

Massachusetts Cultural Resource Information System

Scanned Record Cover Page

Inventory No:	SBR.902
Historic Name:	Bridge Street Bridge over Conrail
Common Name:	Boston & Albany Railroad Bridge #42B (#28.02)
Address:	Bridge St
City/Town:	Southborough
Village/Neighborhood:	Southville
Local No:	
Year Constructed:	
Architect(s):	Chamberlain, W. G. S.; Boston Bridge Works
Architectural Style(s):	Truss Warren Single Intersection
Use(s):	Other Engineering; Other Rail Related; Other Transportation
Significance:	Engineering; Transportation
Area(s):	SBR.B: Southville
Designation(s):	
Building Materials(s):	



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Commonwealth of Massachusetts
Massachusetts Historical Commission
220 Morrissey Boulevard, Boston, Massachusetts 02125
www.sec.state.ma.us/mhc

This file was accessed on:

Thursday, July 07, 2016 at 4:58: PM

Municipality: Southborough PI-Southville USGS-MAR2 District: 3Street name/Rt. #: Bridge St.Over
Street name/Rt. #: Conrail (B&A RR)Bridge key #: 900384101100 Photo #s: 18:13-17; 90:10-14Bridge plan #: 5-20-14Common/historic name: B&A RR Br. # 42B "Main St. Southville" later # 2802Current owner: MDPWUTM coordinates: _____ AASHTO rating: 380 (1-10-86)*****
National Register status (insert date) _____ Field rating: _____

Entered: _____ Potential: _____

Eligible: _____ Non-eligible: _____

Date built (source): 1901 (B.H.)

Date(s) rebuilt (source): _____

Builder (source): Boston Bridge Works (B.H.)Designer (source): B&A RR Road Dept. W.G.S. Chamberlain, Br. Eng. (plans)*****
Structural type/materials: 310

riveted single-intersection Warren pony truss; outtrigger sway braces in 1 (eastern) truss,
X verticals sway braces in western truss (projected sidewalk on western truss). diagonals
in E truss have stay plates, bored for orig. 3-pipe guardrail (guardrail now removed), W truss diagonals
are alternately latticed.
large block coursed granite ashlar abutments

Overall length: 66' Deck width/layout: 31' out-outSkew: -Main unit, # spans: 1 lengths: 58'Approaches, # spans: - lengths: -Plaque: No location: -

Alterations, unusual features, comments:

Plans, 1921, + 1933 - both show central panels being reinforced at lower chord level; new
floorbeams stringers, cover plates etc.

1921 plans - replace all 12 stringers in 4 central panels of sidewalk; replace all 18 stringers in
2 central panels of roadway, replace all 4 laterals in 2 central bays of roadway, add inside + bottom
cover plates to 2 central panels of lower chords of both trusses.

1932 plans - make 6 new sidewalk stringers.

1933 " - replace 2 floorbeams (#, 2, 4), the 18 roadway stringers between them, and
the 4 laterals between them.

Plans for abutments and trusses are all labeled B&A RR; plans for wooden floor and picket fence
drawn March 1901 include "NYC + HRRR Co Lessee"

Visual quality (bridge and setting): High Average X Low Site integrity: Retained X Violated Describe: located in the 19th century rural hamlet of Southville, with a nice Victorian Gothic wooden church to NE across Southville Rd (*aluminum sided since 1984 initial site visit)

History of bridge and site:

Sources:

B.H. ✓

Plans 1900, 1921, 1933

RR E&K 1978

BEA RR Bridge List ✓

Old B.H. 1966 rep. ✓ 1920s photos ✓

Summary statement of significance:

Tied for 24th oldest of 65 known single-intersection Warren pony truss bridges in the MDPW data base; this is the most common metal truss sub-type in the data base. One of a group of 23 related, riveted Warren pony truss overhead highway bridges originally built for the Dooton & Albany RR between 1889 and 1902 and now in the MDPW data base. Although the 12 double-intersection Warren pony trusses among these 23 are of much more interest than their 11 single-intersection counterparts, S-20-14 is one of the most interesting of the latter in that it displays in a single bridge both of the sway bracing systems employed in these BEA pony trusses -- crossed sway bracing in the truss which is flanked by a projected sidewalk, and outrigger sway bracing in the truss which has no sidewalk. Built by a prolific Massachusetts bridge-building firm.

Statement prepared by: S.J. RoperDate: 23 Oct. 1987

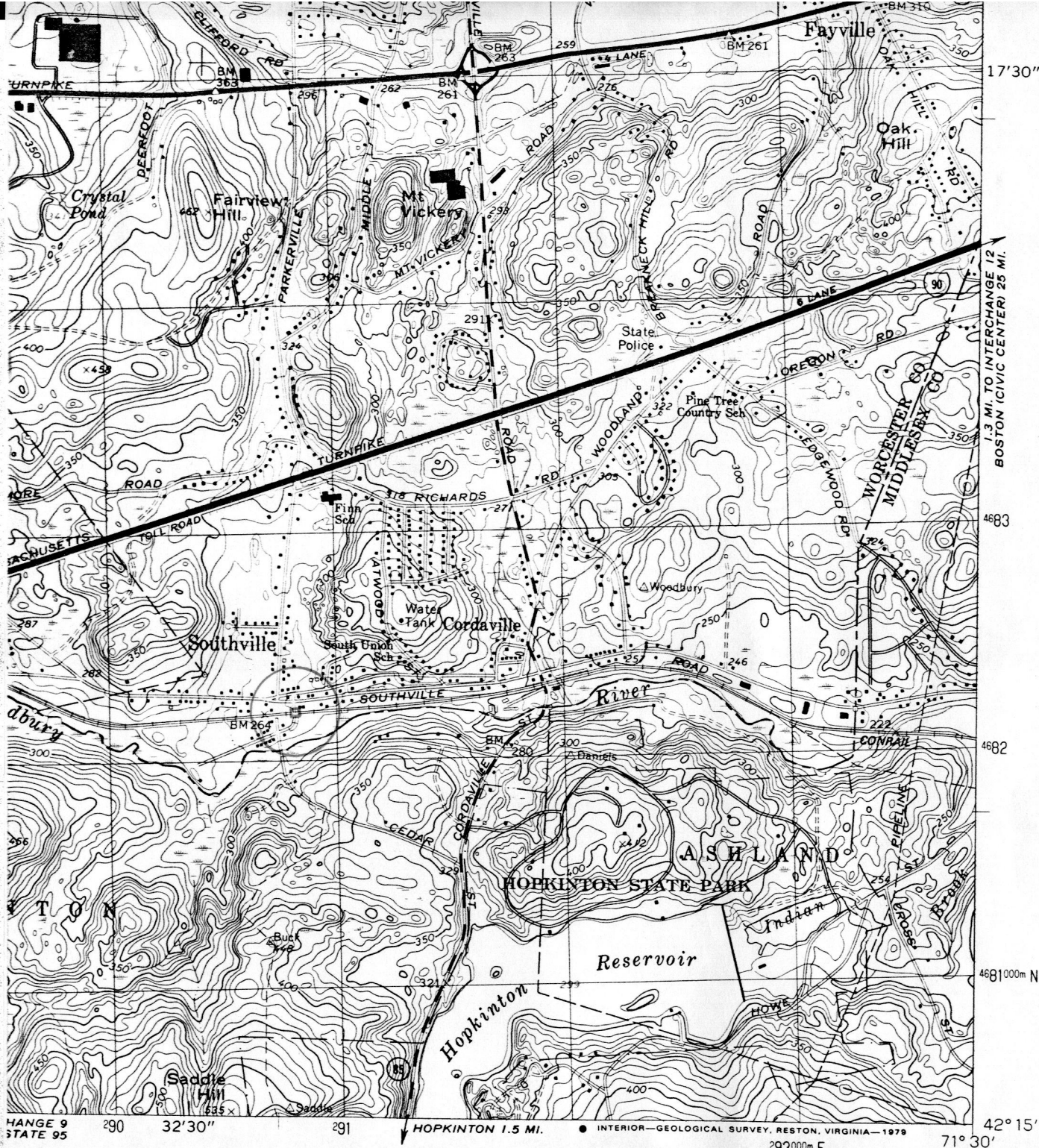
Field survey by: S.J. Roper, MDPW Historic Bridges SpecialistDate: 22 Nov. 198430 Ap. 1987

Feet	Meters
1	3048
2	6096
3	9144
4	12192
5	15240
6	18288
7	21336
8	24384
9	27432
10	30480

SBR.902

To convert feet to meters
multiply by .3048

To convert meters to feet
multiply by 3.2808



SAVE

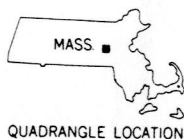
1 MILE
0 7000 FEET
1 KILOMETER

S-20-14

ROAD CLASSIFICATION

Primary highway, all weather, hard surface
Secondary highway, all weather, hard surface
Light-duty road, all weather, improved surface
Unimproved road, fair or dry weather

Interstate Route U. S. Route State Route



QUADRANGLE LOCATION

MARLBOROUGH, MASS.

(FORMERLY MARLBORO)
N4215—W7130/7.5

1969

PHOTOREVISED 1979
AMS 6668 I SE—SERIES V814

ARDS
2092
ON REQUEST

Revisions shown in purple compiled in cooperation with State of Massachusetts agencies from aerial photographs taken 1977 and other source data. This information not field checked. Map edited 1979

MDPW RECOMMENDATION - NATIONAL REGISTER ELIGIBILITY

Municipality

Street on

No.

Bridge: Southborough Bridge St/Conrail 3-20-14

Historic evaluation

Significant because:

- 1) Unusual or unique type
or rare survivor of common type
- 2) Early example of type
- 3) Design - Valuable contribution to bridge technology
- 4) Retains integrity (trusses basically unaltered)
- 5) Builder known and important Boston Bridge Works
- 6) Bridge historically important to area local

Not significant because:

- 1) Common type single-intersection Warren ponytruss
- 2) Post-1931
- 3) Design - no contribution to bridge technology
- 4) Integrity lost because of: a) alterations
b) disintegration
- 5) Builder unimportant or not known
- 6) No known significance in area

☒ Potentially eligible

	Not eligible
--	--------------

☐ Not eligible individually,
but located

☐ Conditionally not eligible;
review when 50 years old

Comments:

One of the better-preserved of the 11 similar single-intersection Warren pony trusses built for the Boston & Albany RR; of particular interest in that it displays both of the sway-bracing systems characteristic of the B&A's pony trusses, in a single bridge. Built by a prolific Massachusetts bridge-building firm in the 19th century rural hamlet of Southville.

4 Nov. 1987

S.S. Roper, MDPW Historic Bridge Specialist



FROM S (11-22-84)



FROM W (11-22-84)



FROM N (11-22-84)



FROM W (11-22-84)



FROM S ABUTMENT
(11-22-1984)



W TRUSS FROM S (4-30-87)



W TRUSS FROM N (4-30-87)



E TRUSS

(4-30-87)



E TRUSS

(4-30-87)

TO: Betsy F.RETURN TO REVIEWER BY _____
(DATE)FROM: WM. SmithDATE: 7/12/88TOWN: SouthboroughPROPERTY: S-20-14 Bridge st over Conrail
(NAME AND ADDRESS)

1. Does this property meet the criteria for NR eligibility?

☒ YES☐ NO

A. Criteria

- a. events
- b. lives
- c. characteristics
- d. information

B. Local _____ State _____ National _____

2. Statement of Significance: OR Why not eligible?

1901 single-intersection Warren pony truss
Bridge is basically unaltered its unusual
because it has both types of sway
bracing systems characteristic of Boston & Albany
pony trusses in a single bridge (outrigger
system - eastern truss & "X" verticals system or
western truss)

* Boston Bridge works☐ DOE LETTER WRITTEN

FILED IN ER FILE _____

(DATE)



31
SBR. 902

February 16, 1989

James A. Walsh
Division Administrator
Federal Highway Administration
Transportation Systems Center
55 Broadway - 10th Floor
Cambridge, MA 02142

ATTN: Mr. H. Pearlman

RE: Warren Pony Truss Bridges, National Register Eligibility

Dear Mr. Walsh:

The Massachusetts Historical Commission has reviewed the historic bridge inventory forms prepared by the Massachusetts Department of Public Works. The MHC concurs with the preliminary finding of the MDPW that the following bridges appear to meet criteria for listing in the National Register of Historic Places.

Brimfield

B-24-18

Washington Street over Conrail

1890 wrought iron riveted single-intersection Warren pony truss with outrigger sway braces. Oldest and best preserved of a group of 11 similar bridges built for the Boston and Albany Railroad during the latter part of the 19th century.

Brockton

B-25-22

Field Street over Conrail

1894 steel riveted single-intersection Warren pony truss. Oldest and least altered of a group of 5 similar bridges. Very unusual top chord design. MHC concurs with the change in determination.

Grafton

G-8-4

Brigham Hill Rd. over Quinsigamond River

1888 wrought iron single-intersection Warren pony truss with outrigger sway braces. Oldest and best preserved example of the most common bridge type in MDPW data-base.

Southborough

S-20-14

Bridge Street over Conrail

1901 steel single-intersection Warren pony truss with unusual sway braces. It displays both of the sway bracing systems characteristic of the Boston and Albany Railroad pony trusses in a single bridge.

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Massachusetts Historical Commission, Valerie A. Talmage, *Executive Director, State Historic Preservation Officer*
80 Boylston Street, Boston, Massachusetts 02116 (617) 727-8470

Office of the Secretary of State, Michael J. Connolly, *Secretary*

James A. Walsh
 February 16, 1989
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The Massachusetts Historical Commission Disagrees with the preliminary finding of the MDPW for the following Bridges. The MHC finds the bridges to meet criteria for listing in the National Register of Historic Places.

Sheffield S-10-2 St. 7A over Housatonic River

1925 steel single-intersection with alternate verticals Warren pony truss. Oldest Warren pony truss with polygonal top chord. It is the earliest example of the modern Warren pony truss. The polygonal top chord design reduces the amount of steel required, which also reduces the dead weight of the structure.

Although the Massachusetts Historical Commission agrees with MDPW's preliminary finding that the following three bridges do not meet the criteria for individual listing in the National Register, MHC finds that each of these bridges is a potential contributing element in a possible National Register historic district. Project plans for any of these bridges should take this factor into consideration.

Cummington C-21-13 Bridge Street over Westfield River

1920(?) steel riveted single-intersection with alternate verticals Warren pony truss. Contributing element to the eligible historic district in West Cummington. Period of Significance would be mid 19th century through early 20th century.

Granville G-10-14 Reservoir Road over Munn brook &
 Granville Reservoir spillway

1929 steel riveted single-intersection with verticals Warren pony truss. Bridge, Dam, & Reservoir appear to be contributing elements in the potential National Historic district at Granville Reservoir. The water works development period of significance is 1928-1929. The major early modern period development was built to supply Springfield with water.

Newburyport/West Newbury N-11-9/W-20-3 Emery's Lane, Curzon Mill
 Road over Artichoke River

1901 steel riveted single-intersection with alternate verticals Warren pony truss. Bridge appears to be a contributing element to a proposed National Historic district.

The Massachusetts Historical Commission agrees with MDPW's preliminary finding that the following nineteen bridges do not meet criteria for individual listing in the National Register. However, each of these bridges is within, or adjacent to, a known or possible historic district or property. Some of these nineteen bridges might eventually be found to be contributing elements within potentially eligible historic districts. Project plans for any of these bridges should take this factor into consideration.

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- Acton A-2-4 St. 27, Main St. over B & M Railroad
1906 steel riveted single-intersection with verticals Warren pony truss. Located in the village of South Acton, a potentially eligible National Register Historical District, and near Jones Tavern and Exchange Hall, which are individually listed in the National Register.
- Athol A-15-9 Chestnut Hill Ave. over Millers River
1921 steel riveted single-intersection with verticals Warren pony truss. Located near turn-of-century mill complex.
- Ayer A-19-7 West Main St. over B & M Railroad
1936 steel riveted single-intersection with vertical Warren pony truss. Located near Ayer Main Street historic district. (National Historic Register Listing pending.)
- Barre B-2-7 St. 32, South Barre Road over Ware River
1937 steel single-intersection with vertical Warren pony truss. Adjacent to the 19th century mill Village of South Barre.
- Boston B-16-214 Saratoga Street over MBTA
1913 steel riveted single-intersection with verticals Warren pony truss. Located near Orient Heights, turn-of-the-century residential and commercial area.
- Brockton B-25-19 Meadow Lane over Conrail
1895 steel riveted single-intersection Warren pony truss. Located adjacent to the Brockton sewage pumping station (1893), a fine Richardson Romanesque building that appears individually eligible for the National Register.
- Colrain C-18-2 Foundry Village Road over East Branch, North River
1939 steel riveted single-intersection with verticals Warren pony truss. Located near the remnants of early to mid-19th century industrial village. This bridge is also near the Kendall Mill Complex.
- Dudley D-12-10 West Dudley Road over Quinebaug River
1938 steel riveted single-intersection with verticals Warren pony truss. Located within a possible National Register historical district in West Dudley. Period of significance for the paper mills would be 1880 to 1940.

East Brookfield E-2-7 Bridge Street over Conrail

1892 steel riveted single-intersection Warren pony truss. Near East Brookfield Village Center, a rural hamlet with 19th century houses. Richardsonian train station located west of bridge.

Lawrence L-4-47 Access Road over North Canal

1938 steel riveted single-intersection with verticals Warren pony truss. Located within the North Canal National Register Historic District.

Lee L-5-2 Willow Street over Housatonic River

1951 steel riveted single-intersection with alternate verticals Warren pony truss. Located in western end of 19th century rural village of South Lee. Adjacent to mid-19th century paper mill complex.

Montague M-28-15 Fifth Street over upper canal

1954 steel riveted single-intersection with verticals Warren pony trusses. Located in Turners Falls National Register Historic District.

Royalston R-12-14 King Street over Millers River

1937 steel riveted single-intersection with verticals Warren pony truss. Adjacent to the remains of a 19th century industrial settlement. Archaeological remains are potentially eligible for the National Register of Historic Places.

Royalston R-12-15 St. 68, Royalston Road over Millers River

1937 steel riveted single-intersection with verticals Warren pony truss. Located in 19th century mill village of South Royalston.

Sandisfield S-3-4 St. 8, over Housatonic River

1930 steel riveted single-intersection with alternate verticals Warren pony truss. Located in New Boston Village, an eligible National Register Historic District. Near New Boston Inn, which is individually listed on the National Register of Historic Places.

Somerville S-17-6 Walnut Street over B & M Railroad

1894 wrought iron riveted single-intersection with alternate verticals Warren pony truss. Located behind Somerville City Hall and Main Library. National Register designation for both properties are pending.

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Somerville

S-17-8

School Street over B & M Railroad

1898 steel riveted single-intersection with alternate verticals Warren pony truss. Located near Somerville City Hall and Main Library. National Register designation for both properties is pending.

Somerville

S-17-9

Sycamore Street over B & M Railroad

1902 steel riveted single-intersection Warren pony truss. Adjacent to National Register properties.

Whately

W-33-12

Williamsburg Road over West Brook

1901 steel riveted single-intersection Warren pony truss. Located at one end of rural hamlet of West Whately. Possible National Register district.

James A. Walsh
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The Massachusetts Historical Commission concurs with the preliminary findings of the Massachusetts Department of Public Works that the following bridge does not appear to meet criteria for listing in the National Register of Historic Places.

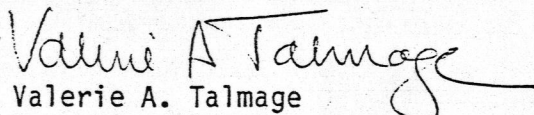
<u>Ashland</u>	A-14-13	Howe Street over Conrail
<u>Ayer</u>	A-19-3	Main Street over B & M Railroad
<u>Boston</u>	B-16-126	West Fourth Street, Foundry Street over MBTA, Conrail
<u>Brimfield/Palmer</u>	B-24-12/P-1-11	Kings Bridge Road over Quaboag River
<u>Brockton</u>	B-25-16	East Nilsson Street over Conrail
<u>Brockton</u>	B-25-17	Perkins Avenue over Conrail
<u>Brockton</u>	B-25-18	Plain Street over Conrail
<u>Chester</u>	C-11-2	Middlefield Road over Conrail
<u>Chester</u>	C-11-27	Old State Highway over Penn. Central Railroad
<u>Colrain</u>	C-18-1	Franklin Hill Road over East Brook, North River
<u>Colrain</u>	C-18-14	Adamsville Road over West Brook, North River
<u>Colrain</u>	C-18-26	Reils Road over East Brook, North River
<u>Conway</u>	C-20-14	Reeds Bridge Road over South River
<u>Great Barrington</u>	G-11-7	Bridge Street over Housatonic River
<u>Hawley</u>	H-13-7	St. 8A, West Hawley Road over Chickley River
<u>Hinsdale</u>	H-16-12	Bullards Crossing over Penn Central Railroad
<u>Hubbardston</u>	H-24-5	Old Princeton Road over Ware River
<u>Lee</u>	L-5-3	Meadows Street over Housatonic River
<u>Malden</u>	M-1-6	Clifton Street over B & M Railroad

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<u>Medford</u>	M-12-12	College Avenue over B & M Railroad
<u>Medford</u>	M-12-15	Grove Street over Conrail
<u>Medway</u>	M-13-1	Walker Street over Charles River
<u>Monson</u>	M-27-12	Hovey Street over Conrail
<u>Natick</u>	N-3-12	Boden Lane over Penn Central Railroad
<u>Newbury</u>	N-10-3	Hanover Street over Little River
<u>Palmer</u>	P-1-20	St. 32, Tenney Street over Conrail
<u>Sandisfield</u>	S-3-2	St. 57, over Clam River
<u>Somerville</u>	S-17-11	Lowell Street over B & M Railroad
<u>Somerville</u>	S-17-12	Cedar Street over B & M Railroad
<u>Somerville</u>	S-17-15	Lowell Street over B & M Railroad
<u>Somerville</u>	S-17-18	Dane Street over B & M Railroad
<u>Stockbridge</u>	S-26-2	Glendale Middle Road over Housatonic River
<u>Tyngborough</u>	T-9-8	Island Road over Merrimack River
<u>Waltham</u>	W-4-15	U.S. 20, Main Street over B & M Railroad
<u>Williamstown</u>	W-37-4	Cole Avenue over Hoosic River
<u>Williamstown</u>	W-37-24	Belden Street over Hemlock Brook
<u>Worcester</u>	W-44-21	Graham Street over Conrail

If you have any questions, please feel free to contact William Smith of this office.

Sincerely


Valerie A. Talmage
Executive Director
State Historic Preservation Officer
Massachusetts Historical Commission

cc: Frank Bracaglia, MDPW

VAT/WS/tb