Massachusetts Cultural Resource Information System

Scanned Record Cover Page

Inventory No:	ERV.901
Historic Name:	Farley Bridge
Common Name:	Farley Road Bridge over Millers River
Address:	
City/Town:	Erving
Village/Neighborhood:	Farley
Local No:	
Year Constructed:	
Architect(s):	
Architectural Style(s):	
Use(s):	Other Engineering; Other Transportation
Significance:	Engineering; Transportation
Area(s):	ERV.E: Farley Village
Designation(s):	

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

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Friday, March 07, 2014 at 2:20: AM

SECTION A WEN. 900
ERV. 901

FORM F - STRUCTURE

AREA	FORM NO.
	900

MASSACHUSETTS HISTORICAL COMMISSION
80 BOYLSTON STREET
BOSTON, MA 02116

Town Wendell / ERVING

ress Farley Road

e Farley Bridge

ership: Ts of Wendell & Public

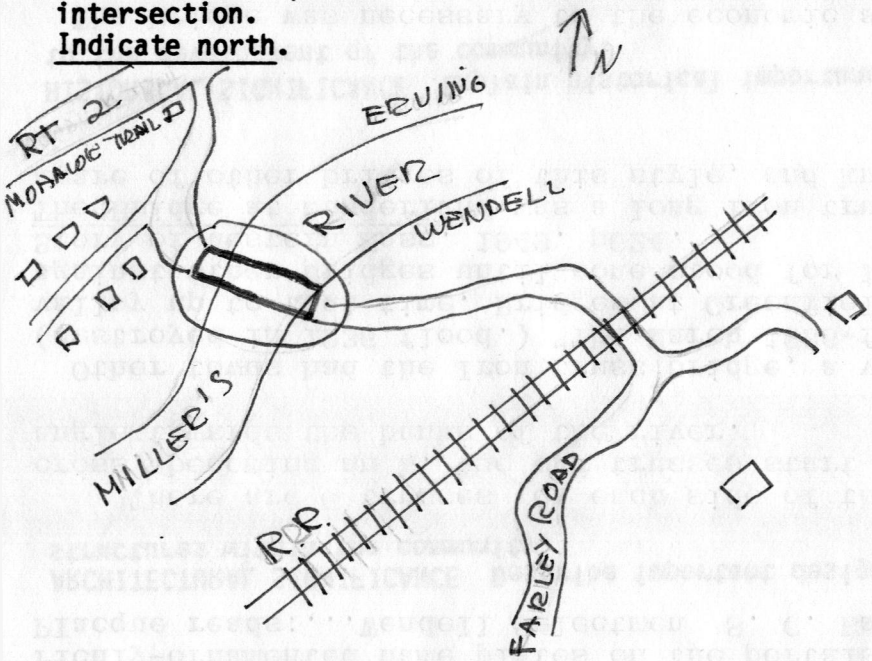
Erving ~~Private~~

e of Structure (check one):

dge	X	pound	
al		powder house	
		street	
t		tower	
e		tunnel	
n		wall	
thouse		windmill	

er

Sketch Map: Draw map showing structure's location in relation to nearest cross streets, buildings and/or geographical features. Indicate all buildings between inventoried property and nearest intersection.
Indicate north.



DESCRIPTION

Date 1889

Source Placque on Bridge

Architect Engineer/Designer (if known):
Dean & Westbrook, N.Y.

Construction material iron

Alterations (with dates) none

Condition good

Moved no Date

Acreage

Setting In a wooded crossing over Millers River, with heights on N. side, lower land on S.

UTM REFERENCE

USGS QUANDRANGLE

SCALE

Recorded by Sherrill Foster

Organization Wendell Hist. Commission

Date Oct 26, 1985

WEN.902
ERV.901

NATIONAL REGISTER CRITERIA STATEMENT (if applicable)

The Bridge over the Millers River at Farley, built in 1889 by the New York firm of Dean & Westbrook is a pin-connected Pratt Through truss bridge. It is the only known example in Massachusetts to use the Phoenix Iron Company's patented wro ught-iron "Phoenix columns". The bridge also retains its two richly-ornamented name plates on the portals at either end of the bridge. Placque reads:...Wendell Selectmen S. C. Ballou, A. Baker, G. A. Merchant.

ARCHITECTURAL SIGNIFICANCE Describe important design features and evaluate in terms of other structures within the community.

There are 6 trusses on each side of the bridge. In the center these trusses cross, becoming an X. The end trusses start from the base of the bridge and angle towards the banks of the river.

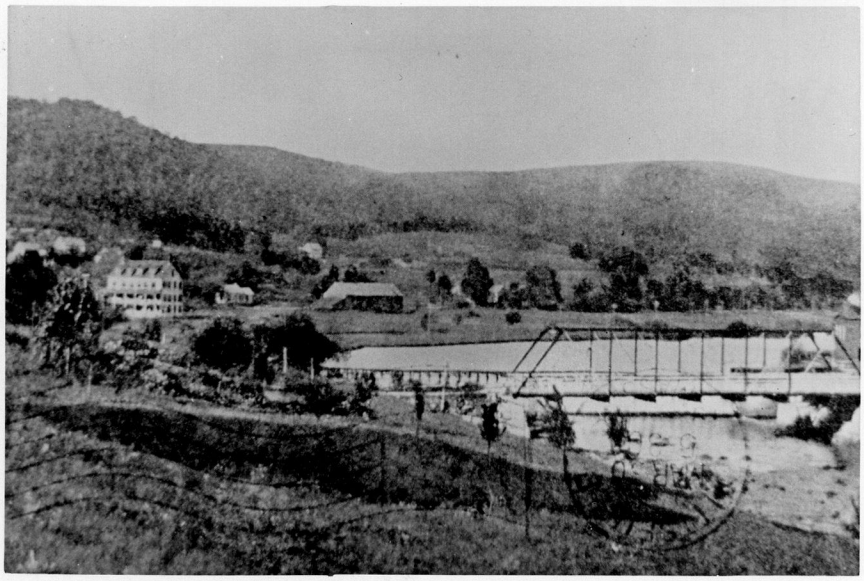
Other towns had the Iron truss bridge, a very large one was at Sunderland (destroyed in 1936 flood.) "The March 1936 flood (was) the worst to hit the CT valley up to that time. Bridges at Greenfield and Montague City went, crashing against other bridges until none stood for 10 miles to Sunderland." Harry A. Wright Story of Western Mass. 1949. p624.
The Bridge at Sunderland was a long Iron truss bridge. Thus the selectmen were aware of other bridges of this style, and knew their sturdiness.

HISTORICAL SIGNIFICANCE Explain historical importance of structure and how the structure relates to the development of the community.

The bridge was necessary to the economic advantage of the community. Erving had numerous manufacturing mills for which Wendell supplied the raw material (wood) and the personnel to run these mills. There was also in the 19th C. much 'piece work' the braiding of palm leaf and straw to create hats. Earlier there was wool, leather goods, and so forth. As late as 1949, the quantity of lumber prepared in Wendell was 1,258,000 feet. (Wright:p.657.)

BIBLIOGRAPHY and/or REFERENCES

Wright, Harry Andrew, Story of Western Mass. Lewis Historical Publishing Co. N.Y. 1949, vol II.
Whittlesey, Charles W. Crossing & Re-Crossing the Connecticut River. Tuttle, Morehouse & Taylor Co. New Haven, CT. 1938.
Hayward, John. Gazetter of Mass.... , John Hayward, 25 Cornhill, Boston 1847.
Condit, Carl W. American Building.U.of Chicago Press. 2nd ed. 1982. fig 30-32.



wn ERVING / WENDELL

cation Farley Village, Town of Erving

ner Towns of Erving and Wendell

te 1889

urce of date Plaque on bridge

ginal owner Towns of Erving and Wendell

signer Dean & Westbrook, New York.

ilable to public Yes

use ~~Limited to 3 T.~~

4. Type Single span "Through Pratt Truss" Dimensions Span 124 ft.

Construction material Wrought iron

5. Setting Spans Millers River from end of Bridge Street in Farley.

6. History (continue on reverse side) This bridge was built because two enterprising business men, J.B. and D.E. Farley, built a paper mill and knitting mill on the Wendell, or south side of the river. They built houses for their help there; but their own "commodious dwellings" were built on the Erving side, on high ground overlooking the river and the factories. Hence the need for a bridge.

In 1936, flood waters rose 18 inches over the floor of the bridge. The approach on the Erving side was washed out, but the bridge remained intact.

AT the 1981 town meeting money was voted for inspection of, and repairs to , this bridge. Tighe and Bond, of Holyoke prepared a report on the bridge in July, 1981.

7. Indicate location of structure in relation to cross sts., other structures or permanent points of reference.

Exactly at end of Bridge Street in Farley.

Footage of structure from street —

Recorder Pearl B. Care

For Erving Historical Commission

Photo _____ Date Nov. 1, 1982

SEE REVERSE SIDE

7. History, cont.

Quoting from their report: "Bridge Street bridge is a single span "Through Pratt Truss", built by Dean and Westbrook of New York in 1889. - ---appears to be constructed throughout of wrought iron. All joints on the structure were assembled with large threaded steel pins. The compression members were fabricated from rolled shapes and riveted together to form a nearly tubular shape. The tension members on the truss were made from either circular rods, or square or flat stock with ends enlarged to fit around the steel pins at each joint. The ends of the compression members, however, are held in place with large castings which were made to fit integral with each joint of the truss."

After minimal repairs the bridge would be posted, as followws:

Type H load	3 T.
Type 3 load	5 T.
Type 3S2 load	7 T.

8. Bibliography

RESTRICTIONS _____

_____

Deed Information: Book number _____ Page _____, _____ Registry of Deeds

ERV. 901
WEN. 902

MASSACHUSETTS HISTORIC BRIDGE INVENTORY

Municipality: Erving/Wendell District: 2

Street name/Rt. #: Farley Road
Over
Street name/Rt. #: Millers River

Bridge key #: MUN2160004100 Photo ##s: 11:0-4; 102:22A-30A

Bridge plan #: E-10-6/W-15-5

Common/historic name: Farley Bridge

Current owner:

UTM coordinates: AASHTO rating: 236 (4-30-85)

****

National Register status (insert date)

Entered: Potential:

Eligible: Non-eligible:

Field rating: (3) 2 1

****

Date built (source): 1889 (plate)

Date(s) rebuilt (source):

Builder (source): ✓Dean & Westbrook, NY. (plate)

Designer (source):

****

Structural type/materials: 910

pin-connected, 8-panel, Pratt through truss; counters in 2 central panels only.

4-segment Phoenix column compression members - end posts, upper chords, upper lateral struts, and interior truss verticals. floor beams are suspended from lower panel points by looped rod U-hangers. Phoenix column members are socketed into iron casting blocks at panel points. Eyebar lower chord. ^die-forged

roughly cut granite rubble masonry abutments

Overall length: 123' Deck width/layout: 16.4' out-out; 1 lane

Skew: -

Main unit, # spans: 1 lengths: 117'

Approaches, # spans: - lengths: -

Plaque: 2 location: centered on portal struts

Alterations, unusual features, comments:

timber stringers and deck planks recently removed, save for 4' walkway along NEern truss. all wooden elements had undoubtedly been replaced numerous times since 1889.

all metal elements of bridge appear to be original.

outstanding, wildly profiled builder's plates on both portals.

EKV.901
WEN.908

Visual quality (bridge and setting): High X Average ___ Low ___

Site integrity: Retained ___ Violated X

Describe: Highly picturesque -- bridge spans shallow, rocky bed of Millers River as it winds down a narrow valley squeezed between steep, rocky hills. A series of heavily overgrown stone, brick, and concrete factory foundations line the Wendell side of the river; a small group of 19th and 20th c. houses along 2 or 3 short streets on the Erving side comprise the village of Farley.

History of bridge and site:

This bridge was originally built at a cost of $4200., $500 of which was contributed by the Farley Paper Co. The paper company's plant formerly stretched along the Wendell side of the river, while the bulk of the village of Farley was located on a higher, level terrace on the Erving side of the Millers. Only the foundations of the paper mill complex can be seen today (presumably, the plant was ruined by the great Millers River flood of 1936), although much of the residential portion of Farley survives.

Sources: Erving Annual Reports 1887-89
B.H. ✓
Plans No
RR Sch.

Old BH ✓ (ca. 1921 photo in Erving)

****

Summary statement of significance:

Tied for 4th oldest of 9 known Pratt through trusses in the MDPW data base. Virtually unaltered (excepting the periodic replacement of the timber stringers and deck). One of only 3 known bridges in the MDPW data base (L-2-4 and F-7-11 are the others) to utilize the patented Phoenix column compression members. Has a pair of wildly profiled builders' plates (the same plates have been found on other Dean & Westbrook-built bridges -- none in Massachusetts, though). In a very picturesque rural setting (considerably different from the way this area must have looked in the 1880s, when the Farley Paper Co. mills stood on the Wendell bank of the river).

Statement prepared by: S. J. Roper Date: 29 April 1988

****

Field survey by: S. J. Roper MDPW Historic Bridge Specialist Date: 9-17-84
11-17-87

ERV. 901
WEH. 902

E-10-6/W-15-5

MILLERS FALLS QUAD.

ERV. 901
WEN. 900

MDPW RECOMMENDATION - NATIONAL REGISTER ELIGIBILITY

Municipality	Street on	No.
Bridge: Erving/Wendell	Farley Rd/Millers River	E-10-6/W-15-5

Historic evaluation

Significant because:

1) Unusual or unique type Pratt through truss	X
or rare survivor of common type	
2) Early example of type 1889	X
3) Design - Valuable contribution to bridge technology	X
4) Retains integrity	X
5) Builder known and important	
6) Bridge historically important to area	X

Not significant because:

1) Common type	
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 Dean & Westbrook	X
6) No known significance in area	

- [X] Potentially eligible
- [ ] Not eligible
- [ ] Not eligible individually, but located
- [ ] Conditionally not eligible; review when 50 years old

Comments:

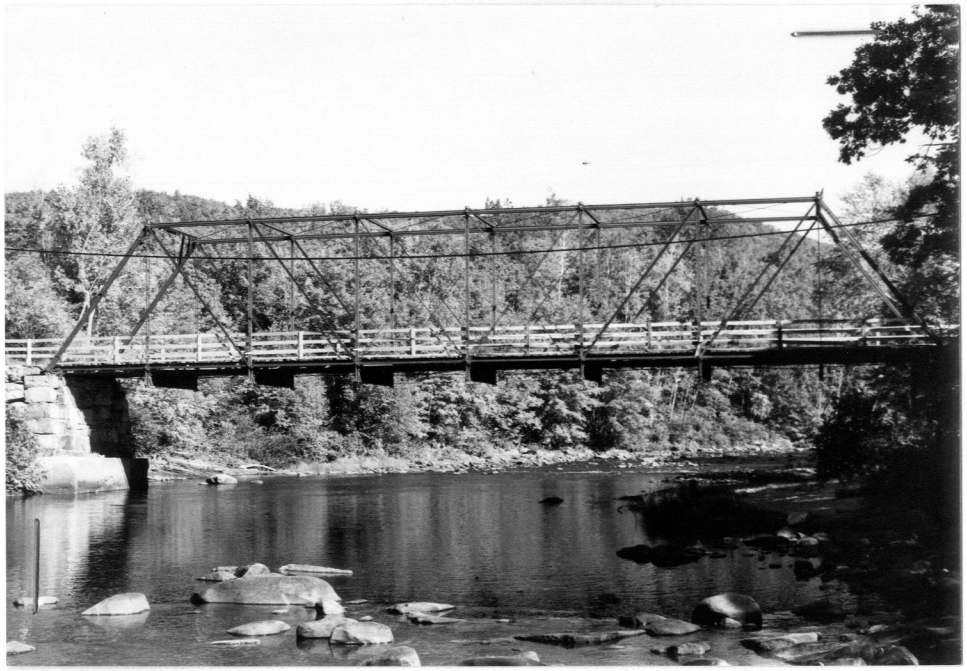
An early and virtually unaltered example of an important truss type not commonly found in Massachusetts, w/ some very unusual details, in an extremely picturesque setting.

29 April 1988

S.J. Roper. MDPW Historic Bridge Specialist

(E-10-6/ W-15-5)

MACRIS No. ERV. 901
WEN. 900



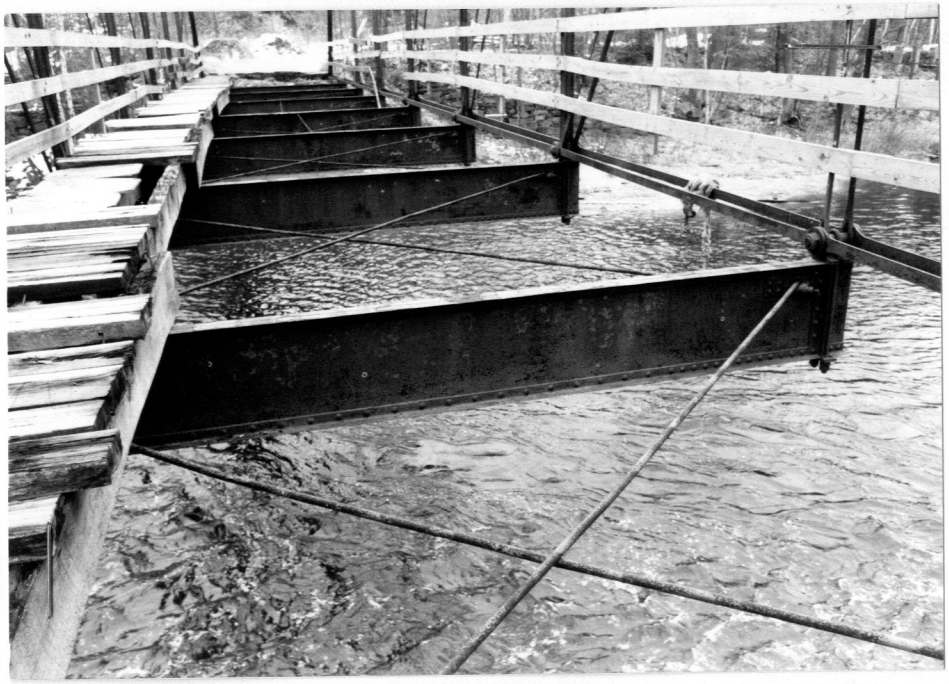
FROM S 15 SEPT 1984

FROM E 15 SEPT 1984

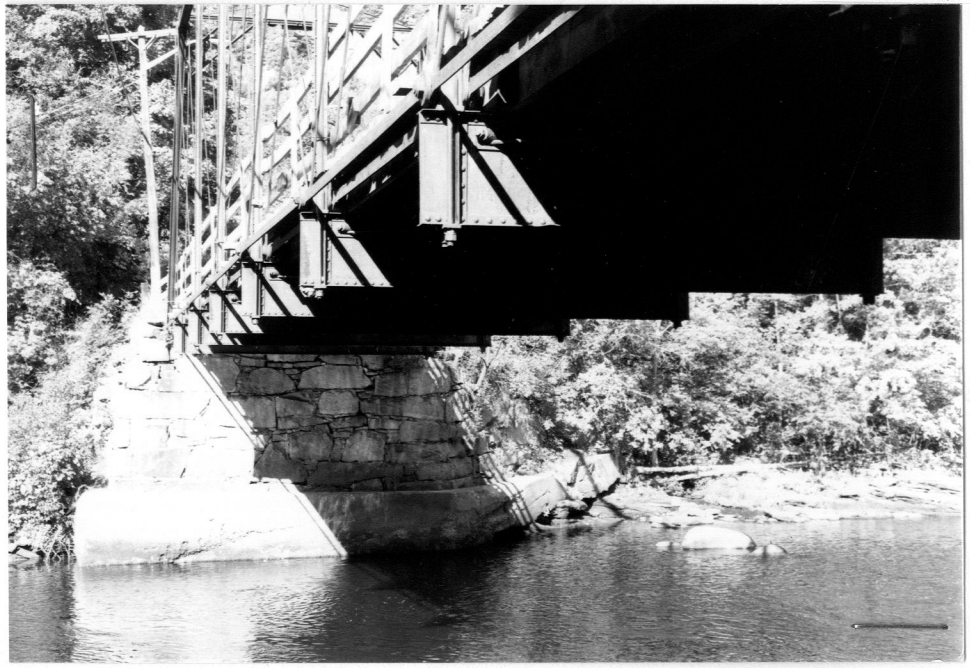
PLAQUE ON EAST PORTAL, FROM E 15 SEPT 1984

(E-10-6/ W-15-5)

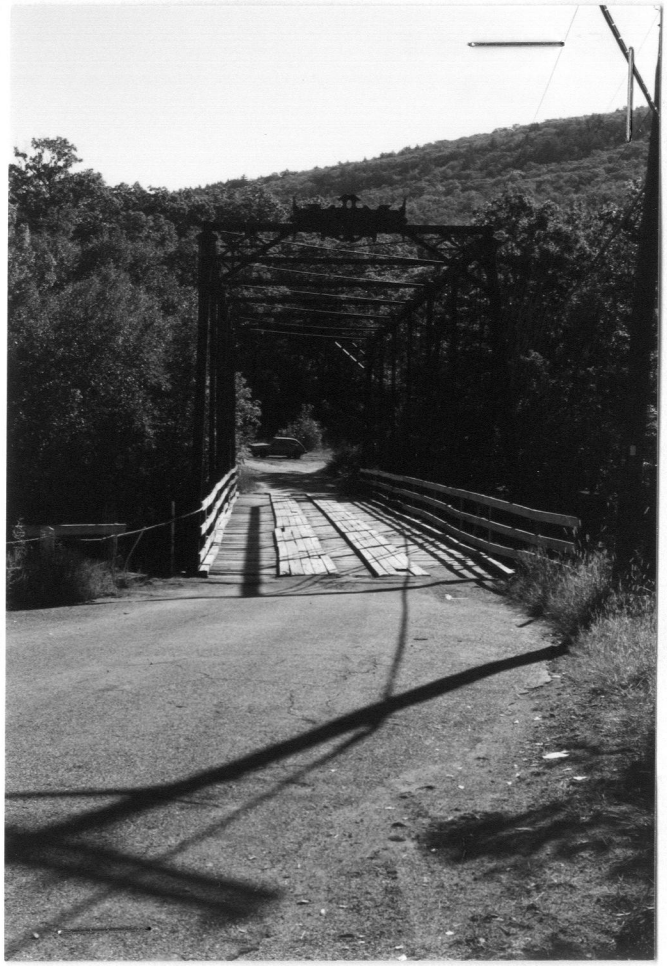
MACRIS No. ERV. 901 / WEN. 900



FROM W ABUTMENT, LOOKING EAST 11-17-87



FROM E ABUTMENT 9-15-84



FROM W 9-15-84

(E-10-6/
W-15-5)

MACRIS No. ERV.901
WEN. 900

S TRUSS, E END POST, FROM NE
11-17-87

S TRUSS, W END, BEARING ON ABUTMENT, FROM NE
11-17-87

S TRUSS, W END, BEARING ON ABUTMENT, FROM N
11-17-87

N TRUSS, INTERIOR LOWER PANEL POINT, FROM E.
(BOTH PHOTOS: 11-17-87)

ERV.901
WEN.900

TO: Betsy F.

RETURN TO REVIEWER BY _____ (DATE)

FROM: WM. Smith

DATE: 8/17/88

TOWN: Erving / Wendell

PROPERTY: E-10-6/W-15-5 Farley Rd over M. Nen River
(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?

1889 pin-connected 8-panel wrought Iron pratt through truss

1) 4-Segment Phoenix column compression members
2) virtually unaltered
3) one of only 3 known Bridges in MDPW path-base to use phoenix columns

☐ DOE LETTER WRITTEN — FILED IN ER FILE _____

_____ (DATE)

ERV. 901
WEN. 902

September 8, 1988

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

ATTN: Mr. H. Pearlman

RE: PRATT Through 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.

Erving/Montague E-10-1/M-28-14 East Mineral Rd. over Millers River

1988 Wrought iron pin-connected 7 panel Pratt through truss. Built by the Wrought Iron Bridge Company of Canton Ohio, this bridge is the third oldest of the nine surviving Pratt through Trusses in Massachusetts.

Erving/Wendell E-10-6/W-15-5 Farley Rd. over Millers River

1889 Wrought iron pin-connected 8 panel Pratt through Truss. An early and virtually unaltered example of an important bridge type not commonly found in Massachusetts. This bridge has four segment Phoenix column compression members, and one of only three known bridges in Massachusetts to use Phoenix columns. This bridge is in the Late 19th century village of Farley and contributes to the area's significance.

Northampton N-19-27 Old Shepard Rd. over Mill River

1880 Wrought iron pin-connected 9 panel Pratt through Truss, built by the Wrought Iron Bridge Company of Canton, Ohio. This bridge is the oldest known

ERV.901
WEN.902

Pratt through Truss in Massachusetts. Characteristic details are the mid-height stiffening ties and the use of small rolled I beams for verticals and lateral struts.

Northampton	N-19-47	Clement Street over Mill River

1894 Wrought iron pin-connected 7 panel Pratt through Truss with uncommon upper lateral system. Adjacent to the 19th century rural factory village of Bay State.

Taunton	T-1-5	Harris Street over Taunton River

1887 Wrought iron pin-connected 6 panel Pratt through Truss. Oldest surviving bridge in Taunton. Major reason for construction was to carry a major water main from the city's pumping station. This bridge is an important surviving element of the city early public works development. Entered in the National Register of Historic Places on July 5, 1984 as part of the Taunton Multiple Resource Area Nomination.

Westfield	W-25-15	Conrail over U.S. 202, St. 101, and Elm St.

1889 Wrought iron pin-connected 10 panel Pratt through Truss. This bridge is noted for its riveted Plate Floorbeam hangers and its severe 50 degrees skew. This bridge is located in the main 19th century commercial area of Westfield.

The following bridges did not appear to meet National Register Criteria for individual listing. However, the bridges are within, or adjacent to an historic district or potentially eligible historic district, and plans for replacement should take into consideration potential impact to adjacent properties.

Chester	C-11-13	Maple St. over West Branch of Westfield River

1900 Steel riveted 8 panel Pratt through Truss. This bridge is located in the middle of the Chester Factory Village, a proposed National Register district.

Colrain	C-18-9	Call Rd. over North River

1895 Pin-connected 6 panel Pratt through Truss. This bridge is located within the substantially unaltered mill village of Shattuckville in which industrial, commercial and residential resources from the late-industrial period exist.

ERV.901
WEN.900

The MHC concurs with the preliminary findings of MDPW that the following bridge does not appear to meet criteria for listing in the National Register of Historic Places.

Colrain	C-18-5	St. 112, Jacksonville Rd. over East Branch of North River

1938 Steel riveted 7 panel Pratt through Truss. Typical modern example of an important metal truss bridge type.

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

Sincerely,

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

xc: Frank Bracaglia, MDPW

VAT/kh