

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

Goffstown Railroad Bridge cuts diagonally across the Piscataquog River between its north and south banks. It is located within the Goffstown village limits, a few yards from NH route 114, and is easily viewed from all sides.

The bridge, a Town-Pratt single span, features flanking double-web lattice trusses fitted between triple, multisegment chords. Double-member secondary chords parallel the lower chords 2' above track level. The truss members, mostly 12" by 2" planks 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 tops of the lower chords. Turn buckles are also fastened to the lower chords.

Laminated arches, 6' in diameter and braced against the abutments, are sandwiched and pegged between the truss webs. Heavy wooden clamps fixed to the arch's circumference and to the lower chords by metal connecting rods hold the arch members securely in place. Each arch is fitted between secondary chords set immediately below the upper primary chords. The sections of arch exposed beneath the bridge are not metal-sheathed.

The single-track roadway is supported by 8" by 6" joists which rest on massive floor beams set on edge and measuring 22" by 10". Heavy timbers bolted to the roadway and guard rails spiked between the running rails protect the bridge from damage in case of train derailment. Lateral bracing between the lower chords consists of iron reinforcing rods which connect the apexes of adjoining crossed timbers. The upper chords are braced by parallel timbers and a system of crossed timbers with reinforcing iron connecting rods. Ships' knees support the laterals immediately inside either portal.

The bridge ends and shelter panels are boarded over; planks cover the floor beams just inside either portal. The exterior siding consists of unpainted 7/8" spruce boards hung vertically to below the level of the lower chords.

Continued on Continuation Sheet 1

S E I N S T R U C T I O N S

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet) 1

STATE NEW HAMPSHIRE	
COUNTY HILLSBORO	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
	JUN 18 1975

(Number all entries)

7. DESCRIPTION.

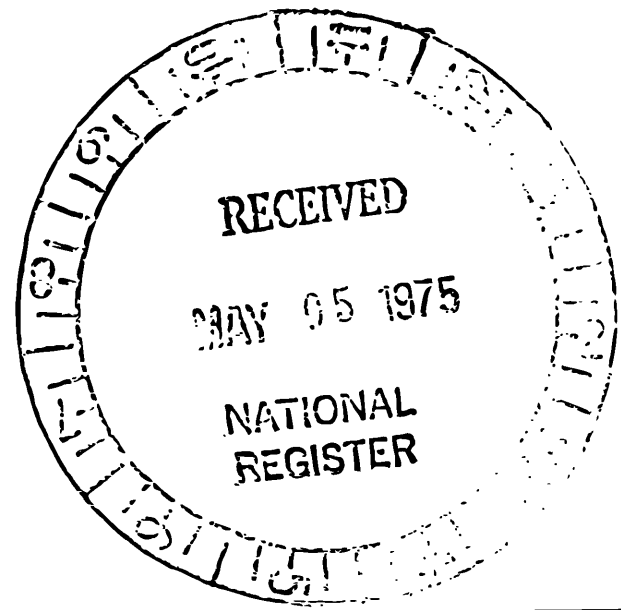
Two-foot ventilating spaces extend the length of the bridge between the eaves and siding on either side. The medium gable roof is constructed of 7/8" spruce board and is unshingled. It shows evidence of recent repair. Some of the siding is worn and broken, but joists, ties, floor beams, arch and truss members appear to be in good condition.

The abutments are constructed of coursed and mortared granite slabs capped with concrete. Retaining walls prevent the erosion of the river banks. Massive wooden sills resting upon the bridge seats support the structure at either end.

The clear span measures 117'; the through span 129'. Vertical clearance is 21'; horizontal clearance is 15'. The bridge load rating is 175,000 pounds. It is numbered 29-06-06 by THE WORLD GUIDE TO COVERED BRIDGES, 59 by the New Hampshire Department of Resources and Economic Development, and 407 by the Boston & Maine. Aside from routine repairs, the bridge's appearance has not been materially altered since construction.¹

1

H.B. Berkshire (Vice President--Engineering, Boston & Maine Corporation) to writer, June 17, 1974.



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) **1901**

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 Architecture	<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

Engineering: Railroad covered bridges, once common in New Hampshire, are a rarity today. Only 5, including the Goffstown Bridge, have survived. The present structure, built in 1901 by the Bridges and Building Department of the Boston & Maine Railroad, replaces a Child's lattice truss erected here in 1850 by the New Hampshire Central Railroad.¹

Transportation: The New Hampshire Central Railroad, chartered in 1848 to run between the Merrimack and Connecticut rivers, finished its line from Manchester through Goffstown to Henniker (a distance of 24.50 miles) in February 1850.² Financial collapse and the hostility of the wealthy and politically influential Concord Railroad brought the project to a permanent halt. During the panic of 1857, the roads bonds were purchased by interests allied with the Concord, who in October 1858, much to the consternation of the local citizenry, ripped up the tracks between Henniker and Weare Junction. Sold in 1859 to the newly charter Manchester & North Weare Railroad, the line was operated for the next 36 years by the Concord and its successor, the Concord & Montreal Railroad (which in 1891 relaid the line to Henniker Junction at a cost of \$34,000). Lease of the C&M in 1895 by the Boston & Maine brought the line into the B&M system.³ During the Depression of the 1930's, the seventeen miles of line between Henniker and Goffstown was abandoned and removed.⁴ The remaining 7.5 miles is operated today by the B&M as its Goffstown Branch.

Continued on Continuation Sheet 2

SEE INSTRUCTIONS

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, MA: Harvard University Press, 1949.
Boston & Maine RR. Abandonment, 217 ICC 511(1936).
 Meade, Edgar T. 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 Reports, 1850, 1891, 1901.

10. GEOGRAPHICAL DATA

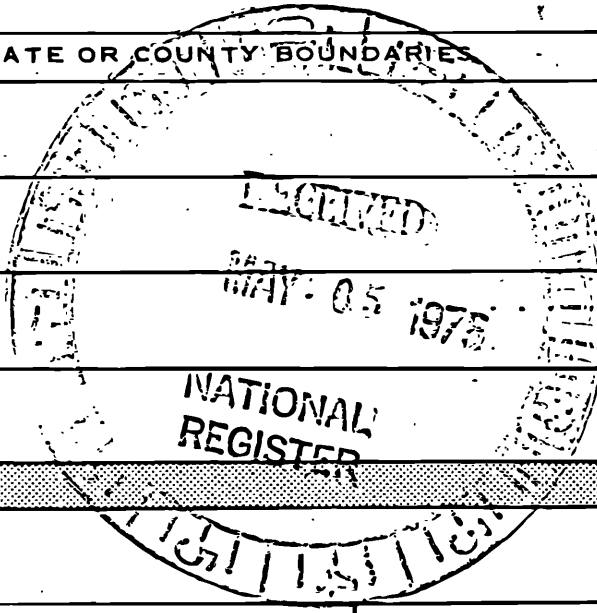
LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE			
	Degrees Minutes Seconds	Degrees Minutes Seconds	Degrees	Minutes	Seconds
NW	° ' "	° ' "	43	1	1
NE	° ' "	° ' "	71	35	58
SE	° ' "	° ' "			
SW	° ' "	° ' "			

UTM
 19/288175
 4765850
 HL

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: $\frac{1}{2}$ 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: **1 August 1974**

STREET AND NUMBER:
Hope Farm

CITY OR TOWN: **Bradford** STATE: **New Hampshire** CODE: **03221**
 CODE: **33**

12. STATE LIAISON OFFICER CERTIFICATION

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: *Rexford B. Sherman*
 Commissioner DRED
 Title: State Historic Preservation Officer
 Date: April 30, 1975

NATIONAL REGISTER VERIFICATION

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

R. B. Sherman
 Director, Office of Archeology and Historic Preservation

Date: 6/18/75

ATTEST:
W. M. ...
 Keeper of The National Register
 JUN 17 1975
 Date: _____

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

(Continuation Sheet) #3

STATE New Hampshire	
COUNTY Hillsborough	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
	JUN 18 1975

(Number all entries)

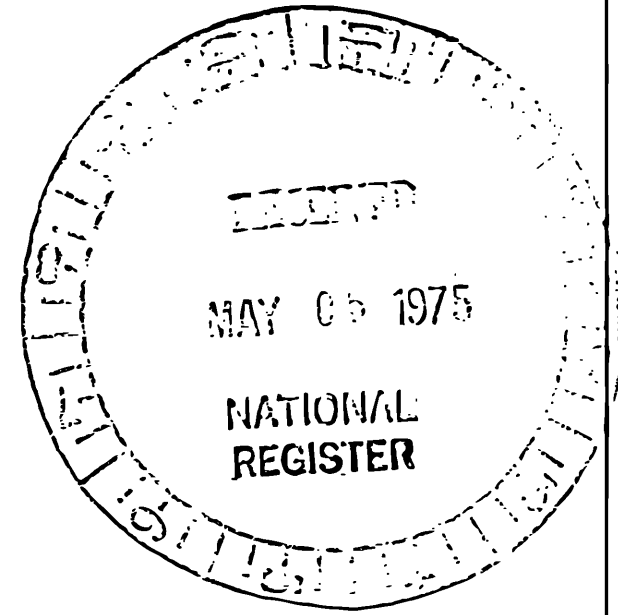
10. GEOGRAPHICAL DATA, continued

10.2 UTM References

Zone 19

Easting: 2-88-150

Northing: 47-65-850



NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet) 2

STATE NEW HAMPSHIRE	
COUNTY HILLSBORO	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
	JUN 18 1975

(Number all entries)

8. SIGNIFICANCE.

- 1
Richard Sanders Allen, Covered Bridges of the Northeast.
(Brattleboro, VT: The Stephen Greene Press, rev. ed. 1974), 113;
New Hampshire Railroad Commission, Annual Report, 1901, 37.
- 2
New Hampshire Railroad Commission, Annual Report, 1850, 36-
37.
- 3
New Hampshire Railroad Commission, Annual Report, 1891, 6;
Edgar T. Mead, Jr., Through Covered Bridges to Concord: A Recollection of the Concord & Claremont RR(NH)(Brattleboro, VT: The Stephen Greene Press, 1970), 8-12; George Pierce Baker, The Formation of the New England Railroad Systems: A Study of Railroad Combination in the Nineteenth Century(Cambridge, MA: Harvard University Press, 1949), 101, 146.
- 4
Boston & Maine RR. Abandonment, 217 ICC 511(1936).

