

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer to complete all items.

1. Name of Property

historic name Ruhle Road Lenticular Metal Truss Bridge

other names/site number _____

2. Location

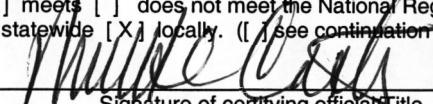
street & number Ruhle Road over Ballston Creek not for publication

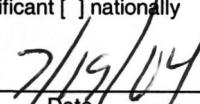
city or town Malta vicinity

state New York code NY county Saratoga code 091 zip code 12020

3. State/Federal Agency Certification

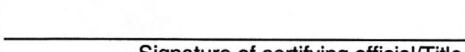
As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this [X] nomination
[] request for determination of eligibility meets the documentation standards for registering properties in the National Register of
Historic Places and meets the procedural and professional requirements as set forth in 36 CFR Part 60. In my opinion, the property
[X] meets [] does not meet the National Register criteria. I recommend that this property be considered significant [] nationally
[] statewide [X] locally. ([] see continuation sheet for additional comments.)

 Deputy Commissioner for Historic Preservation

 7/19/04
Date

 New York State Office of Parks, Recreation & Historic Preservation
State or Federal agency and bureau

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

 Signature of certifying official/Title

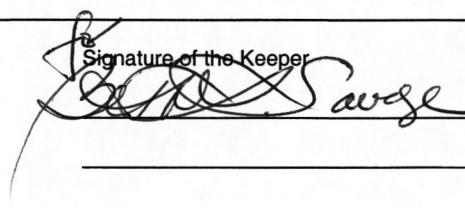
Date

 State or Federal agency and bureau

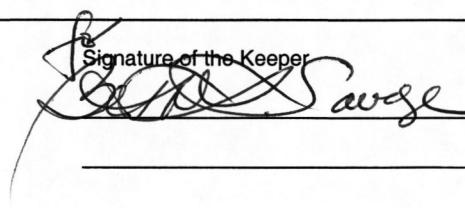
4. National Park Service Certification

I hereby certify that the property is:

- entered in the National Register
[] see continuation sheet
 determined eligible for the National Register
[] see continuation sheet
 determined not eligible for the National Register
 removed from the National Register
 other (explain) _____

 Signature of the Keeper

date of action

 9-4-04

Ruhle Road Lenticular Metal Truss Bridge
Name of Property

Malta vicinity, Saratoga Co. NY
County and State

5. Classification

Ownership of Property (check as many boxes as apply)	Category of Property (Check only one box)	Number of Resources within Property (Do not include previously listed resources in the count)	
<input type="checkbox"/> private	<input type="checkbox"/> building(s)	Contributing	Non-contributing
<input checked="" type="checkbox"/> public-local	<input type="checkbox"/> district	_____	_____
<input type="checkbox"/> public-State	<input type="checkbox"/> site	_____	_____
<input type="checkbox"/> public-Federal	<input checked="" type="checkbox"/> structure	1	_____
	<input type="checkbox"/> object	1	0
			TOTAL

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing)

N/A

Number of contributing resources previously listed in the National Register

N/A

6. Function or Use

Historic Functions

(enter categories from instructions)

TRANSPORTATION/road-related

Current Functions

(Enter categories from instructions)

TRANSPORTATION/road-related

7. Description

Architectural Classification

(Enter categories from instructions)

NO STYLE

Materials

(Enter categories from instructions)

foundation STONE/CONCRETE

walls METAL

roof

other

Narrative Description

(See continuation sheet)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 7 Page 1

Ruhle Road Lenticular Metal Truss Bridge
Name of Property
Malta vicinity, Saratoga Co. NY
County and State

Description

The Ruhle Road Lenticular Metal Truss Bridge is a pin connected, single span, metal pony truss bridge located on Ruhle Road in the town of Malta, Saratoga County. Situated on a pedestrian and bicycle right-of-way, the bridge spans a deep defile cut by Ballston Creek, which flows generally northwest to southeast. The ends of the span are oriented north and south. The bridge originally was erected in 1888 as a vehicular bridge over Black Creek in the town of Salem, Washington County. In 2001, the lenticular truss structure was disassembled and moved approximately 30 miles to Malta, where it was re-erected in its present public park setting. The Ruhle Road Lenticular Metal Truss Bridge currently remains in use as a pedestrian and non-motorized vehicle crossing on a trail through a scenic natural area.

The general dimensions of the Ruhle Road Lenticular Metal Truss Bridge are as follows:

Overall length:	51' 7"
Overall width:	14'
Deck length:	51' 9"
Deck width:	14' 2"

The metal truss bridge is a single-span structure carried on modern abutments constructed of poured concrete faced with mortared stone salvaged from the former Ruhle Road Stone Arch Bridge at the site (National Register, 1990; collapsed and removed, 1993.)

The four-panel web of the superstructure incorporates the distinctive lenticular truss designed first patented by William O. Douglas in 1878. The top chord consists of a riveted, built-up, plate girder supported on lattice braced, vertical compression members; the verticals are joined to the top chord at the panel points using iron pins with threaded ends and nuts. The lower chord is constructed of paired, wrought iron tension bars pinned at the panel points. The center panel of the truss is cross-braced using diagonal, round, wrought iron tie rods. Triangular, flanged iron floor beams tapered toward the ends are suspended from the bottom chord pins by means of "U"-shaped, threaded hangers with nuts. The bridge deck consists of 2 x 8-inch planks laid longitudinally between the portal ends directly upon the iron floor beams. A square timber curb at the edges of the deck supports a modern safety pipe railing extending the length of the bridge.

The nominated bridge bears evidence of its original construction and relocation. An original cast iron plaque mounted on one of the top chords bears the following inscription:

Berlin Iron Bridge Co. East Berlin Conn.
Pat. Apl. 16, 1878 & Apl. 7, 1885
Rufus Coon, Commissioner, 1888

A replica plaque on the opposite top chord is modelled after the original and bears the following inscription:

Gift of the Citizens of Washington County
This bridge erected in the year 2001 on the
former site of a stone arch bridge erected in
1870 and destroyed in a freshet in 1993

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Continuation Sheet**

Section 7 Page 2

Ruhle Road Lenticular Metal Truss Bridge
Name of Property
Malta vicinity, Saratoga Co. NY
County and State

In general, to be listed in the National Register, a vehicular metal truss bridge in New York should possess the following characteristics:

The bridge should have been built in New York during the period of significance (i.e., between ca. 1840 and 1920).

The truss design and the majority of structural components must remain substantially intact. Structural reinforcement that leaves the original truss intact will not automatically be considered as loss of integrity.

The truss structure should continue to be understandable as it functioned historically; it should be capable of functioning, but need not be in use as a vehicular bridge.

Alterations that may have occurred over time as periodic maintenance (e.g. replacement of deck or stringers) are considered routine, and do not negate the integrity of an otherwise eligible metal truss bridge.

A bridge significant primarily for engineering design and fabrication need not be on its original location, but should be in a setting that is appropriate for the property type and one similar to the original location.

Despite removal from its original site in 1990 and re-installation at its present site in 2001, the Ruhle Road Lenticular Metal Truss Bridge retains integrity of design, materials and workmanship. The bridge meets all the registration requirements listed above for the property type. The span was saved and relocated in part because it was deemed an historic structure worthy of preservation and continued use.

Ruhle Road Lenticular Metal Truss Bridge

Name of Property

8. Statement of Significance**Applicable National Register Criteria**

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A** Property associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all boxes that apply.)

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location
- C** a birthplace or grave
- D** a cemetery
- E** a reconstructed building, object, or structure
- F** a commemorative property
- G** less than 50 years of age or achieved significance within the past 50 years

Malta vicinity, Saratoga Co. NY

County and State

Areas of Significance:

(Enter categories from instructions)

TRANSPORTATION**ENGINEERING****Period of Significance:**1888**Significant Dates:**1888**Significant Person:**N/A**Cultural Affiliation:**N/A**Architect/Builder:**N/A**Narrative Statement of Significance**

(See continuation sheet)

9. Major Bibliographical References**Bibliography**Condit, Carl W. *American Building Art, Volume I: The Nineteenth Century*. New York, 1960.Darnell, Victor. "Lenticular Bridges from East Berlin, Connecticut." *IA: The Journal of the Society for Industrial Archeology*, V, 1, 1979, 19-32.**Previous documentation on file (NPS):**

- preliminary determination of individual listing (36 CFR 67) has been requested.
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by historic American Building Survey

- recorded by Historic American Engineering Record

Primary location of additional data: State Historic Preservation Office

- Other State agency
- Federal Agency
- Local Government
- University
- Other repository: _____

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National Park Service

**National Register of Historic Places
Continuation Sheet**

Section 8 Page 1

Ruhle Road Lenticular Metal Truss Bridge
Name of Property
Malta vicinity, Saratoga Co. NY
County and State

Statement of Significance

The Ruhle Road Lenticular Metal Truss Bridge is significant under criteria A and C as a rare and substantially intact example of small, metal truss vehicular bridge design and construction by an innovative and prolific bridge manufacturing firm of the late nineteenth century. Originally erected in 1888 in the town of Salem, Washington County, the abandoned bridge was moved and returned to service at its present Saratoga County location in 2001. The 51' 7", single-span, pony truss bridge was fabricated by the Berlin Iron Bridge Co. of East Berlin, Connecticut incorporating the patented lenticular truss design patented by William O. Douglas of Binghamton. The nominated span is significant as one of approximately 13 extant examples of its type remaining in New York State. First built as a wagon bridge serving a rural agricultural community, the pony truss structure was moved and re-erected at its present location by the town of Malta in 2001. Preserved as part of a public park trail, the abandoned Ruhle Road Lenticular Metal Truss Bridge has been returned to light use. The nominated bridge remains a rare and important engineering structure associated with the history of transportation in rural New York during the period of significance.

Context for Evaluation:

Although hundreds of small metal truss bridges were built throughout New York during the period of significance, scores have been abandoned and replaced. Metal truss highway bridges of New York State are significant under Criteria A and C. Under Criterion A, these structures reflect the history and development of settlement patterns, communities and land-based transportation in New York. The history of metal truss bridge construction in New York State spans the period from circa 1840 to the 1950s, although most innovation in engineering design and construction occurred before the First World War. Under Criterion C, metal truss bridges are a distinctive property type reflecting the evolution of standardized engineering design and construction practice during the period of significance.

Throughout much of the nineteenth century, New York was predominantly rural; its settlement pattern generally consisted of widely separated communities whose economy was based upon subsistence agriculture and local water-powered industry. Few improved roads connected population centers. As the Empire State grew and its economy expanded, however, road and bridge improvements became essential for linking emerging centers of civic market activity.

The earliest permanent bridges in New York were constructed using readily available local materials and skills. Because the cost of constructing bridges generally was the responsibility of local governments, they turned to readily available materials and skills for this purpose. The abundant timber and stone resources found throughout much of New York State made these materials the logical choice for early bridge construction. Relative ease of construction was another factor that mitigated in favor of wooden bridge construction. The timber truss bridge remained an inexpensive and popular form for farm bridges and crossings on minor roads until the early twentieth century, when it was supplanted by the metal span.

Metal truss bridges built using prefabricated components first made their appearance in New York during the 1840s, chiefly as standardized crossings over the Erie Canal. Stimulated by wartime growth and development, iron manufacturers turned to production of standardized metal bridge components in the post-Civil War era. The increased strength, ease of construction and reduced cost associated with metal bridges won favor among local governments and railroad companies. By the third quarter of the nineteenth century, timber truss bridges were being supplanted by manufactured metal truss bridges on the roads and rail lines of New York State. The advantages of iron bridges clearly were understood and widely applied well before 1900.

The post-Civil War decades were a highly innovative period in American bridge-building technology, during which hundreds of patents for metal truss bridges and their components were granted. Most surviving examples were built according to several basic truss designs controlled by a group of dominant bridge manufacturing firms. The nominated Ruhle Road Bridge reflects this trend. Originally erected in 1888 by the town of Salem for public use on Cemetery Road

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Section 8 Page 2

Ruhle Road Lenticular Metal Truss Bridge
Name of Property
Malta vicinity, Saratoga Co. NY
County and State

over Black Creek, the pony truss span incorporated the lenticular, or "parabolic" truss patented by William O. Douglas of Binghamton in 1878 and 1885. Douglas's lenticular truss design included a built-up upper chord, wrought iron lower chord, vertical compression members and cross braces. Douglas assigned his patents to the Berlin Iron Bridge Co. of East Berlin, Connecticut. As the sole manufacturer, the Berlin firm produced hundreds of prefabricated, lenticular iron truss bridges, erecting them chiefly throughout New York and New England between ca. 1880 and 1900. The nominated Ruhle Road span is a highly intact, representative example of small lenticular truss bridge design and construction associated with an important metal truss bridge firm of the late nineteenth century.

The limited set of early metal truss bridges that remains in New York State collectively represent a vanishing structure type built during a period of great technological innovation. Once relatively common, the nominated pony truss bridge is a rare engineering artifact, one of only 13 known extant lenticular spans remaining in New York. Because of their increasing rarity and vulnerability, those examples that remain substantially intact are eminently worthy of preservation.

The nominated lenticular pony truss bridge remained in service at its original Washington County location for more than a century. When the bridge was removed from service in 1990, it was acknowledged to be the oldest metal truss vehicular bridge in Washington County. The entire truss structure was taken from the original abutments and stored at Lake Lauderdale Washington County Park for possible future use at another location. The Ruhle Road Stone Arch Bridge in the town of Malta, Saratoga County, was listed in the National Register in 1988. The listed stone arch bridge collapsed when its abutments were undermined as the result of flooding in 1993. When Washington County officials learned of Malta's desire to replace the collapsed crossing, they offered the stored metal lenticular truss structure, which Malta readily accepted. Supervised by the town's engineer, workers disassembled the pony truss bridge and transported it to Saratoga County in 2001. Minor damage was repaired and new abutments were prepared at the Ruhle Road site. The restored metal truss bridge was re-erected at the Ruhle Road crossing and was opened to public use as a foot and bicycle bridge August 16, 2002.

The nominated Ruhle Road Lenticular Metal Truss Bridge is significant as a rare and intact example of lenticular truss design and construction in New York State. Currently maintained by the town of Malta, this structure remains one of a limited set of lenticular truss bridges remaining in New York State. Located on public land in an appropriate setting, this rare bridge has been successfully preserved as a significant engineering artifact.

10. Geographical Data

Acreage of Property less than 1 acre

Round Lake quad.

UTM References

1 1|8| 5|9|6|4|7|5| 4|7|5|6|6|5|3|
Zone Easting Northing

3 1|8| | | | | | | | | | | |
Zone Easting Northing

2 1|8| | | | | | | | | | |

4 1|8| | | | | | | | | | |

Verbal Boundary Description

The nominated property includes the historic bridge and abutments as delineated on the enclosed tax map.

Boundary Justification

The nominated property includes the historic bridge and abutments on that portion of the current parcel delineated on the enclosed tax map.

11. Form Prepared By

name/title Raymond W. Smith, Program Analyst

organization New York State Office of Parks, Rec. & Historic Preservation date June, 2004

street & number Peebles Island, PO Box 189 telephone 518-237-8643

city or town Waterford state NY zip code 12188-0189

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items

(Check with SHPO or FPO for any additional items)

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

name _____

street & number _____ telephone _____

city or town _____ state _____ zip code _____

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*)

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, D.C. 20503

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Photographs

Ruhle Road Lenticular Metal Truss Bridge
Name of Property
Malta vicinity, Saratoga Co., New York
County and State

Photo Key

All Photographs:

Ruhle Road Lenticular Metal Truss Bridge
Malta vicinity, Saratoga Co., NY
R. Smith, 2004
Negatives @ NYSHPO, Waterford, NY

Photo 1: Bridge in setting, view N;

Photo 2: West truss web panels, view NE;

Photo 3: East truss web, view SW;

Photo 4: Bridge in setting, view S;

Photo 5: Detail, original bridge plate, top chord of east truss.

Horse Farm

Park

67

37

State Farm

Text

Ruhle Road Bridge

RUHLE ROAD Lenticular METAL TRUSS BR.
MARIA VICINITY, SCHA. ONEIDA CO. NY

TAX PARCEL MAP: NOT TO SCALE

< = PHOTO KEY

:

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section number _____ Page _____

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 04000954 Date Listed: 09/04/04

Ruhle Road Lenticular Metal

Truss Bridge

Property Name

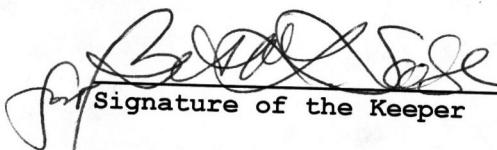
Saratoga
County

NY
State

N/A

Multiple Name

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.


Signature of the Keeper

9-4-04
Date of Action

Amended Items in Nomination:

8. Statement of Significance: Criteria

Criterion A is no longer applicable and has been deleted as such because the bridge has been removed from its historic location.

This information was confirmed with NYSHPO staff by telephone.

DISTRIBUTION:

National Register property file
Nominating Authority (without attachment)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Ruhle Road Lenticular Metal Truss Bridge
NAME:

MULTIPLE
NAME:

STATE & COUNTY: NEW YORK, Saratoga

DATE RECEIVED: 7/22/04 DATE OF PENDING LIST: 8/20/04
DATE OF 16TH DAY: 9/04/04 DATE OF 45TH DAY: 9/04/04
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 04000954

REASONS FOR REVIEW:

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

COMMENT WAIVER: N

 ACCEPT RETURN REJECT DATE

ABSTRACT/SUMMARY COMMENTS:

Bare and well preserved example
of small, metal truss vehicular bridge
manufactured by innovative and
prolific late-19th century bridge
building firm. (Bridge listed, or rather re-listed,
after its move to new location.
Bridge at old location was "removed"
from the NR).

RECOM./CRITERIA Accept C

REVIEWER Tarje

TELEPHONE _____

DISCIPLINE Architectural History

DATE 9-4-04

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

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



ZUHLER RD. LENTICULAR METAL TUBE BRIDGE
MARTA VICINITY. SASK. OGA Co. SK

PHOTO 1



ZULKE R.D. Lenticular Metal Truss Bridge
MAHTA VICINITY. SARATOGA Co. N.Y

Photo 2



RULKE RD. VENICKVILLE METAL TRUSS BRIDGE
MAHTA VICINITY. SARATOGA CO. NY

Photo 3



RIDGE 22. LENTICULAR METAL TRUSS BRIDGE
MAVIA VICINTY. SARATOGA CO. N.Y.

Photo K

BERLIN
IRON BRIDGE CO.
EAST BERLIN
CONN.

PAT. APL. 16, 1878 & APL. 7, 1885.

RUFUS COON.

COMMISSIONER.

1888

RIVER RD. LENTICULAR
METAL TRUSS BRIDGE.

MALIA VICINITY. SARATOGA CO.

NY

Photo 5

Department of Parks, Recreation & Buildings
Audrey Ball, Director
Barbara Mazurak, Youth Director
Elyse VanAlstyne, Artistic Director



518-899-4411
Fax 518-899-4448

One Bayberry Drive • Malta, NY 12020

Malta Community Center

TO: NYS Office of Parks, Recreation & Historic Preservation *Smith*

FROM: Audrey Ball

DATE: July 8, 2004

SUBJECT: National Register – Ruhle Road Bridge, Town of Malta, New York

A Town resolution is enclosed showing Malta's support of the Ruhle Road bridge addition to the Federal and State Register of Historic Places. The Town of Malta does own the bridge that is now located in the Town of Malta.



TOWN OF MALTA

TOWN CLERK'S OFFICE
2540 Route 9
Malta, NY 12020

Saratoga County

Flo Sickels
(518) 899-2552
Fax: (518) 899-4719
E-mail: clerk@malta-town.org

RESOLUTION # 165 - June 7, 2004

**NOMINATE RUHLE ROAD BRIDGE TO THE NATIONAL AND
STATE REGISTERS**

Motion by: Councilwoman Nolen

Seconded by: Councilman Winters

WHEREAS the Town Board of the Town of Malta has previously authorized the Director of Parks, Recreation & Human Services to apply for the Ruhle Road Lenticular Metal Truss Bridge to be listed in the National and State Registers of Historic Places; and

WHEREAS the Town Board of the Town of Malta has been notified by the New York State Office of Parks, Recreation and Historic Preservation that the Ruhle Road Lenticular Metal Truss Bridge is being considered by the State Review Board for nomination to the federal and state governments' official lists of historic properties worthy of preservation; now, therefore, be it

RESOLVED that the Town Board of the Town of Malta fully supports the nomination of the said bridge to the federal and state registers of historic properties.

ADOPTED: VOTE – AYES – 5 NAYS – 0

**I CERTIFY THIS TO BE A TRUE
COPY OF THE ORIGINAL FILED
IN THE OFFICE OF THE MALTA
TOWN CLERK**



Flo Sickels
TOWN CLERK



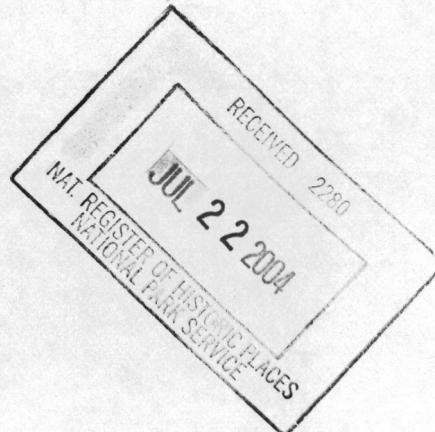
NEW YORK STATE
OFFICE OF PARKS, RECREATION AND HISTORIC PRESERVATION

Bernadette Castro
Commissioner

George E. Pataki
Governor

July 19, 2004

Ms. Carol Shull
Keeper, National Register of Historic Places
National Park Service
1201 Eye Street NW
8th Floor (MS 2280)
Washington, DC 20005



Re: Request for Removal from National Register
Ruhle Road Stone Arch Bridge
Malta Vicinity, Saratoga County, New York State

Dear Ms. Shull:

I am writing to request that the property noted above be formally removed from the National Register of Historic Places. The background for this request is as follows:

The Ruhle Road Stone Arch Bridge was listed in the New York State and National Registers of Historic Places in 1988. In the spring of 1993, the listed historic stone bridge was completely destroyed when a severe flood undermined the bridge footings. The stone bridge was never rebuilt.

In 2002, the town of Malta installed a replacement span at the site of the former stone arch bridge. The replacement structure is a lenticular metal truss bridge originally constructed in 1888.

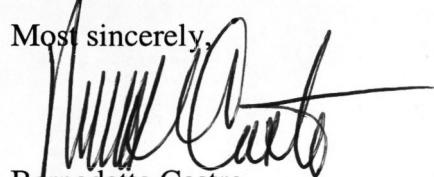
On June 18, 2004, the New York State Board for Historic Preservation recommended nomination of the Ruhle Road Lenticular Metal Truss Bridge to the State and National Registers as an historic engineering structure significant in its own right. Because the former Ruhle Road Stone Arch Bridge is no longer extant and has lost all integrity, the Board also formally voted to request its removal from the State and National Registers.

Acting on the State Review Board's recommendations, I hereby request that the Keeper remove the listed Ruhle Road Stone Arch Bridge from the National Register. I also urge you to give favorable consideration to the nominated replacement Ruhle Road Lenticular Metal Truss Bridge for listing in the National Register.

Ms. Carol Shull
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Thank you for your prompt attention to this request. If you require further information, please contact Mark Peckham, National Register Coordinator of my staff at 518/237-8643, ext. 3258.

Most sincerely,



Bernadette Castro
Commissioner
State Historic Preservation Officer