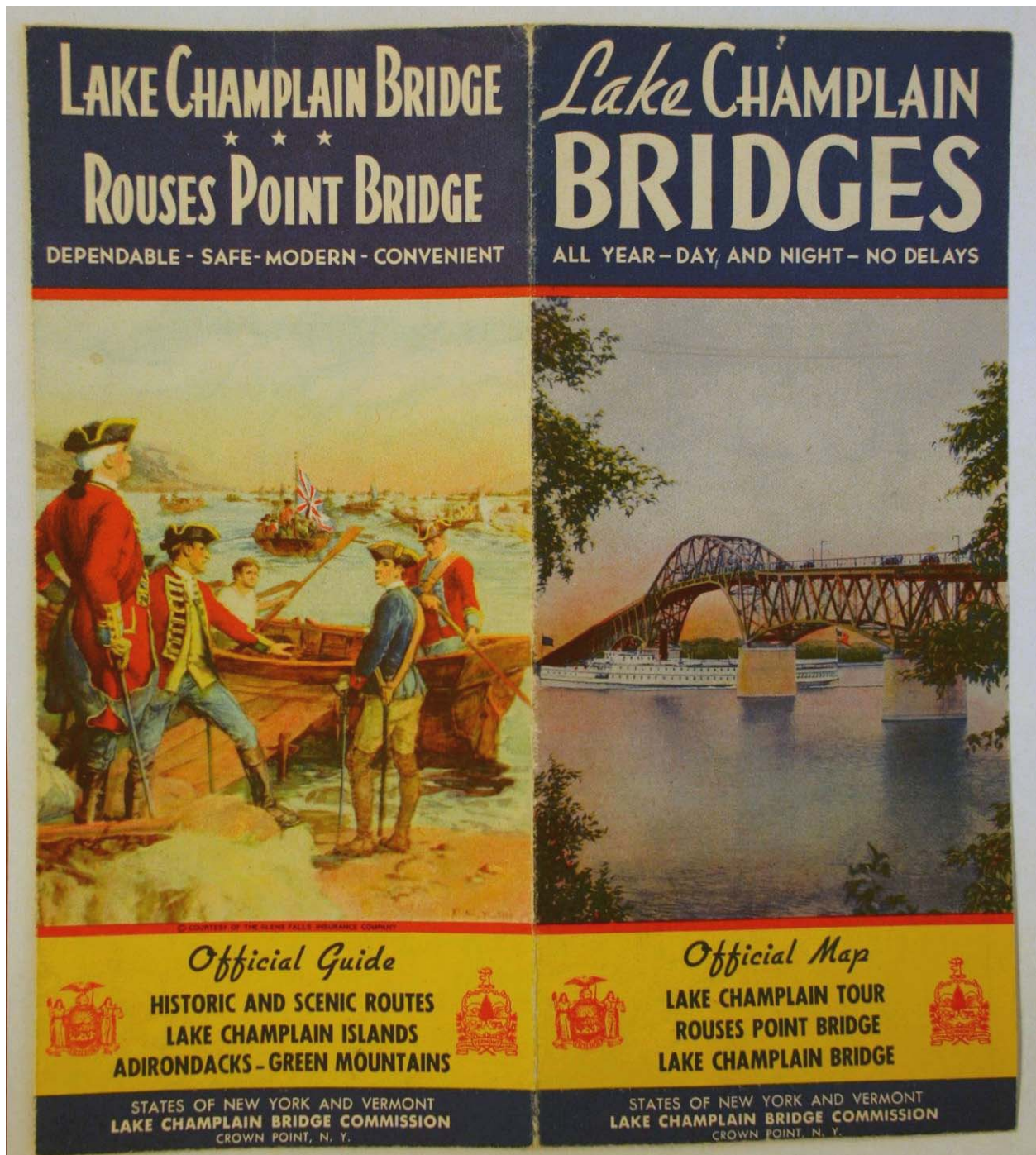


Figure 70. "Lake Champlain Bridges," Official Map and Guide, 1949 brochure by the Lake Champlain Bridge Commission, four-sided brochure, front and back outside panels. Original brochure located at Vermont State Archives.



Figure 71. Lake Champlain Bridge and Rouses Point Bridge, Map with trip distances and tolls, 1949 brochure, outside middle panels. Original brochure located at Vermont State Archives.



Figure 72. "An Historical Map of the Lake Champlain Tour Along the Warpath of the Nations," 1949 brochure, inside obverse (reverse is highway map). Original brochure located at Vermont State Archives.



Figure 73. Samuel de Champlain "Canoecade" heading south from the bridge, Champlain Sesquicentennial celebration, summer 1959. Image courtesy Vermont State Archives.



Figure 74. Newspaper photograph of the demolition of the Lake Champlain Bridge on December 28, 2009. "Bridge is History," The Burlington Free Press, December 29, 2009.



Figure 75. Aerial view of the demolished Lake Champlain Bridge, looking north from the Crown Point State Historic Site, January 12, 2010. The truss spans are underwater, while the viaduct spans on either end remain standing. Photograph by U.S. Coast Guard Auxiliarist Darryl Laxson.



Figure 76. View of backhoe piling salvaged bridge members onto a barge on the New York end of the bridge. The barge will be unloaded at a scrap yard in Port Henry. Photograph by New York State Department of Transportation.



Figure 77. Shredded steel from the bridge piled at the Port Henry scrap yard. Joan Daby, Moriah Town Historian (pictured), arranged access to the scrap yard. Photograph by recording team, New York State Museum, April 2010.



Figure 78. Architectural rendering of the modified network tied arch bridge, designed by HNTB New York Engineering and Architecture that is being built to replace the Lake Champlain Bridge. The bridge is scheduled for completion in October 2011. Image courtesy New York State Department of Transportation.



Figure 79. Ground breaking for the new bridge, June 10, 2010. Pictured from left are Governor David A. Paterson, New York; Governor Jim Douglas, Vermont; Senator Betty Little, New York 45th District; Stanley Gee, Acting Commissioner, New York State Department of Transportation, and others. Photograph by Judy Sanders. Image courtesy Office of Governor David A. Paterson and Office of Senator Betty Little.