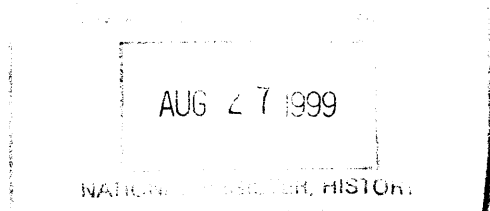


United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

1189



This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name New Sharon Bridge

other names/site number _____

2. Location

street & number Off South Side of Route 2 Over Sandy River N/A not for publication

city or town New Sharon N/A vicinity

state Maine code ME county Franklin code 007 zip code 04955

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

[Signature] 8/23/99
Signature of certifying official/Title Date

Maine Historic Preservation Commission

State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register. See continuation sheet.
- determined eligible for the National Register. See continuation sheet.
- determined not eligible for the National Register.
- removed from the National Register.
- other, (explain): _____

[Signature]
Signature of the Keeper

9/24/99
Date of Action

New Sharon Bridge
Name of Property

Franklin, Maine
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply)
 private
 public-local
 public-State
 public-Federal

Category of Property
(Check only one box)
 building(s)
 district
 site
 structure
 object

Number of Resources within Property
(Do not include previously listed resources in the count.)
Contributing Noncontributing
_____ buildings
_____ sites
1 _____ structures
_____ objects
1 0 Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing.)
_____ N/A _____

Number of contributing resources previously listed in the National Register
_____ 0 _____

6. Function or Use

Historic Functions
(Enter categories from instructions)
Transportation/Road-Related

Current Functions
(Enter categories from instructions)
Vacant/Not In Use

7. Description

Architectural Classification
(Enter categories from instructions)
Other: Pennsylvania Thru Truss

Materials
(Enter categories from instructions)
foundation Concrete
walls N/A

roof N/A
other Pin Connections

Narrative Description
(Describe the historic and current condition of the property on one or more continuation sheets.)

United States Department of the Interior
National Park Service

National Register of Historic Places

Continuation Sheet

NEW SHARON BRIDGE

FRANKLIN, MAINE

Section number 7 Page 2

(The following description is adapted from the MDOT Historic Bridge Inventory Form prepared by Mary McCahon and J. Patrick Harshbarger of A.G. Lichtenstein & Associates, Inc.)

The New Sharon Bridge is a one span, 268 foot-long, pin-connected Pennsylvania thru truss that is supported on concrete abutments with ashlar wingwalls. The bridge has built-up chords, verticals and sway bracing. The lower chords are composed of eye bars with the-exception of the end panels which are built-up sections. The diagonals are also eye bars. The Pennsylvania truss design bridge has the characteristic panels that are subdivided by an intermediate vertical and a half-length diagonal. A cantilevered sidewalk with metal lattice railing is placed to the upstream side. Rolled section floorbeams and stringers support an open steel grid deck that is 18.5 feet in width. The bridge is currently closed to vehicular traffic. A bypass bridge is located on a downstream alignment.

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or a grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

Areas of Significance

(Enter categories from instructions)

Engineering

Period of Significance

1916

Significant Dates

1916

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Greenwood, E. E., Engineer
Groton Bridge Company, Fabricator

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository: _____

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

NEW SHARON BRIDGE

FRANKLIN, MAINE

Section number 8 Page 2

(The following statement of significance is adapted from the MDOT Historic Bridge Inventory Form prepared by Mary McCahon and J. Patrick Harshbarger of A.G. Lichtenstein & Associates, Inc.)

Erected in 1916, the New Sharon Bridge is significant as rare surviving example of a long span, pin-connected truss bridge. It is the last built of three identified examples in Maine that were constructed between 1890 and 1916. Pin connections were the preferred field connections of late 19th century metal truss bridge builders because of the ease of design, fabrication, and erection. After 1900, pin connections were largely superseded by riveted connections due to improvements in metallurgy and field pneumatic riveting equipment. The New Sharon bridge is a late example of a pin-connected Pennsylvania truss. It is eligible for nomination to the National Register under Criterion C for its statewide engineering significance.

According to Maine State Highway Commission (MSHC) annual reports, the bridge was built in 1916 under a special resolve of the state legislature. Before 1916, special resolves were a typical method used by the legislature to appropriate funds to assist towns and counties with specific road and bridge improvements. Although local or county governments paid for and constructed such projects, the MSHC usually oversaw the projects and reviewed the plans. After 1916, most bridge projects funded by the state were handled under the provisions of the General Bridge Act of 1915 (approved by referendum in 1916). This bridge is one in a large number that were approved by special resolve of the 1915 state legislature before the General Bridge Act went into effect. Engineer E. E. Greenwood prepared the bridge plans and supervised the project for the state highway commission. An article in the February 29, 1916, edition of the *Franklin Journal* (Farmington) stated that the total contract price for the superstructure was \$37,050, and that the contract for the substructure with Rumford contractor James H. Kerr amounted to \$7,192.50 (a figure that rose to \$10,183.39 resulting from overruns). The total cost of the bridge equaled \$47,233.39.

The bridge's manufacturer -- the Groton Bridge Company -- was a prolific bridge fabricator active from the 1870s to the 1920s. It was noteworthy in the 1870s and 1880s for a number of innovative and patented truss bridge designs. In 1901, the company was absorbed by the American Bridge Company, which closed the plant and then sold it back to some former employees. They continued to operate the reorganized Groton Bridge Company through the 1920s.

The Pennsylvania truss design was developed in the mid 1870s and 1880s. A Pennsylvania thru truss bridge is a variation of the Pratt truss design with a polygonal top chord and subdivided panels that more evenly distribute the loads and minimize buckling in the full-length diagonals. The design was first developed and extensively used by the Pennsylvania Railroad in about 1875, hence the name.

United States Department of the Interior
National Park Service

National Register of Historic Places

Continuation Sheet

NEW SHARON BRIDGE

FRANKLIN, MAINE

Section number 9 Page 2

Annual Report of the Maine State Highway Commission. 1915.

Franklin Journal (Farmington, ME), February 29, 1916.

Maine State Highway Commission General Bridge Survey form for the New Sharon Bridge. 1924.
Original copy on file at the Maine Department of Transportation, Augusta.

New Sharon Town Reports. 1917-18.

State of Maine Department of Transportation Historic Bridge Inventory Form for the
New Sharon Bridge (#2608). March, 1999.

New Sharon Bridge
Name of Property

Franklin, Maine
County and State

10. Geographical Data

Acreage of Property Less Than 1

UTM References

(Place additional UTM references on a continuation sheet.)

1

1	9	4	1	9	4	6	0	4	9	4	3	0	0	0
---	---	---	---	---	---	---	---	---	---	---	---	---	---	---

Zone Easting Northing

3

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Zone Easting Northing

2

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

4

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Kirk F. Mohny, Architectural Historian
organization Maine Historic Preservation Commission date June, 1999
street & number 55 Capitol Street,, 65 State House Station telephone 207/287-2132
city or town Augusta state Maine zip code 04333-0065

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name _____
street & number _____ telephone _____
city or town _____ state _____ zip code _____

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

**United States Department of the Interior
National Park Service**

National Register of Historic Places Continuation Sheet

NEW SHARON BRIDGE

FRANKLIN, MAINE

Section number 10 **Page** 2

Verbal Boundary Description

The nominated property is a rectangle whose dimensions equal those of the bridge structure itself including superstructure, substructure, and floor system.

Boundary Justification

The boundary embraces the significant historically associated elements of the New Sharon Bridge including the superstructure, substructure, and floor system.