

PH 0356328

# 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 1976

### 1. NAME

COMMON: ** Rowell's Covered Bridge
AND/OR HISTORIC: Rowell's Bridge

### 2. LOCATION

STREET AND NUMBER: Clement Hill Road between Kast Hill Road and N.H. 127 at West Hopkinton			
CITY OR TOWN: Hopkinton		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"/> Building <input type="checkbox"/> Site <input checked="" type="checkbox"/> Structure <input type="checkbox"/> Object	<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private <input type="checkbox"/> Both	Public Acquisition: <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered	<input checked="" type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress
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 Hopkinton, New Hampshire
STREET AND NUMBER: Town Hall
CITY OR TOWN: Hopkinton
STATE: New Hampshire
CODE: 03301 33

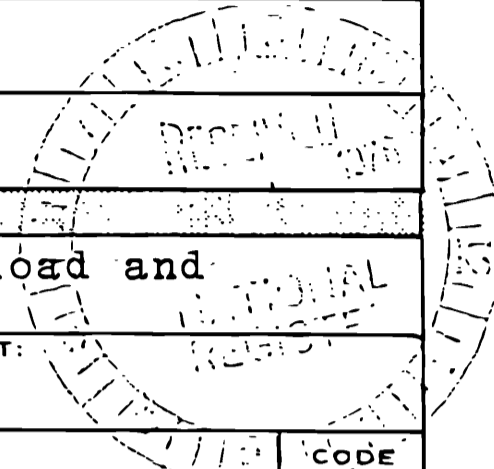
### 5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC: Merrimack County Registry of Deeds	Merrimack County Courthouse
STREET AND NUMBER: P.O. Box 248	North Main Street
CITY OR TOWN: Concord	STATE: New Hampshire
	CODE: 03301 33

### 6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY: New Hampshire's Historic Preservation Plan	
DATE OF SURVEY: 1970 <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 Dept. of Resources & Economic Development	
STREET AND NUMBER: P.O. Box 856	State House Annex 25 Capitol Street
CITY OR TOWN: Concord	STATE: New Hampshire
	CODE: 03301 33

SEE INSTRUCTIONS



STATE: New Hampshire

COUNTY: Merrimack

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FOR NPS USE ONLY

**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:

Rowell's Bridge spans the Contoocook River at Clement Hill Road between Kast Hill Road and N.H. 127 at West Hopkinton, New Hampshire.

The bridge consists of one span, supported by two seventeen-panel trusses adapted from the Long patent, with added arches. The arches are significant because they are composed of solid rather than laminated timber segments, butted (some spliced) together. Integral with the trusses, they are mortised into the vertical and diagonal truss members, and through the chords: proof that they were not added later. More recently, the arches have been reinforced with iron plates just above the points at which they pass through the lower chord on the southern side.

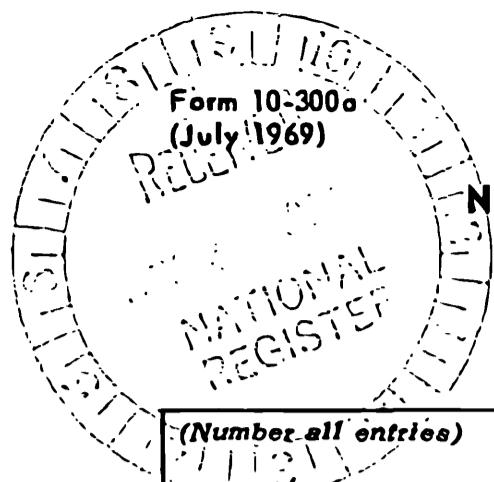
Each truss has an upper and a lower multi-segmented chord composed of three parallel paired members--six in all--held apart by spacer blocks. The vertical posts, diagonal main braces and diagonal counterbraces are all doubled; the counterbraces lap over the main braces, which are flush with the verticals and mortised into them top and bottom, immediately below and above the upper and lower chords, respectively. The counterbraces and verticals are mortised through the top and bottom chords, so that their ends extend slightly beyond the chord edges in a spiky rhythm. The main braces are also mortised through the chords, but are cut off flush with the chord edges. The main braces are treenailed to the verticals, but all other connections between truss members are mortised, bolted, or both. (At the midpoint of the southern truss two vertical iron rods join the upper and lower chords; this is not repeated at the northern truss.) Many of the vertical and diagonal truss members have been repaired with through-bolted pieces of matching timbers.

The ceiling joists--spaced one per panel--rest on the top chords; the connection is reinforced with single diagonal knee-braces joining each joist to each vertical truss member. One set of upper lateral bracing is mortised together to form crosses between each joist bay; the braces are connected by alternate keys and wedges to the joists rather than to the truss chords. Some of the knee-braces and lateral braces are replacements; horizontal iron rod reinforcing, forming random diagonals between the trusses, has also been added below the lateral cross-bracing. Lower lateral bracing consists of a single diagonal member extending across each panel bay, zigzag fashion. At the points of intersection an iron tie rod joins opposite stringers.

Floor joists, stiffened with wooden cross-bridging at thirdpoints, rest on the stringers and extend beyond to hold the bottom edge

Continued on Continuation Sheet 1

SEE INSTRUCTIONS



UNITED STATES DEPARTMENT OF THE INTERIOR  
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**NATIONAL REGISTER OF HISTORIC PLACES  
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(Number all entries)

7. DESCRIPTION, continued

Present Physical Appearance, continued:

of the siding away from the chords. The flooring is of timbers laid flat parallel to the chords and spiked to the floor joists.

The bridge abutments are built of 2'x4' split granite blocks, laid dry. The stringers rest on a continuous timber sill laid across the abutment, one course below its top edge; the arches bear on timber sill-blocks (compressed almost flat over the years) on a shelf below, an extension of the abutment, also laid dry. The arch ends are held apart by a heavy timber spacer which also rests on the shelf. The northwest ends of the arches have been reinforced with applied timber pieces bolted through the arches so that the actual arch ends are not visible. The bearing end of the applied timber on the south arch seems to be deteriorating, but the south-east ends of both arches are in good condition.

There are no lateral wing walls; instead, the abutments extend straight back onto the bank, parallel the trusses, to form a built-up approach to the bridge.

A most unusual feature of the structure is its central concrete pier. The bridge was built as a single span, but ca. 1930 or 1950 (sources differ) the pier was added to strengthen the bridge. The result was the opposite of that intended: the pier became a fulcrum and caused the bridge to seesaw under heavy loads, loosening its joints. Subsequently the top of the pier was removed, leaving three feet of air between bridge and pier, which causes some concern among visitors unfamiliar with the bridge's history.<sup>2</sup>

Rowell's Bridge is 167' long<sup>3</sup> and 19'-8" wide, with a portal opening 15'-8" wide by 16' high. The base of the triangular gable spreads approximately 6' beyond each truss, making a total portal width of 28'. The roadway is 14'-10" wide (plus 5" low wooden curb-railings on each side), allowing two-way vehicular traffic. There is no posted legal load limit.

The upper three-fourths of the trusses are exposed; the lower exterior parts are sheathed with random-width flush vertical boards, stained dark brown. The siding slopes slightly outward at the base on the southwest side, but is completely vertical on the northeast side. At each end of the bridge, and at each side, there is a narrow buttress-like protrusion immediately over the river edge of the abutments below; these cover the ends of the timbers on which the stringers rest. The top edge of the siding is covered by a

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NATIONAL REGISTER OF HISTORIC PLACES  
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(Continuation Sheet) 2

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7. DESCRIPTION, continued

Present Physical Appearance, continued:

sloping sill, extending outward from the exterior face of the truss members. The interior sides of the trusses are protected from traffic damage by a 2"x12" wood handrail bolted to the truss members (and let in flush where they have been patched).

A medium-pitch gable roof covers the entire bridge, overhanging both the sides and the ends in order to protect the open truss-work. The gable ends are triangular, with an incised shallow semi-elliptical arch. The whole is outlined with a single flat trim board and is covered with horizontal narrow clapboards, of a faded grey-brown. The only other trim is a small flat square applied to the point where the corners of the arched portal openings meet the horizontal base of the gable. At each end of the bridge, the upper and lower chords of the trusses extend beyond the last panel; the upper chord projects beyond the lower chord, and is connected to it by doubled flared posts. The lower part of each of the posts is hidden behind three vertical 8" square wood bumpers, of the same height as the siding; those at the southeast are brown, while those at the northwest are painted white.

Because of the bridge's open truss construction, wide overhangs, and projected gables, the entire roof seems to float above the roadway.

The roof is framed with 4"x6" rafters, spaced one per joist, and cantilevered beyond the joist ends to form the considerable roof overhang. The rafters abut at the ridge, where the topmost purlin is mortised into the joint to form a ridgepole; the rafters are braced by verticals extending from each rafter to the joist below. Exterior ends of the rafters are connected to the vertical truss members by diagonal braces sloping inward from the midpoint of the overhang in counterpoint to the knee-braces of the interior. The roof is covered with corrugated metal sheeting laid on purlins; the bottom purlin forms a continuous fascia.

It appears that recently an automobile has hit the northwest corner of the bridge: the square bumper-posts are damaged, one of the two flared posts is broken, and several blocks of the abutment are awry. The bridge's structure seems undamaged: testimony to its sturdiness.

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7. DESCRIPTION, continued

Present Physical Appearance, continued:

The National Society for the Preservation of Covered Bridges World Guide to Covered Bridges number for Rowell's Bridge is 29-07-08; the New Hampshire Department of Public Works and Highways' number is 055/112; the New Hampshire Department of Resources and Economic Development number is 9.

Original Physical Appearance:

Except for its concrete pier, modern metal roofing and occasional iron-rod reinforcing, Rowell's Bridge looks now very much as it always has. No sources mention any significant differences between its original and its present appearance; examination of its components reveals that they are, variously, either original, repaired, or carefully replaced; though some are new, they faithfully reproduce the old.

1

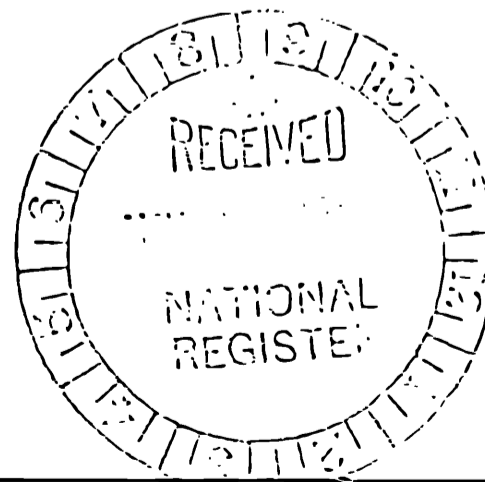
The doubled truss members may be unusual; Ray Wilson states that although Long's patent showed single diagonals, the remaining Long bridges have two counterbraces and one brace per panel, with either one or two posts. See: Ray E. Wilson, "Designs in Covered Bridge Trusses Through the Years", Covered Bridge Topics, 29:2 (Fall, 1971), 10. At the Rowell's Bridge, the verticals are two 5"x6"; the braces, two 3"x7"; the counterbraces, two 5"x5" (nominal sizes).

2

Hopkinton, New Hampshire, Today and Yesterday, an Illustrated Historical Account of the Town of Hopkinton, New Hampshire, 1765-1965 (Hopkinton, New Hampshire: 1965), 20.

3

New Hampshire Division of Economic Development, The Covered Bridges of New Hampshire (Concord, New Hampshire: 1973).



**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) 1852-53; 1965

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"/> Agriculture    | <input type="checkbox"/> Invention              | <input type="checkbox"/> Science                   | _____                                    |
| <input type="checkbox"/> Architecture   | <input type="checkbox"/> Landscape Architecture | <input type="checkbox"/> Sculpture                 | _____                                    |
| <input type="checkbox"/> Art            | <input type="checkbox"/> Literature             | <input type="checkbox"/> Social/Humanitarian       | _____                                    |
| <input type="checkbox"/> Commerce       | <input type="checkbox"/> Military               | <input type="checkbox"/> Theater                   | _____                                    |
| <input type="checkbox"/> Communications | <input type="checkbox"/> Music                  | <input checked="" type="checkbox"/> Transportation | _____                                    |
| <input type="checkbox"/> Conservation   |   |  | _____                                    |

STATEMENT OF SIGNIFICANCE

Engineering:

The Rowell's Bridge in West Hopkinton, New Hampshire, unites aspects of covered bridge construction, of local origin and national significance, in a structure of aesthetic as well as engineering merit.

The integrity of the bridge's original design was ratified when a pier, added in the twentieth century to strengthen the bridge, had to be removed because it interfered with the structure's response to loading. (See Present Physical Appearance, above.)

The design is based on a Long patent truss but with integral solid Burr-type arches added by the builder, Horace Childs.<sup>1</sup> Although Childs built many Long-type covered bridges in the area, this is the only one remaining locally,<sup>2</sup> and one of the very few Long-type covered bridges still in existence.<sup>3</sup>

Stephen Harriman Long was born in West Hopkinton, New Hampshire, in 1784. Graduating from Dartmouth College, he became an explorer and engineer with the U.S. Topographical Engineers and the U.S. Army. While head of governmental exploration between the Mississippi and the Rockies, he discovered the peak in Colorado which is named for him. Later, he explored the sources of the Mississippi; surveyed the Baltimore and Ohio railroad line; was the chief (topographical) engineer for the Atlantic and Great Western railroad; worked on the proposed national road from Maine to Canada, and made improvements to navigation at the mouth of the Mississippi. When the Civil War began he was recalled to Washington, where he served until his retirement in 1863, at the age of seventy-nine; he died at his home in Alton, Illinois, the following year.<sup>4</sup>

He is perhaps best known for his wooden bridge truss designs, patented in 1830, 1835 and 1839<sup>5</sup> (they are said to be the first American bridge trusses designed mathematically rather than intuitively),<sup>6</sup> although his extensive biography in the Hopkinton

Continued on Continuation Sheet 4

SEE INSTRUCTIONS

**9. MAJOR BIBLIOGRAPHICAL REFERENCES**

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

Avery, Floyd L. and Roy, Dick. "Comments on Dick Roy's 'New Hampshire Covered Bridges Priority List'". (Concord, New Hampshire: Letter to Mary M. Jeglum, Consultant in Historic Preservation Planning, New Hampshire Department of Resources and Economic Development, June 18, 1973.)

Continued on Continuation Sheet 11

**10. GEOGRAPHICAL DATA**

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			OR	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° 11' 32"	71° 44' 57"	
NE	° ' "	° ' "		<i>21/11 on Court Street</i>		
SE	° ' "	° ' "				
SW	° ' "	° ' "				

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: One acre

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

STATE:	CODE	COUNTY	CODE

**11. FORM PREPARED BY**

NAME AND TITLE:  
Linda Ray Wilson

ORGANIZATION: \_\_\_\_\_ DATE: June 19, 1974

STREET AND NUMBER:  
P.O. Box 405

CITY OR TOWN: Peterborough STATE: New Hampshire 03458 CODE: 33

**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: *George Gilman*  
 Title: Commissioner  
Department of Resources and Economic Development  
 Date: May 12, 1975

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

*Clayton K. Kistler*  
 Director, Office of Archeology and Historic Preservation  
 Date: 11/21/74

ATTEST:  
*Charles A. Adams*  
 Keeper of The National Register  
 Date: 11/15/74

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## 8. SIGNIFICANCE, continued

Engineering, continued:

history merely states, "He is said to have induced the construction of improved local bridges."<sup>7</sup>

Long's patent design was based on a multiple kingpost with added counterbraces;<sup>8</sup> his principal improvements over the Palmer-type truss were provisions for air space between stringer members; heavier end framing; a lighter lower chord; extra secondary chords and plates.<sup>9</sup> Most significantly, Long's truss--like Town's--could be built by an ordinary carpenter.<sup>10</sup>

Long was a bridge designer rather than a builder; he continued his experiments for thirty years, writing promotional leaflets and instruction booklets for bridge builders, building demonstration models which could be carried about in a case, and appointing agents who successfully competed for railroad, highway and tollbridge contracts from Maine to Louisiana.<sup>11</sup> Allen notes that the rival bridge promoters exchanged notes in the newspapers praising their own designs;<sup>12</sup> Long's chief agent, his brother Dr. Moses Long, even used his free franking privilege (he was postmaster of Warner, New Hampshire) to send promotional material all over New England.<sup>13</sup>

The Long and Town bridge designs were superseded by the Howe truss, invented in 1840, which was based on Long's design, but substituted adjustable iron rods for the vertical wooden posts.<sup>14</sup> Long claimed patent infringement, but in vain: Howe's "improvement" was genuine, the first successful attempt<sup>15</sup> to counteract the inadequacy of wood as a truss tension member. The Howe design led to the replacement of wood with iron and steel in bridge construction, and the eventual end of the covered bridge era.

Horace Childs, one of the pre-eminent New England covered bridge builders, was born in Henniker, New Hampshire in 1807 and died there in 1900. He was first a carpenter, but at the age of twenty-three entered Hopkinton Academy to improve his education. He earned his way through school and boarded with his cousin, Col. Long, who at the time was living in Hopkinton while patenting his covered bridge truss designs. Horace became interested in Long's studies; Long encouraged him to become a covered bridge builder, and in 1834, having taken a contract to build a bridge over the Connecticut River between Haverhill, New Hampshire, and Newbury, Vermont, Long sent Childs to do the job.<sup>16</sup>

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NATIONAL REGISTER OF HISTORIC PLACES  
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## 8. SIGNIFICANCE, continued

Engineering, continued:

Assisted by Long, Childs obtained contracts for railroad and highway bridges all over New England; his business was so successful that in 1846 his brothers Enoch and Warren joined him in partnership, using the name H. Childs and Company.<sup>17</sup>

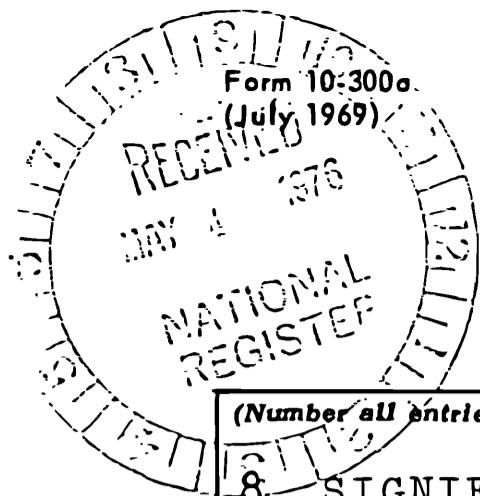
Enoch, a Yale graduate who had been a school principal in Montgomery, Alabama,<sup>18</sup> was the designer and business manager;<sup>19</sup> Warren, who also attended Yale,<sup>20</sup> was the mason;<sup>21</sup> Horace was the master builder.<sup>22</sup> Using Long trusses at first, they went on to Howe, Pratt, Burr and Town designs;<sup>23</sup> in 1846, Horace patented a truss of his own design, based on a Long truss but with adjustable tension rods instead of counterbraces.<sup>24</sup> (Horace's design was not widely used until the 1870's, when a former New Hampshire man, Everett Sherman, built several Childs' truss bridges in Ohio. Of these, eight remain: seven in Preble County and one in Delaware County.)<sup>25</sup>

Injured in a railroad accident in 1853, Horace never fully recovered his strength; he continued for some time to build bridges, but finally retired to spend the rest of his long life in carpentry, farming and philanthropy. Warren retired at the same time, becoming a dairy farmer; Enoch continued to build bridges until he took a U.S. Customs position in 1860.<sup>26</sup> Enoch's most famous single effort was the so-called Rainbow Bridge between Boscawen and Canterbury, New Hampshire: based on the McCallum truss, it had curved upper chords and roof.<sup>27</sup>

Horace Childs' influence on covered bridge building in New England continued even after his retirement: his former employees, Frank Whitney and Dutton Woods, became well-known bridge builders in their own right.<sup>28</sup>

The circumstances linking Long, the Childs brothers, the bridge at Haverhill and Rowell's Bridge would be worthy of detailed future research. Such research could possibly help to explain the presence of unusual Burr-type arches which Childs added to an otherwise straightforward Long truss at West Hopkinton. Since Childs had been taught bridge-building by Long, where did he get the idea for the heavy arches which are--theoretically--superfluous to the Long panel truss? (Long's 1848 patent shows angled timber braces extending from secondary abutments to the top chord,<sup>29</sup> but these diagonals are not arches.) While in Haverhill, could Childs have seen the 1832 Bath Bridge in nearby Bath, New Hampshire, and incorporated its Burr arches into his own later projects?

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8. SIGNIFICANCE, continued

Transportation:

The present Rowell's Bridge is the third of that name at the same site, and the only survivor of several covered bridges in the West Hopkinton area. The original bridge was in existence by 1793;<sup>30</sup> on April 13, 1802, the town voted to selectmen authority to repair Rowell's Bridge.<sup>31</sup> On August 26, 1845, it was voted to rebuild Rowell's Bridge "with such variation as to place as the judgment of the selectmen might indicate, said bridge to be built of stone, provided the cost should not be over \$2500, and the builder would warrant the bridge to stand from three to five years after completion, the construction to be sold at auction to the lowest bidder."<sup>32</sup> That bridge did not long outlive its guarantee, as it was demolished in the springflood of 1852.<sup>33</sup> On May 10, 1852, the town voted to rebuild Rowell's Bridge of wood, with stone abutments; the selectmen were instructed "to make it of such a model as they deemed for the interest of the town, and locate the same accordingly."<sup>34</sup> The new bridge was essentially complete by March 21, 1853, for on that date the town voted to instruct the selectmen "to build a covered bridge across the river at Contoocook, like or similar to the one built at West Hopkinton the year previous, except to be with or without an arch, according to the discretion of the selectmen..."<sup>35</sup>

The bridge itself, and the West Hopkinton area in general, has been known as Rowell's Bridge since early times;<sup>36</sup> Abram (Abraham) Rowell emigrated to Hopkinton in the winter of 1786,<sup>37</sup> and had a farm and mill near the present site of the bridge.<sup>38</sup> The millsite was sold to John Smiley by 1835,<sup>39</sup> but the farm remained in the family until 1899, when it was purchased by the Davis mill,<sup>40</sup> the predecessor of the existing Hoague-Sprague mill east of the bridge.<sup>41</sup>

From 1867 to 1899 a part of the Rowell house served as West Hopkinton's post office,<sup>42</sup> as both Isaac Rowell and his son Charles were postmasters.<sup>43</sup>

The bridge's only brush with disaster came shortly after it was built: a drove of cattle moved it off its abutments, but it was restored to place.<sup>44</sup> Rowell's Bridge was repaired in 1947 by Judd Blaisdell; during construction of the Corps of Engineers' West Hopkinton dam, just upstream, it was bypassed with a temporary steel military bridge erected parallel to it, in order to prevent damage caused by heavy construction equipment.<sup>45</sup> In 1965 it was restored by the New Hampshire Department of Public Works and Highways' State-Town Program.<sup>46</sup>

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NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY - NOMINATION FORM

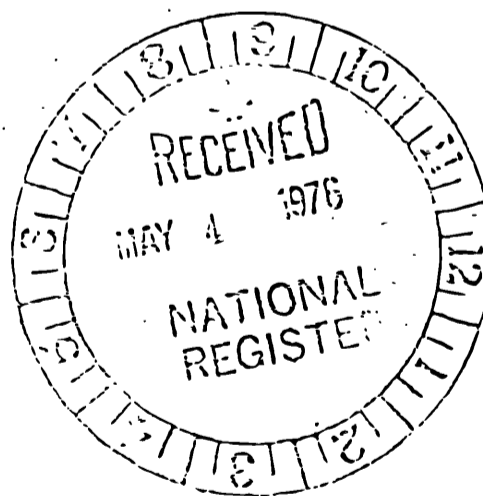
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STATE New Hampshire	
COUNTY Merrimack	
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ENTRY NUMBER	DATE
	NOV 21 1973

(Number all entries)

8. SIGNIFICANCE, continued

- 1  
New Hampshire Division of Economic Development, The Covered Bridges of New Hampshire (Concord, New Hampshire: 1973).
- 2  
Dick Roy, in Floyd L. Avery, "Comments on Dick Roy's 'New Hampshire Covered Bridges Priority List'" (Concord, New Hampshire: Letter to Mary M. Jeglum, Consultant in Historic Preservation Planning, New Hampshire Department of Resources and Economic Development, June 18, 1973).
- 3  
Ray E. Wilson, "designs in Covered Bridge Trusses Through the Years", Covered Bridge Topics, 29:2 (Fall, 1971), 10.
- 4  
C.C. Lord, Life and Times in Hopkinton, New Hampshire (Concord, New Hampshire: Republican Press Association, 1890), 429-430.
- 5  
C. Ernest Walker, Covered Bridge Ramblings in New England (Contoocook, New Hampshire: C. Ernest Walker, 1959), 41.
- 6  
Richard Sanders Allen, Covered Bridges of the Northeast (Brattleboro, Vermont: The Stephen Greene Press, 1957), 16.
- 7  
Lord, op.cit., 430.
- 8  
Wilson, op.cit., 10.
- 9  
Walker, op.cit., 41-42.
- 10  
Allen, op.cit., 18.
- 11  
Ibid., 17.
- 12  
Idem.
- 13  
Ibid., 40-41.



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10757	11/1/73

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8. SIGNIFICANCE, continued

14

Wilson, op.cit., 10.

15

Allen, op.cit., 18.

16

Walker, op.cit., 42.

17

Ibid., 42-43.

18

Leander W. Cogswell, History of the Town of Henniker, Merrimack County, New Hampshire (Somersworth, New Hampshire: The New Hampshire Publishing Company, 1973), 499.

19

Allen, op.cit., 41.

20

Cogswell, op.cit., 499.

21

Allen, op.cit., 41.

22

Idem.

23

Walker, op.cit., 43

24

Wilson, op.cit., 11.

25

Idem.

26

Walker, op.cit., 43-44

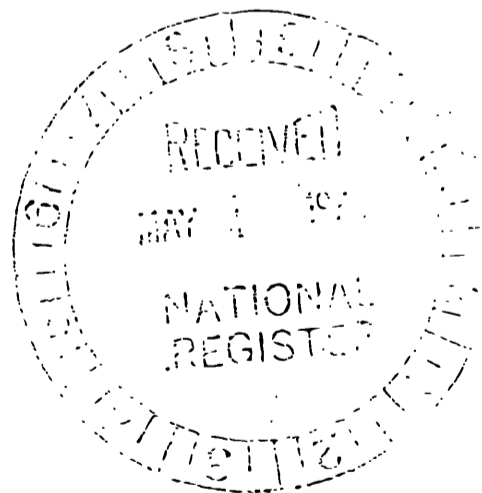
27

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28

Walker, op.cit., 44-45.

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8. SIGNIFICANCE, continued

29

Col. Stephen Harriman Long, Description of Col. Long's Bridges, Together with a Series of Directions to Bridge Builders... (Philadelphia, Pennsylvania: 1848), Plate IV.

30

Lord, op. cit., 94.

31

Ibid., 100.

32

Ibid., 142.

33

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34

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35

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36

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37

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38

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39

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40

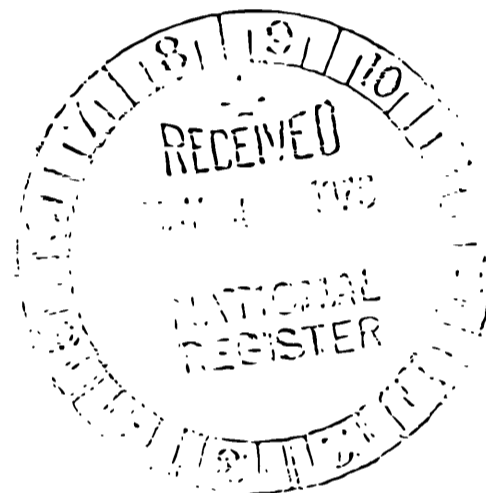
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41

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42

Ibid., 23.



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8. SIGNIFICANCE, continued

43

Lord, op.cit., 459-460.

44

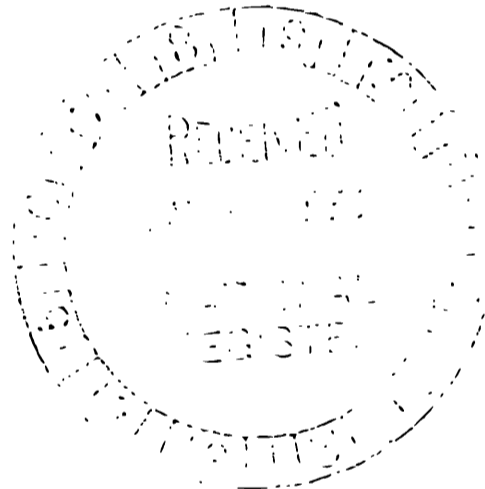
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45

Idem.

46

Avery, op.cit.



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9. MAJOR BIBLIOGRAPHICAL REFERENCES, continued

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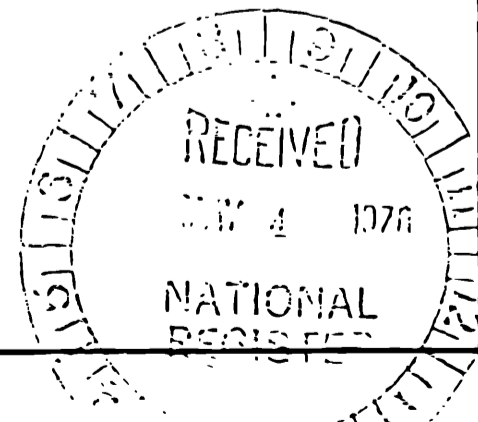
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10. GEOGRAPHICAL DATA, continued

10.2 UTM References

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19	2-75-625	47-85-600