

INDIVIDUAL INVENTORY FORM

NHDHR INVENTORY # WEN0003

Name, Location, Ownership

- 1. Historic name Village Bridge;
- 2. District or area Wentworth Village Area Form (identified potential NR-eligible historic district)
- 3. Street & number Village Rd. over Baker River
- 4. City or town Wentworth
- 5. County Grafton
- 6. Current owner NHDOT

Function or Use

- 7. Current use(s) Closed highway bridge, Wentworth 148/121
- 8. Historic use(s) Highway bridge

Architectural Information

- 9. Style 1-span riveted high Warren truss w/wood floor
- 10. Architect/builder John W. Storrs, engineer; United Construction Co., contractor; American Bridge Co. truss fabricator
- 11. Source Original drawings; Bridge plaque; Town records
- 12. Construction date 1909
- 13. Source Bridge plaque
- 14. Alterations, with dates road and sidewalk decks replaced, date undetermined
- 15. Moved? no yes date: _____

Exterior Features

- 16. Foundation concrete and stone abutments
- 17. Cladding n/a
- 18. Roof material n/a
- 19. Chimney material n/a
- 20. Type of roof n/a
- 21. Chimney location n/a
- 22. Number of stories n/a
- 23. Entry location n/a
- 24. Windows n/a

Replacement? no yes date: _____

Site Features

- 25. Setting stream, village center
- 26. Outbuildings n/a



35. Photo # 1 36. Date: 11/15/2014
 37. Digital Photo File Name: WEN0003_001 Direction W
 38. Image stored at digital file at Historic Documentation Company, Inc., Portsmouth, RI

- 27. Landscape features stream
- 28. Acreage less than 1
- 29. Tax map/parcel # n/a
- 30. UTM reference 19.266255.4861369
- 31. USGS quadrangle and scale Wentworth, NH 1995, 7.5 min

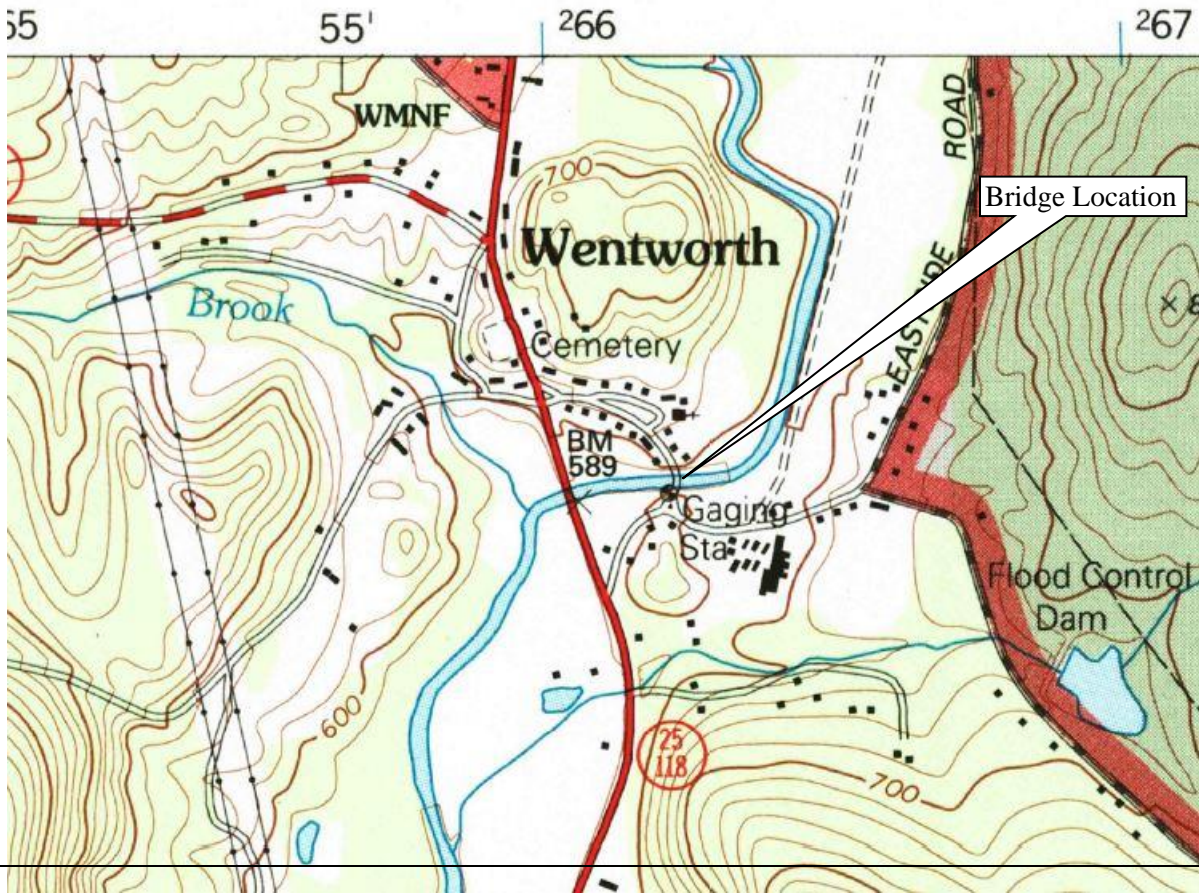
Form prepared by

- 32. Name Richard M. Casella
- 33. Organization Historic Documentation Co., Inc., Portsmouth, RI
- 34. Date of Survey November 2014

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39. LOCATION MAP: USGS Quad: Wentworth, NH 1995



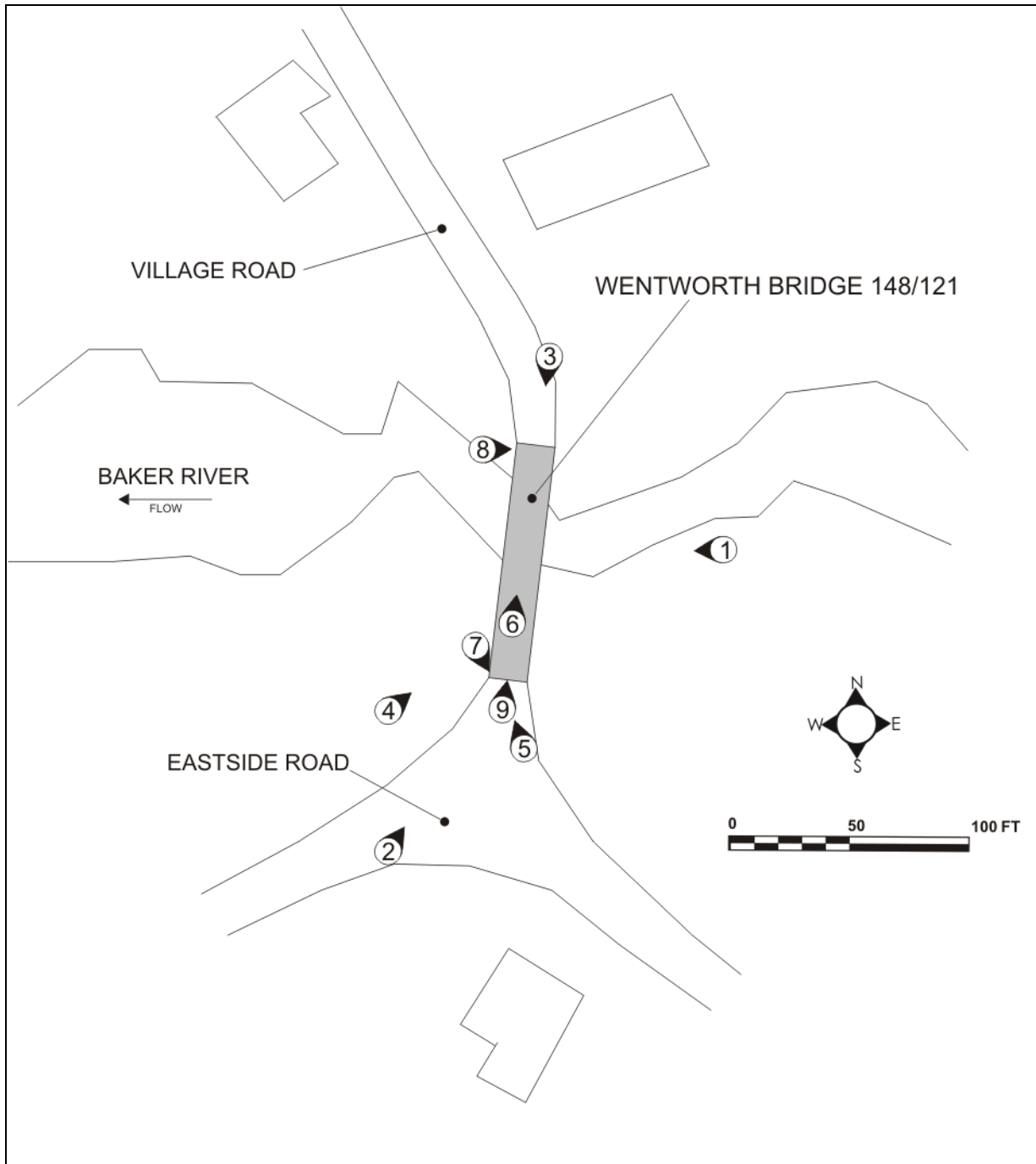
40.a. Property Map and Key to Photos:

SEE NEXT PAGE

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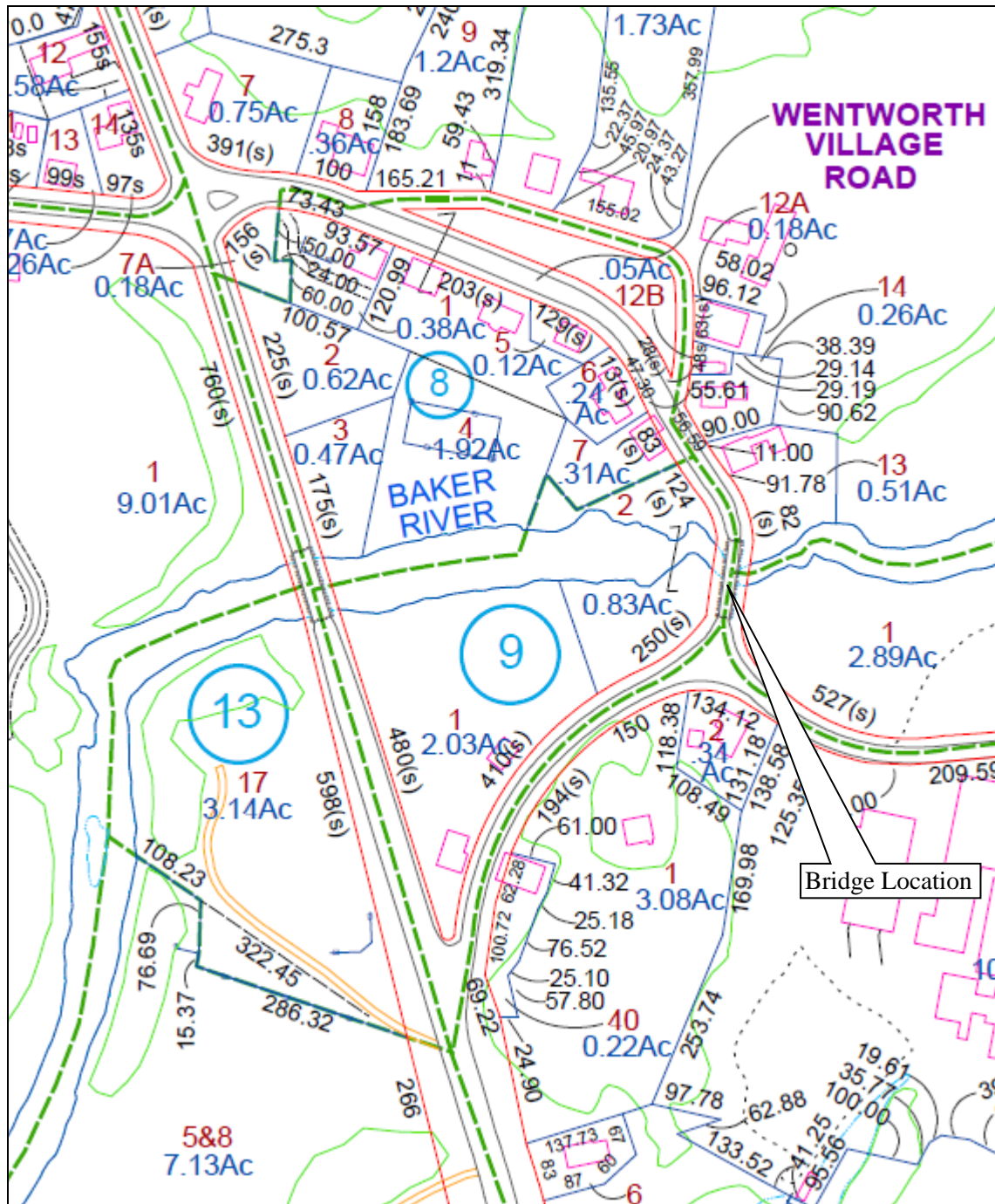
40.A. PROPERTY MAP AND KEY TO PHOTOS:



INDIVIDUAL INVENTORY FORM

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40.B. WENTWORTH TAX PARCEL MAP 08a



INDIVIDUAL INVENTORY FORM**NHDHR INVENTORY # WEN0003****41. Historical Background and Role in the Town or City's Development:**

Wentworth Bridge 148/121 was built in 1909 by the Town of Wentworth to replace a covered wood truss bridge at the same location built in 1866. A series of wood bridges of unknown design, probably a deck stringer supported by pile bents, preceded the covered bridge, dating back to the first decade of the town's establishment in the late 18th century.

Governor Wentworth granted the area that would become Wentworth to sixty proprietors in 1766. The first settlement was established in 1770 and the town incorporated in 1776.¹ In 1783 the first road was laid out crossing "the Great Bridge over bakers river" following the west side of the river to the Warren town line.² John Aiken had established a grist mill near the south (east) end of the bridge.³

In 1785 a freshet carried away the bridge and mill. A Town meeting was convened October 3, 1785 at the home of John Aiken "to see what method the town will take to rebuild the great bridge across bakers river by Mr. John Aikens grist mill to Ebenezer Gove Constable for said town."⁴ The town voted to raise 50 pounds and provide ten gallons of rum to rebuild the bridge, and assigned John Aiken, Ephrain Page and Lemuel Kezer to a the committee to oversee construction.

In 1805 the Great Bridge (or Aiken's Bridge) was rebuilt by David Currier on plans drawn by Captain Gove, at a cost of \$144.⁵

The first stage coach line opened from Concord to Haverhill in 1814, passing through Wentworth over the Great Bridge.⁶ In 1814 and in 1815 the Great Bridge and Aiken's Mill were again severely damaged by freshets and rebuilt. The bridge was moved upstream perhaps 200 feet from its location just below the falls to its present location just above the falls.⁷ Stonework, possibly related to the original bridge abutments, remains evident along the banks.

In 1850 the population of Wentworth town was 1,197 of which about 200 resided in the village area. The village held two ministers, two lawyers, two physicians, eight mechanic shops, two saw mills, two shingle mills, two clapboard mills, a grist mill, drug store and several other stores.⁸

In 1866 the Great Bridge was replaced with a covered bridge at a cost of \$1000.⁹ No town records of the construction of the covered bridge were located. The covered bridge survived until the construction of the present steel truss bridge in 1909. The 1860 Map of the Town of Wentworth by H.F. Walling (Figure 1) and the 1892 Map by Hurd (see Figure 2) shows Village Road crossing over Baker River in a southerly direction to join East Side Road, and the development of the village area at those times.

With the date of the truss bridge known to be 1909 as evidenced by the builder's plaque, a search of the Town Reports for the years 1900 to 1910 was made in an effort to determine the circumstances leading up to its construction. No discussion of the need for a new bridge or need for substantial repairs to the covered bridge were found. At the time, John W. Storrs, bridge engineer from Concord, was actively marketing the advantages of replacing covered wood bridges with new steel truss bridges in order to meet new bridge load requirements. Storrs was paid \$200.00 for "prof. services on locating iron bridge."¹⁰

¹ Mausolf, Lisa. NHDHR Wentworth Village Area Form, July 2002, p. 2.

² Muzzey, Francis. "Picture Book History of Wentworth, New Hampshire." 1976, p. 14.

³ Ibid. Muzzey notes that when the Orford Road was laid out in 1804 it extended from the "West end Aiken's Bridge" to the Connecticut River Bridge in Orford. Other reference's to the bridge as "Aiken's Bridge" were not discovered.

⁴ Ibid.

⁵ Ibid. Muzzey notes that town records of the building of the bridge were not found.

⁶ Mausolf, 2002, p. 2

⁷ Plummer, 1930, p. 315.

⁸ Mausolf, p. 3.

⁹ Ibid. p. 450.

¹⁰ *Annual Reports of the Town Officers of the Town of Wentworth, N.H., For the Fiscal Year Ending February 15, 1910.* p. 15.

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The Wentworth Town Annual Report for 1910 contains an entry for expenditures on the bridge under the heading "Iron Bridge":

IRON BRIDGE	
Paid United Construction Co., for bridge	\$2455 00
C. E. Walbridge, taking down bridge and placing temporary bridge	100 00
C. E. Walbridge, putting in concrete	338 50
H. M. Bowen, lumber for bridge	116 96
" " paint etc.	2 75
" " labor on old bridge, 4 days	6 00
" " " grading at end of bridge	6 00
F. E. Libbey " " "	36 00
C. T. Gove " " "	5 75
L. M. Beckwith " " "	3 75
I. M. Burnham, damage crossing field	30 00
John W. Storrs, consulting engineer	200 00
C. T. Gove, drawing stringers to mill	1 75
B. & M. R. R., for 50 loads of grade	5 00
	\$3307 46
Received for old lumber	\$79.04
Value of old lumber used by town	40.00
	\$119.04

Historical notes regarding the bridge since its construction are few. On August 29, 1942, the bridge was inspected by the NH Highway Department in the course of their statewide inspection and inventory of all bridges. The bridge was painted green at the time (it has since been painted silver, date unknown). Additional notes include: "General condition good; Upstream rail and Newel post damaged at south entrance; Dirt around shoes and endposts."¹¹

According to the NHDOT Load Rating Report (2014):¹²

This bridge structure served as the only local crossing of the Baker River from the time of its construction in 1909 until 1937 when NH Route 25 was relocated and reconstructed about 600 ft. (0.10 mi.) to the west of and downstream from Br. No. 148/121. When the "newer" section of NH Route 25 was opened to traffic, the steel truss bridge remained in service to provide a local crossing between Eastside Road to the south of the Baker River and Main Street to the north, thereby providing a redundant means of access to the Town Offices and Town Common. This bridge is owned by the NH Department of Transportation.

In 1972 this bridge received a 6-Ton load posting, which was reduced to 3-Tons (Passenger Cars Only) in 1980. This remained in effect until 1987 when, due to its extremely deteriorated condition, Br. No. 148/121 was considered to be so critically deteriorated that it could no longer safely carry vehicular loads. The application of roadway deicing salts (road salts) over many years had eventually resulted in severe deterioration of the steel bridge members, mostly below the level of the bridge deck. Consequently, it was closed to vehicular traffic at that time and barricaded to prevent use of the structure.

Following routine scheduled inspection the bridge was closed to all pedestrian traffic in November 2013. In May 2014 the NHDOT performed an in-depth inspection of the bridge to determine the actual extent of deterioration. An analysis and load rating of the bridge "as inspected" was issued on October 10, 2014, finding: "Overall, the steel trusses are in "critical" condition, with areas of the lower chord in a state of "imminent" failure."

42. Applicable NHDHR Historic Contexts: 84. Automobile highways and culture, 1900-present

¹¹ New Hampshire Highway Department Bridge Inventory Card, Wentworth 148/121.

¹² NH Department of Transportation Bridge Design Bureau. *Condition and Rating of NH Br. No. 148/121 Bypassed/Historic over Baker River in the Town of Wentworth, NH. October 10, 2014; Based on May 2014 Bridge Inspection.* Report available from NHDOT, Concord.

INDIVIDUAL INVENTORY FORM**NHDHR INVENTORY # WEN0003****43. Architectural Description and Comparative Evaluation:**

Wentworth Bridge 148/121 is a single-span, riveted steel thru-truss highway bridge on concrete and stone abutments. The bridge carried Village Road over the Baker River in the historic village center of Wentworth from its time of construction in 1909 until 1987 when it was closed to traffic due to corrosion-induced structural deficiencies. Historic houses are located roughly 100 feet from both ends of the bridge. Baker River is constricted into a narrow channel of eroded bedrock under the bridge which spans it at a height of about 22 feet. The bridge is 100'-0" long overall with a clear span of approximately 94'-4" between the abutments. The trusses are spaced 17'-2" apart on centers, providing a roadway width of 15'-6" between the railings. A 5'-0" wide sidewalk is supported on brackets outside the downstream truss.

The superstructure consists of a single-span Warren thru-truss, a type of triangular truss made up of panels of equilateral triangles. The truss is more specifically of the modified Warren type, differing from the original patented form of the Warren truss in two ways. Vertical members subdivide the panels to provide suspension points to carry additional floor beams allowing the use of lighter beams and stringers. The original Warren truss design did not use any vertical members; the modified version is often referred to as a subdivided Warren truss. Secondly, the bridge members are joined with riveted connections typical of 20th century bridges rather than pin-connected joints used in the original form of the Warren truss during the 19th century.

The truss measures 96'-9" long between the centers of the bearing pins and has eight panels each 16'-1" wide and 20'-2" tall. Top chords and inclined endposts are built-up riveted box sections consisting of two 8" channels back-to-back, joined on top with 14" cover plates and on the bottom with double lattice bars. Upper struts and bracing consist of single or double angle members. The portal strut has double (intersecting) diagonals. Bottom chords, diagonals and verticals are built-up with angles and tie plates. The floor system consists of 15"x42# I floor beams hung from the truss verticals. Seven lines of steel stringers are framed between the floor beams on 30" centers. The five interior stringers are 9"x21# I-beams; the outside stringers are 9"x13.25# channels. The original stringers between the south abutment and first floor beam have been replaced with steel H-pile stringers at an undetermined time. The laminated wood deck consists of 2"x6" timbers on edge, nailed to 4"x6" wood sleepers running longitudinally on the top flange of the stringers. This is a replacement deck, date unknown, that replaced a 4"x6" laminated deck present in 1942 (per note on NHHD Bridge Card). The 4x6 deck was apparently also a replacement deck as the original plans show the decking to be 3" plank. The bridge retains its original railings as shown on the original plans. Steel riveted lattice-type railings constructed with angles and diagonal intersecting flat bars are located along the sidewalk and along the inside of the upstream truss. Three line of 2" pipe railing are attached to the inside of the downstream truss.

The abutments are of reinforced concrete with asymmetric wings. The north abutment is cast integral with a perpendicular stone abutment wingwall on the upstream side, evidently part of the earlier bridge abutment. The abutment wingwall on the downstream side is of reinforced concrete and angled slightly off the perpendicular. The south abutment wingwalls are both concrete, with the upstream wing angled slightly off the perpendicular and the downstream wing nearly straight.

Comparative Evaluation

There are eight extant high Warren truss bridges in New Hampshire, all of which are single span (see comparison table below). The oldest is the subject bridge, Wentworth Village Bridge, (NH No. 148/121) designed by J.W. Storrs and built in 1909. It is the last surviving example of its sub-type, characterized by built-up lattice-bar vertical and diagonal members. It retains its original lattice sidewalk railings, an increasingly rare surviving feature that, as such, imparts a readily perceived historic feeling to the structure. The seven other bridges belong to a later sub-type, possessing truss design technology introduced in the 1920s that utilized single rolled wide-flange members for the verticals and diagonals. Although closed to traffic, the bridge is an important pedestrian crossing within the Wentworth Village Historic District and retains a high degree of historical importance to the town.

A total of five high Warren truss bridges were built to replace bridges destroyed by the 1927 Flood and all are extant. Three of the bridges are identical: Bethlehem 071/137 (Figure 6) Sugar Hill 202/128 (Figure 7) and Wentworth 142/096 (Figure 8). All three were designed by NHHD engineer Harold E. Langley and ordered at the same time from American Bridge Company. They were fabricated from the same shop drawings in May of 1928 in the company's Elmira, NY plant. The three bridges measure 108'-0" between pin centers and have wide flange verticals and diagonals, built-up upper and lower chords,

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and 2x4 laminated floors. The only differences are in the substructures, which were designed by NHHHD engineers to suit the specific conditions of each site. Bethlehem 071/137 was rehabilitated in 2011; Wentworth 142/096 was rehabilitated in 2010.

The other two 1927 Flood bridges, Bethlehem 099/152 (Figure 9) and Bath 134/074 (Figure 10), are also essentially identical in every way according to information and member dimensions on the bridge cards; the original drawings were not examined. They were also designed/specified by Harold Langley but were fabricated by different companies, American Bridge Company and Boston Bridge Works, respectively. Minor differences between the two due to different fabrication practices may exist such as slightly different patterns in rivet layout or gusset-plate shape. The main difference between these two trusses and the other three 1927 Flood bridges are the dimensions (12' longer, 2'-6" wider) and the reinforced concrete floors. They were longer simply because the crossings were wider; the greater width and solid floor was due to their location on larger roads with greater traffic. The technology of their design, materials and construction is no different from their shorter counterparts. Bethlehem 099/152 was rehabilitated in 1998 and retains a high degree of integrity and appears in good condition.

The last two high Warren truss bridges were built in 1937 in response to the 1936 Flood: Henniker 123/106 (Figure 11) and Newport 103/106 (Figure 12). These bridges are also essentially identical to one another according to the 2006 NHDHR Inventory Form prepared for the Henniker bridge (HEN0004). They are the same length (108') and width (21'-6") as the three 1927 Flood bridges and embody the same technology. The primary differences are in the lower chord design (a built-up section but with different members and layout), the deck (originally 2x6 wood laminated but the Newport bridge deck is now concrete on bridge plank and the Henniker deck is concrete slab) and the railings, which were made heavier with the use of channels (visible in Figure 12). Henniker 123/106 was rehabilitated in 2008 and possesses excellent integrity and condition. Newport 103/136 is on the Municipal Redlist; it is rated structurally deficient with a sufficiency rating of 47.1 percent based on the October 2013 NHDOT bridge inspection report.

Summary Comparison of Extant High Warren Truss Bridges in New Hampshire (all single span)

Town	Bridge No.	Year	Carrying/Over	Length	Width	Designer/Builder	Plan File No.	Historical Associations	Notes
Wentworth BYPASSED SUBJECT BRIDGE	148/121	1909	Village Rd/ Baker R	96'-9"	17'-2"	John. W. Storrs/ super: American Brg Co. GC: United Const. Co.	B-33	First Town Bridge Crossing; J.W. Storrs; Wentworth Village HD	-see Photo Nos. 1-9
Bethlehem (Figure 6)	071/137	1928	Prospect St/ Ammonoosuc R	108'	21'-6"	NHHHD: H.E. Langley/ sub: NHHHD Forces super: American Brg Co.	F-11	NHHHD/ 1927 Flood	-Am.Brg.Co. order No. F3096 -F.R.P. 15A -Rehab 2013 -wood laminated floor
Sugar Hill (Figure 7)	202/128	1928 1960	Crane Hill Rd/ Gale R	108'	21'-6"	NHHHD: H.E. Langley/ sub: Kittredge Brg. Co. super: American Brg. Co.	G-12	NHHHD/ 1927 Flood	-Am.Brg.Co. order No. F3097 -originally Lisbon 202/128 -aka "Streeter Bridge" -wood laminated floor
Wentworth (Figure 8)	142/096	1928 2010	Sanders Hill Rd/ Baker R.	108'	21'-6"	NHHHD: H.E. Langley/ sub: undetermined super: American Brg. Co.	G-31	NHHHD/ 1927 Flood	-Am.Brg.Co. order No. F3098 -aka "Gove Bridge" -Rehab 2010 - no adverse effect -wood laminated floor
Bethlehem (Figure 9)	099/152	1927 1998	NH 142/ Ammonoosuc R.	120'	24'-0"	NHHHD: H.E. Langley/ sub: NHHHD Forces super: American Brg. Co.	F-10	NHHHD/ 1927 Flood	-F.R.P. No. 15B -concrete slab floor -Rehab 1999
Bath (Figure 10) BYPASSED	134/074	1928 1936	??/Bypassed Ammonoosuc R.	120'	24'-0"	NHHHD: H.E. Langley/ sub: NHHHD Forces super: American Brg. Co. GC: Boston Brg. Works.	F-3, F10, 1-12-2-8	NHHHD/ 1927 Flood	-F.R.P. No. 4D -Am.Brg.Co. order No. F2949 -concrete slab floor
Henniker (Figure 11)	123/106	1937 2008	Ramsdell Rd/ Contoocook R.	108'	21'-6"	NHHHD/ super: Pan-American Brg. GC: Standard Engng Co.	1-15-1-5	NHHHD 1936 Flood WPA funded	-W.P.F.R.P. No. 1 -WPA No. 99017 -wood laminated floor
Newport (Figure 12) REDLISTED	103/136	1937	Oak St/ Sugar R.	108'	21'-6"	NHHHD/ super: Truscon Steel Co. GC: Ryan & Densmore	1-13-3-1	NHHHD/ 1936 Flood WPA funded	-W.P.F.R.P. No. 22 -WPA No. 10-1-10065 -wood laminated floor

Length = between bearing pin centers; Width = between truss centers; sub = substructure; super = superstructure; GC = General Contractor

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Wentworth Bridge 048/121 is eligible for listing in the National Register of Historic Places (NR) and meets registration requirements under Criterion A, history, for its association with important events in the history of the Town of Wentworth. Established with the first road in 1783, the crossing and succession of bridges over the Baker River at this spot have been critical to the Town's development and transportation needs. It has been previously identified as a contributing property in the Wentworth Village Historic District (Mausolf 2002). The bridge is also eligible for the NR under Criterion C for its engineering significance, representing a well-preserved example of a single-span riveted Warren truss highway bridge, typical of many built in the U.S. during the first quarter of the twentieth century. Its designer, John W. Storrs, made important contributions to the state's transportation and bridge engineering history. It is the oldest surviving example of eight thru Warren truss bridges remaining in New Hampshire, and one of the oldest remaining bridges designed by Storrs.

45. Period of Significance: 1909, date of construction.

46. Statement of Integrity: The property retains integrity of location, setting, feeling, association, design and materials.

47. Boundary Discussion: The boundary of the property is defined by the physical limits of the bridge and its abutments.

48. Bibliography and/or References:

Mausolf, Lisa. NHDHR Wentworth Village Area Form, July 2002.

Muzzey, Francis. *Hoyt's History of Wentworth, New Hampshire*. Littleton NH: Courier Printing Co. Inc 1976.

———. "Picture Book History of Wentworth, New Hampshire." Spiral bound report located in Webster Memorial Library, Wentworth, NH.

NHDOT Bridge Files: Wentworth 148/121; Bethlehem 071/137; Sugar Hill 202/128; Wentworth 142/096; Bethlehem 099/152; Bath 134/074; Henniker 123/106; Newport 103/136. Available at NH Department of Transportation, Bridge Design, Concord.

NHDOT Bridge Design Bureau. *Condition and Rating of NH Br. No. 148/121 Bypassed/Historic over Baker River in the Town of Wentworth, NH. October 10, 2014; Based on May 2014 Bridge Inspection*. Report available from NHDOT, Concord.

Plummer, George F. *History of the Town of Wentworth, New Hampshire*. Concord NH: The Rumford Press, 1930.

Preservation Company. *NHDHR Inventory Form HEN0004, Henniker 123/106 Ramsdell Road Bridge*. Prepared by Karen Robbins, Preservation Company, June 2004.

Wentworth, N.H. *Annual Reports of the Town Officers of the Town of Wentworth, N.H., For the Fiscal Year Ending February 15, 1910*.

Wentworth Town Scrap Book, Volume 1. Property of Webster Memorial Library, Wentworth, NH.

Surveyor's Evaluation:

NR listed:	individual	_____	NR eligible:	individual	_____X_____	NR Criteria:	A	__x__
	within district	_____		within district	_____X_____		B	_____
Integrity:	yes	_____X_____		not eligible	_____		C	__x__
	no	_____		more info needed	_____		D	_____
							E	_____

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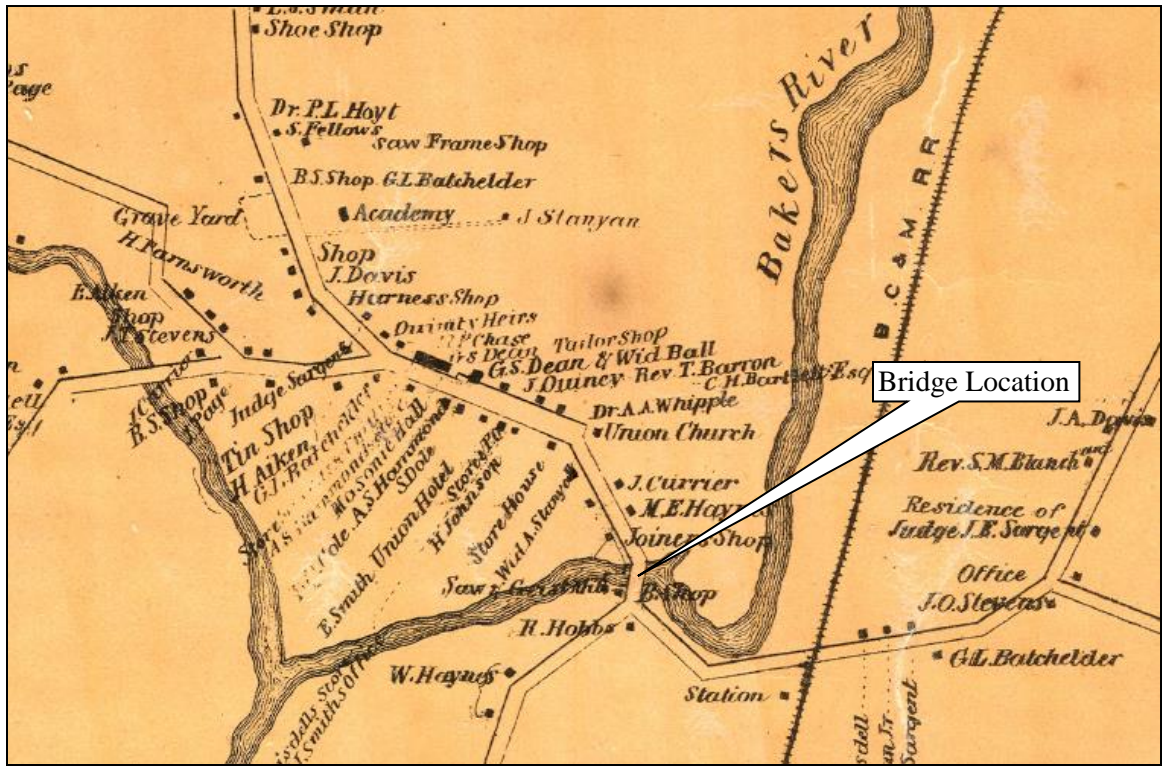


FIGURE 1: Walling 1860 Map of Grafton County, Town of Wentworth, NH.

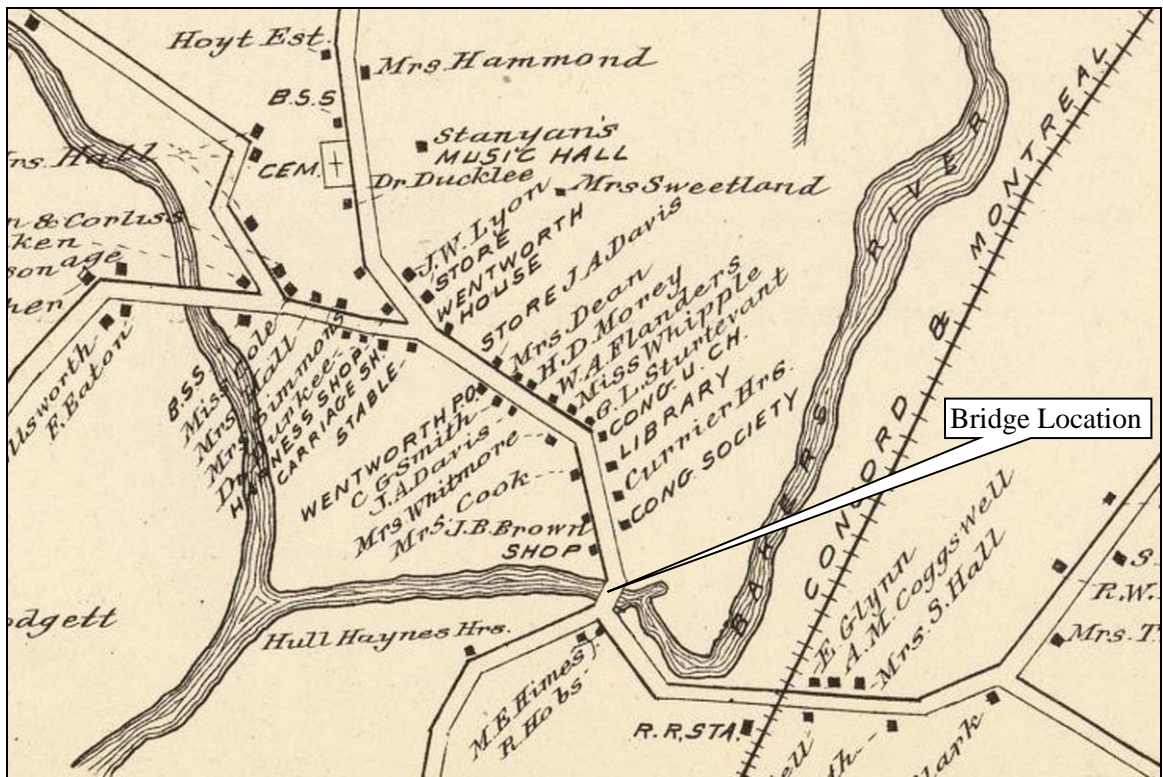


FIGURE 2: Hurd 1892 Map of Town of Wentworth, NH.

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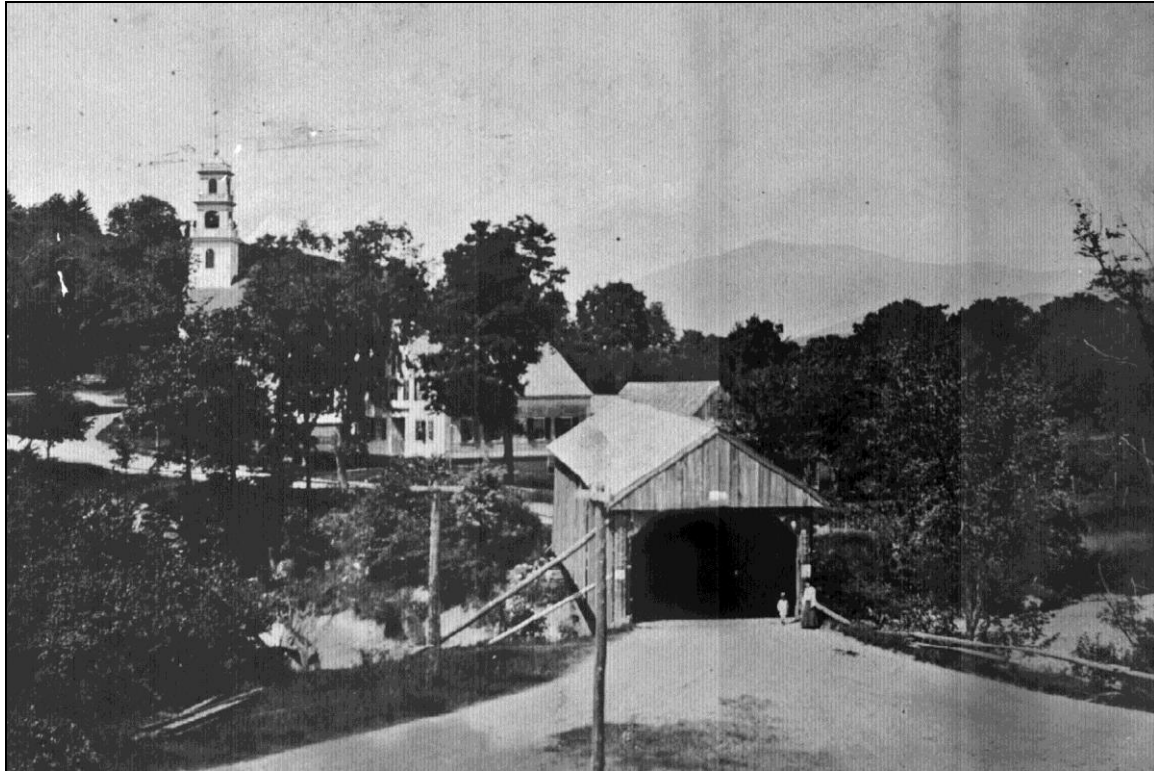


FIGURE 3: Village Covered Bridge or "Great Bridge," built 1866, demolished 1909 for construction of present steel truss bridge (Source: Wentworth Town Scrap Book).



FIGURE 4: Existing steel truss bridge (Wentworth 148/121) shown under construction in 1909 (Source: Wentworth Town Scrap Book).

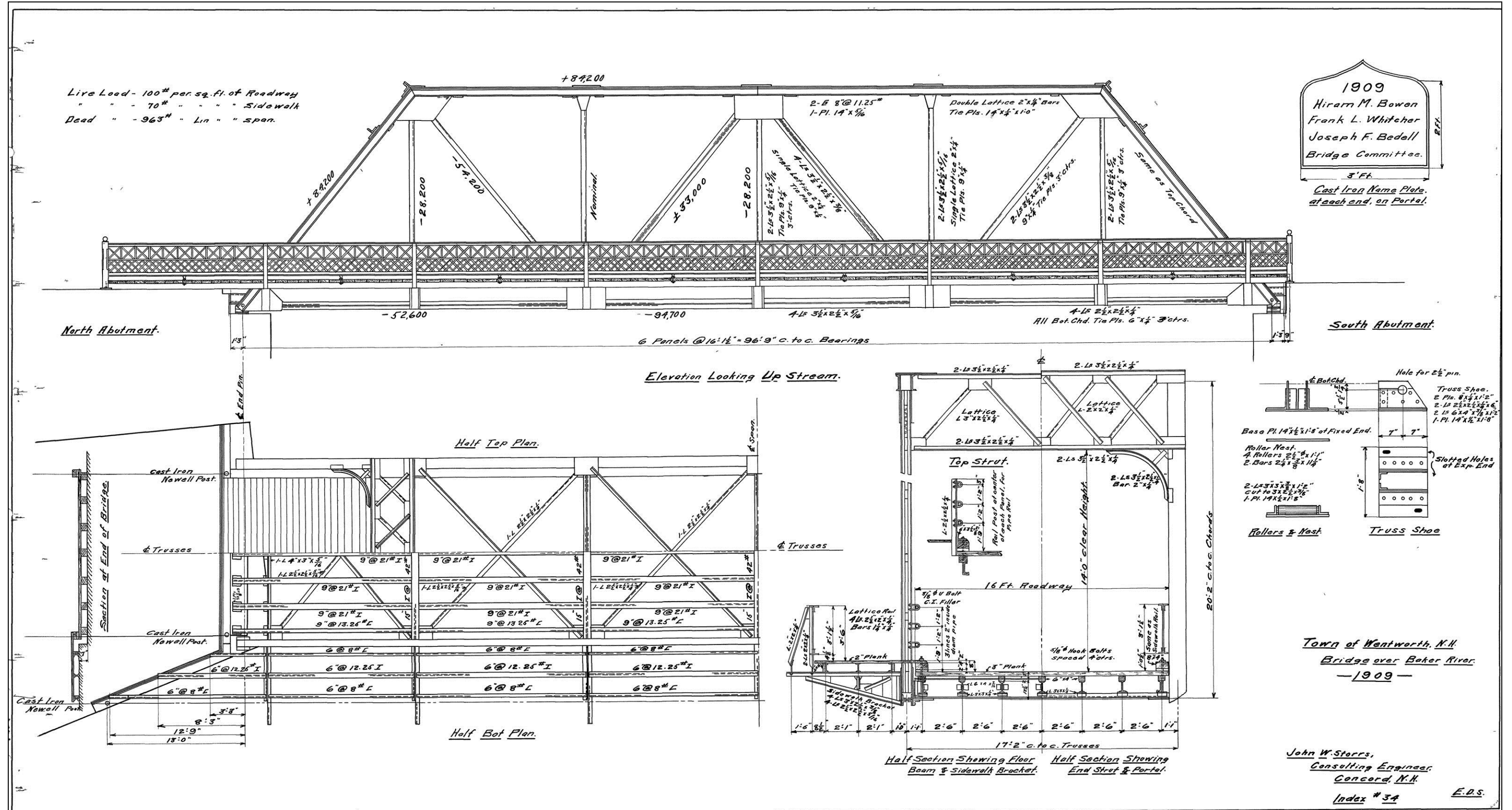


FIGURE 5: Original drawing of existing steel truss bridge (Wentworth 148/121), by John W. Storrs (Source: NHDOT Bridge Files).

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FIGURE 6: COMPARABLE BRIDGE. Bethlehem 071/137, Prospect St. over Ammonoosuc River, built 1928, Rehab 2011. NHDHR# BET0020. North side of truss, looking south, 11/11/2010.



FIGURE 7: COMPARABLE BRIDGE. Sugar Hill 202/128, Crane Hill Rd. over Gale River, built 1928, Rehab 1960. West portal, looking northeast (Source: NHDOT, Jerry Zoller, Photographer, 10/17/2007).

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FIGURE 8: COMPARABLE BRIDGE. Wentworth 142/096, Saunders Hill Rd. over Baker River, built 1928, Rehab 2010. East approach, looking west, 11/11/2010.



FIGURE 9: COMPARABLE BRIDGE. Bethlehem 099/152, NH 142 over Ammonoosuc River, built 1937, Rehab 1998. South approach, looking north, 11/11/2010.

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FIGURE 10: COMPARABLE BRIDGE. Bath 134/074, BYPASSED over Ammonoosuc River, built 1928, Repaired 1936. South side of truss, looking north (Source: NHDOT Inspection File Photo, 06/16/1999).



FIGURE 11: COMPARABLE BRIDGE. Henniker 123/106, Ramsdell Rd. over Contoocook River, built 1937, Rehab 2008. NHDHR# HEN0004. North approach, looking south, 11/16/2010.

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FIGURE 12: COMPARABLE BRIDGE. Newport 103/136, Oak Street over Sugar River, built 1937, Rehab 1989. West approach, looking east, 11/11/2010.

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Address: Village Road over Baker River

Date: 11/15/2014 Image stored at: HDC, Inc.



Photo # 2 description: South approach from East Side Road.

Digital Photo File Name: WEN0003_02

Direction: NE

Address: Village Road over Baker River

Date: 11/15/2014 Image stored at: HDC, Inc.



Photo # 3 description: North approach from Village Road.

Digital Photo File Name: WEN0003_03

Direction: S

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Address: Village Road over Baker River

Date: 11/15/2014 Image stored at: HDC, Inc.



Photo # 4 description: Downstream (west) side of truss.

Digital Photo File Name: WEN0003_04

Direction: NE

Address: Village Road over Baker River

Date: 11/15/2014 Image stored at: HDC, Inc.



Photo # 5 description: Bridge deck, sidewalk, railing and truss frame details.

Digital Photo File Name: WEN0003_05

Direction: NW

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Address: Village Road over Baker River

Date: 11/15/2014 Image stored at: HDC, Inc.



Photo # 6 description: North abutment and underside of deck showing floorbeams, stringers, lower chords and sidewalk brackets.

Digital Photo File Name: WEN0003_06

Direction: NE

Address: Village Road over Baker River

Date: 11/15/2014 Image stored at: HDC, Inc.



Photo # 7 description: Truss framing detail, lower chord, post, and sidewalk bracket connection, showing rust-thru of lower chord tension members.

Digital Photo File Name: WEN0003_07

Direction: SE

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NHDHR INVENTORY # WEN0003

Address: Village Road over Baker River

Date: 11/15/2014

Image stored at: HDC, Inc.



Photo # 8 description: Truss frame detail, fixed bridge bearing and endpost connection, north end, showing structural failure and rust-thru of members.

Digital Photo File Name: WEN0003_08

Direction: E

Address: Village Road over Baker River

Date: 11/15/2014

Image stored at: HDC, Inc.



Photo # 9 description: Truss detail, south portal framing, showing cast iron Builder's Plaque.

Digital Photo File Name: WEN0003_09

Direction: N

INDIVIDUAL INVENTORY FORM**NHDHR INVENTORY # WEN0003**

PHOTO KEY IS LOCATED ON PAGE_3__

I, the undersigned, confirm that the photos in this inventory form have not been digitally manipulated and that they conform to the standards set forth in the NHDHR Photo Policy. These photos were printed at the following commercial printer OR were printed using the following printer, ink, and paper: Walmart, Fall River, MA (Color photos must be professionally printed.)

The negatives or digital files are housed at/with: Historic Documentation Company, Inc., 490 Water St., Portsmouth, RI 02871

SIGNED:**FOR STATE REGISTER LISTING ONLY!**

If this inventory form is being submitted for consideration of New Hampshire State Register listing, have you included:

___ a photo CD with digital images included in the nomination (does not apply if film photography was used)

___ the State Register Contact Information sheet