

P 40 356 336

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

1. NAME

COMMON: Waterloo Covered Bridge
AND/OR HISTORIC: Waterloo Bridge

2. LOCATION

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

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input type="checkbox"/> Site <input type="checkbox"/> Object <input type="checkbox"/> Building <input checked="" type="checkbox"/> Structure	<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: Town of Warner, New Hampshire			
STREET AND NUMBER: Selectmen's Office Main Street R.D. #2			
CITY OR TOWN: Warner	STATE: New Hampshire	CODE: 03278	CODE: 33

5. LOCATION OF LEGAL DESCRIPTION

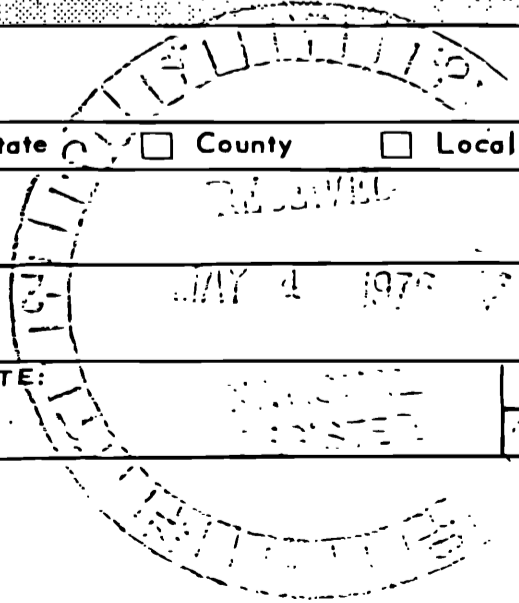
COURTHOUSE, REGISTRY OF DEEDS, ETC: Merrimack County Registry of Deeds			
STREET AND NUMBER: P.O. Box 248 Merrimack County Courthouse North Main Street			
CITY OR TOWN: Concord	STATE: New Hampshire	CODE: 03301	CODE: 013

6. REPRESENTATION IN EXISTING SURVEYS

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

STATE: New Hampshire
COUNTY: Merrimack
ENTRY NUMBER
DATE

FOR NPS USE ONLY



SEE INSTRUCTIONS

BRIDGE DATA

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) <input checked="" type="checkbox"/> Altered <input type="checkbox"/> Unaltered (Check One) <input type="checkbox"/> Moved <input checked="" type="checkbox"/> Original Site
DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE	
<p><u>Present Physical Appearance:</u> The Waterloo Bridge spans the Warner River near Waterloo Village connecting the town-owned Newmarket Road on either side.</p> <p>The bridge consists of one span of Town lattice truss constructed of 11" x 2½" members bolted to other lattice members at their crossings. Each lattice member is joined in this manner to five opposite leaning members. The upper and lower chords are each made up of two members (each member 8" x 6") separated by a five inch space through which the lattice passes. Lattice members are both wooden pinned and iron bolted to the chords. On the inside face of each north leaning lattice member and on the outside face of each south leaning member are attached boards of the same size as the members themselves. These boards are cut at an angle to fit flush against the faces of the chords, but are not attached to the chords and provide extra support largely by bearing pressure. The truss walls are laterally braced by thirteen beams extended across the top chords, perpendicular to the roadbed; these beams are bolted to the chords. Beneath these beams, five sets of crossed iron tension rods connected through the top chords to provide further bracing. The same arrangement provides lateral bracing for the bottom chords.</p> <p>The lattice truss is set on 11" square timbers at each corner which in turn rest on concrete footings at the top of each abutment. The abutments are of rectangular shape constructed out of split and irregular stone laid up without mortar.</p> <p>The bridge has an overall roof and roadbed length of 84'5" and 76'5" respectively, with a vertical clearance of 12'. The bridge has an overall width of 16'9" and a roadbed of 13'9" (passable width of 12'11" due to guard rails). The road bed is of boards laid length wise in the direction of the road and spiked to 11" thick supports that sit on top of the bottom chord.</p> <p>The roof is of corrugated metal set on rafters which rise from the outside member of the top chord and are strengthened by braces from the truss walls to the rafters at a point near the peak of the roof. The roof, supported by the top chord, overhangs each end of the bridge by four feet but is not connected by a cut back. Both walls and portals are sheathed in vertical boarding being allowed to weather gray. Each sidewall has three windows and is sheathed to a height twenty inches below the top chord; this opening is protected by a roof overhang on each side of two feet.</p> <p>The bridge has been assigned the following numbers: 29-07-04 in the <u>World Guide to Covered Bridges</u> published by the National Society for the Preservation of Covered Bridges; 157-087 by the New Hampshire Department of Public Works and Highways; 13 by the New Hampshire Department of Resources and Economic Development.</p> <p><u>Original Physical Appearance:</u> The concrete footings on</p>	
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 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) **1859-1860**

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: In 1839 the town of Warner laid out a road in the Newmarket section of Warner¹ which appears to be the same road as the current Newmarket Road. As this road is divided by the Warner River, it is reasonable to assume that at least one of the many bridges built by the town of Warner in the early nineteenth century spanned this crossing. (As with the Dalton Bridge, it is difficult to know which bridge crossed where, for they were mostly attached to place and personal names which no longer exist and for which there is no good documentation.) In 1857 a bridge referred to as "Waterloo Bridge" was repaired at a cost of \$78.00.² In 1860 \$473.65 was paid by the town of Warner for building Waterloo Bridge. The bulk of this amount was paid to Dutton Woods for the actual building of the bridge with lesser amounts being paid to William Bean, William B. Davis, Eleazor Davis, and John Colby for related tasks.³ The small cost of the bridge relative to other bridges being built at the time by the town of Warner seems to indicate that the abutments were merely repaired and not new, and that the bridge might have been heavily rebuilt instead of being entirely new which would concur with local tradition regarding the bridge.⁴

Transportation: At the time of the bridge's construction or possible reconstruction, Waterloo Village had several mills, the ruins and basement walls of which are visible from the bridge; the village had grown up around these mills and a railroad line that had had a small station near the north end of the Waterloo Bridge.⁵ With the abandonment of the mills and the railroad line, only a small rural population is left which the bridge continues to serve. Waterloo Bridge provides one lane passage with no posted weight limits.

¹Town Clerk's Records, Selectmen's Office, Warner, New Hampshire, Vol. 3, p. 457.
²Report of the Selectmen of the Town of Warner (Concord: Tripp & Osgood, 1857), p. 6.
³Ibid., (1860), p. 7.

Continued on Continuation Sheet 3

SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Secondary Sources:

Hurd, D. Hamilton, ed.: The History of Merrimack and Belknap Counties. Philadelphia: J.W. Lewis & Co., 1885. p. 667.

Report of the Selectmen of the Town of Warner. Concord: Tripp & Osgood, 1857. p. 6.

Report of the Selectmen of the Town of Warner. Concord: Tripp & Osgood, 1860. p. 7.

Continued on Continuation Sheet 4.

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees Minutes Seconds	Degrees Minutes Seconds	
NW	° ' "	° ' "		43° 17' 17"	71° 51' 29"	
NE	° ' "	° ' "		<i>April 19</i>		
SE	° ' "	° ' "		<i>E-268-175</i>	<i>N-4796-525</i>	
SW	° ' "	° ' "				

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: approx .04 acres

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

STATE:	CODE	COUNTY	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE

11. FORM PREPARED BY

NAME AND TITLE:
Brian R. Pfeiffer

ORGANIZATION: _____ DATE: **June 20, 1974**

STREET AND NUMBER:
135 Ivy Street

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

12. STATE LIAISON OFFICER CERTIFICATION

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: *Brian R. Pfeiffer*

Title: NH State Historic Preservation Officer

Date: May 12, 1975

NATIONAL REGISTER VERIFICATION

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

Clayton J. Kopp
Director, Office of Archeology and Historic Preservation

Date: 11/21/76

ATTEST:

Clayton J. Kopp
Keeper of The National Register

Date: 11.15.76

SEE INSTRUCTIONS

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM**

(Continuation Sheet) 1.

STATE New Hampshire	
COUNTY Merrimack	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
	NOV 21 1978

(Number all entries)

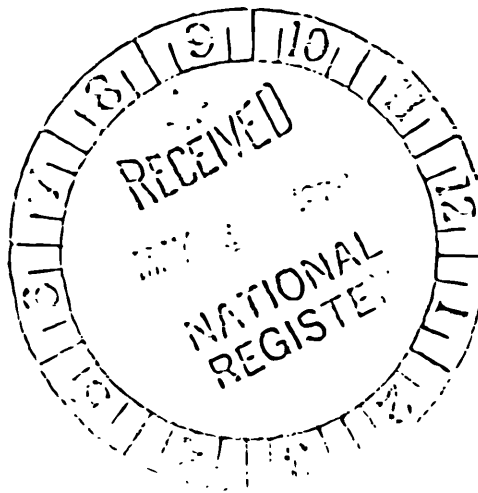
6. REPRESENTATION IN EXISTING SURVEYS, continued

Historic American Engineering Record
1974, x Federal

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

New Hampshire's Historic Preservation Plan
1970, x State

State of New Hampshire
Department of Resources and Economic Development
P.O. Box 856, State House Annex, 25 Capitol Street
Concord, New Hampshire 03301, 33



NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet) 2.

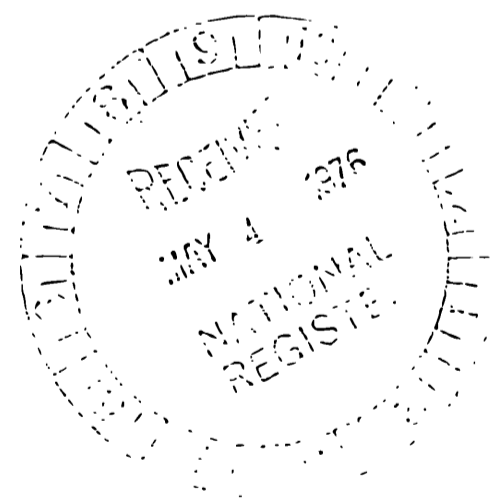
STATE New Hampshire	
COUNTY Merrimack	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
197 2 2	

(Number all entries)

7. DESCRIPTION, continued

Original Physical Appearance, continued: which the truss rests, the added members of the lattice which are not incorporated into the truss system, but merely brace it on its sides, and the new wood exterior and metal roof are alterations that were made in 1970 when the bridge was extensively repaired at a cost of \$16,000 under the state Town Bridge Aid Program.¹

¹Statement by Floyd Avery, secondary roads engineer, personal interview, Concord, New Hampshire, June 11, 1974.



NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet) 3.

STATE New Hampshire	
COUNTY Merrimack	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
1111 2 3	

(Number all entries)

8. SIGNIFICANCE, continued

⁴Scrapbook of Warner, New Hampshire, compiled by Dollie M. Sargent, Pillsbury Public Library, Warner, New Hampshire.

⁵D. Hamilton Hurd, ed., The History of Merrimack and Belknap Counties (Philadelphia: J.W.Lewis & Co., 1885), p. 667.



**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM**

(Continuation Sheet) 4.

STATE New Hampshire	
COUNTY Merrimack	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
	NOV 21 1970

(Number all entries)

9. MAJOR BIBLIOGRAPHICAL REFERENCES, continued

Unpublished Sources:

Sargent, Dollie M. Scrapbook of Warner, New Hampshire, Pillsbury Public Library, Warner, New Hampshire.

Town Clerk's Records, Selectmen's Office, Warner, New Hampshire, Vol. 3, p. 457.



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RECEIVED MAY 4 1975

DATE ENTERED NOV 21 1975

CONTINUATION SHEET

ITEM NUMBER 10. PAGE 5.

10. GEOGRAPHICAL DATA, continued

10.2 UTM References

<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
19	2.68.175	47.96.525