

FREE/BLACK BRIDGE
(State Bridge No. 0323)
Spanning Androscoggin River off Rte. 1
Brunswick
Cumberland County
Maine

HAER No. ME-67

HAER
ME
3-BRU,
2-

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

Historic American Engineering Record
National Park Service
U.S. Department of the Interior
1849 C St., NW Room NC300
Washington, DC 20240

HISTORIC AMERICAN ENGINEERING RECORD

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Location: Spanning the Androscoggin River between the towns of Brunswick and Topsham, and intersects Rte. 1 in Brunswick. Carries a branch of the Maine Central Railroad above and a roadway beneath.

Date of Construction: 1909

Designer/Builder: Pennsylvania Bridge Company, Steelton, PA

Present Owner: Maine State Department of Transportation (lower deck); Maine Central Railroad (trusses and upper deck)

Present Use: Railroad and vehicular bridge

Significance: Only identified example of an unusual double-deck railroad and suspended vehicular bridge in the state, and a fine example of a rivet-connected Baltimore thru truss design. It is one of only four 1890-1928 Baltimore truss bridges identified in a recent state bridge survey. It was built in 1909 to replace an 1880 double-deck bridge, and illustrates the evolution of the truss type into a heavily-built structure capable of supporting increased locomotive weights. It carries a minor branch of the Maine Central, today used for local traffic, and is an alternate route to a larger road bridge downstream for road travel between Brunswick and Topsham.

Specifications: 318' length, 2-span riveted Baltimore truss with suspended lower roadway. Lower deck is attached by pin-connected eyebars below the bottom chords of the trusses. North approach span is original. South approach is a steel girder thru span added when Rte. 1 was widened to four lanes in 1957. Ashlar coursed piers and abutments, wooden decks and deck railings.

Historian: Katherine Larson Farnham, HAER, November 1999

Sources: J. Patrick Harshbarger and Mary McCahon, A.G. Lichtenstein & Associates
Kirk Mohny, Maine State Historic Preservation Office