

PH0367346

DATA SHEET

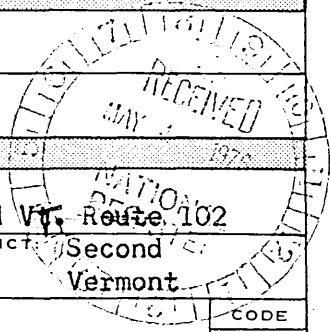
Form 10-300
(Rev. 6-72)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

STATE: New Hampshire
COUNTY: Coos
FOR NPS USE ONLY
ENTRY DATE DEC 12 1973



SEE INSTRUCTIONS

1. NAME

COMMON:
Columbia Covered Bridge

AND/OR HISTORIC:
Columbia Bridge

2. LOCATION

STREET AND NUMBER:
Across Connecticut River between U.S. Route 3 (N.H.) and Vt. Route 102

CITY OR TOWN: Columbia
Lemington

CONGRESSIONAL DISTRICT: Second
Vermont

STATE: New Hampshire
Vermont

CODE: 33,50

COUNTY: Coos
Essex

CODE: 007,009

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	Yes: <input type="checkbox"/> Restricted <input checked="" type="checkbox"/> Unrestricted <input type="checkbox"/> No

PRESENT USE (Check One or More as Appropriate)

<input type="checkbox"/> Agricultural	<input type="checkbox"/> Government	<input type="checkbox"/> Park	<input checked="" type="checkbox"/> Transportation	<input type="checkbox"/> Comments
<input type="checkbox"/> Commercial	<input type="checkbox"/> Industrial	<input type="checkbox"/> Private Residence	<input type="checkbox"/> Other (Specify)	
<input type="checkbox"/> Educational	<input type="checkbox"/> Military	<input type="checkbox"/> Religious		
<input type="checkbox"/> Entertainment	<input type="checkbox"/> Museum	<input type="checkbox"/> Scientific		

4. OWNER OF PROPERTY

OWNER'S NAME:
Towns of Columbia, N. H. and Lemington, Vt.

STREET AND NUMBER:
(no street numbers)

CITY OR TOWN: Columbia
Lemington

STATE: New Hampshire
Vermont

CODE: 33,50

STATE: New Hampshire

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC:
Coos County Registry of Deeds, Coos County Courthouse

STREET AND NUMBER:
P.O. Box 286, 148 Main Street

CITY OR TOWN: Lancaster

STATE: New Hampshire

CODE: 03584

33

COUNTY: Coos

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:

CODE:

ENTRY NUMBER

FOR NPS USE ONLY

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

The Columbia Covered Bridge crosses the Connecticut River between Columbia, New Hampshire and Lemington, Vermont. The low water line on the west (Vermont) side of the river marks the boundary between the states. Most of the bridge, therefore, stands in New Hampshire; only the west end is in Vermont. Owing to its interstate location and ownership, the Columbia Bridge is being nominated concurrently by New Hampshire and Vermont.

Present Physical Appearance

The Columbia Bridge consists of a single span supported by two flanking wood-iron Howe trusses. The principal iron components of the trusses are the paired tension rods which connect the top and bottom chords between adjoining panels of criss-crossed wood compression members. The trusses lack the Howe patent iron angle blocks to accept the ends of the compression members; wood angle blocks serve in their place. Iron tension rods also connect horizontally the top chords and the bottom chords to increase the lateral rigidity of the structure.

The structure rests on abutments built originally for the previous bridge on the site, consisting of irregular stone blocks laid dry. The abutments were faced with concrete during the construction of the present bridge. The current legal load limit posted on the bridge is six tons.

The Columbia Bridge has an overall length of 146 feet and width of 20.5 feet. The roadway is 15.5 feet wide and has an overhead clearance of 13 feet. The floor consists of planks laid flat and parallel to the trusses, overlaid with planks laid flat and diagonal to the trusses for the driving surface.

On the exterior, the trusses (and side walls) of the bridge are sheathed with unpainted matched boards hung vertically. Similar siding protects the ends of the trusses immediately inside the portals. On the north wall, the siding rises only about six feet from the floor, leaving the truss exposed above that height.

The gable ends are also sheathed with unpainted matched boards hung vertically. The boards extend diagonally beyond the line of the side walls to meet the eaves. The portal openings are rectangular except for diagonal upper corners, which are ornamental features.

A steep-pitch gable roof covers the entire bridge, with overhangs both at the eaves and the gables. The roof is sheathed with corrugated metal sheeting.

(Continued on Continuation Sheet #2)

SEE INSTRUCTIONS

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 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) 1912

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	<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

Transportation

The Columbia Covered Bridge was built across the Connecticut River between Columbia, New Hampshire and Lemington, Vermont to replace an earlier bridge which was destroyed by fire in 1911. Charles Babbitt completed the Columbia Bridge, which is the third bridge on the site, in 1912.¹ The towns of Columbia and Lemington shared the original cost of the interstate bridge, and continue to share the cost of its maintenance. The Columbia Bridge is the only crossing of the Connecticut River between those towns.

Engineering

The Columbia Bridge and another covered bridge (the Mount Orne Bridge) across the Connecticut River about 37 miles to the south at Lancaster, New Hampshire are the only highway bridges remaining in the state of New Hampshire which are supported by Howe trusses. (One other highway bridge of the same type remains in Vermont at Stowe.) The Columbia and Mount Orne bridges, which were completed in successive years (1911-12), are also the last covered bridges built on public highways during the historic period of covered bridge construction in New Hampshire and Vermont, which began about 1820.

The Howe truss, which was introduced about 1840 with its combination of wood and iron structural members, represents the transition from wood to iron bridges. The lower initial cost of the Howe structure compared with that of wholly iron or steel construction undoubtedly accounts for its extraordinarily late use at the two lightly traveled crossings served by the Columbia and Mount Orne bridges.

¹Thedia Cox Kenyon, New Hampshire's Covered Bridges (Sanbornville, N. H.: Wake-Brook House, 1966), 93.

SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

- 1) Allen, Richard Sanders. Covered Bridges of the Northeast. Brattleboro, Vt.: The Stephen Greene Press, 1974.
- 2) Congdon, Herbert Wheaton. The Covered Bridge. Middlebury, Vt.: Vermont Books, 1970.
- 3) Kenyon, Thedia Cox. New Hampshire's Covered Bridges. Sanbornville, N. H.: Wake-Brook House, 1966.

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			
	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds		
NW	°	'	"	°	'	"		
NE	°	'	"	°	'	"		
SE	°	'	"	°	'	"		
SW	°	'	"	°	'	"		

44° 51' 13" 71° 33' 08"
44 1/2 on Cent. Street

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

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

STATE:	CODE	COUNTY	CODE
New Hampshire	33	Coos	007
Vermont	50	Essex	009
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE

11. FORM PREPARED BY

NAME AND TITLE:
Hugh H. Henry, Historic Sites Researcher

ORGANIZATION: **Vermont Division of Historic Sites** DATE: **3 July 1974**

STREET AND NUMBER:
Pavilion Building

CITY OR TOWN: **Montpelier** STATE: **Vermont 05602** CODE: **50**

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 _____

ATTEST:

[Signature]
Keeper of The National Register

Date 12/16/75

SEE INSTRUCTIONS

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

(Continuation Sheet) #1

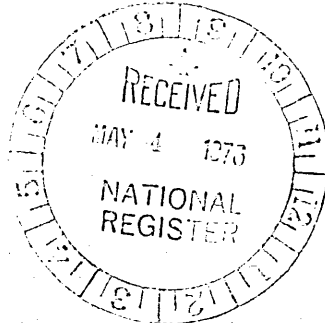
STATE New Hampshire	
COUNTY Coos	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

(Number all entries)

6. REPRESENTATION IN EXISTING SURVEYS

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

Vermont Historic Sites and Structures Survey
1974, x State
Vermont Division of Historic Sites
Pavilion Building
Montpelier, Vermont 05602, 50



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

(Continuation Sheet) #2

STATE	
New Hampshire	
COUNTY	
Coos	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

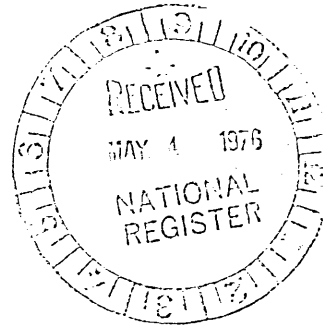
(Number all entries)

7. DESCRIPTION (continued)

The Columbia Bridge has the numbers (New Hampshire) 29-04-07 and (Vermont) 45-05-02 in the World Guide to Covered Bridges published by the National Society for the Preservation of Covered Bridges. The New Hampshire Department of Public Works and Highways has assigned the number 077/140 to the bridge, and the New Hampshire Department of Resources and Economic Development has assigned the number 33 to it.

Original Physical Appearance

It is not known definitely how the original physical appearance of the Columbia Bridge differed from its present appearance.



UNITED STATES DEPARTMENT OF THE INTERIOR
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FOR NPS USE ONLY	
RECEIVED	MAY 4 1976
DATE ENTERED	DEC 12 1976

**NATIONAL REGISTER OF HISTORIC PLACES
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CONTINUATION SHEET

ITEM NUMBER 10. PAGE 3.

10. GEOGRAPHICAL DATA, continued

10.2 UTM References

<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
19	2.98.400	49.69.625