

PH035 6298

DATA SHEET

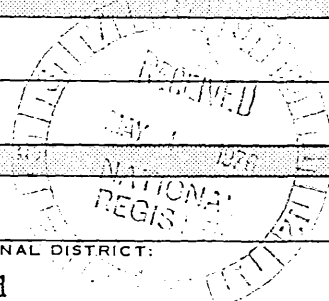
Form 10-300  
(Rev. 6-72)

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: Merrimack
FOR NPS USE ONLY
ENTRY DATE NOV 21 1975



1. NAME

COMMON: Bement Covered Bridge <i>NA</i>
AND/OR HISTORIC: Bement Bridge

2. LOCATION

STREET AND NUMBER: Center Road			
CITY OR TOWN: Bradford		CONGRESSIONAL DISTRICT: Second	
STATE: New Hampshire	CODE: 33	COUNTY: Merrimack	CODE: 013

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input type="checkbox"/> Site <input type="checkbox"/> Building <input checked="" type="checkbox"/> Structure <input type="checkbox"/> Object	<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private <input type="checkbox"/> Both	<input type="checkbox"/> Occupied <input checked="" 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"/> 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)

4. OWNER OF PROPERTY

OWNER'S NAME: Town of Bradford, New Hampshire	STATE: New Hampshire
STREET AND NUMBER: Selectmen's Office Main Street	
CITY OR TOWN: Bradford	
STATE: New Hampshire	CODE: 03221

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC: Merrimack County Registry of Deeds	STATE: New Hampshire
STREET AND NUMBER: P.O. Box 248 Merrimack County Courthouse North Main Street	
CITY OR TOWN: Concord	
STATE: New Hampshire	CODE: 03301

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY: See Continuation Sheet 1
DATE OF SURVEY: <input type="checkbox"/> Federal <input type="checkbox"/> State <input type="checkbox"/> County <input type="checkbox"/> Local
DEPOSITORY FOR SURVEY RECORDS:
STREET AND NUMBER:
CITY OR TOWN:
STATE:
CODE:

STATE: New Hampshire
COUNTY: Merrimack
ENTRY NUMBER
DATE

FOR NPS USE ONLY

SEE INSTRUCTIONS

7. DESCRIPTION	
CONDITION	<div style="text-align: right; font-size: small;">(Check One)</div> <input checked="" type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Deteriorated <input type="checkbox"/> Ruins <input type="checkbox"/> Unexposed
	<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <div style="text-align: right; font-size: small;">(Check One)</div> <input checked="" type="checkbox"/> Altered    <input type="checkbox"/> Unaltered                             </div> <div style="width: 45%;"> <div style="text-align: right; font-size: small;">(Check One)</div> <input type="checkbox"/> Moved    <input checked="" type="checkbox"/> Original Site                             </div> </div>
DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE	
<p><u>Present Physical Appearance:</u> The Bement Bridge crosses the West Branch of the Warner in one span, near Bradford Village. It connects Center Road on either side of the river; Center Road is a paved town-owned road.</p> <p>The truss is seven panels of the patented Long truss design; with slight variation from the Long truss in the center panel, which has two crossed braces (each 6" x 3") attached by bolts to the outside face of the posts of the center panel. The other panels have one 6" x 7" brace set into notches in the faces of 8" x 7" posts. The braces are flanked by counter braces (each 7½" x 3") which are bolted to the brace at their crossing point and to the posts before they pass through the chords. The top and bottom chords consist of four members, each, joined with iron bolts; each member is separated from the next by a 1-1½" space, with the overall size of each chord being 16½" x 7½". The posts pass through the center space of each chord and extend two feet above the top chord, while the counterbraces pass through the outer spaces of each chord. Each of these members is bolted to the chord at its crossing point with the chord. The truss is laterally braced by beams set on top of each post which extend across the roadbed to the corresponding position on the opposite side.</p> <p>The truss sits on paired timbers set on concrete footings which form the top of each abutment, The abutments are of split stone (mainly granite) laid up without mortar and are rectangularly shaped. The river face of the north abutment on its east side has been faced in concrete.</p> <p>The bridge has an overall roof length of 71'2" with a roadbed of 63', an overall width of 19'2½", a roadbed width of 16'4", and a vertical clearance of 10½'. The roadbed is made of 3½" thick planks laid lengthwise in the direction of the road and spiked to 5" x 11" supports set on the bottom chords.</p> <p>The pitch roof is covered with shingles, set on rafters which rise from a board that extends over the tops of the posts. This system is further supported by frames on top of each lateral brace. The portals have cut back overhangs of 4'2" on the south and 4' on the north which are covered in clapboarding allowed to weather gray with white trim. The walls are sheathed in vertical boarding allowed to weather gray.</p> <p>The bridge has been assigned the following numbers: 29-07-03 in the <u>World Guide to Covered Bridges</u> published by the National Society for the Preservation of Covered Bridges; 140 144 by the New Hampshire Department of Public Works and Highways; 14 by the New Hampshire Department of Resources and Economic Development.</p> <p><u>Original Physical Appearance:</u> The whole roof and its frame, the concrete footings and facing of the abutments, the siding, some truss members, and the bottom chord are new<sup>1</sup>. These alterations were made in 1968-1969 when the bridge was extensive-</p> <p>Continued on Continuation Sheet 2.</p>	

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 type="checkbox"/> 20th Century
<input type="checkbox"/> 15th Century	<input type="checkbox"/> 17th Century	<input checked="" type="checkbox"/> 19th Century	

SPECIFIC DATE(S) (If Applicable and Known) **1854**

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	losophy	_____
<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

SEE INSTRUCTIONS

Engineering: The Bement Bridge is the third bridge to occupy its site. The first bridge was constructed in 1790; it was originally to have been paid for by thirty pounds of the penny tax, which was a tax of one penny per acre of land in Bradford to be used for bridge and road construction.<sup>1</sup> Instead the inhabitants voted at town meeting in 1790 to construct the bridge themselves.<sup>2</sup> This bridge apparently stood until 1818 when it was voted to build a new bridge near "Samuel Bement's"<sup>3</sup>. In 1854 the town voted to rebuild "Bement Bridge" and authorized the selectmen to borrow money for this purpose.<sup>4</sup> According to a sign posted at the north portal of the bridge, \$500 was spent to build the bridge in 1854.

The bridge has a tradition of having been built by Stephen H. Long and constructed entirely of hemlock,<sup>5</sup> although no evidence was found to support or dispute the claim. It would seem more likely that Long's brother, Dr. Moses Long of neighboring Warner, might have had an active role in the bridge as a patent agent for his brother.<sup>6</sup>

Transportation: The Bement Bridge is located on the main road between Bradford Village and Bradford Center Village, in a location that has been travelled and important to the community since at least 1790. The bridge is situated on a slight elevation above a flood plain which would seem to account for the lack of cases of flood damage. Until the most recent repairs the bridge had been maintained exclusively by the town of Bradford, including extensive rebuilding in 1947.<sup>7</sup> The bridge currently provides one way passage with a five ton weight limit, serving a residential population with little or no commercial traffic.

<sup>1</sup>D. Hamilton Hurd, ed., The History of Merrimack and Belknap Counties (Philadelphia: J.W.Lewis & Co., 1885), p. 190.  
<sup>2</sup>Summary of the Town Clerk's Records, Bradford History Committee, Bradford, New Hampshire.  
<sup>3</sup>Ibid.

Continued on Continuation Sheet 3

**9. MAJOR BIBLIOGRAPHICAL REFERENCES**

Secondary Sources:

Allen, Richard Sanders. Covered Bridges of the Northeast. Brattleboro: The Stephen Greene Press, 1957. pp. 40-41.

Hurd, D. Hamilton, ed. The History of Merrimack and Belknap Counties. Philadelphia: J.W. Lewis & Co., 1885. p. 190.

Continued on Continuation Sheet 4

**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			LATITUDE		LONGITUDE
	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds
NW	°	'	"	°	'	"
NE	°	'	"	°	'	"
SE	°	'	"	°	'	"
SW	°	'	"	°	'	"

43° 15' 51"      71° 57' 12"  
*UTM on Cont. Sheet*

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: approx .03 acres

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

STATE:	CODE	COUNTY	CODE

**11. FORM PREPARED BY**

NAME AND TITLE:  
Brian R. Pfeiffer

ORGANIZATION: \_\_\_\_\_ DATE: June 20, 1974

STREET AND NUMBER:  
135 Ivy Street

CITY OR TOWN: Brookline STATE: Massachusetts CODE: 02146 23

**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]  
 Acting Director, Office of Archeology and Historic Preservation

Date: 11/21/76

ATTEST:

[Signature]  
 Keeper of The National Register

Date: 11.15.76

SEE INSTRUCTIONS

NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY - NOMINATION FORM

(Continuation Sheet) 1.

STATE New Hampshire	
COUNTY Merrimack	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
	MAY 27 1976

(Number all entries)

6. REPRESENTATION IN EXISTING SURVEYS, continued

Historic American Engineering Record  
1974, x Federal  
Historic American Engineering Record  
1100 L. Street, NE  
Washington, D.C. 20240, 11

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



NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY - NOMINATION FORM

(Continuation Sheet) 2.

STATE New Hampshire	
COUNTY Merrimack	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
	NOV 21 1975

(Number all entries)

7. DESCRIPTION, continued

Original Physical Appearance, continued: ly repaired at a cost of \$20,000 of which the state of New Hampshire paid two thirds under the Town Bridge Aid Program with the town of Bradford paying the balance.<sup>2</sup>

<sup>1</sup>Covered Bridge Association of New Hampshire Bulletin, 17 (May, 1969), p. 6.

<sup>2</sup>Statement by Floyd Avery, secondary roads engineer, personal interview, Concord, New Hampshire, June 11, 1974.



NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY - NOMINATION FORM

(Continuation Sheet) 4.

STATE New Hampshire	
COUNTY Merrimack	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
	NOV 21 1976

(Number all entries)

9. MAJOR BIBLIOGRAPHICAL REFERENCES, continued

Periodicals:

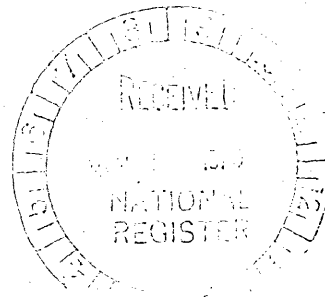
Covered Bridge Association of New Hampshire Bulletin, 17 (May, 1969), p. 6.

Unpublished Sources:

Avery, Floyd. Personal interivew. Concord, New Hampshire, June 11, 1974.

Avery, Floyd L. "Report of the Covered Bridges in New Hampshire" Concord, New Hampshire: New Hampshire Department of Public Works and Highways, 1965. (xeroxed). p. 6.

Summary of the Town Clerk's Records, Bradford History Committee, Bradford, New Hampshire.



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RECEIVED	NOV 1	1976
DATE ENTERED	NOV 1 1976	

CONTINUATION SHEET

ITEM NUMBER 10. PAGE 5.

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10. GEOGRAPHICAL DATA, Continued

10.2 UTM References

<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
19	2.60.275	47.94.175