

STATE:
New Hampshire

COUNTY:
Sullivan

FOR NPS USE ONLY

ENTRY DATE

JUN 10 1975

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

1. NAME

COMMON:
Wright's Covered Railroad Bridge

AND/OR HISTORIC:
Wright's Bridge

UTM
18-7-22-075-E
48-04-125-11

2. LOCATION

STREET AND NUMBER:
Chandler Road, 2 miles south of NH 103 *over Sugar River*

CITY OR TOWN:
Newport *Claremont vic.*

CONGRESSIONAL DISTRICT:
Second

STATE: New Hampshire CODE: 33 COUNTY: Sullivan CODE: 019

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 type="checkbox"/> Public <input checked="" 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	Yes: <input type="checkbox"/> Restricted <input type="checkbox"/> Unrestricted <input checked="" type="checkbox"/> No
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) _____ <input type="checkbox"/> 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:
PO Box 448, Sullivan County Records Bldg., 24-A Main Street

CITY OR TOWN:
Newport

STATE:
New Hampshire 03773

CODE:
33

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:
New Hampshire Historic Preservation Plan

DATE OF SURVEY:
 Federal State County Local

DEPOSITORY FOR SURVEY RECORDS:
State of New Hampshire, Dept. of Resources and Economic Development

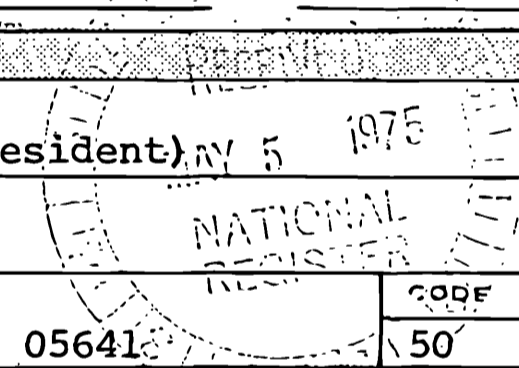
STREET AND NUMBER:
PO Box 856, 3rd Floor State House Annex

CITY OR TOWN:
Concord

STATE:
New Hampshire 03301

CODE:
33

SEE INSTRUCTIONS



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

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

Wright's Bridge crosses between the north and south banks of the Sugar River approximately one-half mile west of the former Chandler railroad station. The river course swings abruptly south under the crossing, giving the bridge an east-west alignment. Only the east portal is visible from the public road. The most direct access is on foot via the railroad right-of-way. It is named for S. K. Wright who sold the right-of-way to the Sugar River Railroad in 1871.¹

ARCH-REINFORCED LATTICE TRUSS OF

The bridge, a ~~Town-Pratt~~ single span, features flanking double-web lattice trusses fitted between triple, multi-segment chords. The lower secondary chords are set 23" above track level; the upper secondary are set 2' below the upper primary chords. The truss members, mostly 12" x 12" planed timbers spaced 3.5' apart, are bolted 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.

Laminated arches, six feet in diameter and braced against the abutments, are sandwiched between the truss webs. Heavy wooden clamps fixed to the outer circumference of each arch and connected by metal rods to the lower chords hold the arch members securely in place. Boiler plates protect the up-river sections of the arches exposed beneath the bridge from damage by ice floes.

The single track is supported by 8" x 6" joists resting on 9" x 18" floor beams set on edge and spaced 2' apart. Heavy timbers bolted to the track bed and guard timbers spiked to the ties between the running rails afford some protection in the event of a train derailment inside the bridge. Lateral bracing between the lower chords consists of iron reinforcing rods connecting the apexes of adjoining 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. Between the eaves and siding is a 2' 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, arch and truss members have been creosoted and are in good condition. The siding and roof is worn and needing repair.

The abutments consist of mortared and coursed granite slabs capped with concrete. Massive wooden sills resting upon the abutment seats support the bridge at either end. The clear span measures 122'; there is a 6' overhang at either end. The vertical clearance is 21', the horizontal clearance 15'. It can support loads in excess of 200,000 pounds. It is numbered 29-10-04 by The World Guide to Covered Bridges and 58 by the New Hampshire Department of Resources and Economic Development. It was

Continued on Continuation Sheet 1

SEE INSTRUCTIONS

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

(Continuation Sheet) 1

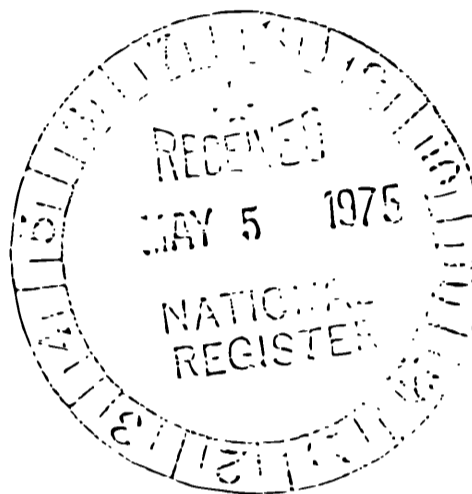
STATE New Hampshire	
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7. Description, continued.

designated bridge #178 by the Boston & Maine. Except for minor repairs, the bridge structure remains unchanged from its original appearance.

¹ Boston & Maine Railroad, "Right-of-Way and Track Map," Office of Valuation Engineer, Boston, Mass., June 30, 1914.



8. 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 type="checkbox"/> 19th Century | |

SPECIFIC DATE(S) (If Applicable and Known) 1906

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 | 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

Engineering

Covered bridges, once common on New Hampshire's railroads, are a rarity today. The Concord & Claremont was especially well known for its Town-Pratt lattices and until 1915 counted at least 15 such bridges on its line.¹ The present structure was built by the Bridges and Buildings Department of the Boston and Maine Railroad in 1906 to replace a wood lattice bridge built here in 1871 or 1872 by the Sugar River Railroad.²

Transportation

The Concord & 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 Sugar River Railroad pushed the line on through Newport to Claremont. The political maneuvering which led to the charter of the Sugar River road supplies the substance of Winston Churchill's novel, Coniston. The Sugar River was merged with the Concord & Claremont in 1873. The C&C was operated under lease to the Northern Railroad of New Hampshire until 1887 when both roads came under the control of the Boston & Maine. In 1954, the B&M sold the line to the present owner, the Claremont & Concord Railway Company, which subsequently abandoned and removed the tracks between Concord and Newport.³

¹Edgar T. Mead, Jr., Through Covered Bridges to Concord: A Recollection of the Concord & Claremont RR (NH) (Brattleboro, VT: The Stephen Greene Press, 1970), 18.

²New Hampshire Railroad Commission, Annual Report, 1906, 36.

³Mead, 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 Press, 1949), 101,146.

SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Allen, Richard Sanders. Covered Bridges of the Northeast. Brattleboro, VT: 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.

Boston & Maine Railroad. "Right-of-Way and Track Map." Office of Valuation Engineer, Boston, Mass., June 30, 1914.

Mead, Edgar T., Jr. Through Covered Bridges to Concord: A Recollection of the Concord & Claremont RR(NH). Brattleboro, VT: The Stephen Green Press, 1970.

New Hampshire Railroad Commission, Annual Report, 1906.

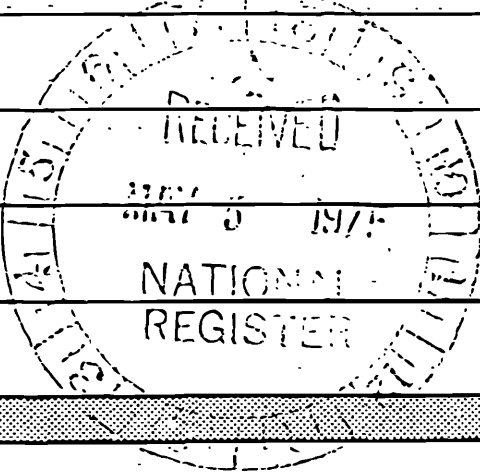
10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES						
CORNER	LATITUDE		LONGITUDE		OR	LATITUDE		LONGITUDE	
	Degrees	Minutes	Seconds	Degrees		Minutes	Seconds	Degrees	Minutes
NW	0	'	"	0	'	"	0	'	"
NE	0	'	"	0	'	"	0	'	"
SE	0	'	"	0	'	"	0	'	"
SW	0	'	"	0	'	"	0	'	"

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: one acre

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

STATE:	CODE	COUNTY	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE
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 03221 CODE: 33

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]
Commissioner, DRED
State Historic Preservation Officer

Date: April 30, 1975

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

[Signature]
Director, Office of Archeology and Historic Preservation

Date: 6/10/75

ATTEST: [Signature]
Keeper of The National Register

Date: JUN 9 1975

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet) 2

STATE New Hampshire	
COUNTY Sullivan	
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(Number all entries)

10. GEOGRAPHICAL DATA, continued.

10.2 UTM References

Zone 18S

Easting: 7-22-075

Northing: 48-04-125

UTM OK
HL

