

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

DATA SHEET

STATE: New Hampshire
COUNTY: Hillsborough
FOR NPS USE ONLY
ENTRY DATE JUN 10 1975

1. NAME

COMMON:
Hillsborough Covered Railroad Bridge

AND/OR HISTORIC:
Hillsborough Railroad Bridge

2. LOCATION

STREET AND NUMBER:
Approx. .1 miles south-west of the bridging of the Contoocook River by N.H. 149, reached by footpath

CITY OR TOWN:
Hillsborough

CONGRESSIONAL DISTRICT:
Second

STATE: New Hampshire CODE: 33 COUNTY: Hillsborough CODE: 011

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC		
<input type="checkbox"/> District <input type="checkbox"/> Site <input type="checkbox"/> Object	<input type="checkbox"/> Building <input checked="" type="checkbox"/> Structure <input type="checkbox"/> Object	<input type="checkbox"/> Public <input checked="" type="checkbox"/> Private <input type="checkbox"/> Both	Public Acquisition: <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered	<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 type="checkbox"/> Transportation <input checked="" type="checkbox"/> Other (Specify) <u>Unused</u>	<input type="checkbox"/> Comments	

4. OWNER OF PROPERTY

OWNER'S NAME:
Robert W. Meserve and Benjamin H. Lacy, Trustees of the Property of Boston and Maine Corporation, Debtor

STREET AND NUMBER:
150 Causeway Street

CITY OR TOWN:
Boston

STATE:
Massachusetts

CODE:
02114

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.:
Hillsborough County Registry of Deeds

STREET AND NUMBER:
P.O. Box 370 Hillsborough County Courthouse
19 Temple Street

CITY OR TOWN:
Nashua

STATE:
New Hampshire

CODE:
03060

6. REPRESENTATION IN EXISTING SURVEYS

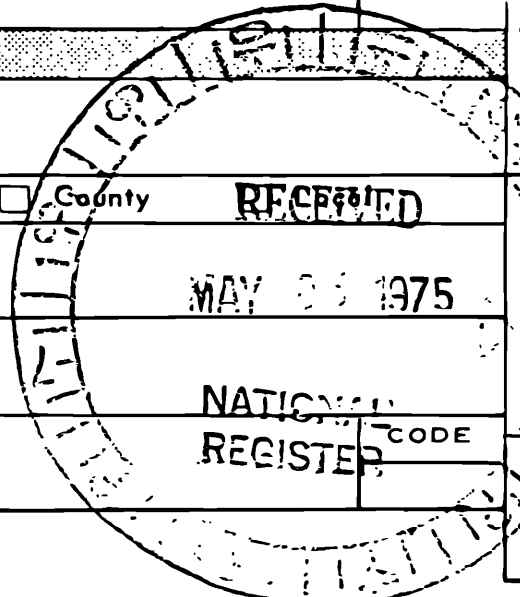
TITLE OF SURVEY:
See Continuation Sheet 1

DATE OF SURVEY:
 Federal State County

DEPOSITORY FOR SURVEY RECORDS:

STREET AND NUMBER:

CITY OR TOWN:



STATE: New Hampshire

COUNTY: Hillsborough

ENTRY NUMBER: 1001

DATE: JUN 10 1975

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SEE INSTRUCTIONS

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 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 Hillsborough Railroad Bridge spans the Contoocook River at a point .1 miles south-west of the bridging of the Contoocook River by N.H. 149 and is reached by a footpath along the railroad tracks that the bridge connects on either side of the river.

The bridge is constructed in two spans of Town-~~State~~ lattice truss. The lattice is made up of 11" x 3" members which are wooden pinned together at their crossing points, and in some places have additional iron bolts. The double lattices that make up each side of the truss are set out of phase in relationship to each other by a distance equal to 50% of the horizontal distance between the joints of the lattice members. The top chord is made up of six members arranged horizontally in sets of three each with a distance (vertical) of less than two feet separating the upper and lower set of three members. The outside and center members are separated by a space through which the outside lattice passes, while the inside members and center members are separated by a space through which the inside lattice passes. The bottom chord is of the same arrangement except for the inside and outside bottom members, each of which consists of three boards pinned and bolted together; whereas, all other members of both chords are only made of two boards joined in the same way. The lattice is continuous through the length of the bridge; over the position occupied by the center pier there are two pairs of boards which extend vertically the full height of the lattice and are bolted onto the lattice. A third pair of such boards exists in between the other two pairs, but it does not correspond to any supportive member beneath the bridge.

The truss is laterally braced by timbers extending from the top set of the top chord across the direction of the roadbed to the same position on the opposite side; these members are bolted on at both ends. Further bracing is provided by a system of diagonal cross braces which are set into the face of the inside top member of the top chord. Iron tension rods extend from top chord to top chord at interval corresponding to the timbers and are bolted through the top chord. A similar arrangement braces the bottom of the truss.

At each end the truss rests on granite abutments, laid of rectangular blocks of rock faced granite mortared together. The south abutment is rectangularly shaped, while the river face of the north abutment extends along the river bank in a north-east direction, giving the north abutment an irregular shape. At each end the truss walls extend 5½' over the land contained by the abutments, giving the bridge an overall length of 219' with a roadbed of 208'. Near its midpoint, the bridge is supported by two wooden framings set on piles in the riverbed. These frames are close enough together such that they form one pier support. On its west side the bridge has a 6' extension that

Continued on Continuation Sheet 2

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 checked="" 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) **1903**

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: Built in 1903¹ by the Boston and Maine Railroad, the Hillsborough Railroad Bridge is at least the second bridge to occupy its site. In 1878 the Peterborough and Hillsborough Railroad Company built its track from Peterborough to Hillsborough over the same bed that is currently owned by the Boston and Maine Corporation, this railroad bed would have required a bridge at Hillsborough in the same location as the present bridge. Constructed of a Town-Pratt lattice, the Hillsborough Bridge belongs to a revival of the Town lattice for railroad bridges, promoted by the Boston and Maine Railroad in the last part of the nineteenth and early twentieth centuries. The Town-Pratt lattice is a variation on the Town lattice developed by Willis Pratt and David Haselton, engineers for railroad companies that were absorbed by the Boston and Maine Railroad.²

In 1938 the center pier, then of stone, is said to have been washed away by a flood resulting from a hurricane; despite the loss of the pier, the lattice was able to support its own weight until the replacement of wood frames was made.³

Transportation: In 1869 the Peterborough and Hillsborough Railroad Company was chartered to build a line between Peterborough and Hillsborough, New Hampshire; however, due to the difficulty of raising capital nothing was built and the charter was extended in 1876. After the extension financial assistance was received from the Northern Railroad Company and the track was in place by 1878⁴; however the financial link with the Northern Railroad system caused the line to be leased to the Boston and Lowell Railroad company as early as 1884. This first lease was declared void and management was handled by the Boston and Maine Railroad who assumed management of all of Northern's holdings for a brief period until a new lease was worked out with the Boston and Lowell Company in 1889.⁵ This lease was assigned to the Boston and Maine Company in 1897⁶ since which time the line has been under the control of the Boston and Maine Company which is, at present, being held in receivership pending bankruptcy,

"As late as 1900 there were more than 100 covered wooden bridges on the main branch lines of the Boston and Maine's New Hampshire Division."⁷ Of these wooden bridges only six are list-

Continued on Continuation Sheet 3

SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Secondary Sources:

Allen, Richard Sanders. Covered Bridges of the Northeast. Brattleboro: The Stephen Greene Press, 1957. pp. 98-99, 100.
 Pillsbury, Hobart. New Hampshire: Resources, Attractions, and its People, A History. New York: Lewis Historical Publishing Co., Inc., 1927. Vol. II, pp. 475, 476.

Continued on Continuation Sheet 4

HR

19/264420

4777250

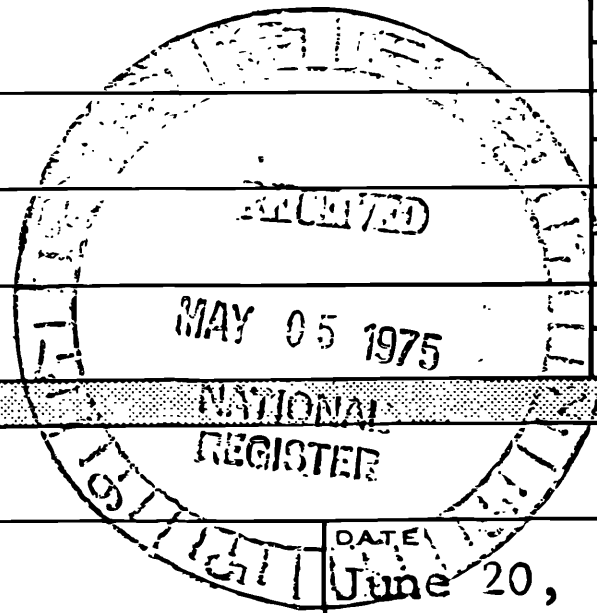
10. GEOGRAPHICAL DATA

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	°	'	"	43°	06'	47"
NE	°	'	"	71°	53'	37"
SE	°	'	"			
SW	°	'	"			

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: approx. 15 acres

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:
Brian R. Pfeiffer

ORGANIZATION:

STREET AND NUMBER:
135 Ivy Street

CITY OR TOWN: **Brookline** STATE: **Massachusetts** CODE: **02146**
 DATE: **June 20, 1974**

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 Commissioner, DRED
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 6/10/75

ATTEST:
[Signature]
 Keeper of the National Register

Date JUN 9 1975

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

STATE New Hampshire	
COUNTY Hillsborough	
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	JUN 10 1975

(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
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(Continuation Sheet) 2.

STATE	
New Hampshire	
COUNTY	
Hillsborough	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
	JUN 10 1975

(Number all entries)

7. DESCRIPTION, continued

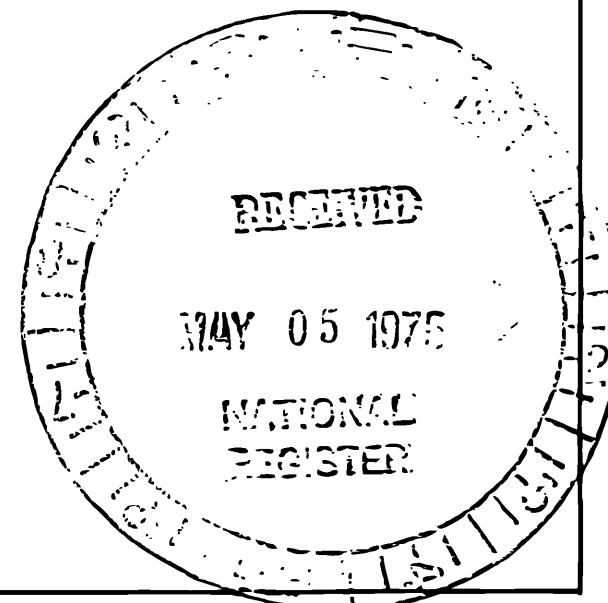
Present Physical Appearance, continued: houses a sidewalk. The last two bays of this sidewalk have been removed at each end, making access impossible. The sidewalk is supported on beams which extend from beneath the roadbed of the main body of the bridge. The roadbed of the bridge consists of railroad tracks set on railroad ties. Beneath this track 10" x 16" supports set perpendicularly to the direction of the roadbed support a system of diagonal cross bracing on which four 4½" thick timbers are laid in the direction of the roadbed; it is on these four members that the ties for the track rest.

The roof has an extremely low pitch and is set on a ridge-pole that is set directly on top of the timber braces at the top of the truss. Vertical clearance is approximately 21' with an approximate height of 23'. The overall width of the bridge including the diwalk extension is 26'3½" (without sidewalk 20'3½") with a passable entrance width of 13'7". The bridge is sheathed on the exterior with vertical boards which also cover the interior of each portal to a point where the abutment ends, this boarding has weathered gray. The sidewalk extension is sheathed with vertical boards to about one-half of its height, many of these boards (formerly painted white) are missing.

The bridge has been assigned the following numbers: 29-06-01 in the World Guide to Covered Bridges published by the National Society for the Preservation of Covered Bridges and 60 by the New Hampshire Department of Resources and Economic Development.

Original Physical Appearance: The bridge as it stands seems to be largely unaltered from its original state; however, the center pier, apparently, was originally of stone; the current wooden arrangement is a replacement after the center pier was washed out in 1938¹.

¹Richard Sanders Allen, Covered Bridges of the Northeast (Brattleboro: The Stephen Greene Press, 1957), p. 100.



NATIONAL REGISTER OF HISTORIC PLACES
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(Continuation Sheet) 3.

STATE New Hampshire	
COUNTY Hillsborough	
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(Number all entries)

8. SIGNIFICANCE, continued

Transportation, continued: ed as surviving on their original sites in the World Guide to Covered Bridges published by the National Society for the Preservation of Covered Bridges. Thus, the Hillsborough Railroad Bridge survives as one of New Hampshire's remaining six bridges of its type. The line on which it is located has had no service for a number of years, and, at present, has an uncertain future.

¹Statement by Mr. A.E. MacMillan, engineer for the Boston and Maine Company, telephone interview, North Billerica, Massachusetts, June 15, 1974.

²Richard Sanders Allen, Covered Bridges of the Northeast (Brattleboro: The Stephen Greene Press, 1957), p. 99.

³Ibid., p. 100.

⁴Hobart Pillsbury, New Hampshire: Resources, Attractions, and its People, A History (New York: Lewis Historical Publishing Co., Inc., 1927), Vol. II, p. 476.

⁵Ibid., p. 475.

⁶Hillsborough County Registry of Deeds, Hillsborough County Courthouse, Nashua, New Hampshire, Book 571 page 125.

⁷Allen, op. cit., p. 98-99.



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(Continuation Sheet) 4.

STATE New Hampshire	
COUNTY Hillsborough	
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	MAY 10 1975

(Number all entries)

9. MAJOR BIBLIOGRAPHICAL REFERENCES, continued

Unpublished Sources:

Hillsborough County Registry of Deeds, Hillsborough County Court-
house, Nashua, New Hampshire, Book 571 page 125.

MacMillan, A.E. Telephone interview. North Billerica, Massa-
chusetts, June 15, 1974.



**NATIONAL REGISTER OF HISTORIC PLACES
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(Continuation Sheet) 5

STATE	
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101	MAY 10 1975

(Number all entries)

10. GEOGRAPHICAL DATA, continued.

10.2 UTM References

Zone 19

Easting: 2-64-400

Northing: 47-77-250

