

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

STATE:
New Hampshire

COUNTY:
Grafton

FOR NPS USE ONLY

ENTRY DATE
SEP 1 1976

SEE INSTRUCTIONS

1. NAME

COMMON:
Bath Covered Bridge

AND/OR HISTORIC:
Bath Bridge

2. LOCATION

STREET AND NUMBER:
Unnamed town road west of U.S. 302 and N.H. 10 at Bath Village

CITY OR TOWN:
Bath

CONGRESSIONAL DISTRICT:
Second

STATE: New Hampshire CODE: 03740 COUNTY: Grafton CODE: 009

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input type="checkbox"/> Site <input type="checkbox"/> Object <input type="checkbox"/> Building <input checked="" type="checkbox"/> Structure	<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private <input type="checkbox"/> Both	Public Acquisition: <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered	<input checked="" type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress
PRESENT USE (Check One or More as Appropriate)			
<input type="checkbox"/> Agricultural <input type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum	<input type="checkbox"/> Park <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Other (Specify)

4. OWNER OF PROPERTY

OWNER'S NAME:
Town of Bath, New Hampshire

STREET AND NUMBER:
Selectmen's Office
N.H. 10

CITY OR TOWN:
Bath

STATE: New Hampshire CODE: 03740

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC:
Grafton County Registry of Deeds

STREET AND NUMBER:
P.O. Box 208
Woodsville, N.H. 03875

Grafton County Courthouse
N.H. 10, North Haverhill, N.H.

CITY OR TOWN:
North Haverhill

STATE: New Hampshire CODE: 03774

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:
See Continuation Sheet 1

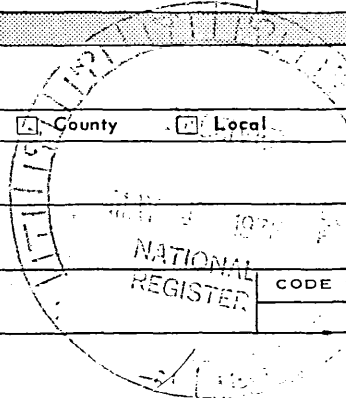
DATE OF SURVEY:
 Federal State County Local

DEPOSITORY FOR SURVEY RECORDS:

STREET AND NUMBER:

CITY OR TOWN:

STATE:



STATE: New Hampshire

COUNTY: Grafton

ENTRY DATE: SEP 1 1976

FOR NPS USE ONLY

ENTRY NUMBER:

DATE:

7. DESCRIPTION

CONDITION	(Check One)					
	<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
	(Check One)			(Check One)		
	<input checked="" type="checkbox"/> Altered	<input type="checkbox"/> Unaltered	<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site		

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

Present Physical Appearance: The Bath Bridge crosses the Ammonoosuc River at Bath Village on an east-west axis, connecting a paved, unnamed town road on either side of the river.

The bridge is a four span variation of the Burr truss system. It consists of ninety-two panels framed by 6" x 4½" posts and braced by members of the same size which pass over the road faces of the posts into which they are recessed and wooden pinned into place. The braces then extend to the next panel on either side, of the panel to which they provide major support, where they are joined to the top and bottom chords in a manner like that by which they are joined to the posts. The top and bottom chords are made up of three boards pinned together with a combined size of 11" x 11". The direction in which the braces lean is oriented about three center points in the spans of the bridge; the first occurs between the eastern abutment and the easternmost pier; the second between the easternmost pier and the center pier; and the third between the center pier and the western abutment. The bracing in each of these segments leans toward the center of its segment. Built into the truss are two pairs of arches, each arch made up of three members joined to each other along a vertical junction by wooden pins; each arch has a measurement of 11½" x 14". These arches spring from the tops of the eastern abutment to the easternmost pier and from the center pier to the western abutment. Existing inside the truss walls are three pairs of laminated arches, each of twelve members laminated and iron bolted together to a combined size of 9" x 34½". These arches spring from the faces of the abutments and piers to which they are attached. They extend from the eastern abutment to the easternmost pier; from the easternmost pier to the center pier; and from the center pier to the westernmost pier. They are also connected to the truss by iron suspension rods which pass from the top side of the arches to timbers beneath the roadbed. The truss walls are laterally braced at intervals of every second panel by beams extending from one top chord to the other. These beams are braced to each other by two sets of crossed diagonal braces.

The truss sits on framing of 15" x 7" timbers on top of two rectangular abutments of split stone and three piers also of split stone. Both abutments are laid up mainly without mortar, but have some mortar on their river faces and concrete footings on top to receive the ends of the truss. The easternmost pier and the center pier are rounded on their north sides, which are mortared, from which direction the current flows. The rest of these two piers is largely without mortar. The westernmost pier is a parallelogram in shape and is almost completely faced in concrete; it sits at the river's edge and is not actually in the river. All three piers are constructed at slightly different angles to the river, resulting in a skewing of some of the truss members (most notably the arches). Between the

Continued on Continuation Sheet 2

SEE INSTRUCTIONS

6. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

<input type="checkbox"/> Pre-Columbian	<input type="checkbox"/> 16th Century	<input type="checkbox"/> 18th Century	<input type="checkbox"/> 20th Century
<input type="checkbox"/> 15th Century	<input type="checkbox"/> 17th Century	<input checked="" type="checkbox"/> 19th Century	

SPECIFIC DATE(S) (If Applicable and Known) 1832

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

<input type="checkbox"/> Aboriginal	<input type="checkbox"/> Education	<input type="checkbox"/> Political	<input type="checkbox"/> Urban Planning
<input type="checkbox"/> Prehistoric	<input checked="" type="checkbox"/> Engineering	<input type="checkbox"/> Religion/Philosophy	<input type="checkbox"/> Other (Specify)
<input type="checkbox"/> Historic	<input type="checkbox"/> Industry	<input type="checkbox"/> Science	_____
<input type="checkbox"/> Agriculture	<input type="checkbox"/> Invention	<input type="checkbox"/> Sculpture	_____
<input type="checkbox"/> Architecture	<input type="checkbox"/> Landscape Architecture	<input type="checkbox"/> Social/Humanitarian	_____
<input type="checkbox"/> Art	<input type="checkbox"/> Literature	<input type="checkbox"/> Theater	_____
<input type="checkbox"/> Commerce	<input type="checkbox"/> Military	<input checked="" type="checkbox"/> Transportation	_____
<input type="checkbox"/> Communications	<input type="checkbox"/> Music		
<input type="checkbox"/> Conservation			

STATEMENT OF SIGNIFICANCE

SEE INSTRUCTIONS

Engineering: The present Bath bridge is the fifth bridge to stand on its site. In 1794 the first bridge was erected at this site at a cost of \$366.66¹; after this bridge was demolished by a flood, the town of Bath voted to allot \$1,000 in 1806 "to build a new bridge over Ammonoosuc River near Mr. Sargent's mills, at or near where the old one stands."² Again, in 1820 the bridge was destroyed by a flood and replaced in the same year by a bridge that was destroyed in the same manner in 1824 and replaced in that year.³ The discussion of stricter fire laws around buildings and bridges in 1830 at town meeting, indicates that the fourth bridge was destroyed by fire around the winter of 1830.⁴ In March 1830 Joseph Fifield was chosen "to take charge of the great Bridge near the village."⁵ Nothing seems to have been done on the bridge until March of 1831 when \$1,400 was allotted for contracts to build two stone abutments and piers as well as procure other materials.⁶ In March 1832 \$1,500 more was allotted for the bridge with George Wetherell acting as the town's agent.⁷ From the records it appears that the bridge was completed in early 1832.

Transportation: In 1833 at town meeting the residents of Bath voted to accept the law of the General Court for the "Bridge at the Village" and chose William V. Hutchins to prosecute all persons violated the law in crossing the bridge.⁸ The descendant of this law survives in a sign at the bridge's west portal that reads: "One dollar fine to drive any team faster than a walk on this Bridge."

Built at a time when Bath had some active mills, the bridge has been in continuous usage since 1832, although it now serves mainly a residential population and some farming vehicles. The bridge provides two way traffic and has a posted load limit of six tons with an individual load limit of two tons. The bridge is maintained solely by the town of Bath and has never received any state aid.⁹

¹David Sutherland, Address Delivered to the Inhabitants of Bath (Boston:George C. Rand & Avery, 1855), p. 72.

²Ibid. p. 73.

Continued on Continuation Sheet 4

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Secondary Sources:

Allen, Richard Sanders. Covered Bridges of the Northeast.
Brattleboro: The Stephen Greene Press, 1957. pp. 46-47

Sutherland, David. Address Delivered to the Inhabitants of
Bath. Boston: George C. Rand & Avery, 1855. pp. 72-73

Continued on Continuation Sheet 5

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees Minutes Seconds	Degrees Minutes Seconds	
NW	° ' "	° ' "		44° 10' 00"	71° 58' 02½"	
NE	° ' "	° ' "				
SE	° ' "	° ' "				
SW	° ' "	° ' "				

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: 1/4 acres

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY	CODE

11. FORM PREPARED BY

NAME AND TITLE:
Brian R. Pfeiffer

ORGANIZATION _____ DATE June 20, 1974

STREET AND NUMBER:
135 Ivy Street

CITY OR TOWN: Brookline STATE Massachusetts CODE 02146
23

12. STATE LIAISON OFFICER CERTIFICATION

NATIONAL REGISTER VERIFICATION

As the designated State Liaison 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. The recommended level of significance of this nomination is:

National State Local

Name [Signature]

Title NH State Historic Preservation Officer

Date May 12, 1975

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

[Signature]
Director, Office of Archeology and Historic Preservation

Date 9/10/74

ATTEST:

[Signature]
Acting Keeper of The National Register

Date 9/2/76

SEE INSTRUCTIONS

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet) 1.

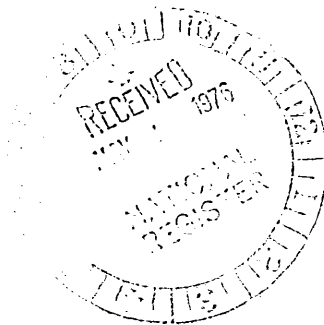
STATE	
New Hampshire	
COUNTY	
Grafton	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
	SEP 1 1976

(Number all entries)

6. REPRESENTATION IN EXISTING SURVEYS, continued

Historic American Engineering Record
1974, x Federal
Historic American Engineering Record
1100 L Street, NE
Washington, D.C. 20240, 11

New Hampshire's Historic Preservation Plan
1970, x State
State of New Hampshire Department of Resources and Economic
Development
P.O. Box 856, State House Annex, 25 Capitol Street
Concord, New Hampshire 03301, 33



NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet) 2.

STATE	New Hampshire	
COUNTY	Grafton	
FOR NPS USE ONLY		
ENTRY NUMBER	1078	DATE
857	1978	

(Number all entries)

7. DESCRIPTION, continued

Present Physical Appearance, continued: westernmost pier and the western abutment are three wooden piers set on concrete footings on land. As a railroad line passed under this end of the bridge, it appears that these extra piers provided extra stability against vibration from the railroad.

The bridge has an overall width of 24' and overall length at the north side of the roof of 390'3", with a roadbed of 374'5" length and 22'1½" width. The roadbed is of planks laid diagonally to the direction of the road flanked on either side by boards laid lengthwise in the direction of the road, on the north side the lengthwise planks occupy a width of 4'5", slightly raised from the roadbed, which serves as a walkway. The interior of the truss walls are covered with horizontal boarding to a height of 47" above the roadbed.

The roof is of corrugated metal set on rafters which rise from the top chord and are braced with diagonals which rise from the posts to a point near the peak of the roof. The difference between the roadbed and roof lengths is resolved by cutaway portals at each end. The exterior walls are sheathed in vertical boarding, once painted red, now mostly weathered gray. The bottom of the bridge and its walls directly over the railroad track are covered with tarpaper. The north wall has six window openings, the south has seven; each opening has at least one or more individual windows.

The bridge has been assigned the following numbers: 29-05-03 in the World Guide to Covered Bridges published by the National Society for the Preservation of Covered Bridges; 137-095 by the New Hampshire Department of Public Works and Highways; and 28 by the New Hampshire Department of Resources and Economic Development.

Original Physical Appearance: When originally constructed the bridge was built with only two piers¹ and was only three spans instead of the current four. However, the bridge was raised several feet above its old bed in the 1920's to provide clearance for larger railroad cars². At this point the laminated arches were added³ and probably the wooden piers as well. In 1939-40 extensive repairs were done to the bridge including the readjusting of a then new corrugated metal roof.⁴ In 1968-69 the floor was replanked and several other minor repairs made.⁵

¹Town Clerk's Records, Selectmen's Office, Bath, New Hampshire, Vol 4, p. 300.

²Richard Sanders Allen, Covered Bridges of the Northeast (Brattleboro: The Stephen Greene Press, 1957), pp. 46-47.

Continued on Continuation Sheet 3

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet) 3.

STATE	
New Hampshire	
COUNTY	
Grafton	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
0257 1	1974

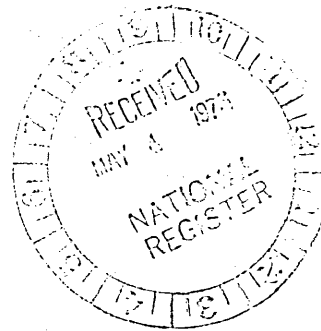
(Number all entries)

7. DESCRIPTION, continued

3

⁴Statement by K. Clyde Church, carpenter, personal interview, South Ryegate, Vermont, June 1, 1974.

⁵Statement by Edwin Chamberlain, selectman of Bath, New Hampshire, personal interview, Bath, New Hampshire, June 1, 1974.



NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet) 4.

STATE New Hampshire	
COUNTY Grafton	
FOR NPS USE ONLY	
ENTRY NUMBER 8591	DATE 1975

(Number all entries)

8. SIGNIFICANCE, continued

³Ibid.

⁴Town Clerk's Records, Selectmen's Office, Bath, New Hampshire,
Vol. 4, p. 257.

⁵Ibid., p. 261.

⁶Ibid., p. 296.

⁷Ibid., pp 300,329.

⁸Ibid., p. 364.

⁹Statement by Floyd Avery, secondary roads engineer, personal
interview, Concord, New Hampshire, June 11, 1974.



**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM**

(Continuation Sheet) 5.

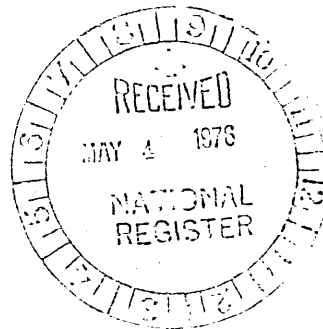
STATE New Hampshire	
COUNTY Grafton	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
	SEP 1 1975

(Number all entries)

9. MAJOR BIBLIOGRAPHICAL REFERENCES, continued.

Unpublished Sources:

- Avery, Floyd. Personal interview. Concord, New Hampshire,
June 11, 1974.
- Chamberlain, Edwin. Personal interview. Bath, New Hampshire,
June 1, 1974.
- Church, K. Clyde. Personal interview. South Ryegate, Vermont,
June 1, 1974.
- Town Clerk's Records, Selectmen's Office, Bath, New Hampshire,
Vol. 4, pp. 257, 261, 296, 300, 329, 364.



UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY		
RECEIVED	MAY 1	1976
DATE ENTERED	SEP 1	1976

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

CONTINUATION SHEET

ITEM NUMBER 10

PAGE 6

Geographical Data, Continued.

10.2 UTM References

<u>ZONE</u>	<u>EASTING</u>	<u>NORTHING</u>
19	2 • 61 • 750 262	48 • 94 • 475