

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: REMOVAL

PROPERTY Ruhle Road Stone Arch Bridge
NAME:

MULTIPLE
NAME:

STATE & COUNTY: NEW YORK, Saratoga

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

REFERENCE NUMBER: 88001699

NOMINATOR: STATE

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: Y SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT _____ RETURN _____ REJECT _____ DATE _____

ABSTRACT/SUMMARY COMMENTS:

RECOM. / CRITERIA Reward

REVIEWER *Savagel*

DISCIPLINE Architectura

TELEPHONE

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.

United States Department of the Interior
National Park Service

National Register of Historic Places

Inventory—Nomination Form

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

RECEIVED

For NPS use only

received AUG 25 1988

date entered

NATIONAL
REGISTER

1. Name

historic Ruhle Road Stone Arch Bridge

and/or common

2. Location

street & number Ruhle Road not for publication

city, town Malta vicinity of

state New York code 036 county Saratoga code 091

3. Classification

Category	Ownership	Status	Present Use	
district	<input checked="" type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial	<input type="checkbox"/> park
structure	<input type="checkbox"/> both	NA <input type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input type="checkbox"/> private residence
site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
object	<input type="checkbox"/> in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input checked="" type="checkbox"/> transportation
	NA	<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

4. Owner of Property

name Town of Malta

street & number Malta Town Hall, RD 3

city, town Ballston Spa vicinity of state New York

5. Location of Legal Description

courthouse, registry of deeds, etc. Saratoga County Clerks Office

street & number

city, town Ballston Spa state New York

6. Representation in Existing Surveys

State-wide Historic Resource
title Inventory has this property been determined eligible? yes no

date 1987 federal state county local

depository for survey records Agency Building 1, Empire State Plaza

city, town Albany state New York

7. Description

Condition	<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	Check one	<input checked="" type="checkbox"/> unaltered	Check one	<input checked="" type="checkbox"/> original site
	<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins		<input type="checkbox"/> altered		<input type="checkbox"/> moved date <u>NA</u>
	<input type="checkbox"/> fair	<input type="checkbox"/> unexposed				

Describe the present and original (if known) physical appearance

The Stone Arch Bridge is located on Ruhle Road in the Town of Malta, Saratoga County. Ruhle Road is a town-owned thoroughfare which runs between Round Lake Road and State Route 67, parallel to the Northway (Interstate 87). It is a lightly traveled, rural road on which are located scattered farms and residences. The bridge spans a deep ravine through which flows Ballston Creek, the outlet of Ballston Lake on the west and inlet of Round Lake to the east. The boundary of the bridge has been drawn to include all structural elements of the bridge, which include foundations, abutments and wing walls, spandrel walls and the roadbed.

(One contributing structure)

The area in which the Stone Arch Bridge is situated is a town designated conservation zone. A detailed plan for a municipal park/nature preserve, with the bridge as the focal point, has been approved by the Malta Town Board. The plan includes acquisition of 56 acres surrounding the bridge. Eighty percent of this tract of land, including that in the immediate vicinity of the bridge, is heavily wooded and hilly. The creek flows through this scenic area in a series of riffles and pools with easy access in some places and steeply rising banks in others. The bridge will become part of a pedestrian trail system winding through the park, with historic and nature-interpretive markers along the way.

The bridge is a solid masonry structure with an arched roadway supported by a single arch constructed of locally quarried stone. The arch measures approximately 26 feet from the creek surface to the apex of the arch and 23.5 feet between abutments. The arch spanning the Ballston Creek is constructed using rough-dressed voussoirs with a keystone. The spandrel walls of the bridge are constructed of random coursed, rough dressed stone mortared into place. The foundations and abutments are composed of larger coursed stone carefully dressed for compact mortar joints. Over the years the roadbed has been gradually raised and widened, with steel guardrails installed along the sides. The abutments have been shored-up with piling and one section faced with concrete in order to stabilize the structure. As a result of gradual deterioration of the roadbed in recent years, the bridge was closed to traffic in May, 1986. With the exception of the external stabilization measures applied to the structure, the bridge remains intact with the majority of the spandrel walls and the stone arch completely intact.

8. Significance

Period	Areas of Significance—Check and justify below							
— prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion				
— 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science				
— 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture				
— 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/				
— 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian				
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater				
— 1900—	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> transportation				
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)				

Specific dates ca. 1873

Builder/Architect Elbin Miller

Statement of Significance (in one paragraph)

The Ruhle Road Bridge is architecturally significant as an intact representative example of a rural vernacular stone arch vehicular bridge in Saratoga County. Built c.1873 by area residents as part of their annual obligation to work on Malta town road improvements, the span is a high round-arched structure of locally quarried stone. In its scale, design and materials, the Ruhle Road Bridge is a notable example of traditional masonry bridge construction techniques popular in the eighteenth and nineteenth centuries and an extremely rare surviving example in Saratoga County. The bridge retains a high degree of integrity and is an important reminder of the development of rural Saratoga County.

The Malta area was first settled in the mid-eighteenth century with the organization of the town of Malta occurring on March 3, 1802. The earliest permanent settlement, in the southeast corner of the town around Maltaville, occurred when the Saratoga Patent, an early land grant, was surveyed and made available for purchase in 1752. With the completion of the Kayaderosseras Patent survey in 1771, other eighteenth-century settlements were made in the vicinities of Malta Ridge and Saratoga Lake, along the east line of the town of Ballston and at Dunning Street.

Malta developed as primarily an agricultural community with no large population centers. The small settlements were, for the most part, individually self-sufficient and remained so through the first half of the nineteenth century, providing most of the associated services needed for the farm economy. In the second half-century, as the farmers turned from self-sufficiency toward the growing of produce for the surrounding villages and cities, the need arose for an expanded network of roads to transport the produce to market. During this period, a settlement west of Maltaville at Round Lake began to develop, giving rise to a specific need for a road to connect that section of the town with East Line. Local farmers proposed to extend Ruhle Road north across Ballston Creek to the highway leading from Dunning Street to East Line (now State Route 67).

9. Major Bibliographical References

Historic Highway Bridges in Pennsylvania, Pennsylvania:
Common Wealth of Pennsylvania, 1986.

10. Geographical Data

Acreage of nominated property less than 1 acre

Quadrangle name Round Lake Quadrangle

Quadrangle scale 1:24,000

UTM References

A	1 8	5 9 6 4 8 0	4 7 5 6 6 6 0
Zone	Easting	Northing	
C			
E			
G			

B			
Zone	Easting	Northing	
D			
F			
H			

Verbal boundary description and justification

The nominated structure's boundary is drawn to include all structural elements of the bridge only including foundations, abutments, spandrel walls and road bed only. See Map.

List all states and counties for properties overlapping state or county boundaries

state	code	county	code	NA
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state	code	county	code
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11. Form Prepared By

name/title John A. Bonafide, Historic Preservation Program Assistant

organization NYS Office of Parks, Recreation and HP date June 30, 1988

street & number Agency Bldg., 1, Empire State Plaza telephone 474-0479

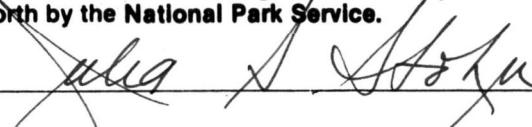
city or town Albany state New York

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature 

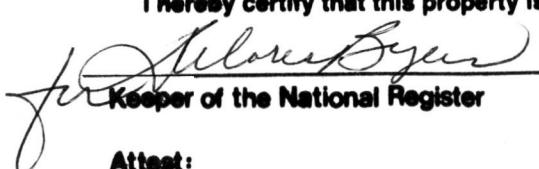
title Deputy Commissioner for Historic Preservation date 8/16/88

For NPS use only

I hereby certify that this property is included in the National Register

Entered in the
National Register

date 8/29/88


John A. Bonafide
Keeper of the National Register

Attest:

date

Chief of Registration

United States Department of the Interior
National Park ServiceNational Register of Historic Places
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Malta, Saratoga CountySection number 8 Page 2

The first petition for the Ruhle Road extension was filed with the Commissioners of Highways in 1866 by Elisha D. Miller, whose farm was located at the north end of Ruhle Road. The petition was signed by three other farmers "liable to be assessed for highway labor" for the proposed road and bridge. A supporting petition was signed by fifteen freeholders of the town certifying the need for the new road. These fifteen individuals were similarly liable as residents of the highway district in which the new road and costly bridge were to be located. It took a year for the commissioners to reach a decision: the application was "denied and refused." Miller's son-in-law, John Ferris, one of the signers, appealed the decision to the county judge, who upheld the commissioners' decision. Ferris filed another application for an extension of the road, the need for which was certified by twelve "reputable freeholders" of the town. The petition was approved on May 12, 1873.[1] Work on the road began immediately as indicated by an item in a local newspaper which stated: "The new road leading from E.D. Miller's residence to the Ballston and Dunning Street highway (State Route 67) has been surveyed and recorded. It will cost the town at the lowest calculation \$1,800 and will be ready for general use by fall." [2]

The builder of the Stone Arch Bridge was Elbin Miller, a young man of 33 years. He lived and worked with his father, Elisha D., on the family farm situated at the end of the road to be extended.[3] Elbin and his fellow craftsmen, like other farmers of the era, possessed many skills required by their trade, including that of stone masonry. It is probable that Miller's skill had been honed by work on the Rensselaer and Saratoga Railroad (later the Delaware and Hudson). The railroad had been put through Malta in the 1840's and subsequently was refurbished with stone bridges and other construction for heavy duty service soon after the Civil War. Malta citizens appeared to have appreciated the quality of Elbin Miller's work on the bridge. The following year he contracted to do the grading for a new road

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1. Record Book, Town of Malta, April, 1850 - December, 1931, unpage.
 2. Saratoga Sentinel, May 29, 1973. unpage.
 3. Roy C. Miller, grandnephew of Elbin Miller, interviewed by Jane D. Coffman (Malta, NY), August 15, 1973.

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National Park Service****National Register of Historic Places
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leading west out of Round Lake and intersecting with Ruhle Road.[4] Between 1883 and 1887 he served as Commissioner of Highways for the Town of Malta.[5]

The construction technique utilized by Miller and the local residents was that traditionally used in stone arch bridge construction since the early eighteenth century. The stone used in the construction of the bridge was quarried by the farmers from a field adjacent to the construction site. The construction craft or practice employed by Miller required that the excavation and placement of the foundation be accomplished first. In small bridges with single spans, such as the Ruhle Road bridge, the foundations and abutments were built first while larger span bridges required the piers to be constructed first. The next section of the bridge to be executed was the arch. To accomplish this, Miller constructed a temporary support system, called a center or centering. The center was composed of wooden ribs spanned by planking or laggings which would support the stone work of the arch. The end of the centering would rest upon the abutments. The correct design of the centering was paramount to the stability of the completed arch and bridge. Once in place the arch, composed of voussoirs and keystones, and the spandrel walls were constructed. In this construction process the stones would be fitted into place dry and then mortared to ensure the correct fit. As with most masonry construction of the day, the mortar joints employed by Miller were well packed and as small as possible to ensure stability. The roadway was completed next. The area around the arch, between the spandrel walls, was filled with earth and stone. In many such constructions, prior to filling the interior of the arch would be waterproofed with an application of mortar or coal tar. Lastly, when complete, the temporary support structure or center was removed. The correct removal, or striking, of the centering was crucial to the stability of the bridge. The center would remain in place, often for several weeks, until the mortar had completely set.

The new road and bridge rapidly proved their worth in meeting the needs of the people in the vicinity. Farmers south of Ballston Creek were provided with a more direct route for

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4. Saratoga Sentinel, April 16, 1874, unpaged.
 5. Town Record Book, unpaged.

United States Department of the Interior
National Park Service

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Ruhle Road Stone Arch Bridge
Malta, Saratoga County

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transportation of agricultural products to Ballston Spa and Saratoga Springs and to the freight depot on the Rensselaer and Saratoga Railroad in the hamlet of East Line.

Residents north of the creek also benefited. Methodist Camp Meetings were just getting underway at Round Lake. The new road was the shortest route to "salvation." For farmers to the north, also, the bridge provided easier access to the "sheep hole," a deep pool in the creek to which they drove their sheep in the spring for washing before shearing. Old-timers recall that the "sheep hole" became a swimming hole in the summer.[6] The road itself became known as Sheep Hole Road; hence, the historical name, Sheep Hole Bridge, for the present-day Ruhle Road Stone Arch Bridge.

The Ruhle Road Stone Arch Bridge remains substantially intact and retains a remarkable degree of structural integrity as well as its preserved natural setting. The bridge represents one of the last examples of this ancient craft practice to remain extant in the area. As such it will continue to serve the local population as the focal point of a proposed nature park. Interpretive facilities planned for the area would provide visitors with an understanding of the historic significance of the bridge, the men who built it, and the route it created.

6. James Weed, East Line farmer, b.1898, interviewed by Jane D. Coffman, January 15, 1987.

United States Department of the Interior
National Park Service

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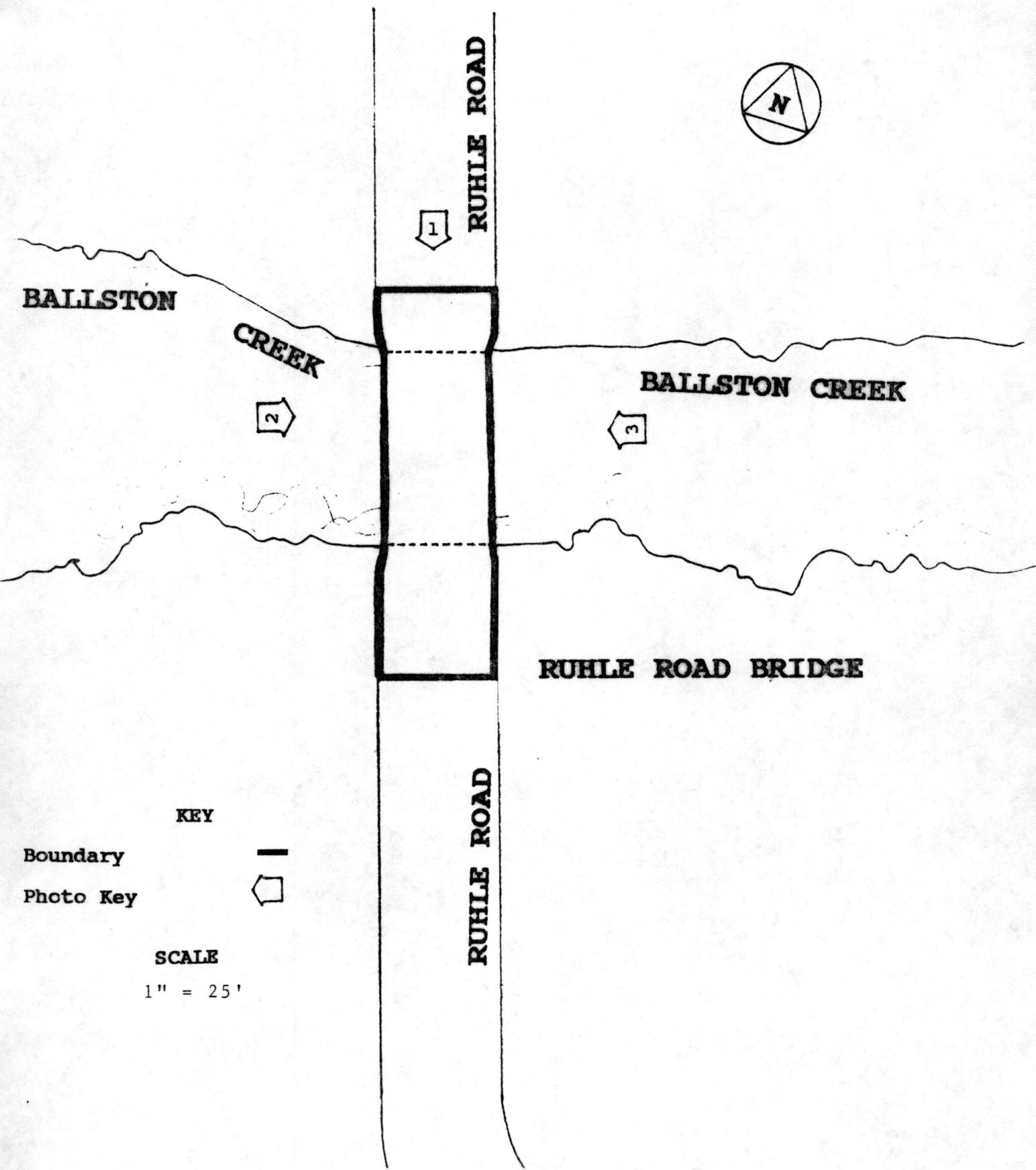
Ruhle Road Stone Arch Bridge
Malta, Saratoga County

Section number 11 Page 2

Draft nomination prepared by:

Jane D. Coffman
Town of Malta Historian
R.D. 3
Ballston Spa, NY 12020

RUHLE ROAD STONE ARCH BRIDGE
MALTA, SARATOGA COUNTY



UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Ruhle Road Stone Arch Bridge
NAME:

MULTIPLE
NAME:

STATE & COUNTY: NEW YORK, Saratoga

DATE RECEIVED: 8/25/88 DATE OF PENDING LIST: 9/07/88
DATE OF 16TH DAY: 9/23/88 DATE OF 45TH DAY: 10/09/88
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 88001699

NOMINATOR: STATE

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

COMMENT WAIVER: N

ACCEPT RETURN REJECT 9/29/88 DATE

Entered in the
National Register

ABSTRACT/SUMMARY COMMENTS:

RECOM./CRITERIA _____
REVIEWER _____
DISCIPLINE _____
DATE _____

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

CLASSIFICATION

count resource type

STATE/FEDERAL AGENCY CERTIFICATION

FUNCTION

historic current

DESCRIPTION

architectural classification
 materials
 descriptive text

SIGNIFICANCE

Period Areas of Significance--Check and justify below

Specific dates Builder/Architect
Statement of Significance (in one paragraph)

summary paragraph
 completeness
 clarity
 applicable criteria
 justification of areas checked
 relating significance to the resource
 context
 relationship of integrity to significance
 justification of exception
 other

BIBLIOGRAPHY

GEOGRAPHICAL DATA

acreage verbal boundary description
 UTM's boundary justification

ACCOMPANYING DOCUMENTATION/PRESENTATION

sketch maps USGS maps photographs presentation

OTHER COMMENTS

Questions concerning this nomination may be directed to

Signed _____ Phone _____

Signed _____ Date _____

STONE ARCH BRIDGE
BUILT C. 1873 ON PETITION
OF JOHN FERRIS FOR TOWN BY
ELBIN MILLER, GRANDFATHER
OF ROYAL ARNOLD AND GREAT
UNCLE OF ROY MILLER. STONE
QUARRIED IN FIELD NEARBY.

ERICKSON, NEW YORK, TOWN OF





NEW YORK STATE
DEPARTMENT OF TRANSPORTATION



ROUND LAKE QUADRANGLE
NEW YORK—SARATOGA CO.
7.5 MINUTE SERIES



SCHENECTADY

Prepared and published in 1983 by the New York State Department of Transportation, in cooperation with the U.S. Department of Transportation, Federal Highway Administration.

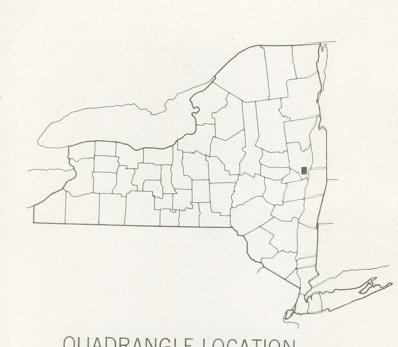
Map base from 1954 U.S. Geological Survey 7.5-minute quadrangle.

Map revisions made using 1982 aerial photography, construction plans, official records and other sources. Features revised include: highways and other transportation facilities; civil boundaries; recreation sites; hydrography; and buildings. Gray tint indicates intensely developed areas in which only landmark buildings are shown. Darker gray shows open water.

Revisions may not comply with National Map Accuracy Standards.

Correspondence concerning this and other maps of the Department of Transportation should be directed to: Map Information Unit, New York State Department of Transportation, State Campus, Albany, New York 12232.

1983 revisions by M. L. Grogan



QUADRANGLE LOCATION

SCALE 1:24,000
0 1000 2000 3000 4000 5000 6000 7000 FEET
1 1000 2000 3000 4000 5000 6000 7000 MILES
1 5 0 1 KILOMETER

1000-meter ticks based on the New York Transverse Mercator grid. Between 72° and 78° West Longitude, this grid is identical to Zone 18 of the Universal Transverse Mercator grid. Areas east of 72° and west of 78° are direct mathematical extensions of Zone 18.

10,000-foot ticks based on the New York Plane Coordinate grid, East Zone.

Magnetic declination for 1983 is approximately 14° West.

Contours, at 10-foot intervals, shown unrevised from 1954 U.S. Geological Survey map. Datum is mean sea level.

ROUND LAKE (north)	ROUND LAKE (south)
-----------------------	-----------------------

BOUNDARIES:
State.....
County.....
Town or City.....
Incorporated Village.....

ROADS:
Touring Route markers:
Interstate.....
U. S.
State.....

Divided highways and streets:
Wide mall.....
Narrow mall or barrier.....

Undivided highways and streets:
4 or more lanes.....
Less than 4 lanes.....

State Highway number and limit.....
County road.....
Interchange number.....

Vehicle track; trail.....

TROY NORTH

ROUND LAKE QUADRANGLE
1983 EDITION

Ruhle Road Store Arch Bridge

88001699

4 14 106

(Resource Name)

(Reference Number[s])

Saratoga

NY

(County)

(Date form completed)

Joe del

(Completed by)

STATUS:

1. MISSING 2. REMOVED/ 3. NHL 4. TR 5. MRA 6. OVER-SIZED 7. NPS - UNDOCUMENTED 8. DOE - OWNER OBJECTION 9. RESTRICTED

EXPLANATION:

1. Missing Status: Entire Folder (); Nomination (); Map(s) (); Photos ()
Available on: Microfiche (); Optical Disk ()

2. _____ / _____ / _____
(Cause for removal)

/ /
(Date Removed)

3. _____ / _____ / _____
(NHL Name, if different than NRHP Name)

/ /
(Date Designated)

4. _____
(If multi-state/county TR, state/county where filed and location)

5. _____
(TR or MRA Name)

5. _____
(If multi-state/county MRA, state/county where filed and location)

6. _____
(Location of oversize file)

7. _____ / _____ / _____
(Current source of partial documentation)

/ /
(Target Date)

COMMENTS:

(Where found, or source of replacement)

/ /
(Date Found/Replaced)

This property was physically moved, we removed the property
From the register + the listed it again as a new property