

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

STATE: NEW HAMPSHIRE COUNTY: SULLIVAN FOR NPS USE ONLY ENTRY DATE: MAY 10 1975

1. NAME

COMMON: PIER COVERED RAILROAD BRIDGE AND/OR HISTORIC: PIER BRIDGE

2. LOCATION

STREET AND NUMBER: Chandler Road, 1 mile so. of NH-103

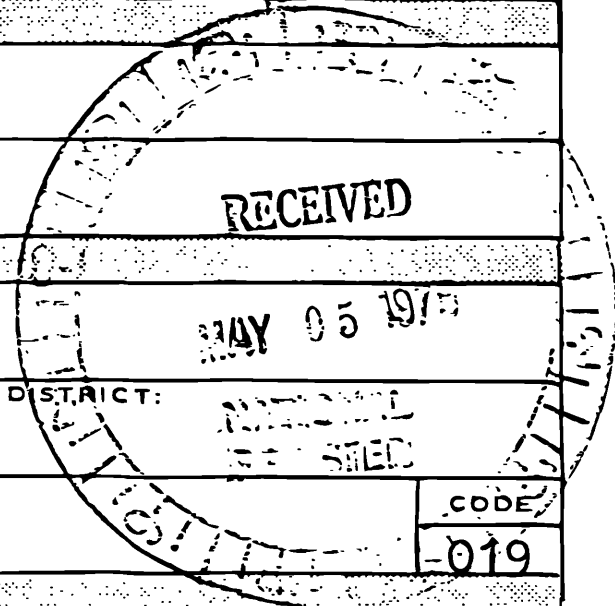
CITY OR TOWN: Newport vicinity

CONGRESSIONAL DISTRICT: Second

STATE: New Hampshire

CODE: 33 COUNTY: Sullivan

CODE: 019



3. CLASSIFICATION

Table with columns: CATEGORY (Check One), OWNERSHIP, STATUS, ACCESSIBLE TO THE PUBLIC. Includes checkboxes for District, Building, Site, Object, Public, Private, Both, Occupied, Unoccupied, etc.

PRESENT USE (Check One or More as Appropriate)

Table with checkboxes for Agricultural, Commercial, Educational, Entertainment, Government, Industrial, Military, Museum, Park, Private Residence, Religious, Scientific, Transportation, Other (Specify), Comments.

4. OWNER OF PROPERTY

OWNER'S NAME: Claremont & Concord Railway Co. (Samuel Pinsly, president)

STREET AND NUMBER:

CITY OR TOWN: Barre

STATE: Vermont 05641

CODE: 50

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.: Sullivan County Registry of Deeds

STREET AND NUMBER: P.O. Box 448 Sullivan County Records Building/ 24-A Main Street

CITY OR TOWN: Newport

STATE: New Hampshire 03773

CODE: 33

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY: New Hampshire's Historic Preservation Plan

DATE OF SURVEY: 1970 [ ] Federal [X] State [ ] County [ ] Local

DEPOSITORY FOR SURVEY RECORDS: State of New Hampshire Department of Resources and Economic Development

STREET AND NUMBER: P.O. Box 856 State House Annex/25 Capitol Street

CITY OR TOWN: Concord

STATE: New Hampshire

CODE: 33

SEE INSTRUCTIONS

STATE: NEW HAMPSHIRE

COUNTY: SULLIVAN

FOR NPS USE ONLY ENTRY NUMBER: DATE: MAY 10 1975

**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 type="checkbox"/> Altered	<input checked="" type="checkbox"/> Unaltered		<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site	

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

Pier Bridge crosses the Sugar River diagonally between its north and south banks approximately one-half mile east of the former Chandler railroad station. The river course bends abruptly north at the crossing point giving the bridge an east-west alignment. The bridge takes its name from the masonry pier which supports it.

The bridge, a <sup>Lathra (1912)</sup> Town-Pratt double-span, features flanking double-web lattice trusses fitted between triple, multi-segment chords. The lower and upper intermediate chords are set approximately 2' below and above their respective primary chords. The truss members, mostly 12" by 2" planed <sup>timbers</sup> set 3.5' apart, are <sup>pegged</sup> together and to the chords by wooden trunnels and iron pins, and rest against heavy wooden braces bolted to the lower chords. Turn-buckles are also fastened to the lower chords.

The <sup>single</sup> track is supported by four joists, each measuring 10" by 6", which rest on 9" by 18" floor beams set on end at two-foot intervals. Heavy timbers bolted to the roadway and guard rails spiked between the running rails afford some protection against damage from train derailments inside the bridge. Lateral bracing between the lower chords consists of iron reinforcing rods connecting the apexes of adjoined crossed timbers. The upper chords are braced by parallel timbers and a system of crossed timbers with reinforcing iron connecting rods. Ship's knees support the laterals immediately inside the portals; the other laterals are supported by short, diagonal braces notched and set against the upper secondary chords.

The bridge ends and shelter panels have been boarded over. The exterior siding consists of 7/8" spruce boards hung vertically to below the level of the lower chords. The siding covering the lower chords is slightly flared. Between the eaves and siding is a two-foot ventilating space extending the length of the bridge on either side. The medium gable roof is protected by cedar shingles nailed to 7/8" spruce boards. The joists, ties, floor beams, guards, and truss members have been creosoted and are in

Continued on Continuation Sheet 1

SEE INSTRUCTIONS

NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY - NOMINATION FORM

(Continuation Sheet)<sup>1</sup>

STATE	
NEW HAMPSHIRE	
COUNTY	
SULLIVAN	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
	JUN 10 1975

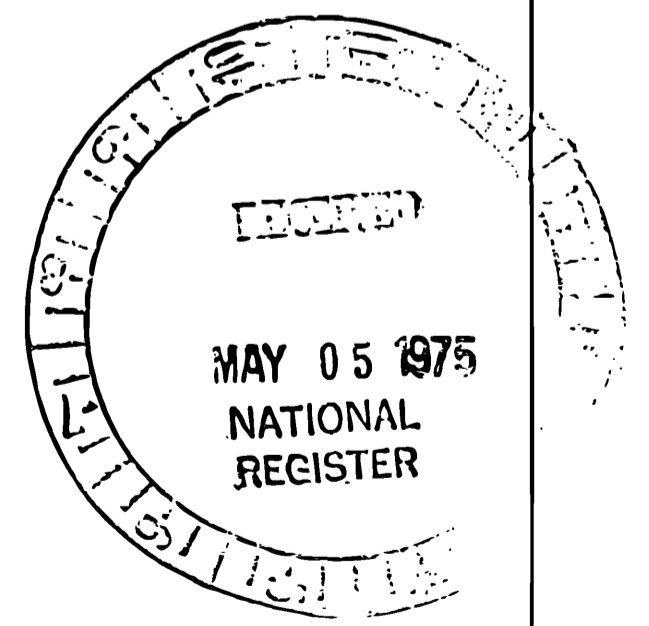
(Number all entries)

7. DESCRIPTION.

good condition. The siding and roof are badly worn with broken and missing boards;

The abutments and center pier consist of mortared and coursed granite slabs capped with concrete. Massive wooden sills support the bridge at either end.

The west span measures 106', the east span 121'; the total length of the through span is 227'. There is a 6' overhang at either end. The bridge can support loads in excess of 200,000 pounds. It is numbered 29e10-03 by The World Guide to Covered Bridges and 57 by the New Hampshire Department of Resources and Economic Development. It was designated bridge #176 by the Boston & Maine Railroad. Except for minor repairs, the bridge structure remains unaltered from its original appearance.



SEE INSTRUCTIONS

SIGNIFICANCE			
PERIOD (Check One or More as Appropriate)			
<input type="checkbox"/> Pre-Columbian	<input type="checkbox"/> 16th Century	<input type="checkbox"/> 18th Century	<input checked="" type="checkbox"/> 20th Century
<input type="checkbox"/> 15th Century	<input type="checkbox"/> 17th Century	<input type="checkbox"/> 19th Century	
SPECIFIC DATE(S) (If Applicable and Known) <b>1907</b>			
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/Phi-	<input type="checkbox"/> Other (Specify)
<input type="checkbox"/> Historic	<input type="checkbox"/> Industry	osophy	_____
<input type="checkbox"/> Agriculture	<input type="checkbox"/> Invention	<input type="checkbox"/> Science	_____
<input type="checkbox"/> Architecture	<input type="checkbox"/> Landscape	<input type="checkbox"/> Sculpture	_____
<input type="checkbox"/> Art	<input type="checkbox"/> Architecture	<input type="checkbox"/> Social/Human-	_____
<input type="checkbox"/> Commerce	<input type="checkbox"/> Literature	itarian	_____
<input type="checkbox"/> Communications	<input type="checkbox"/> Military	<input type="checkbox"/> Theater	_____
<input type="checkbox"/> Conservation	<input type="checkbox"/> Music	<input checked="" type="checkbox"/> Transportation	_____
STATEMENT OF SIGNIFICANCE			
<p><u>Engineering</u>: Covered bridges, once common on New Hampshire's railroads, are a rarity today. The Concord &amp; Claremont was especially well-known for its Town-Pratt lattices and until around 1915 counted at least 15 such bridges on its line<sup>1</sup>. The present structure was built by the Bridges and Buildings Department of the Boston &amp; Maine Railroad in 1907 to replace a wood lattice bridge erected here in 1871 or 1872 by the Sugar River Railroad.<sup>2</sup></p> <p><u>Transportation</u>: The Concord &amp; Claremont Railroad, chartered in 1848, built its line from Concord to Bradford by 1850. Financial and political difficulties forced suspension of the work until 1872 when the line was pushed on through Newport to Claremont by the Sugar River Railroad. The political maneuvering which led to the chartering of the Sugar River road supplies the substance of Winston Churchill's novel, <u>Coniston</u><sup>1</sup>. The Sugar River was merged with the Concord &amp; Claremont in 1873. The C&amp;C was operated under lease by the Northern Railroad of New Hampshire until 1887 when both roads came under the control of the Boston &amp; Maine. In 1954, the B&amp;M sold the line to the present owner, the Claremont &amp; Concord Railway Company, which subsequently abandoned and removed its tracks between Concord and Newport.<sup>3</sup></p>			
<p><sup>1</sup> Edgar T. Meade, Jr., <u>Through Covered Bridges to Concord: A Recollection of the Concord &amp; Claremont RR(NH)</u> (Brattleboro, VT: The Stephen Greene Press, 1970), 18.</p>			
<p><sup>2</sup> New Hampshire Railroad Commission, <u>Annual Report</u>, 1907, 37.</p>			
Continued on Continuation Sheet 2			

**9. MAJOR BIBLIOGRAPHICAL REFERENCES**

Allen, Richard Sanders. Covered Bridges of the Northeast. Brattleboro, VT: The Stephen Greene Press, rev. ed. 1974.  
 Baker, George Pierce. The Formation of the New England Railroad Systems: A Study of Railroad Combination in the Nineteenth Century. Cambridge: Harvard University Press, 1949.  
 Mead, Edgar T., Jr. Through Covered Bridges to Concord: A Recollection of the Concord & Claremont RR(NH). Brattleboro, VT: The Stephen Greene Press, 1970.  
 New Hampshire Railroad Commission, Annual Report, 1907.

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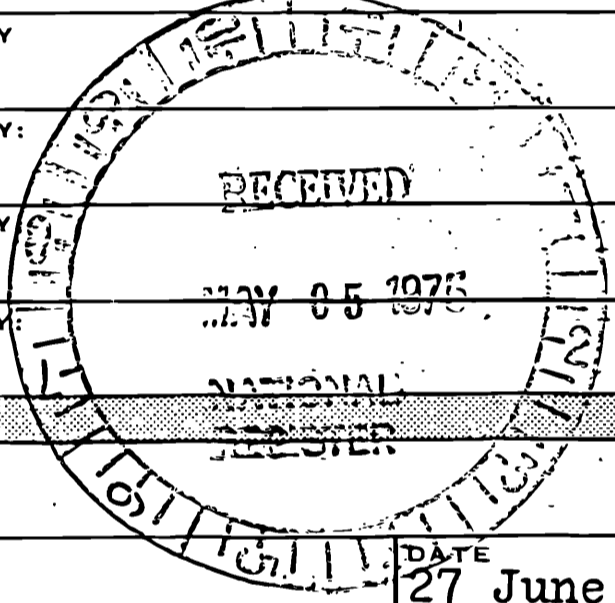
**10. GEOGRAPHICAL DATA**

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	° ' "	° ' "		43 ° 21 ' 49 "	72 ° 14 ' 32 "	
NE	° ' "	° ' "				
SE	° ' "	° ' "				
SW	° ' "	° ' "				

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: **1 acre**

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

STATE:	CODE	COUNTY	CODE



SEE INSTRUCTIONS

**11. FORM PREPARED BY**

NAME AND TITLE:  
Rexford B. Sherman, Ph. D.  
 ORGANIZATION

DATE: 27 June 1974

STREET AND NUMBER:  
Hope Farm

CITY OR TOWN: Bradford STATE: New Hampshire CODE: 33

**12. STATE LIAISON OFFICER CERTIFICATION**      **NATIONAL REGISTER VERIFICATION**

<p>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:</p> <p>National <input type="checkbox"/> State <input checked="" type="checkbox"/> Local <input type="checkbox"/></p> <p>Name <u>Rexford B. Sherman</u>                  Title <u>Commissioner, DRED State Historic Preservation Officer</u>                  Date <u>April 30, 1975</u></p>	<p>I hereby certify that this property is included in the National Register.</p> <p><u>[Signature]</u>                  Director, Office of Archeology and Historic Preservation</p> <p>Date <u>6/10/75</u></p> <p>ATTEST:  <u>[Signature]</u>                  Keeper of The National Register</p> <p>Date <u>JUN 9 1975</u></p>
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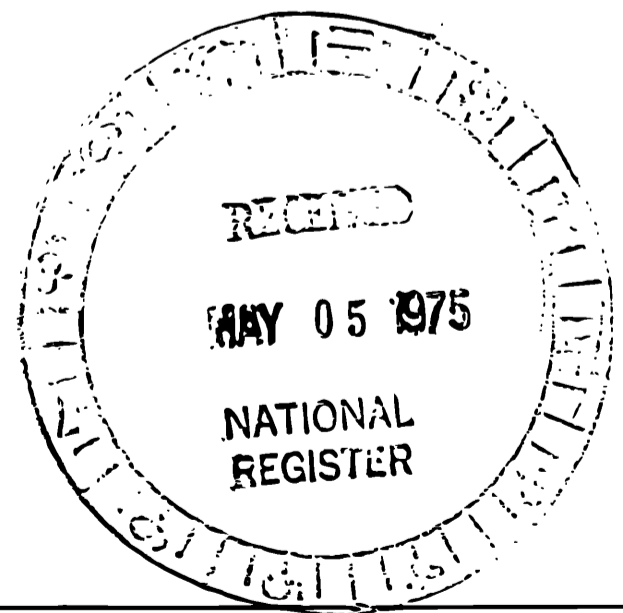
(Continuation Sheet) 2

STATE NEW HAMPSHIRE	
COUNTY SULLIVAN	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
	MAY 10 1975

(Number all entries)

8. SIGNIFICANCE.

3  
Mead, op. cit., 12-30, 46-50; George Pierce Baker, The Formation of the New England Railroad Systems: A Study of Railroad Combination in the Nineteenth Century (Cambridge: Harvard University, 1949), 101, 146.



NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY - NOMINATION FORM

(Continuation Sheet) 3

STATE	
New Hampshire	
COUNTY	
Sullivan	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
	JUN 10 1975

(Number all entries)

10. GEOGRAPHICAL DATA, continued.

10.2 UTM References

Zone 18U

Easting: 7-23-525

Northing: 48-04-525

