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		AND/OR HISTORIC: Bath Bridge						
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7.	DESCRIPTION						-		
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DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

<u>Present Physical Appearance</u>: The Bath Bridge crosses the Ammonoosuc River at Bath Village on an east-west axis, connecting a paved, unnamed town road on either side of the river.

The bridge is a four span variation of the Burr truss system. It consists of ninety-two panels framed by $6" \times 43"$ posts and braced by members of the same size which pass over the road faces of the posts into which they are recessed and wooden pinned into place. The braces then extend to the next panel on either side, of the panel to which they provide major support, where they are joined to the top and bottom chords in a manner like that by which they are joined to the posts. The top and bottom chords are made up of three boards pinned together with a combined size of 11" x 11". The direction in which the braces lean is oriented about three center points in the spans of the bridge; the first occurs between the eastern abutment and the easternmost pier; the second between the easternmost pier and the center pier; and the third between the center pier and the western abutment. The bracing in each of these segments leans toward the center of its segment. Built into the truss are two pairs of arches, each arch made up of three members joined to each other along a vertical junction by wooden pins; each arch has a measurement of $11\frac{1}{2}$ " x 14". These arches spring from the tops of the eastern abutment to the easternmost pier and from the center pier to the western abutment. Existing inside the truss walls are three pairs of laminated arches, each of twelve members laminated and iron bolted together to a combined size of 9" x $34\frac{1}{2}$ ". These arches spring from the faces of the abutments and piers to which they are attached. They extend from the eastern abutment to the easternmost pier; from the easternmost pier to the center pier; and from the center pier to the westernmost pier. They are also connected to the truss by iron suspension rods which pass from the top side of the arches to timbers beneath the roadbed. The truss walls are laterally braced at intervals of every second panel by beams extending from one top chord to the other. These beams are braced to each other by two sets of crossed diagonal braces.

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The truss sits on framing of 15" x 7" timbers on top of two rectangular abutments of split stone and three piers also of split stone. Both abutments are laid up mainly without mortar, but have some mortar on their river faces and concrete footings on top to receive the ends of the truss. The easternmost pier and the center pier are rounded on their north sides, which are mortared, from which direction the current flows. The rest of these two piers is largely without mortar. The westernmost pier is a parallelogram in shape and is almost completely faced in concrete; it sits at the river's edge and is not actually in the river. All three piers are constructed at slightly different angles to the river, resulting in a skewing of some of the truss members (most notably the arches). Between the

Continued on Continuation Sheet 2

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2. 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: I hereby certify that this property is included 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: I hereby certify that this property is included in the National Register. Name I hereby 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: I hereby 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: I hereby certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of State Total Name I total Director, Office of Archeology and Historic Preservation Name I total Eate Mittage Title NH State Historic Preservation ATTEST: Title Net B. Rethy Rethy			· · · · · · · · · · · · · · · · · · ·		
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Date May 12, 1975 Date 9/2/76	As the designated State Liaison Officer for the N tional Historic Preservation Act of 1966 (Public 89-665), I hereby nominate this property for inclu in the National Register and certify that it has be evaluated according to the c-iteria and procedure forth by the National Park Service. The recommender level of significance of this nomination is: National State Tocal Name Title NH State Historic Preservati Officer	National Register. Director, Office of Archeology and Historic Preservation Date <u>BANK</u> ATTEST: Reper of The National Register			

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UNITED STATES DEPARTMENT OF THE INTERIOR NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES

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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 Econom Development	ic
P.O. Box 856, State House Annex, 25 Capitol Street Concord, New Hampshire 03301, 33	
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7. DESCRIPTION, continued

Present Physical Appearance, continued: westernmost pier and the western abutment are three wooden piers set on concrete footings on land. As a railroad line passed under this end of the bridge, it appears that these extra piers provided extra stability against vibration from the railroad.

The bridge has an overall width of 24' and overall length at the north side of the roof of 390'3", with a roadbed of 374'5" length and 22'1 $\frac{1}{2}$ " width. The roadbed is of planks laid diagonally to the direction of the road flanked on either side by boards laid lengthwise in the direction of the road, on the north side the lengthwise planks occupy a width of 4'5", slight-ly raised from the roadbed, which serves as a walkway. The interior of the truss walls are covered with horizontal boarding to a height of 47" above the roadbed.

The roof is of corrugated metal set on rafters which rise from the top chord and are braced with diagonals which rise from the posts to a point near the peak of the roof. The difference between the roadbed and roof lengths is resolved by cutaway por tals at each end. The exterior walls are sheathed in vertical boarding, once painted red, now mostly weathered gray. The bottom of the bridge and it walls directly over the railroad track are covered with tarpaper. The north wall has six window openings, the south has seven; each opening has at least one or more individual windows.

The bridge has been assigned the following numbers: 29-05-03 in the World Guide to Covered Bridges published by the National Society for the Preservation of Covered Bridges; 137-095 by the New Hampshire Department of Public Works and Highways; and 28 by the New Hampshire Department of Resources and Economic Development.

Original Physical Appearance: When originally constructed the bridge was built with only two piers¹ and was only three spans instead of the current four. However, the bridge was raised several feet above its old bed in the 1920's to provide clearance for larger railroad cars². At this point the laminated arches were added³ and probably the wooden piers as well. In 1939-40 extensive repairs were done to the bridge including the readjusting of a then new corrugated metal roof.4 In 1968-69 the floor was replanked and several other minor repairs made.⁵

'Town Clerk's Records, Selectmen's Office, Bath, New Hampshire, Vol 4, p. 300.

²Richard Sanders Allen, <u>Covered Bridges of the Northeast</u> (Brat-tleboro: The Stephen Greene Press, 1957), pp. 46-47. Continued on Continuation Sheet 3

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7. DESCRI	IPTION, continued	
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State perse	ement by Edwin Chamberlain, selectm onal interview, Bath, New Hampshire	an of Bath, New Hampsl , June 1, 1974.
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NATIONAL REGISTER OF HISTORIC PLACES

INVENTORY - NOMINATION FORM

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8. SIGNIFICANCE, continued

³Ibid.

4Town Clerk's Records, Selectmen's Office, Bath, New Hampshire, Vol. 4, p. 257.

⁵Ibid., p. 261.

6Ibid., p. 296.

7Ibid., pp 300,329.

⁸Ibid., p. 364.

⁹Statement by Floyd Avery, secondary roads engineer, personal interview, Concord, New Hampshire, June 11, 1974.



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NATIONAL REGISTER OF HISTORIC PLACES

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9. MAJOR BIBLIOGRAPHICAL REFERENCES, continued

Unpublished Sources:

Avery, Floyd. Personal interview. Concord, New Hampshire, June 11, 1974.

Chamberlain, Edwin. Personal interview. Bath, New Hampshire, June 1, 1974.

Church, K. Clyde. Personal interview. South Ryegate, Vermont, June 1, 1974.

Town Clerk's Records, Selectmen's Office, Bath, New Hamphsire, Vol. 4, pp. 257, 261, 296, 300, 329, 364.



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Geographical Data, Continued.

10.2 UTM References

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