

United States Department of the Interior
National Park Service

For NPS use only

National Register of Historic Places
Inventory—Nomination Form

received AUG 12 1985

date entered SEP 12 1985

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic STONE ARCH UNDERPASS

and/or common STONE ARCH UNDERPASS

2. Location

street & number Glen Road (approx. .5 mile from Rts. 4 & 12A) n/a not for publication

city, town Lebanon, n/a vicinity of

state New Hampshire code 033 county Grafton code 009

3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government
	<input type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial
	<input checked="" type="checkbox"/> N/A	<input type="checkbox"/> no	<input type="checkbox"/> military
			<input type="checkbox"/> museum
			<input type="checkbox"/> park
			<input type="checkbox"/> private residence
			<input type="checkbox"/> religious
			<input checked="" type="checkbox"/> scientific
			<input checked="" type="checkbox"/> transportation
			<input type="checkbox"/> other:

4. Owner of Property

name Northern R.R./B & M Corp. c/o Edward LeBlanc

street & number 150 Causeway Street

city, town Boston, n/a vicinity of state MA 02114

5. Location of Legal Description

courthouse, registry of deeds, etc. Grafton County Courthouse

street & number Grafton County Registry of Deeds
P.O. Box 208

city, town Woodsville, state New Hampshire 03785

6. Representation in Existing Surveys

title Lebanon Historic Resource Survey has this property been determined eligible? yes no

date 1984 federal state county local

depository for survey records Upper Valley - Lake Sunapee Council

city, town Lebanon, state New Hampshire 03766

7. Description

Condition excellent good fair deteriorated ruins unexposed**Check one** unaltered altered**Check one** original site moved

date

N/A

Describe the present and original (if known) physical appearance

Spanning between two banks of land flanking Glen Road, this stone arch served as an overpass for heavy railroad traffic for over 136 years prior to the recent, currently in-progress abandonment of this line of the Northern Railroad. The underpass is located approximately 250 feet west of the Mascoma River with this section of Glen Road running parallel to the River with a north-south orientation. The overpass is located approximately .5 miles south of Route 4 and .5 miles east of Route 12A.

The arch measures 12 feet high, 18 feet wide and 12½ feet deep. It is constructed of mortared, irregularly sized stone blocks, many displaying chisel marks where they were extracted from bedrock. Voussoir stones form the arch itself, each averaging about 1½ feet high and 2½ feet wide. Metal tie rods are spaced intermittently in a horizontal line over the arch. A concrete slab caps the arch, acting as a foundation for the train tracks, its total length is approximately sixty feet long, with the stone work of the underpass staggered down the hillside from the ends of the concrete cap.

Perhaps the most photographed feature in Lebanon throughout the years, photographs indicate little difference between its present and historical appearance, save for the spray-painted initials of vandals and unrestrained vegetation. The addition of the concrete cap, metal tie rods and mortar to the original loose stone blocks all represent modern reinforcement and repair efforts.

Located on a dangerous curve in the road, its narrow opening limiting the passage of a single lane of traffic at one time, the overpass' future is inevitably threatened by road widening in the future.

The Stone Arch Bridge is numbered 141.35 by the B & M Railroad.

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400–1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500–1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600–1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700–1799	<input type="checkbox"/> art	<input checked="" type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input checked="" type="checkbox"/> 1800–1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input type="checkbox"/> 1900–	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates	1848	Builder/Architect	Northern Railroad
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Statement of Significance (in one paragraph)

Skillfully built of loose stone blocks, the Stone Arch bridge is the only one of Lebanon's railroad bridges to survive, relatively unchanged after over 125 years of heavy traffic. According to railroad historian Edgar Mead, the bridge is among the most historically interesting and valuable bridge structures in western New Hampshire. A unique structure, there are not known to be any similar stone arch railroad bridges of this age and proportion in the area.*

Built under the direction of Northern Railroad engineers, the designer of the bridge is not known for certain but may have been H.R. Campbell, chief engineer of the Northern Railroad who superintended construction of numerous bridges in the area from about 1848–1859. It is interesting to note that during this same period Campbell commissioned Lebanon native Ammi B. Young to design what is now the Carter Homestead on Bank Street in Lebanon for his use. (see Colburn Park Historic District nomination, pending 1985).

* Letter from Edgar Mead to Lisa Mausolf dated January 17, 1985 (Upper Valley-Lake Sunapee Council files). The author of numerous books on railroads, Mr. Mead is a director of the National Railway Historical Society.

9. Major Bibliographical References

Chapman, Bernard. Lebanon, New Hampshire: History in a Nutshell. Lebanon Historical Society, 1958.

(see continuation sheet)

10. Geographical Data

Acreeage of nominated property less than 1/4 acre

Quadrangle name Hanover, NH

Quadrangle scale 1:24000

UTM References

A

18	7	1	7	3	3	0	4	8	3	4	5	7	0
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Zone Easting Northing

B

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Zone Easting Northing

C

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G

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H

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Verbal boundary description and justification

(see continuation sheet)

List all states and counties for properties overlapping state or county boundaries

state N/A code county code

state N/A code county code

11. Form Prepared By

name/title Lisa B. Mausolf, Historic Preservation Specialist

organization Upper Valley-Lake Sunapee Council date January 23, 1985

street & number 314 National Bank Building telephone (603) 448-1680

city or town Lebanon, state New Hampshire 03766

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

As the designated State Historic Preservation 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.

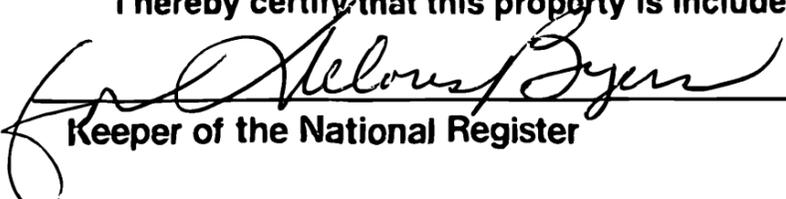
State Historic Preservation Officer signature 

title New Hampshire State Historic Preservation Officer

date 2/29/85

For NPS use only

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


Keeper of the National Register

Entered in the
National Register

date 9/2/85

Attest:

Chief of Registration

date

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MAJOR BIBLIOGRAPHICAL REFERENCES (cont.)

Leavitt, Robert H. & Bernard Chapman. 50 Old Bridges of Lebanon, N.H. Lebanon, N.H.:
Lebanon Historical Society, 1975.

Information on H.R. Campbell from his great-granddaughter, Mrs. E.R. Saddler, Akron, Ohio.
Letter to Robert Leavitt, 1976. Lebanon Historical Society collection.

Letter from Edgar T. Mead to Lisa Mausolf, dated January 17, 1985. (Upper Valley-Lake
Sunapee Council files)

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BOUNDARY DESCRIPTION AND JUSTIFICATION

The property being nominated is located at the junction of Glen Road and the Boston & Maine Railroad property approximately .5 miles from both Route 4 and Route 12A. Boundary is limited to the railroad right of way and the size of the structure approximately 12½ feet deep and 60 feet long.

The boundary of the nominated property is drawn from the original parcel upon which the bridge was built and which is eligible for listing in the National Register of Historic Places. Boundaries are sufficient to convey the original context and also sufficient to protect it.

Note: Structure has been highlighted in yellow on the attached sketch map (3-10-3)

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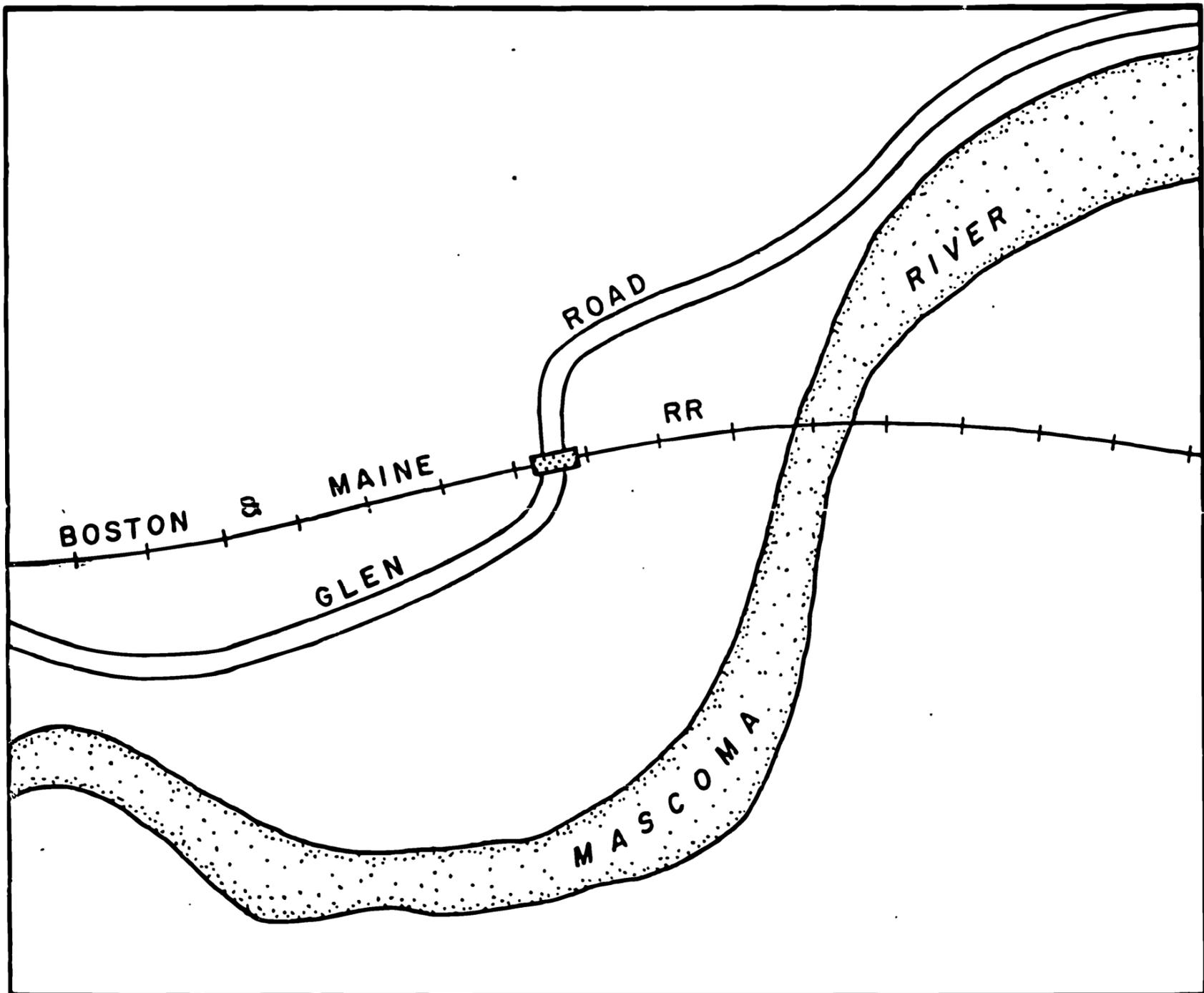
received

date entered

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Stone Arch Bridge Lebanon, N.H.

APPROXIMATE SCALE: 1" = 250'



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EDGAR T. MEAD

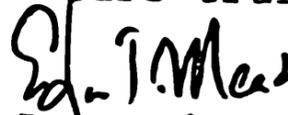
BOX 12 KING ROAD
ETNA, NH 03750

Dear Miss Mausoff:

This is in reply to your letter of Jan 15th concerning the Northern R stone arch bridge on Glen Road, West Lebanon. There is no question that this is among the most historically interesting and valuable bridge structures in western New Hampshire. It dates from no later than 1848. It was built under the direction of Northern RR engineers. The bridge is truly unique, and I know of no other stone arch of this age and proportion anywhere in the area.

It must be preserved in its present form at all costs.

Yours truly,



Economist,
Author of Historical Researcher

1/17/85

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This certifies that the appearance of the photographs has not changed.