NOV 14 1988

NPS Form 10-900
(Rev. 8-86)

OMB No. 1024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

FEB 14 1989

NATIONAL REGISTER

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Keniston Bridge
other names/site number none

2. Location

street & number Bridge Road ☐ not for publication N/A
city, town Andover ☐ vicinity N/A
state New Hampshire code NH county Merrimack code NH013 zip code 03216

3. Classification

Ownership of Property
- ☐ private
- ☒ public-local
- ☐ public-State
- ☐ public-Federal

Category of Property
- ☐ building(s)
- ☐ district
- ☐ site
- ☒ structure
- ☐ object

Number of Resources within Property

Contributing	Noncontributing	
		buildings
		sites
1		structures
		objects
1	0	Total

Name of related multiple property listing: _____

Number of contributing resources previously listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this ■ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ■ meets ☐ does not meet the National Register criteria. ☐ See continuation sheet.

R. Stuart Wallace — FEB 9 1989

Signature of certifying official — Date

NEW HAMPSHIRE

State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. ☐ See continuation sheet.

Signature of commenting or other official — Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:

- ☒ entered in the National Register. ☐ See continuation sheet.
- ☐ determined eligible for the National Register. ☐ See continuation sheet.
- ☐ determined not eligible for the National Register.
- ☐ removed from the National Register.
- ☐ other, (explain:) _____

Signature of the Keeper — Date of Action

for — 3/16/89

6. Function or Use

Historic Functions (enter categories from instructions)

Transportation/road-related

Current Functions (enter categories from instructions)

Transportation/road-related

7. Description

Architectural Classification (enter categories from instructions)

Other:Town through truss

Materials (enter categories from instructions)

foundation Granite
walls Wood
roof Shingle
other Concrete

Describe present and historic physical appearance.

The Keniston Bridge is a covered wooden bridge that crosses the Blackwater River on Bridge Road in the town of Andover. Built in 1882, the bridge is a Town through truss bridge, with two Town lattice trusses set on granite abutments, now partly rebuilt with concrete. The original trusses have been strengthened by added wooden chords and steel beams. (The downstream truss has also seen the removal of its original bottom chord, and the replacement of its top chord.) The trusses have been supplemented by two steel girders that run the full length of the bridge and give additional support to the wooden bridge floor. The bridge, rectangular in plan, is sheathed with vertical boarding in the gables and on the lower portions of the lateral sides. The bridge is covered by a long, wooden shingled, gable roof. Despite the addition of strengthening elements and various repairs, including the renewal of the floor, sheathing, and roof, the Keniston Bridge retains its integrity of location, design, setting, materials, workmanship, feeling and association. The bridge is placed directly across the river on a northeast-southwest line, with the portals at the northeast and southwest ends. The bridge floor is 16 feet in width, as measured between the two trusses, and 65 feet in length. The outside dimensions are 19 feet in width, measured from outer wall to outer wall, and 73 feet in length, measured from gable to gable. The clear span between the bridge abutments is approximately 51 feet.

The abutments were built of roughly coursed granite blocks laid without mortar. The upper portions of the abutments have been replaced by poured concrete abutments set on the remaining lower portions of the granite abutments. The concrete upper abutments are L-shaped in profile, each having a taller inner wall. At the outer ends of the concrete abutments are higher piers which support the trusses. Approximately four feet of each end of the two trusses rest on these concrete piers. The riverside face of the northeast abutment has also been faced by a poured concrete wall. The stone walls of the granite abutments are continued as retaining walls, particularly as upper retaining walls for short distances along the sides of the bridge approaches and continuing the lines of the bridge sides. The northeast abutment's walls are also continued as angled riverbank retaining walls on both sides of the bridge. On the downstream (southeast) side of the southwest abutment is a poured concrete retaining wall which covers the riverbank between the covered bridge and a nearby railroad bridge.

The Town lattice trusses, both originally about sixteen feet high,

[X] See continuation sheet

are each built of two overlapping sets of diagonal heavy planks (each two and a half inches deep and eleven inches wide) slanting in opposite directions, but both set at an angle of 60° from the horizontal. Parallel lattice planks are usually placed about two and a half feet apart. Each junction of two lattice planks is marked by two wooden trunnels, now supplemented by two metal bolts. A few lattice planks on the upstream (northwest) truss and many lattice planks on the downstream (southeast) truss have been spliced, the splices being made with two wooden blocks, one on each side of the lattice plank, tied together by eight metal bolts, four on each side of the joint. Each truss originally had three horizontal chords, each composed of heavy planks of approximately the same dimensions as the lattice planks. The original bottom chord, at the base of the lattice, on the downstream truss has been removed. The surviving bottom chord on the upstream truss has three planks on the outside of the lattice planks and three planks on the inside of the lattice planks. A secondary chord, located about six inches above the bridge floor in each truss, is composed of one plank on each side of the lattice planks. Finally, the top chord, at the top of the lattice on each truss, is composed of two inner planks and two outer planks. Each junction of the top and bottom chords with the lattice planks is marked by three wooden trunnels. But,the junctions of the secondary chord with the lattice planks each only have two trunnels. The original wooden trunnels have been supplemented by newer metal bolts in all of these chords. (The top chord on the downstream truss is a replacement, with four metal bolts, instead of the usual trunnels, marking its junctions with the lattice planks.) The original chords in each truss have been supplemented by another wooden chord (directly above the bottom chord on the upstream truss and in the corresponding position on the downstream truss) and by two steel L-beams, one on each side of the lattice planks between the floor beams and the original secondary chord. The supplemental wooden chord in each truss is quite similar to the orginal chords, being composed of three inner planks and three outer planks of approximately the same dimensions as the other truss planks, joined to the lattice planks and tied together by metal bolts. Resting on the floor beams are the two steel L-beams of both trusses, each with its flat section on the floor beams, and its vertical section against the lattice planks. The L-beams are joined together and tied to the lattice planks by horizontal metal bolts and are tied to the supplemental chords and the bottom chord of the upstream truss by vertical metal bolts which run through the wooden chords to square metal plates on the undersides of the lowermost chord. The trusses have slanted ends, as the top chords are about eight feet longer than the bottom chords and overhang the bottom chords by four feet at each end. At each end of both trusses is found a slanted endpost, a heavy timber tied into the truss by both wooden trunnels and metal bolts at its junctions with the wooden chords. (The bridge is

anchored to the riverbank by two metal lines, formed of long metal rods, with hook and eye connections, one at each end of the bridge, bolted through the top chord of the upstream truss and running to a buried anchor on the nearest riverbank.)

Resting on the supplemental wooden chords of both trusses are the heavy wooden floor beams. The wooden floor beams are now also supported by the two deep steel I-beam girders that are set on the new concrete portions of the abutments. The two longitudinal steel girders are tied together by five small transverse steel girders bolted to their inner sides. The longitudinal girders are also tied to the lowermost chords of the wooden trusses by metal tie rods, five from each girder to the nearest chord. Four of the transverse wooden floor beams have been replaced by steel girders, which, like the wooden floor beams, rest on the longitudinal girders and the supplemental chords of the trusses. The wooden floor beams have also been strengthened by the addition of heavy planks, one on each side of each beam and joined to it by metal bolts. These strengthening planks do not run the full length of the floor beams, appearing only in the center of the floor beams above the longitudinal girders. At each end of the bridge, on the outside of the truss endposts, are found transverse wooden beams, resting on the inner walls of the concrete abutments, which serve as sills for the bridge floor. Resting on these wooden sills, the transverse floor beams, and the four replacement girders, is the first layer of the bridge floor, heavy longitudinal planks which cover the width of the bridge interior, between the steel L-beams of the trusses. A second layer of transverse floor planks is laid on the first layer to create a ten foot wide travel way in the center of the bridge. Finally, a third layer of longitudinal planks is found on top of the second layer for the two wheel lanes, each over a yard wide. (Bridge Road is a gravel road, but short sections of the road at both ends of the bridge have been paved up to the bridge floor.)

The lateral bracing between the two top chords of the two trusses is formed of both wooden beams and metal tie rods. The five transverse metal tie rods, linking the top chords together, are evenly spaced, creating four "bays" in which are found the crossed diagonal wooden beams of the lateral bracing, two beams in each bay, which run from one corner of the bay (the junction of the tie rod and the top chord) to the opposite corner. The lateral bracing is completed by four transverse wooden beams, which rest on top of the top chords and the diagonal braces and are tied to the diagonal beams and the top chords by metal bolts. The board roof is supported by lightweight rafters resting on the top chords. The roof overhangs on the lateral sides and the gables. The open eaves have exposed rafters and fascia boards. The gable roof is sheathed with wooden shingles and trimmed by ridge boards.

The sheathing on the lateral bridge sides is five feet deep, covering the bottom chord, supplemental chord, L-beams, and secondary chord of each truss. The slightly battered outer sheathing of vertical tongue and groove boarding with beveled edges is topped on the outside of the lattice planks by a sloping board sill. On the front of the truss endposts is found horizontal tongue and groove boarding, which rises to the same height as the sheathing on the lateral sides. The two gables are filled with vertical boarding nailed to the roof rafters and horizontal beams set on the top chords of the trusses. The lower edge of the gable boarding is simply shaped, being higher in the center and lower at the ends, the transitions being marked by diagonal sections. The portal opening is approximately thirteen feet high in the center.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

☐ nationally ☒ statewide ☐ locally

Applicable National Register Criteria ☐ A ☐ B ☒ C ☐ D

Criteria Considerations (Exceptions) ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Areas of Significance (enter categories from instructions)
Engineering

Period of Significance
1882

Significant Dates
1882

Cultural Affiliation
N/A

Significant Person
N/A

Architect/Builder
Hamilton, Albert R.

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

The Keniston Bridge is significant under Criterion C in the area of engineering as a typical Town through truss bridge, representative of one of the most popular highway bridge types in 19th century New Hampshire. Erected in 1882 by local builder Albert R. Hamilton, the bridge has been in almost continuous use for over a century. The bridge has been repaired and strengthened over the years, most notably in 1949 and 1981. The bridge's two Town trusses, although repaired and supplemented by additional elements, remain largely intact and are representative of those found on the state's fourtain remaining Town through truss highway bridges. The only significant difference is the omission of the upper secondary chord, an omission seen on the five shortest Town through truss bridges. In most other aspects of its construction, such as the floor beams and planks, the lateral bracing, the gables,and the roof, the Keniston Bridge is typical of the covered highway bridges of New Hampshire. It deviates from the majority of the surviving covered bridges only in the partial sheathing of its sides.

The 1820's saw the appearance of the first covered wooden highway bridges in the state.[1] The covered wooden highway bridge reamined a common bridge type throughout the 19th century and into the first decades of the 20th century. In the late 19th century and the early 20th century, the wooden truss bridges did face increasing competition from the new bridges of iron, steel, and concrete, which could carry heavier loads. In rural New Hampshire towns, like Andover, however, the newer bridge materials were adopted very slowly. Andover did not build its first iron bridge until 1909.[2] A covered wooden highway bridge, containing some hidden structural steel, was built over the Contoocook River, between Hancock and Greenfield, as late as 1937.[3] Wooden covered highway bridges formerly numbered in the hundreds in New Hampshire.[4] But, the heavier and faster vehicles of the

1. Richard Sanders Allen COVERED BRIDGES OF THE NORTHEAST (Brattleboro, Vt.: 1957) p.40
2. Ralph G. Chaffee HISTORY OF ANDOVER, NEW HAMPSHIRE, 1900-1965 (Orford, N.H.: 1966) p.55
3. Thedia Cox Kenyon NEW HAMPSHIRE'S COVERED BRIDGES (Sanbornville, N.H.: 1957) p.39
4. Allen, p.40

☒ See continuation sheet

9. Major Bibliographical References

Richard Sanders Allen COVERED BRIDGES OF THE NORTHEAST (Brattleboro,Vt.: The Stephen Greene Press, 1957)

ANNUAL REPORTS OF THE TOWN AND SCHOOL DISTRICT OFFICERS OF ANDOVER, NEW HAMPSHIRE FOR THE YEAR ENDING DECEMBER 31, 1976 (Sant Bani Press, 1977)

ANNUAL REPORTS OF THE TOWN AND SCHOOL DISTRICT OFFICERS OF ANDOVER, NEW HAMPSHIRE FOR THE FISCAL YEAR ENDING DECEMBER 31,1977 (no publication data:1978)

ANNUAL REPORTS OF THE TOWN AND SCHOOL DISTRICT OFFICERS OF ANDOVER, NEW HAMPSHIRE FOR THE FISCAL YEAR ENDING DECEMBER 31, 1980 (no publication data: 1981)

[X] See continuation sheet

Previous documentation on file (NPS):

- [ ] preliminary determination of individual listing (36 CFR 67) has been requested
- [ ] previously listed in the National Register
- [ ] previously determined eligible by the National Register
- [ ] designated a National Historic Landmark
- [ ] recorded by Historic American Buildings Survey # _____
- [ ] recorded by Historic American Engineering Record # _____

Primary location of additional data:

- [ ] State historic preservation office
- [ ] Other State agency
- [ ] Federal agency
- [X] Local government
- [ ] University
- [ ] Other

Specify repository: Andover Town Offices

10. Geographical Data

Acreage of property less than .1 acre

UTM References

	Zone	Easting	Northing
A	19	270425	4812825
B			
C			
D			

[ ] See continuation sheet

Verbal Boundary Description

The nominated property consists of the Keniston Bridge and its abutments. As the abutments are completely underneath the bridge, the nominated property is a rectangle 73 feet long and 19 feet wide. The boundary of the nominated property is marked in yellow on the attached map titled "Keniston Bridge, Andover, N.H.".

[ ] See continuation sheet

Boundary Justification

The nominated property includes the Keniston Bridge and the abutments on which it stands and which have been historically associated with the structure since its construction.

[ ] See continuation sheet

11. Form Prepared By

name/title David L. Ruell
organization Lakes Region Planning Commission date April 27, 1988
street & number Main Street telephone (603) 279-8171
city or town Meredith state New Hampshire zip code 03253

20th century required wider and stronger bridges. And, the old wooden bridges have been largely replaced by bridges of more modern materials and design. Today, there are only forty-three covered highway bridges still standing in New Hampshire.[5] Of these forty-three bridges, only thirty-five are still in actual daily use as highway bridges.

One of the most popular truss types found among the forty-three remaining covered highway bridges is the Town truss, which was used in fourteen of the bridges.[6] The Town truss is named for its inventor,Ithiel Town, who patented the design in 1820 and promoted its use through both publications and sales agents. The Town truss did become one of the most popular bridge types in 19th century America. Composed of a lattice of diagonal overlapping planks, held together by horizontal planks, the truss could be built to any length by any competent carpenter. A Town truss did not require any special skills in bridge design and construction, and was therefore ideally suited for rural communities, where bridge experts and civil engineers were not to be found. The adaptability of the truss can be seen in New Hampshire, where both the state's shortest covered highway bridge, the Prentiss Bridge in Langdon, and the longest covered bridge in the nation, the Cornish,N.H.-Windsor,Vt. Bridge, employ the Town truss. In the town of Andover, the Town truss was used exclusively, for all seven of the town's covered highway bridges, including the two remaining bridges, the Bog Bridge and the Keniston Bridge.[7]

The Keniston Bridge was built in 1882 to replace an earlier bridge over the Blackwater River on what is now called Bridge Road.[8] The bridge was erected by local builder Albert R. Hamilton[9] (1833?-1912).[10] Hamilton was an experienced and respected builder, who had already built the Town Hall (1879) and two covered Town truss bridges (both in 1880) for the Town of Andover.[11] The only available contemporary record of the bridge's

5. "New Hampshire Covered Bridges", dated June 8,1987 (manuscript, N.H. Department of Transportation, Bureau of Bridge Design, Concord, N.H.)
6. The Paddleford truss, invented by a New Hampshire bridge builder, was also used on fourteen of the surviving bridges. No other truss type was used on more than five of the remaining bridges.
7. Chaffee, p.57
8. Chaffee, p.60
9. Chaffee, p.60
10. According the the town history (John R. Eastman HISTORY OF THE TOWN OF ANDOVER, NEW HAMPSHIRE, 1751-1906 (Concord,N.H.:1910) Part II,p.185), Hamilton was born on July 26,1833. However, the "Death Certificate for A.R. Hamilton" (manuscript, N.H. Bureau of Vital Statistics, Concord,N.H.) gives his birthdate as July 25,1824. But, the death certificate gives his age at his death in July, 1912 as 77 years, an age consistent with a birthdate in 1835 or 1834.
11. Chaffee, pp. 19 and 60

construction is the financial report in the Town's published annual report. The payments for the bridge were made between April 25 and August 6,1882. However, most of the payments are dated in May, including those for the lumber (May 27) and the wages of Hamilton and six other workers (May 16 and 27), indicating that the bridge was probably completed in that month. The total cost of the bridge was $745.57, of which $521.68 was for materials, $217.64 for labor, and $6.25 for miscellaneous items (freight and the use of a team). A.R. Hamilton received $62.50 for "25 days'work".[12]

The KenistonBridge owes its survival to its location on a little used back road, serving a rural neighborhood with only a few houses. Five of Andover's seven covered bridges were replaced between 1909 and 1935 by new bridges of iron, steel and concrete to accomodate the automobiles and trucks that were replacing the carriages and wagons.[13] But, the light traffic over the Keniston Bridge could not justify its replacement. The bridge has seen some changes, both repairs and additions to the structure to enable the bridge to carry heavier loads. Some of these changes are difficult to date, notably the addition of metal bolts in the trusses and the periodic renewal and repair of the floor planking, the sheathing, and the roof. In the spring of 1949, the bridge "started to crack apart and sag toward the river", a failure which the Andover selectmen attributed in their annual report to an overload, as well as the poor state of the roof.[14] Repairs costing $2984.19 were made under the supervision of the state highway department.[15] In their report, the selectmen noted that the repairs included "jacking up the structure, splicing or replacing the deffective lattice work, and shingling the roof".[16] Unfortunately, no other town or state records can be located that describe these repairs in further detail. Undoubtedly, the splices now seen in the lattice planks date from the 1949 repairs. And it seems not unlikely that the replacement of the top chord and the removal of the bottom chord on the downstream truss, and the addition the steel L-beams and supplemental wooden chords to both trusses, also date from

12. REPORT OF THE FINANCIAL AFFAIRS OF THE TOWN OF ANDOVER, INCLUDING A REPORT FROM THE SUPERINTENDING SCHOOL COMMITTEE, FOR THE YEAR ENDING MARCH 1,1883 (Concord, N.H.:1883) p.10
13. Chaffee, p.60
14. ANNUAL REPORTS OF THE TOWN OFFICERS OF THE TOWN OF ANDOVER, NEW HAMPSHIRE FOR THE FISCAL YEAR ENDED DECEMBER 31,1949 (no publication data: 1950) p.13
15. ANNUAL REPORTS OF THE TOWN OFFICERS OF THE TOWN OF ANDOVER, NEW HAMPSHIRE FOR THE FISCAL YEAR ENDED DECEMBER 31.1949, p.33
16. ANNUAL REPORTS OF THE TOWN OFFICERS OF THE TOWN OF ANDOVER, NEW HAMPSHIRE FOR THE FISCAL YEAR ENDED DECEMBER 31,1949, p.13

this reconstruction. By the late 1970's, the bridge was again in need of further work, with the abutments, some structural timbers and floor planks all in need of repair or replacement.[17] The 1976 annual town meeting voted that the selectmen appoint a committee to study the bridge and report at the next annual meeting.[18] At the 1977 annual town meeting, the voters, given the choice of paying for the repairs immediately or establishing a capital reserve fund for the future repair of the bridge, chose the latter course.[19] The capital reserve funds and additional funds were finally voted for the bridge repairs at the 1981 annual town meeting.[20] In that year, contractor E.D. Swett overhauled the bridge, according to plans prepared by Scheyd Construction, completing the work in the early fall.[21] The 1981 rehabilitation included the replacement of defective timbers, the renewal of the floor and lateral sheathing, the reconstruction of the upper portions of the abutments and the facing of the northeast abutment with concrete, and the addition of two steel girders under the floor to enable the bridge to carry heavier loads.[22] Despite these changes, the Keniston Bridge still retains its original trusses, albeit repaired and strengthened. And the bridge's exterior appearance is little changed since the earliest known views of the structure, as the elements added in the 20th century are rather effectively hidden behind the lateral sheathing and underneath the bridge. Save for the concrete abutments, the casual traveler sees little of the work that has enabled the bridge to continue in use into its second century.

The Keniston Bridge is representative of the fourteen surviving Town

17. memorandum by Edward T. Swierz, dated September 5,1973; memorandum by Kenneth R. Olson, dated November 29,1976 (manuscripts, N.H. Department of Transportation, Bureau of Bridge Maintenance,Concord, N.H.); "Bridge Inspection Report", dated September 21,1979 (manuscript, N.H. Department of Transportation, Bureau of Bridge Design, Concord, N.H.)
18. ANNUAL REPORTS OF THE TOWN AND SCHOOL DISTRICT OFFICERS OF ANDOVER, N.H. FOR THE YEAR ENDING DECEMBER 31,1976 (1977) pp. 15 and 26
19. ANNUAL REPORTS OF THE TOWN AND SCHOOL DISTRICT OFFICERS OF ANDOVER, N.H. FOR THE YEAR ENDING DECEMBER 31,1976, p.11; ANNUAL REPORTS OF THE TOWN AND SCHOOL DISTRICT OFFICERS OF ANDOVER, NEW HAMPSHIRE, FOR THE FISCAL YEAR ENDING DECEMBER 31,1977 (1978) p.33
20. ANNUAL REPORTS OF THE TOWN AND SCHOOL DISTRICT OFFICERS OF ANDOVER, NEW HAMPSHIRE FOR THE FISCAL YEAR ENDING DECEMBER 31,1980 (1981),p.9; TOWN OF ANDOVER 1981 ANNUAL REPORT (1982) p.56
21. TOWN OF ANDOVER 1981 ANNUAL REPORT, pp.12 and 23
22. "Bridge Inspection Reports", dated January 31,1980, June 3,1981, and December 9,1981 (manuscripts, N.H. Department of Transportation, Bureau of Bridge Design, Concord, N.H.)

through truss bridges in New Hampshire.[23] In most respects, the design of its trusses, including such features as the dimensions of its members and the angles of the lattice, is typical of the other Town truss highway bridges. Aside from the later changes (the loss of the bottom chord on the downstream truss and the addition of another wooden chord and steel L-beams on both trusses), the only major difference in the truss design is the omission of the upper secondary chord usually found on the other bridges. The majority of the Town truss bridges have, besides the top chord and the bottom chord, two secondary chords, a lower secondary chord just above the bottom chord, and an upper secondary chord, just below the top chord. However, on the five shortest Town truss bridges, one or both secondary chords were omitted. No secondary chords at all appear in the trusses of three bridges, the Waterloo Bridge in Warner, the Prentiss Bridge and the Cold River Bridge in Langdon. Both Andover bridges, the Keniston Bridge and the Bog Bridge, have lower secondary chords, but no upper secondary chords. The short span of these five bridges and the consequent reduction in stress undoubtedly convinced their builders that the secondary chords could be omitted without threatening the structural strength of the bridges. In other aspects of its design, the transverse floor beams resting on the bottom chords, the heavy floor planks, the lateral bracing between the top chords, the sheathing in the gables, and the long, wooden shingled gable roof, the Keniston Bridge is representative of most New Hampshire covered bridges. The one somewhat uncommon feature is the partial sheathing on the bridge sides. The majority of New Hampshire's covered bridges are fully sheathed on the sides, with only a few openings to light the bridge interior. However, on twenty of the forty-three surviving covered highway bridges, the sides are only partially sheathed, providing more light to the interior, and, in the case of the Keniston Bridge, at least, adding greatly to the visual charm and interest of the bridge. The Keniston Bridge remains a fine example of both the Town through truss bridge and the covered wooden highway bridge.

23. The comparisons in this paragraph are based on published sources, notably Allen's COVERED BRIDGES OF THE NORTHEAST, Kenyon's NEW HAMPSHIRE'S COVERED BRIDGES, the 1987 manuscript "New Hampshire Covered Bridges", Irene E. Dupont, SPANNING TIME: NEW HAMPSHIRE COVERED BRIDGES (Manchester, N.H.: 1986), and Richard Donovan, ed. WORLD GUIDE TO COVERED BRIDGES (Boston:1980), as well as personal inspections of some bridges, "Bridge Inspection Reports" at the N.H. Department of Transportation, Bureau of Bridge Design, Concord, N.H., and National Register nominations. (Eleven of the fourteen Town truss highway bridges are listed on the National Register.)

ANNUAL REPORTS OF THE TOWN OFFICERS OF THE TOWN OF ANDOVER,NEW HAMPSHIRE FOR THE FISCAL YEAR ENDED DECEMBER 31,1949 (no publication data:1950)

"Bridge Inspection Reports" for the Keniston Bridge, dated September 4, 1973; September 21,1979; January 31,1980; June 3,1981; December 9, 1981; April 4,1984 (manuscripts, N.H. Department of Transportation, Bureau of Bridge Design, Concord, N.H.)

Ralph G. Chaffee "Andover, New Hampshire Bridges" Covered Bridge Association of New Hampshire Newsletter, February 1,1967

Ralph G. Chaffee HISTORY OF ANDOVER, NEW HAMPSHIRE 1900-1965 (Orford, N.H.: Equity Publishing, 1966)

"Death Certificate for A.R. Hamilton" (manuscript, N.H. Bureau of Vital Statistics, Concord, N.H.)

Richard T. Donovan, ed. WORLD GUIDE TO COVERED BRIDGES (Boston: National Society for the Preservation of Covered Bridges,Inc., 1980)

Irene E. Dupont SPANNING TIME: NEW HAMPSHIRE COVERED BRIDGES (Manchester, N.H.: Irene E. Dupont,1980)

John R. Eastman HISTORY OF THE TOWN OF ANDOVER, NEW HAMPSHIRE 1751-1906 (Concord, N.H.: Rumford Printing,1910)

Thedia Cox Kenyon NEW HAMPSHIRE'S COVERED BRIDGES (Sanbornville, N.H.: Wake-Brook House, 1957)

"New Hampshire Covered Bridges", dated June 8, 1987 (manuscript,N.H. Department of Transportation, Bureau of Bridge Design, Concord,N.H.)

Kenneth R. Olson, memoranda dated November 29,1976 (manuscript, N.H. Department of Transportation, Bureau of Bridge Maintenance, Concord,N.H.)

REPORT OF THE FINANCIAL AFFAIRS OF THE TOWN OF ANDOVER, INCLUDING A REPORT FROM THE SUPERINTENDING SCHOOL COMMITTEE, FOR THE YEAR ENDING MARCH 1,1883 (Concord, N.H.:Evans, Sleeper & Woodbury,1883)

Sverdup & Parcel and Associates, Inc. "New Hampshire Historic Bridge Inventory, Andover Bridge No. 083/098" (manuscript, N.H. Department of Transportation, Bureau of Bridge Design, Concord, N.H.)

Edward T. Swierz, memorandum dated September 5, 1973 (manuscript, N.H. Department of Transportation, Bureau of Bridge Maintenance, Concord,N.H.)

TOWN OF ANDOVER 1981 ANNUAL REPORT (no publication data: 1982)

TOWN OF ANDOVER 1982 ANNUAL REPORT (no publication data: 1983)

This certifies that the appearance has not changed since these photographs were taken.

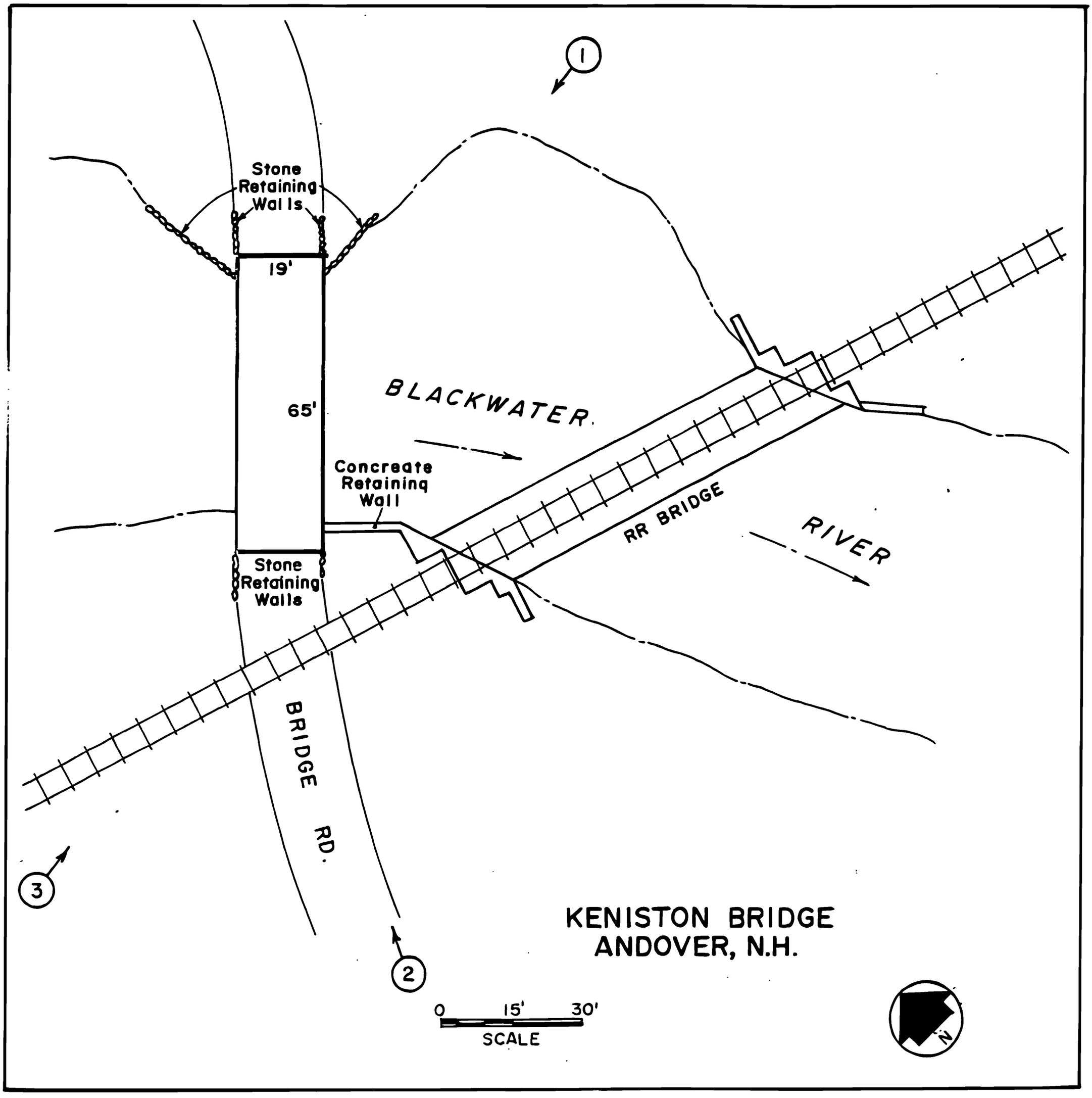
NPS Form 10-900-a
(8-86)

OMB Approval No. 1024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number _____ Page _____ Keniston Bridge



NPS Form 10-900-a
(8-86)

OMB Approval No. 1024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Owner Town of Andover

Mailing Address Andover Town Offices
Andover, N.H. 03216