

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:	Strafford
FOR NPS USE ONLY	
ENTRY DATE	MAY 21 1975

1. NAME

COMMON:	County Farm Covered Bridge
AND/OR HISTORIC:	County Farm Bridge

2. LOCATION

STREET AND NUMBER:		CONGRESSIONAL DISTRICT:	
County Farm Road		First 1975	
CITY OR TOWN:		COUNTY:	
Dover		Strafford	
STATE:	CODE:	STATE:	CODE:
New Hampshire	03820	New Hampshire	03820
	33	Strafford	017

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input type="checkbox"/> Site <input type="checkbox"/> Object	<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private <input type="checkbox"/> Both	<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"/> 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:	City of Dover, New Hampshire		
STREET AND NUMBER:	Dover City Hall Central Avenue		
CITY OR TOWN:	STATE:	CODE:	
Dover	New Hampshire	03820 33	

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.:			
Strafford County Registry of Deeds			
STREET AND NUMBER:			
Strafford County Courthouse Second Street			
CITY OR TOWN:	STATE:	CODE:	
Dover	New Hampshire	03820 017	

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:			
New Hampshire's Historic Preservation Plan			
DATE OF SURVEY:	<input type="checkbox"/> Federal <input checked="" type="checkbox"/> State <input type="checkbox"/> County <input type="checkbox"/> Local		
DEPOSITORY FOR SURVEY RECORDS:			
State of New Hampshire Department of Resources and Economic Development			
STREET AND NUMBER:			
P.O. Box 856 State House Annex 25 Capitol Street			
CITY OR TOWN:	STATE:	CODE:	
Concord	New Hampshire	03301 33	

SEE INSTRUCTIONS

STATE: New Hampshire
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ENTRY NUMBER:
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7. DESCRIPTION

CONDITION	(Check One)					
	<input type="checkbox"/> Excellent	<input type="checkbox"/> Good	<input checked="" 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

Present Physical Appearance: The County Farm Bridge spans the Cocheco River near its junction with the Isinglass River, connecting the town-owned County Farm Road on both banks. The road is paved on the east side of the river and for one hundred feet beyond the bridge on the west bank, after which it becomes a dirt road.

The bridge is one span of Howe truss design with an overall length of 112½' and a roadbed of 111½'. The truss consists of twelve panels each with two braces flanking one counter brace, these braces vary between 8" and 9" square and are iron bolted at their crossing. The braces and counter braces fit onto bearing blocks which are attached to the top and bottom chords. The chords are each made up of four members each which are iron bolted together. Marking off the panels of the system are paired iron tension rods which extend from the top to the bottom chord, the intervals between the pairs are 9'. The truss is laterally braced by crossed diagonal bracing set into the side of the top chords.

The floor consists of 3" x 8" planks laid lengthwise to the roadbed; these planks rest on sixty-two 5" x 12" supports which are paired near the bridge's ends and are set on top of the bottom chord. The bottom chords are cross braced at irregular intervals in the same manner as the top chords. The entrances have vertical clearances of 12'8" and are protected by vertical boarding which extends partway into the bridge's interior. The roof is extremely low in pitch, being 14½' at the sides and 15' at the ridge. It rests on triangularly cut supports and has no ridgepole. The roof has a 6-8" overhang at the side walls and appears to be covered by tar with lead flashing at the ridge and fascia. The truss walls are sheathed with irregular widths of boarding once painted red, but now largely weathered gray. The south side has many broken and missing boards.

The bridge rests on abutments of split granite laid up without mortar. At each corner of the bridge, the abutment has had a concrete footing added. At the northeast corner of the bridge there are two steel "I" beams (paired) extending out seven feet from the abutment to rest on top of a concrete support which is set on a rock ledge at the river's edge.

The bridge has been assigned the following numbers: 29-09-01 in the World Guide to Covered Bridges published by the National Society for the Preservation of Covered Bridges; 055/145 by the New Hampshire Department of Public Works and Highways; 53 by the New Hampshire Department of Resources and Economic Development.

Original Physical Appearance: The addition of the concrete support and steel beams in 1963 appears to be the major change in the bridge¹ with any other changes merely being the replacement of old boards. At present the bridge is in need of repairs, part of which will be funded through the Town Bridge Aid Program.

Continued on Continuation Sheet 1

SEE INSTRUCTIONS

**NATIONAL REGISTER OF HISTORIC PLACES
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(Continuation Sheet) 1

STATE New Hampshire	
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(Number all entries)

7. DESCRIPTION, continued

¹Covered Bridge Topics, 26:2 (July, 1968), p. 13.

²Statement by Floyd Avery, secondary roads engineer, personal interview, Concord, New Hampshire, June 11, 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 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) ca. 1875

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 checked="" 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 checked="" 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 & Industry: The County Farm Bridge appears to be the first bridge constructed on its site (although other earlier bridges spanned the Cocheco River closer to Dover center). It has a tradition of having been constructed from timbers which were milled in East Boston and arrived ready to assemble.¹ A further distinguishing characteristic of the bridge is its unusually low pitched roof; a bridge of very similar design and proportions (especially the almost flat roof) existed at Dover Point named the Old Dover Point Bridge which carried both a public road and a railroad bed.² However, insufficient information was found to determine a designer, builder, or manufacturer for either of these bridges.

Social/Humanitarian: The nearby Dover County Farm from which the bridge draws its name was established around 1866 with a large brick house being constructed in 1868.³ The purpose of the farm was to provide for the care of the County's poor, a responsibility which individual towns had born for their own citizens prior to this time. It seems possible that the success of the County farm in providing for the poor at less cost than had been formerly required, which resulted in the expansion of the farm, may also have brought about the construction of the covered bridge, which would have increased access to the farm from parts of the county other than Dover. The Dover City Assessors Office reported that the bridge was owned by the County until 1972 at which time it was transferred to the City of Dover. Although not mentioned in the financial reports of the manager of the County Farm, the bridge may have been constructed with other County funds; letters to the Strafford County Commissioners' Office have yielded no response.

Transportation: Located in a rural section of Dover, it seems likely that the County Farm Bridge was constructed to serve the needs of the County Farm. At present it serves very little traffic; however, with the completion of the Strafford County Courthouse less than one-half mile distant, it is likely that there will be an increase in usage. Renovation plans are set at making the bridge safe for a six ton load limit.⁴

Continued on Continuation Sheet 2

SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Published Sources:
 Allen, Richard Sanders. Covered Bridges of the Northeast. Brattleboro, VT.: The Stephen Greene Press, 1957, p. 48.
City of Dover, New Hampshire Centennial Celebration. Manchester, N.H.: Granite State Press, 1955, p. 72.
Covered Bridge Topics. 26:2, July 1968, p. 13.
 Scales, John. History of Strafford County, New Hampshire and Representative Citizens. Chicago: Richmond-Arnold Publishing Co., 1914, p. 53.

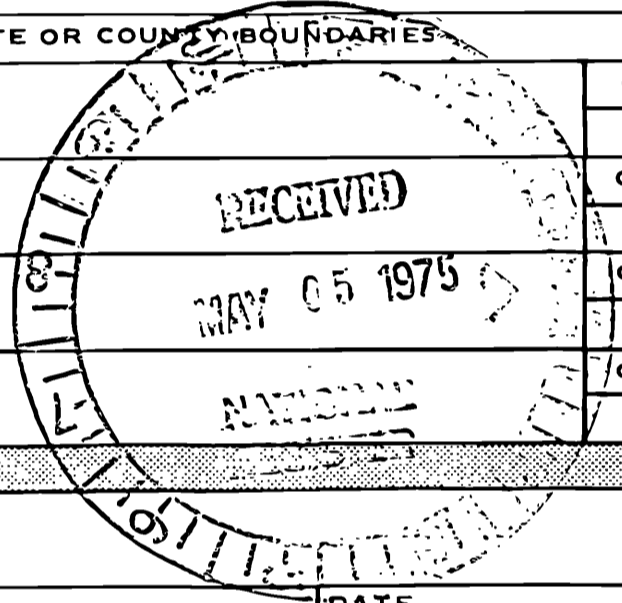
10. GEOGRAPHICAL DATA Continued on Continuation Sheet 3

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		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees Minutes Seconds	Degrees Minutes Seconds	
NW	° ' "	° ' "		43° 31' 15"	70° 56' 39"	
NE	° ' "	° ' "				
SE	° ' "	° ' "				
SW	° ' "	° ' "				

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: .05 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: none

DATE: July 15, 1974

STREET AND NUMBER: 135 Ivy Street

CITY OR TOWN: Brookline

STATE: Massachusetts 02146

CODE: 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]
 Commissioner, DRED
 Title: State Historic Preservation Officer

Date: April 30, 1975

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

[Signature]
 Director, Office of Archeology and Historic Preservation

DATE: MAY 21 1975

ATTEST:

[Signature]
 Keeper of The National Register

Date: 5/20/75

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(Continuation Sheet) 2

STATE New Hampshire	
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(Number all entries)

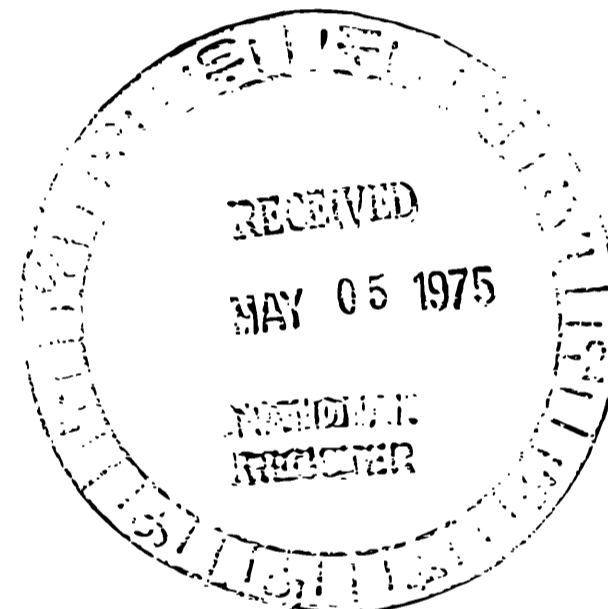
8. SIGNIFICANCE, continued

¹Richard Sanders Allen, Covered Bridges of the Northeast (Brattleboro: The Stephen Greene Press, 1957), p. 48.

²City of Dover, New Hampshire Centennial Celebration (Manchester: Granite State Press, Inc., 1955), p. 72.

³John Scales, History of Strafford County, New Hampshire and Representative Citizens (Chicago: Richmond-Arnold Publishing Co., 1914), p. 53.

⁴Statement by Floyd Avery, secondary roads engineer, personal interview, Concord, New Hampshire, June 11, 1974.



**NATIONAL REGISTER OF HISTORIC PLACES
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(Continuation Sheet) 3

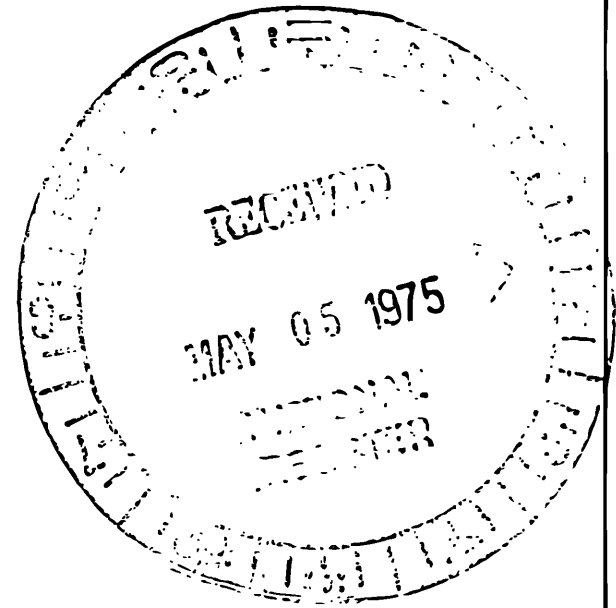
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(Number all entries)

9. MAJOR BIBLIOGRAPHICAL REFERENCES, continued

Unpublished Sources:

Avery, Floyd. Secondary Roads Engineer. Statement in personal interview, Concord, New Hampshire, June 11, 1974.



**NATIONAL REGISTER OF HISTORIC PLACES
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(Continuation Sheet) #4

STATE New Hampshire	
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(Number all entries)

10. GEOGRAPHICAL DATA, continued

10.2 UTM References

Zone 19

Easting: 3-42-110

Northing: 47-86-925

