

**CONNECTICUT RIVER BRIDGE
024 LANCASTER-GUILDHALL**

NH Bridge ID: Lancaster 111/129

CARRYING: US 2
PRESENT NAME: Rogers Rangers Bridge
DATE BUILT: 1950
LAT/LONG: 44.496123,-71.594338

CROSSING CHRONOLOGY

1804 First bridge built by Lancaster Bridge Co.
1844 Second bridge in place, Howe truss
1902 Third bridge, covered wood truss
1950 Fourth bridge, steel truss

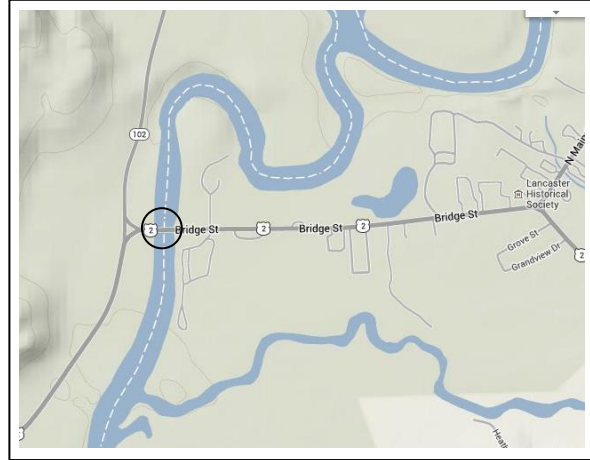


FIGURE 1: Rogers Rangers Bridge, built 1950. Upstream side from Vermont (Historic Documentation Company Inc. 2006).

CROSSING HISTORY

Ferry crossing: In 1790, charters for three ferries across the Connecticut River were granted by the legislature, including one to Major Jonas Wilder who established a crossing on his farm in approximately the location of the present Rogers Rangers Bridge.

First bridge: In 1804 Wilder transferred his rights to the Lancaster Bridge Company which built a toll bridge across the river in the same location. The nature of this first bridge is not known.

Second bridge: Sometime prior to 1844 a covered toll bridge of continuous Howe Truss design was built on the site. The toll was removed in 1895; the bridge stood until 1901, when it was so damaged by log jams that it had to be replaced.

Third bridge: The replacement bridge erected in 1902 was also covered and similar in design to its predecessor. This span stood until 1950 when it was demolished to make way for the Rogers Rangers Bridge. The 1950 plans and photos of the construction of Rogers Rangers Bridge show that the covered bridge was located less than 20 feet downstream of the new bridge.

Fourth bridge: The bridge was designed by New Hampshire Highway Department engineers Ralph R. Kenney and Alfred M. Whittemore in February 1944. It was not until January 1950, however, that the construction contract was awarded to W.H. Hinman Co. of North Anson, Maine for the low bid of \$261,000. The US Route 2 bridge was New Hampshire's largest project of 1950, consuming almost 40% of the bridge construction budget for that year. Hinman contracted the fabrication of the superstructure to American Bridge Company of New York; the work was done at the Elmira plant.

Hinman began construction in May 1950 and opened it to traffic on November 27, 1950. An official dedication ceremony was held at the bridge on August 18, 1951. The bridge was named the Rogers Rangers Memorial Bridge, in honor of Major Robert Rogers who led 200 Rangers on the famous campaign in 1759 to destroy the Abernaki Indian settlement at St. Francis, Quebec. The raid was punishment for the Abernaki's continual raids into the Connecticut River Valley to kill and kidnap New England settlers. Rogers's destruction of St. Francis is regarded as the pivotal event in bringing security to the Connecticut River Valley and enabling the settlement of the towns along it. A plaque was erected on the New Hampshire side dedicating the bridge as the Rogers Rangers Memorial Bridge with a brief history; unfortunately the plaque was stolen some years ago.

The bridge is a well-preserved example of a two-span riveted Parker truss highway bridge, large by New Hampshire standards but typical of many built in the U.S. during the first half of the twentieth century.

The so-called Parker truss is an increasingly rare property type in New Hampshire, being one of five remaining in the state. Rogers Rangers Bridge was determined eligible for the National Register in March 2013. The four other remaining Parker Truss Bridges also span the Connecticut River:

- 1) Hinsdale NH – Brattleboro VT, Hinsdale 042/044, built 1926, NH 119 over channel of Connecticut River.
- 2) Monroe NH – Barnet, VT, Monroe 081/106, built 1930, McIndoes Rd over Connecticut River.
- 3) Monroe NH – Barnet, VT, Monroe 110/125, built 1937, Barnet Rd. over Connecticut River.
- 4) Lyme NH – Thetford, VT, Lyme 053/112, built 1937, East Thetford Rd over Connecticut River.



FIGURE 2: Covered bridge, built before 1844, replaced in 1901-1902 (photo circa 1890-1900). Caption reads "The combination of high water and log drives in the spring was hard on the Connecticut River bridges. Jams like this one damaged this bridge so badly in the 1890's that it was replaced in 1901 by another" (Lancaster Historical Society).



FIGURE 3: Photograph by John Storrs in 1922 of covered bridge built 1901-1902, demolished and replaced in 1950 with Rogers Rangers Bridge (Storrs).

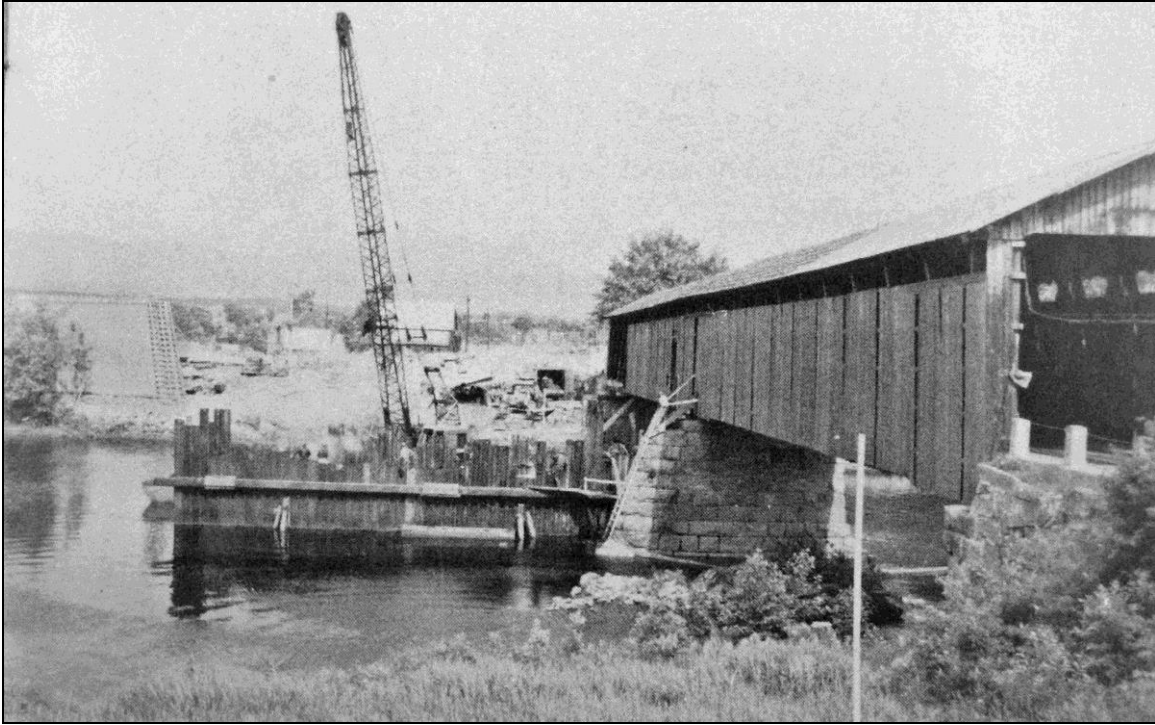


FIGURE 4: Rogers Rangers Bridge, under construction July 1950, from Vermont side, showing construction of steel sheet-pile cofferdam for concrete pier, and existing covered bridge on downstream side. Note pier formwork prebuilt on New Hampshire side and white stake in foreground marking south corner of west abutment (*New Hampshire Highways*, August 1950).



FIGURE 5: Rogers Rangers Bridge, built 1950, east portal (Historic Documentation Company Inc. 2006).

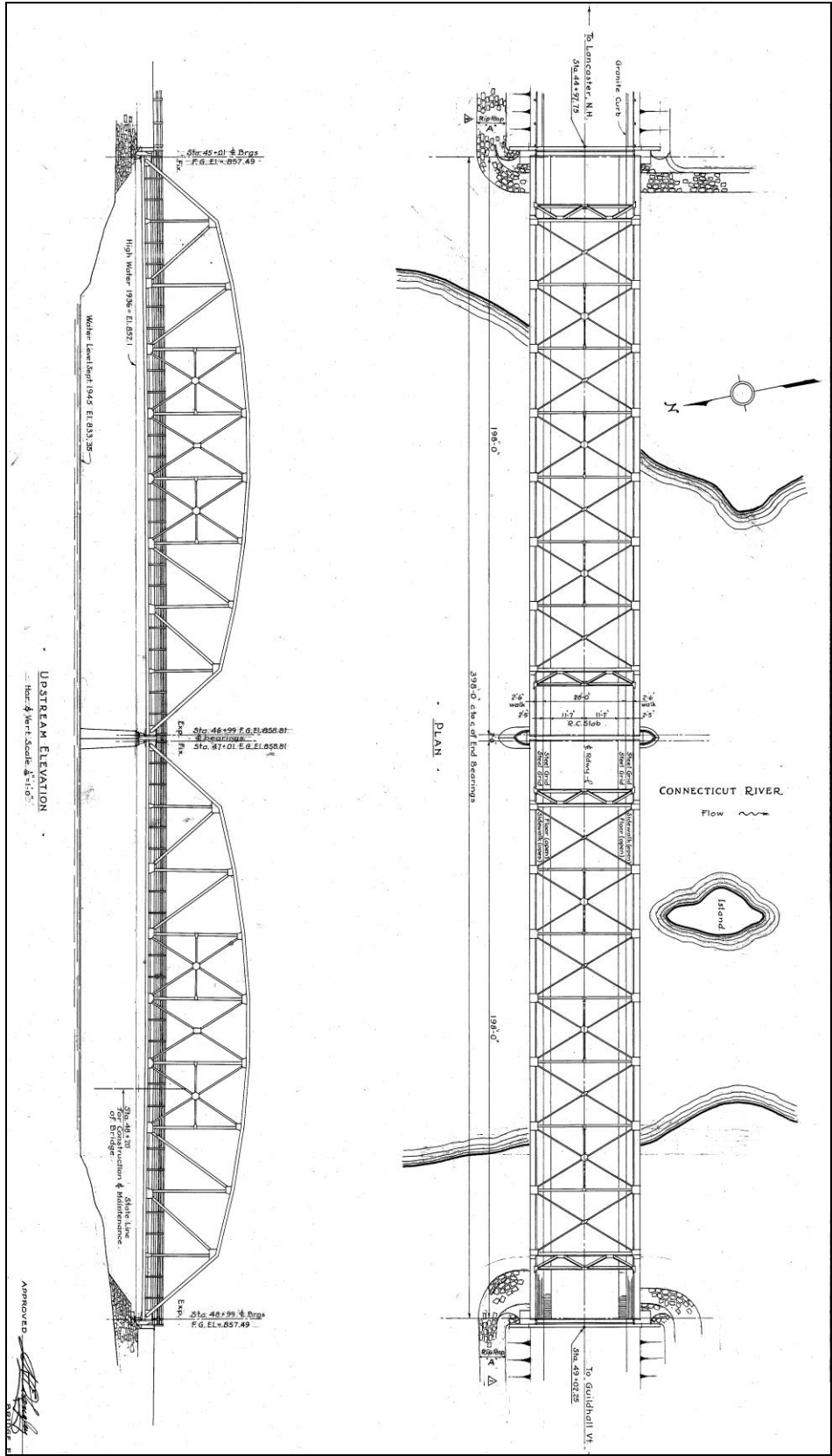


FIGURE 6 Rogers Rangers Bridge, built 1950, General Plan and Elevation. From original NHDH plans (File 2-10-1-1), sheet 1 of 10, March 1946 (NHDOT 1946).

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