

Massachusetts Cultural Resource Information System

Scanned Record Cover Page

Inventory No:	NTH.901
Historic Name:	Leeds Hotel Bridge
Common Name:	
Address:	
City/Town:	Northampton
Village/Neighborhood:	Leeds
Local No:	10D-590
Year Constructed:	R 1880
Architect(s):	
Architectural Style(s):	
Use(s):	Other Engineering; Other Transportation
Significance:	Engineering; Transportation
Area(s):	
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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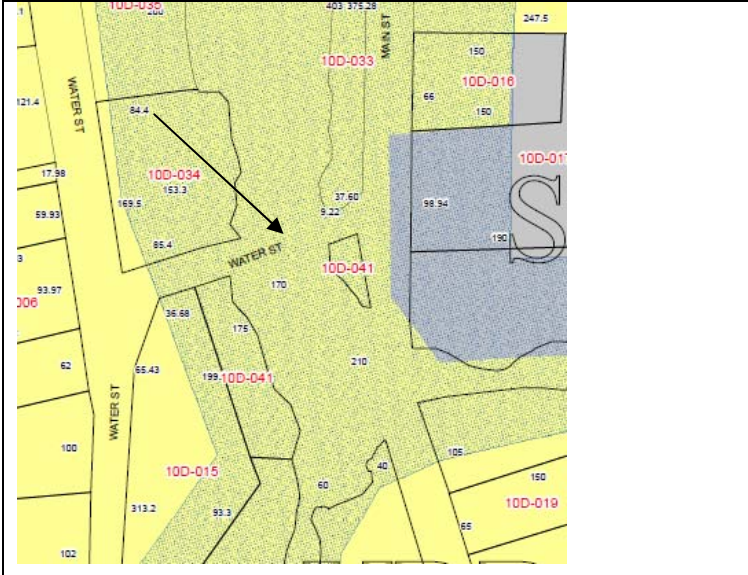
FORM F – STRUCTURE

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Photograph



Locus Map



Recorded by: Bonnie Parsons

Organization: Pioneer Valley Planning Commission

Date (month / year): January, 2011

Assessor's Number USGS Quad Area(s) Form Number

10D-590 Easthampton NTH.901

Town/City: Northampton

Place (neighborhood or village): Leeds

Address or Location: Crossing Mill River between Main and Water Streets

Name: Leeds Hotel Bridge

Ownership: ☒ Public ☐ Private

Type of Structure (check one):

☐ boat or ship ☐ pound
☐ canal ☐ powderhouse
☐ carousel ☐ street
☐ dam ☐ tower
☐ fort ☐ tunnel
☐ gate ☐ wall
☐ kiln ☐ windmill
☒ lighthouse ☐ windmill
☒ other (specify) Bridge

Date of Construction: 1876 – 1884

Source: bridge patent plaque and 1884 atlas

Architect, Engineer or Designer: Wrought Iron Bridge Company, Canton, Ohio,

Materials: Wrought Iron

Alterations (with dates):

Guard rails added, n.d.

Condition: visually good

Moved: ☒ no ☐ yes **Date:**

Acreage: under one acre over river

Setting: This bridge is located over the Mill River in a residential, municipal services neighborhood.

RECEIVED

AUG 19 2011

MASS. HIST. COMM.

INVENTORY FORM F CONTINUATION SHEET

[NORTHAMPTON]

[Main & Water Streets]

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

NTH.901

☐ Recommended for listing in the National Register of Historic Places.

If checked, you must attach a completed National Register Criteria Statement form.

Use as much space as necessary to complete the following entries, allowing text to flow onto additional continuation sheets.

DESIGN ASSESSMENT

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

The Leeds Hotel Bridge is a is an iron, single-span, through-truss bridge approximately 45 feet long, 15 feet wide and 20 feet high. It is composed of two angled portals with lattice-truss corner braces. Four parallel cords of upright posts connected by struts are arranged across the bridge. In the bays created by the four chords are diagonal-bracing cables. The combination of chords and cables support the iron bridge floor of the bridge suspended over the Mill River below. At each end of the bridge on the entrance strut is an iron manufacturer's plaque cut in a scrolled pattern. Two street lights hang suspended from struts on the bridge. The lights and the metal guard rail are later additions to the bridge that functions as a pedestrian bridge. As one of the last bridges in Northampton of this type, this bridge carries particular historical significance.

HISTORICAL NARRATIVE

Explain the history of the structure and how it relates to the development of the community.

From Form F of 1980: "This small bridge is one of two late 19th century iron road bridges left in Northampton. It's called Hotel Bridge because it originally led to the Leeds Hotel, which seems to have been established at about the same time as the bridge. In fact, the bridge was probably built specifically for the hotel. At either end of the bridge are identical rectangular plaques capped by a decorative iron piece. The plaques read: Wrought Iron Bridge Co. Canton, O.-Builders-Patented Nov. 21st 1876."

This bridge was built after the flood of 1874 when Leeds was largely washed away.

BIBLIOGRAPHY and/or REFERENCES

Beers, F. W. County Atlas of Hampshire Massachusetts, New York, 1873.

Hales, John G. Plan of the Town or Northampton in the County of Hampshire, 1831.

Miller, D. L. Atlas of the City of Northampton and Town of Easthampton, Hampshire County, Massachusetts, Philadelphia, 1895.

Walker, George H. and Company. Atlas of Northampton City, Massachusetts, Boston, 1884.

Walling, Henry F. Map of Hampshire County, Massachusetts, New York, 1860.

INVENTORY FORM F CONTINUATION SHEET

[NORTHAMPTON]

[Main & Water Streets]

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

NTH.901

National Register of Historic Places Criteria Statement Form

Check all that apply:

- ☐ Individually eligible ☐ Eligible only in an historic district
☒ Contributing to a potential historic district ☐ Potential historic district

Criteria: ☒ A ☐ B ☒ C ☐ D

Criteria Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Statement of Significance by Bonnie Parsons
The criteria that are checked in the above sections must be justified here.

The Main Street bridge in Leeds would contribute to a Leeds Center Historic District. This small industrial village center was rebuilt after the flood of 1874 had washed away its preceding textile mill buildings, housing and residents. It continued to function as a mill village into the 20th century and the bridge connected industries on both sides of the Mill River. Architecturally it is significant as a representative mill village with boarding house, general store, mill building, bridge, and workers' housing. It has integrity of design, setting, association, feeling, workmanship and materials.

MASSACHUSETTS HISTORIC BRIDGE INVENTORY

NTH.901

Municipality: Northampton (Leeds) District: 2Street name/Rt. #: Old Shepard Road

Over

Street name/Rt. #: Mill RiverBridge key #: TWN235001100 Photo ##s: 38: 24A-33A; 103: 5A-7A; 104: 17-19Bridge plan #: N-19-27 105: 00ACommon/historic name: Hotel Bridge

Current owner: _____

UTM coordinates: _____ AASHTO rating: 188 (9-17-85)

National Register status (insert date) _____ Field rating: _____

Entered: _____ Potential: _____

Eligible: _____ Non-eligible: _____

Date built (source): 1880 (Northampton Annual Reports 1880 '81)

Date(s) rebuilt (source): _____

Builder (source): Wrought Iron Bridge Co. (plate) F. M. Cook, - substructure (N. Ann. Rep. 1881)

Designer (source): _____

Structural type/materials: 910

pin-connected, wrought-iron, 9-panel Pratt through truss, mildly skewed. counters in 3 central panels only; truss inner verticals are stiffened by a mid-height tie, which terminates at the upper chord hips. loop-welded eyebar lower chords. hip verticals are loop-welded rods which do not connect to lower chords, but carry the floor beams in a looped-rod U hanger. interior verticals and upper lateral struts are simple rolled I b. Upper lateral struts are pinned to gussets on the inner faces of the upper chords.

mortared granite rubble abutments

Overall length: 130' Deck width/layout: 12.0' out-outSkew: 18°Main unit, # spans: 1 lengths: 129'Approaches, # spans: - lengths: -Plaque: 2 location: centered on portal bracing each end of bridge

Alterations, unusual features, comments:

Ornate arabesque cresting on portals above builders plate--plate gives a patent date of Nov. 21. 1876.*
Nice (presumed original) lattice and rosette guardrail behind the modern ss.

Modern rolled steel I beam floor beams and stringers; modern corrugated steel deck.

No other obvious significant alterations

*This presumably refers to patent # 184,520. Although the Hotel Bridge does not use any of the 6 specific features included in this patent, at least 2 features in the Hotel Bridge -- the mid-height stiffening tie, and the use of lower chord eyebars which extend across 2 panels (at the ends of the trusses only)-- might be seen as further developments of features patented under # 184,520.

Visual quality (bridge and setting): High X Average _____ Low _____Site integrity: Retained X Violated _____

Describe: At southern end of late 19th c. rural mill village of Leeds, across a ponded section of the Mill River above a 2-part, large-block stone dam. Ca. 1880s brick mill upstream has recently been rehabbed and converted into housing; most of the other village buildings are late 19th - early 20th c. wooden houses, many of them workers' tenements.

History of bridge and site:

The Mill River flood of December 10, 1878, cut a new channel for the river through the lower part of Leeds, and isolated some 10-12 tenements on the western side of the river (on the so-called "Shanty" property) from any legal access to any town way. A large number of tax-payers in Leeds and Florence petitioned the town to lay out a new town way, and to erect a new bridge across the Mill River Button Co.'s mill pond, in order to reconnect the "Shanty" property's residents to Leeds' main street. Northampton's voters approved the petition, and the new road and bridge at Leeds were built in the year ending February 1, 1881. The Northampton Annual Reports for that year reveal that the "Canton Wrought Iron Bridge Co." had a \$2,275.00 contract for the new bridge, and that F.M. Cook had a \$926.67 contract for stonework on the project.

Sources: Northampton Annual Reports 1879 (pp. 19-24); 1880 (p. 17); 1881 (pp. 20, 40).
 D.H. ✓ Mass. Hist. Comm. Inventory files, Northampton # 24
 Plans No. D.G. Deibler, Metal Truss Bridges in Virginia, 1865-1932, 5 The Richmond Construction District.
 Old BH ✓ US Patents 184,520, '21, '22.
 RR No.
 S1&A ✓

Bridge Sect. photo coll. No

Summary statement of significance:

The oldest of 9 known Pratt through trusses in the MDPW data base. Although the floor system has been replaced, the trusses and the upper lateral system appear to be unaltered. Built by one of the largest and most innovative late-19th c. bridge-building firms -- the Wrought Iron Bridge Co. of Canton, Ohio -- and characteristic of this company's through truss designs of the 1870s-1880s. Characteristic WIBC details include: the mid-height stiffening tie, the use of small rolled I beams for verticals and upper lateral struts, and the arabesque creting atop the latticed portals. An integral part of a largely intact late 19th c. factory village, picturesquely sited across a quiet, ponded stretch of the Mill River.

Statement prepared by: S.J. Roper, MDPW Historic Bridge Specialist Date: 4-29-88

Field survey by: S.J. Roper, MDPW Historic Bridge Specialist Date: 7-18-8511-17-87
2-17-88

MDPW RECOMMENDATION - NATIONAL REGISTER ELIGIBILITYMunicipalityStreet onNo.Bridge: Northampton Old Shepard Rd/Mill RiverN-19-27Historic evaluation

Significant because:

1) Unusual or unique type Pratt through trussX

or rare survivor of common type

2) Early example of type 1880

X

3) Design - Valuable contribution to bridge technology

X

4) Retains integrity

X

5) Builder known and important Wrought Iron Bridge Co.

X

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

6) No known significance in area



Potentially eligible



Not eligible

Not eligible individually,
but locatedConditionally not eligible;
review when 50 years oldComments:

Earliest known example in the MDPW data base of an important truss type; built by an innovative and prolific company and incorporating several of their characteristic features. An integral part of a largely intact late 19th c. factory village.

29 April 1988

S. J. Roper, MDPW Historic Bridge Specialist.



N-19-27

EASTHAMPTON QUAD.

NTH. 901

TERIOR
YCOMMONWEALTH OF MASSACHUSETTS
DEPARTMENT OF PUBLIC WORKS



FROM SE

(2-17-88)



N TRUSS FROM SE

(7-18-85)



FROM SSE

(7-18-85)



FROM E

(7-18-85)



FROM W



EAST PORTAL



STRUSS, LOWER CHORD VIEW, FROM E

ALL PHOTOS: 7-18-85



EASTERN PORTAL, FROM NE (11-17-87)



E PORTAL, FROM W (2-17-87)



S TRUSS, EASTERN HIP VERTICAL
LOWER PANEL POINT, FROM SE (11-17-87)



N TRUSS, UPPER INTERMEDIATE
PANEL POINT (7-18-85)

M/



S TRUSS, E END, FROM W (2-17-87)



N TRUSS, INTERIOR POST AT MID-LEVEL,
FROM SW (2-17-87)



S TRUSS, LOWER INTERMEDIATE
PANEL POINT (7-18-85)



S TRUSS, POWER END PANEL POINT
(7-18-85)

FORM F - STRUCTURE

MASSACHUSETTS HISTORICAL COMMISSION
Office of the Secretary, State House, Boston

PL-LEEDS

NTH.901

In Area no.	Form no.
	10D-A

24

901



Northampton

ess connecting Main St., Water St. and Old

verd Rd. of Leeds (across Mill River)

Hotel Bridge

ent use bridge

ent owner _____

of structure (check one)

e	x	pound	_____
		powder house	_____
		street	_____
		tower	_____
		tunnel	_____
		wall	_____
		windmill	_____

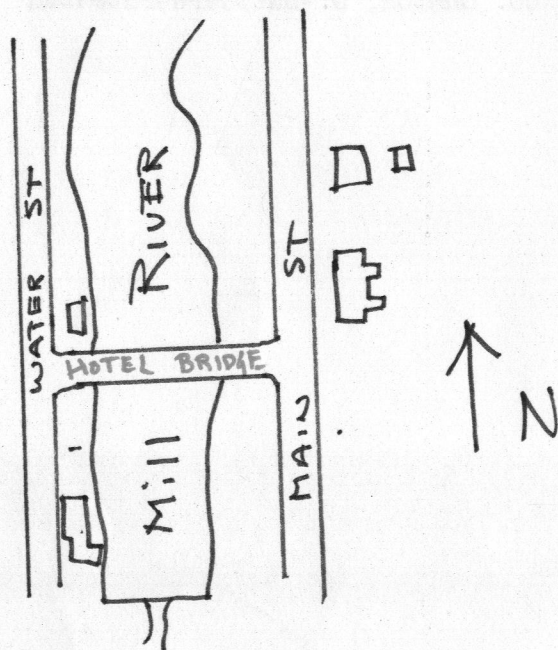
gate

kiln

lighthouse

other _____

4. Map. Draw sketch of structure location in relation to nearest cross streets, buildings, other structures, natural features. Indicate north.



5. Description

Date 1876-1884

Source plaque and Atlas

Construction material iron

Dimensions 10' x 50'

Setting residential

Condition good

6. Recorded by E. Lonergan

Organization NHC

Date Feb. 1980

DO NOT WRITE IN THIS SPACE
USGS Quadrant _____

MHC Photo no. _____

(over)

7. Original owner (if known) _____

Original use bridge

Subsequent uses (if any) and dates _____

8. Themes (check as many as applicable)

Aboriginal	_____	Conservation	_____	Recreation	_____
Agricultural	_____	Education	_____	Religion	_____
Architectural	_____	Exploration/ settlement	_____	Science/ invention	_____
The Arts	_____	Industry	_____	Social/ humanitarian	_____
Commerce	_____	Military	_____	Transportation	<u>x</u>
Communication	_____	Political	_____		
Community development	<u>x</u>				

9. Historical significance (include explanation of themes checked above)

This small bridge is one of two late 19th century iron road bridges left in Northampton. It's called Hotel Bridge because it originally led to the Leeds Hotel, which seems to have been established at about the same time as the bridge. In fact the bridge was probably built specifically for the hotel. At either end of the bridge are identical rectangular plaques capped by a decorative iron piece. The plaques read: Wrought Iron Bridge Co. Canton, O.-Builders-Patented nov 21st 1876.

10. Bibliography and/or references such as local histories, deeds, assessor's records, early maps, etc.

1873, 1884 and 1895 Atlases.

Northampton Directory: 1875-76, 1885-86, 1895-96.

NTH.901

TO: Betsy F

RETURN TO REVIEWER BY

(DATE)

FROM: WM. SmithDATE: 8/17/88TOWN: NORTHAMPTONPROPERTY: N-19-27 OLD SHEPARD RD OVER M.I. River
(NAME AND ADDRESS)A.K.A. Hotel Bridge

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?

1880 9 PANEL pinned connected WROUGHT IRON
PRATT through truss

- 1) oldest known PRATT through truss IN MDPW DATA-BASE
- 2) built by "Wrought Iron Bridge Co." of CANTON OHIO
- 3) UNUSAL mid height stiffening tie
- 4) USE of small rolled I-BEAMS (WROUGHT-IRON)
- * Edge of 19th Century village of Leeds

☐ DOE LETTER WRITTEN

FILED IN ER FILE _____

(DATE)



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

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*

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.

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,

Valerie A. Talmage
for Valerie A. Talmage

Executive Director
State Historic Preservation Officer
Massachusetts Historical Commission

xc: Frank Bracaglia, MDPW

VAT/kh