

**CONNECTICUT RIVER BRIDGE  
018 MONROE – BARNET**

**NH Bridge ID: Monroe 081/106**

**CARRYING:** McIndoes Falls Road  
**PRESENT NAME:** McIndoes Falls Bridge  
**DATE BUILT:** 1930  
**LAT/LONG:** 44.261706,-72.059348

**CROSSING CHRONOLOGY**

- 1803 Lyman Toll Bridge, a wood trestle.
- 1812 First bridge lost to ice.
- 1814 Second Lyman Bridge, also wood trestle
- 1826 Second bridge lost to Great Connecticut River Flood of 1826
- 1834 Third Lyman Bridge built, covered Paddleford truss.
- 1896 Arches added to reinforce bridge.
- 1924 Last toll taken.
- 1925 Ownership transferred to town of Monroe
- 1927 Center pier reinforced.
- 1930 Third bridge demolished
- 1930 Fourth bridge, steel Parker truss.
- 2006 Bridge rehabilitated by New Hampshire

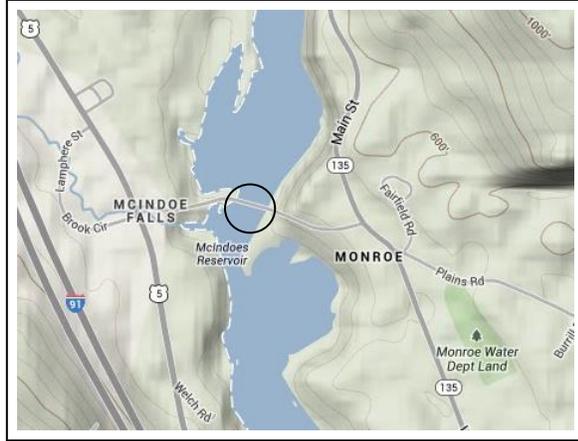


FIGURE 1: McIndoes Falls Bridge, built 1930 (Photo by Jerry Zoller, NHDOT).

## CROSSING HISTORY

**First crossing:** The first bridge at this location was constructed in 1803 by Calvin Palmer and associates, who obtained a charter from the state to establish a toll bridge. The new crossing, called Lyman Bridge because at that date the place was still a part of the town of Lyman, was sited above McIndoes Falls, and took over the role of the Lyman Ferry located a short distance downriver below the falls. The ferry had operated since 1793. Calvin Palmer's bridge was a relatively simple timber frame structure consisting of timber beams carried by trestles built of posts driven into the riverbed, with a plank deck. A log and ice jam destroyed this span in 1812.

**Second crossing:** The bridge partners invested in a more substantial replacement bridge completed in 1814, a wooden timber bridge incorporating a stone pier at the center. However, the great flood of 1826 destroyed this structure.

**Third crossing:** The bridge company erected a more elaborate bridge during 1833-1834. This structure was a wooden covered bridge constructed on a stonework substructure comprising abutments and pier. The bridge's builder, Peter Paddleford, framed the 300-foot structure on the Monroe village common. Luther Butler was stone mason for the bridge project. In 1896, additional arches were constructed. This long-lived covered bridge, which stood for 96 years, became a free crossing in 1925. In September, 1930, following the opening of the new steel truss bridge alongside it, the wood bridge was dismantled and the timbers sold to Julius Lang of Monroe for a barn.

**Fourth crossing:** Funding for the present bridge was provided by a partnership of the town of Monroe, the state of New Hampshire, and the New England Power Company. Construction of the single-span bridge, 308 feet in length, was completed in 1930. The American Bridge Company fabricated the steel Pratt truss. The New England Power Company built the poured-concrete abutments on which the span rests; the New Hampshire Highway Department erected the superstructure. Maintenance projects have included replacement of the wooden flooring in 1943, repairs to the flooring as needed in 1947, 1991, and 1994, and repairs to the abutments in 1994. During 2005-2007 the NH DOT undertook an extensive rehabilitation of the bridge.

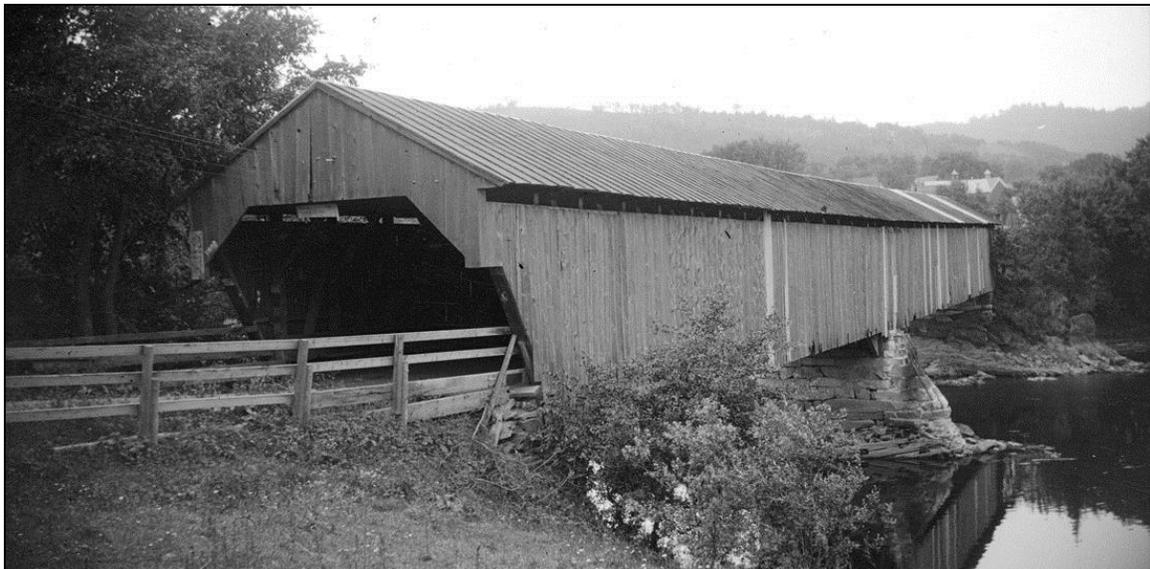


FIGURE 2: Third bridge, Paddleford Truss, built 1834. New Hampshire end shown June 23, 1921 (Storrs).



FIGURE 3: Fourth (present) bridge, built 1930. Downstream side, looking toward New Hampshire in 1941 (NHDOT 1941).



FIGURE 4: Fourth (present) bridge, built 1930. Vermont end in 1941 (NHDOT 1941).



FIGURE 5: Present bridge, built 1930, undergoing sandblasting and rehabilitation in November 2006 (Historic Documentation Co. Inc.).

## **BIBLIOGRAPHY**

Johnson, Frances Ann. *The History of Monroe, New Hampshire, 1761-1954*. Littleton: Courier Printing Company, 1955.

John Storrs Photograph Collection. Located at New Hampshire Division of Historical Resources, Concord.

New Hampshire DOT Bridge Card, Monroe 081/106, 1941. On file at NHDOT, Concord.