

# Massachusetts Cultural Resource Information System

## Scanned Record Cover Page

<b>Inventory No:</b>	LOW.918
<b>Historic Name:</b>	Walker Street Bridge over B & M Railroad
<b>Common Name:</b>	B&M RR New Hampshire Main Line South Bridge #26.43
<b>Address:</b>	
<b>City/Town:</b>	Lowell
<b>Village/Neighborhood:</b>	Lower Highlands
<b>Local No:</b>	
<b>Year Constructed:</b>	
<b>Architect(s):</b>	
<b>Architectural Style(s):</b>	
<b>Use(s):</b>	Other Transportation
<b>Significance:</b>	Engineering; Transportation
<b>Area(s):</b>	
<b>Designation(s):</b>	



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Commonwealth of Massachusetts  
Massachusetts Historical Commission  
220 Morrissey Boulevard, Boston, Massachusetts 02125  
[www.sec.state.ma.us/mhc](http://www.sec.state.ma.us/mhc)

This file was accessed on:

Friday, March 07, 2014 at 3:47: AM

## MASSACHUSETTS HISTORIC BRIDGE INVENTORY

Municipality: Lowell District: 4Street name/Rt. #: Walker St.

Over

Street name/Rt. #: B&M RRBridge key #: 900426005100 Photo #s: 57: 16-22Bridge plan #: L-15-11Common/historic name: B&M RR. New Hampshire Main line South Bridge # 26.43

Current owner: \_\_\_\_\_

296 (6-20-88)

480 (6-20-88)?

UTM coordinates: \_\_\_\_\_ AASHTO rating: 608 (6-7-85)

\*\*\*\*\*

National Register status (insert date)

\* Field rating:

Entered: \_\_\_\_\_ Potential: \_\_\_\_\_

Eligible: \_\_\_\_\_ Non-eligible: \_\_\_\_\_

3 (2) 1

\*\*\*\*\*

Date built (source): 1910 (plate)

Date(s) rebuilt (source): \_\_\_\_\_

Builder (source): Boston Bridge Works (plate)

Designer (source): \_\_\_\_\_

\*\*\*\*\*

Structural type/materials: 310

riveted steel 5-panel Pratt pony truss. crossed diagonals in central panel only.

large gusset plates, heavily proportioned truss members. (this bridge has a brick roadway surface)

poured concrete straight (North) and U (South) abutments

Overall length: 52' Deck width/layout: 40' out-out

Skew: \_\_\_\_\_

Main unit, # spans: 1 lengths: ca. 48'Approaches, # spans: - lengths: -Plaque: \_\_\_\_\_ location: Send post E truss

Alterations, unusual features, comments:

repair plans - 1921 reinf. lower chords, add shelf angles to floor beams

1928 new wood stringers, plank deck

++ later repairs, mostly to floor beams and lower chords

Visual quality (bridge and setting): High\_\_\_\_ Average\_\_\_\_ Low XSite integrity: Retained\_\_\_\_ Violated X

Describe: Industrial neighborhood stretching along tracks -- vacant turn-of-the-century brick mill complex on SW, newer 20<sup>th</sup> century industrial complexes in other 3 directions. Late 19<sup>th</sup> century residential neighborhoods extend back from industrial corridor.

History of bridge and site:

Sources: B&amp;M RR Bridge Lot (MDPW Bridge Section)

D.H. ✓

Plans 1910, 1921, 1930, 1934, 1947, 1954, 1964

Maint No

SIFR ✓

RR Sch. 1978

Old D.H. No

\*\*\*\*\*  
Summary statement of significance:

The 3<sup>rd</sup>-newest of the 22 known Pratt pony truss bridges in the MDPW data base. Notable chiefly for its heavy proportions and for the fact that it still has the brick paving whose weight necessitated those heavy proportions. (The existing pavement and deck, however, can date no earlier than the floor system reconstruction project of 1928.) In an unattractive setting, with many recent changes

Statement prepared by: S.J. RoperDate: 18 May 1989Field survey by: S.J. Roper, MDPW Historic Bridge SpecialistDate: 11-19-85

MDPW RECOMMENDATION - NATIONAL REGISTER ELIGIBILITY

Municipality                      Street on                      No.

Bridge: Lowell                      Walker St./DEM RR                      L-15-11

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

5) Builder known and important Boston Bridge Works

6) Bridge historically important to area

## Not significant because:

1) Common type Pratt pony truss

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 oldComments:

A typical 20<sup>th</sup> - century example of a relatively common metal truss bridge type.  
Of minor interest in that it still retains a (not original) brick wearing surface.

18 May 1989

S.J. Roper, MDPW Historic Bridge Specialist





MI. 307 640 000 FEET (MASS.) 308 20' 309 310 (BILLERICA) 6769 III SE 17' 311

ological Survey  
Geodetic Survey  
4. Revised 1966  
um  
inate system,  
system

SCALE 1:25 000

CONTOUR INTERVAL 10 FEET  
NATIONAL GEODETIC VERTICAL DATUM 1929

LOW 918

1 1000 0 1000 2000 3000 4000 5000 6000 7000 FEET  
1 5 0 1 KILOMETER

15° 267 MILS  
1°34' 28 MILS

L-15-11

LOWELL QUAD.

buildings are shown  
aries of  
map  
with State of  
ken 1977 and other  
Map edited 1979

UTM GRID AND 1979 MAGNETIC NORTH  
DECLINATION AT CENTER OF SHEET

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS  
FOR SALE BY U. S. GEOLOGICAL SURVEY, RESTON, VIRGINIA 22092  
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST



FROM E



FROM W

(11-19-05)



ON SE ENDPOST





FROM S ABUT. LOOKING N

(11-19-1985)



FROM S



FROM N

TO: BETSY FRIEDBERG

RETURN TO REVIEWER BY

(DATE)FROM: WM. SMITHDATE: 7/6/90TOWN: LowellPROPERTY: L-15-11 walkee st over B&M Rail Road  
(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?

1910 riveted steel S-panel Pratt pony trussLate example of a once common Bridge typeconcur JS 8/15/90☐ DOE LETTER WRITTEN

FILED IN ER FILE

(DATE)

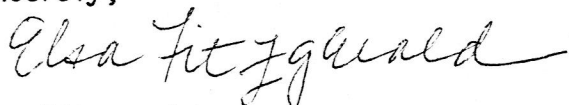


The MHC concurs with the preliminary finding of the MDPW that the following bridges do not appear to meet for individual listing in the National Register of Historic Places.

<u>Attleboro</u>	A-16-26	Thacher St. over Conrail.
<u>Boston</u>	B-16-109	River St. over Conrail.
<u>Brockton</u>	B-25-21	State 37, Howard St. over Conrail.
<u>Canton</u>	C-2-6	Spaulding St. over MBTA.
<u>Hadley</u>	H-1-3	North Maple St. over Mill River.
<u>Hull</u>	H-26-2	Logan Ave. over Dump Assess Rd.
<u>Lee/Lenox</u>	L-5-20/L-7-3	Valley St over Housatonic River.
<u>Lowell</u>	L-15-11	Walker St. over B & M Railroad.
<u>Montague</u>	M-28-24	Bridge St. over Sawmill River.
<u>Peru/Worthington</u>	P-7-4/W-45-8	Parish Rd. over Trout Brook.
<u>Revere</u>	R-5-1	Revere Beach, Parkway (Rt. 145) over B & M Railroad.
<u>Wilmington</u>	W-38-4	State 62, Burlington Ave. over B & M Railroad.

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

Sincerely,



Elsa Fitzgerald  
Acting Executive Director  
Massachusetts Historical Commission

EF/BS/cd

cc: Frank Bracaglia, MDPW



August 29, 1990

Mr. Anthony J. Fusco  
Division Administrator  
Federal Highway Administration  
Transportation Systems Center  
55 Broadway - 10th Floor  
Cambridge, MA 02142

ATTN: Mr. H. Pearlman

RE: Massachusetts Bridges, National Register Eligibility

Dear Mr. Fusco:

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

Belchertown/Palmer                      B-5-2/P-1-1              River St., State St. over Swift River.

1880 Pin-connected wrought iron Pratt pony truss. Second oldest pratt pony truss is an early and relatively intact bridge. Built by an important and innovative bridge company, and incorporates the Wrought Iron Bridge Company patented ribbed t-post design. Located within a possible National register historic district. (Bondsville)

Chester                                      C-11-23                      Smith Rd. over Middle Branch, Westfield River.

1887 pinned and riveted wrought iron Pratt pony truss. Bridge previously reviewed by MHC on October 6, 1981 and MHC reaffirmed the determination that Bridge C-11-23 meets the criteria for eligibility. Located within a possible National Register historic district (North Chester).

Framingham                                F-7-11                      Danforth St. over Sudbury River.

1890 pinned cast & wrought iron Pratt pony truss with phoenix compression columns. Bridge previously reviewed by MHC on February 9, 1978 and MHC reaffirmed the determination that Bridge F-7-11 meets the criteria for eligibility.

Granville

G-10-5

Ripley Rd. over Trumble Brook.

1883 pin-connected wrought iron Pratt pony truss. An early example of this bridge type with very unusual details, which is a record of early experimental bridge technology.

North Attleborough

N-16-3

Cushman Rd. over Abbott Run River.

1886 pinned connected wrought iron Pratt pony truss. Oldest and best preserved example of an unusual variant of the pratt pony truss. Possible national significant.

Wareham

W-6-8

Pierceville Rd. over Conrail.

1887 pinned connected wrought iron Pratt pony truss. One of the oldest metal truss bridges in Massachusetts, and the oldest to use J.H. Linville's wide, die-forged eyebars. A feature which would become standard in late 19th century pinned connected trusses.

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

Kingston

K-1-2

Elm St. over James River.

1889 pin-connected wrought iron Pratt pony truss bridge previously reviewed by MHC on February 20, 1981 and the MHC reaffirmed the determination that bridge K-1-2 is a contributing element in a possible National Register historic district.

The Massachusetts Historical Commission agrees with MDPW's preliminary finding that the following 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. Project plans for any of these bridges should take this factor into consideration.

Grafton

G-8-13

Asylum Rd. over Conrail.

1906 Steel Pratt pony truss is located within a potential National Register district. Grafton State Hospital.

Hinsdale

H-16-2

Main St. over East Brook, Housatonic River.

1882 pin-connected wrought iron Pratt pony truss. Bridge adjacent to potential National Register district, nineteenth century rural village of Hinsdale.

Templeton

T-2-9

Bridge St. over B &amp; M Railroad.

1989 riveted steel 4-panel Pratt pony truss is adjacent to the Baldwinville Historic district, which is on the National Register of Historic Places.