

Campton Historical Society

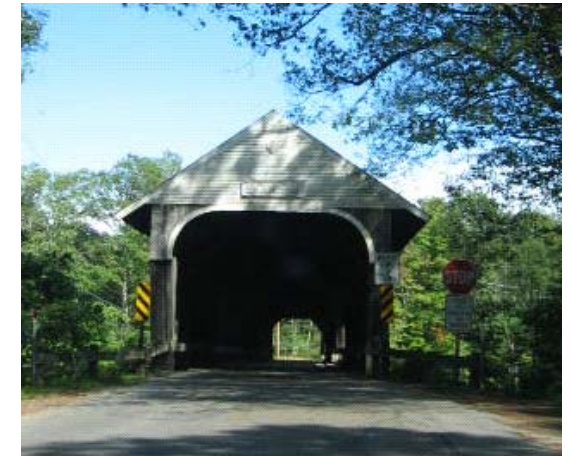


This informational brochure was produced by the Campton Historical Society, founded in 1991 to preserve the community's heritage, and to recognize and protect significant historic structures and sites.

The Society's headquarters is the 1855 town House, located one mile north of Blair Road and Route 175.

For further information, write to us at PO. Box 160, Campton, NH 03223, or log on to our web site page www.CamptonHistorical.org

Town of Campton, New Hampshire
HISTORIC SITE SERIES
Site #6



Located on
Blair Road, just off Exit 27 of I-93

This brochure is underwritten by:

Blair Covered Bridge

Campton, New Hampshire

The Blair Covered Bridge is located between NH Route 3 and 175 at exit 27 off Route I-93. It is one of the three remaining covered bridges in the town. The site was originally a ford between two sections of the Town of Campton. The center of town was on the east side, where the Town House is located. The west side was known as the Blair section. The bridge was initially prompted by an incident where the local doctor was crossing the stream on horseback, and was caught in a flood. He survived, but the horse was lost. The first bridge here was built in 1829 at a cost of \$1,000. It was destroyed in 1868 by an arsonist, Lem Palmer who claimed that God told him to do it. Even though he confessed, he was not convicted because there were no witnesses.

The present bridge was erected in 1870, and includes one timber from the original. Material came from the Cook lot, 4.5 miles west on Bog Road. The granite rocks for the abutments came from the Fred Pulsifer and Albert Brainard farms, also on Bog Road.

Blair Bridge employs a truss design patented by Col. Stephen H. Long. It has two clear spans of 193'3" and 131'0". At a total length of 292'10", it is the second largest covered bridge entirely within the boundaries of the State of New Hampshire. It is posted for a maximum weight of 3 tons, and has a maximum vertical clearance of 13'3". The original posted speed limit was 5 MPH, with a fine of \$15 for not obeying the limit.

By 1977, dirt and dampness had caused some decay. The 4 corners were re-built by Milton Graton at a cost of \$59,379. The East end was raised 8 inches, and new oak floor joists were added to support truck travel.

Blair Bridge is #41 on the New Hampshire registry. It is the last remaining covered bridge in the state to have been constructed using Long's patented design.

