

Massachusetts Cultural Resource Information System

Scanned Record Cover Page

Inventory No:	NTH.909
Historic Name:	Clement Street Bridge - Bay State Bridge
Common Name:	
Address:	
City/Town:	Northampton
Village/Neighborhood:	Bay State
Local No:	30A-A
Year Constructed:	
Architect(s):	
Architectural Style(s):	
Use(s):	Abandoned or Vacant; 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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Friday, March 07, 2014 at 4:07: AM

FORM F – STRUCTURE

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

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

30A-A Easthampton NTH.909

Town/City: Northampton

Place (*neighborhood or village*): Leeds

Photograph



Address or Location: Clement Street

Name: Clement Street Bridge

Ownership: ☒ Public ☐ Private

Type of Structure (*check one*):

- | | |
|---|--------------------------------------|
| <input type="checkbox"/> boat or ship | <input type="checkbox"/> pound |
| <input type="checkbox"/> canal | <input type="checkbox"/> powderhouse |
| <input type="checkbox"/> carousel | <input type="checkbox"/> street |
| <input type="checkbox"/> dam | <input type="checkbox"/> tower |
| <input type="checkbox"/> fort | <input type="checkbox"/> tunnel |
| <input type="checkbox"/> gate | <input type="checkbox"/> wall |
| <input type="checkbox"/> kiln | <input type="checkbox"/> windmill |
| <input type="checkbox"/> lighthouse | |
| <input checked="" type="checkbox"/> other (<i>specify</i>) bridge | |

Date of Construction: 1894

Source: atlases

Architect, Engineer or Designer:

Materials: iron

Alterations (*with dates*):

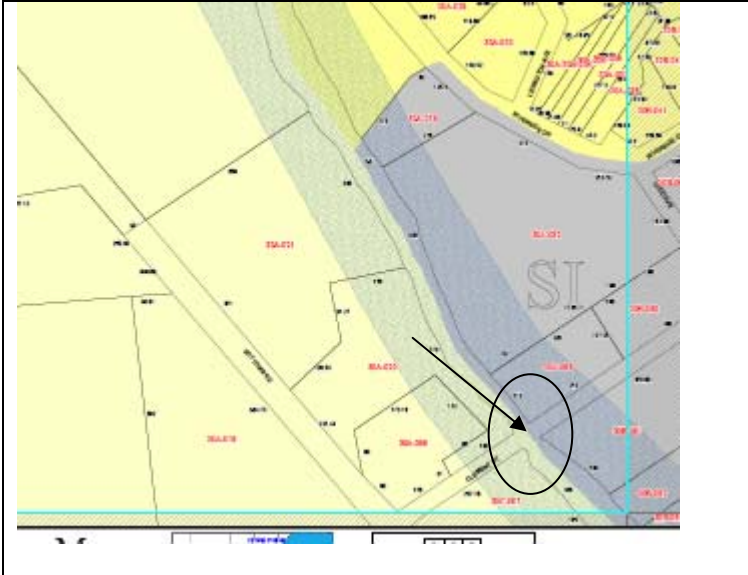
Condition: good

Moved: ☒ no ☐ yes **Date:**

Acreage: under one acre

Setting: This bridge is in a mixed neighborhood of mills and houses.

Locus Map



Recorded by: Bonnie Parsons

Organization: Pioneer Valley Planning Commission

Date (*month / year*): December, 2011

RECEIVED
AUG 19 2011
MASS. HIST. COMM.

INVENTORY FORM F CONTINUATION SHEET

NORTHAMPTON

CLEMENT STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

NTH.909

☒ 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 Clement Street Bridge is an iron, single-span, through-truss bridge approximately 45 feet long, 15 feet wide and twenty feet high. It is composed of two angled portals with curved corner braces. Four parallel cords of latticed, upright posts connected by a latticed strut and arched braces are arranged across the bridge. In the bays created by the four chords are cross-bracing cables. The combination of chords and cables support the iron bridge floor and a pedestrian walkway on the east side of the bridge suspended over the Mill River below.

The bridge was rehabilitated in 1923, closed in 2007, and reopened by 2010.

HISTORICAL NARRATIVE

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

From the Form B of 1980, "This bridge, constructed between 1884 and 1895 is the only crossing of the Mill River between Florence and the West Street bridge south of Smith College. The Bay State section of Northampton had been developed in the early 1840s as a small industrial community on the eastern banks of the Mill River, and was linked to the rest of the town by Riverside Drive, which was also on the eastern side of the river. The bridge made travel between the industrial village and the fine farm and meadow land on the eastern side of the river easier."

BIBLIOGRAPHY and/or REFERENCES

1884 and 1895 atlases

DeLony, Eric. Landmark American Bridges, Historic American Engineering Record, U.S. Department of the Interior, 1993.

INVENTORY FORM F CONTINUATION SHEET

NORTHAMPTON

CLEMENT STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

NTH.909

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 Clement Street Bridge would contribute to a potential Bay State Village Historic District. As part of a Bay State neighborhood of workers' housing and the Clement Cutlery Factory, the bridge has allowed the industrial area to function by providing the only crossing of the Mill River in this area. It is significant as an example of a typical iron through-truss bridge from the turn-of-the-century.

MASSACHUSETTS HISTORIC BRIDGE INVENTORY

Municipality: Northampton District: 2Street name/Rt. #: Clement St.Over
Street name/Rt. #: Mill RiverBridge key #: MUN235003100 Photo ##s: 21: 16, 17; 38: 18A-23A; 103: 8A-9ABridge plan #: N-19-47 113: 1-3Common/historic name: Clement St. Bridge; Day State Bridge

Current owner: _____

UTM coordinates: _____ AASHTO rating: 335 (4-18-85)*****
National Register status (insert date) *****
Field rating:

Entered: _____ Potential: _____

Eligible: _____ Non-eligible: _____

Date built (source): 1894 (Northampton Annual Reports)Date(s) rebuilt (source): 1923 (plans)

Builder (source): _____

Designer (source): 1923 Lewis Moore (plans)*****
Structural type/materials: 910pin-connected 7-panel Pratt through truss, w/ counters in 3 central panels. ^{die-forged} eyebar lower chord; tapered floorbeams hung on U rod hangers. latticed upper lateral struts w/ very decorative knee braces at each. (1894 Northampton Annual Report calls this an iron bridge)

rubble masonry abutments, now mortared

Overall length: 97' Deck width/layout: 16' out-outSkew: -Main unit, # spans: 1 lengths: 93'Approaches, # spans: - lengths: -Plaque: - location: -

Alterations, unusual features, comments:

unusual upper lateral bracing system - 4 rods meeting at a central iron ring; tension adjusted by means of a nut on the end of each rod inside the ring (chord ends of rods are loop-welded eyes, pinned to) handsome latticed guardrail/ cast iron posts (presumed original) along sidewalk. (the chords)

1923 changes - new reinforced concrete deck, new rolled steel highway and sidewalk stringers, extra Ls added to stiffen floor beams; latticing added to truss verticals (originally, these were battened only); extra plates added at bases of endposts.

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

Describe: On the fringe of the 19th century rural factory village of Day State. There are 2 small, red brick factory complexes in sight, one E and one N of the bridge. Mid- to late 19th c. mill housing approaches the eastern end of the bridge; the western bank of the river here is a steep, wooded hillside.

History of bridge and site:

According the Northampton City Engineer's report for the year ending November 30, 1894, "A new iron bridge over Mill River at Day State with abutments to the same has been completed and the new street graded." The Northampton City Treasurers report for the same year lists the cost of the Day State Bridge as \$3433.23. It is presumed that both of these items refer to the existing Clement St. Bridge.

Sources: Northampton Annual Reports, 1894, pp. 182-184, 276
D.H. ✓
Plans 1923
RR No

Old B.H. ✓

Summary statement of significance:

The 6th oldest of 9 known Pratt through truss bridges in the MDPW data base. Altered somewhat in the 1920s (including lacing added to all the inner verticals in the truss webs). Of some structural interest for the now uncommon upper lateral system; and has some highly decorative features as well -- the portal and upper lateral knee braces, and the latticed guardrail. In a picturesque setting at one edge of a mid- to late 19th century factory village.

Statement prepared by: J.J. Roper Date: 5-2-88

Field survey by: J.J. Roper, MDPW Historic Bridge Specialist Date: 2-28-85
9-18-85
4-25-85
11-17-87
8-4-88

MDPW RECOMMENDATION - NATIONAL REGISTER ELIGIBILITYMunicipalityStreet onNo.

Bridge: Northampton Clement St./Mill River N-19-47

Historic evaluation

Significant because:

- | | |
|--|----------|
| 1) Unusual or unique type Pratt through truss | <u>X</u> |
| or rare survivor of common type | — |
| 2) Early example of type | — |
| 3) Design - Valuable contribution to bridge technology | <u>X</u> |
| 4) Retains integrity | — |
| 5) Builder known and important | — |
| 6) Bridge historically important to area Bay State Village | <u>X</u> |

Not significant because:

- | | |
|---|----------|
| 1) Common type | — |
| 2) Post-1931 | — |
| 3) Design - no contribution to bridge technology | — |
| 4) Integrity ^{lessened} lost because of: a) alterations | <u>X</u> |
| b) disintegration | — |
| 5) Builder unimportant or <u>not known</u> | <u>X</u> |
| 6) No known significance in area | — |



Potentially eligible



Not eligible

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

A slightly altered example of an important truss type, w/ some original features of technological interest, and some original features of strongly decorative character. In a picturesque setting on the edge of a 19th century factory village.

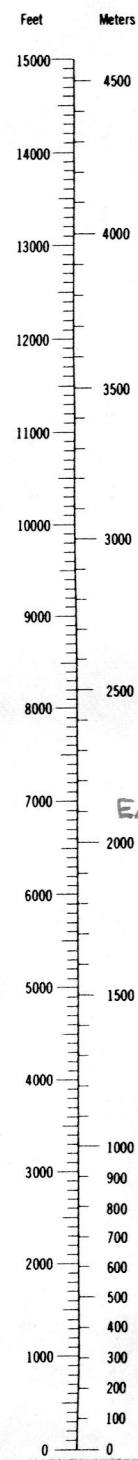
2 May 1988

J. J. Raper MDPW Historic Bridge Specialist



NTH 909

CONVERSION
SCALES



N-19-47

EASTHAMPTON
QUAD.

20'
4689
HADLEY 2.3 MI.
AMHERST 6 MI.
4688
4686
(MT. HOLYOKE)
6468 1 SE



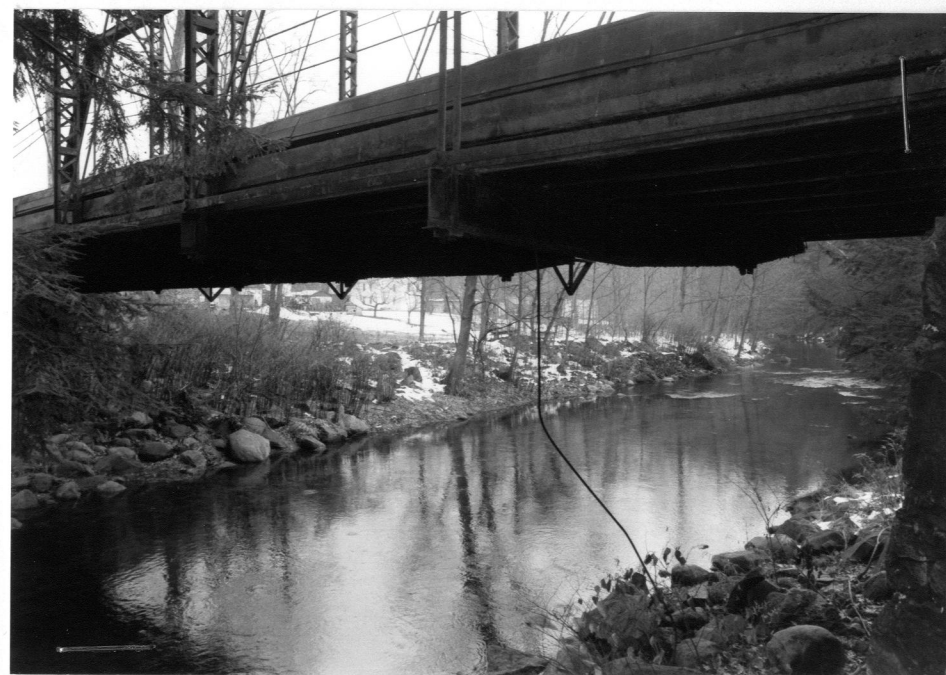
NW TRUSS FROM E (7-18-85)



FROM SE (7-18-85)



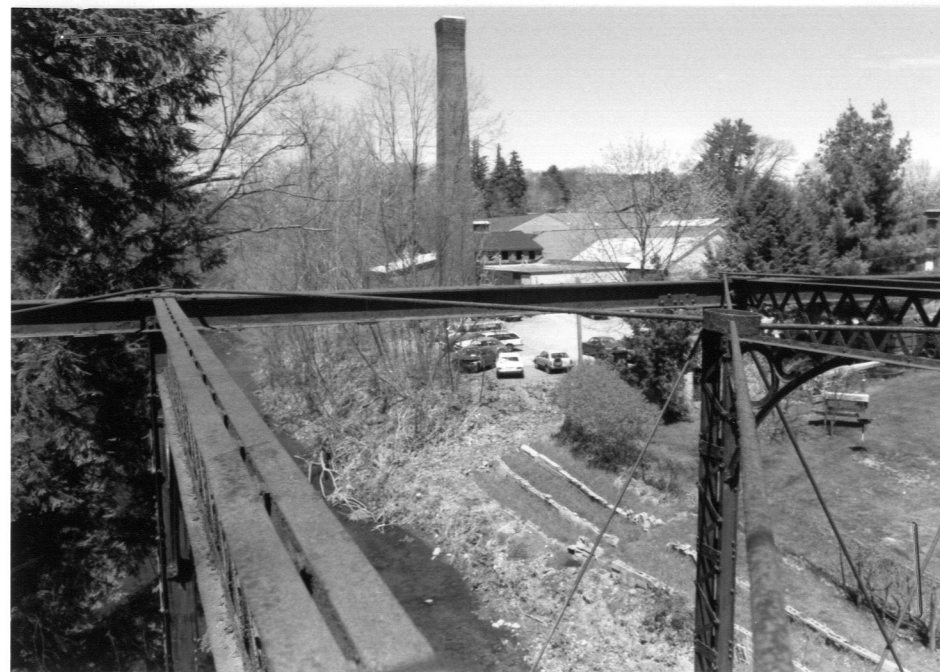
FROM SW (4-25-85)



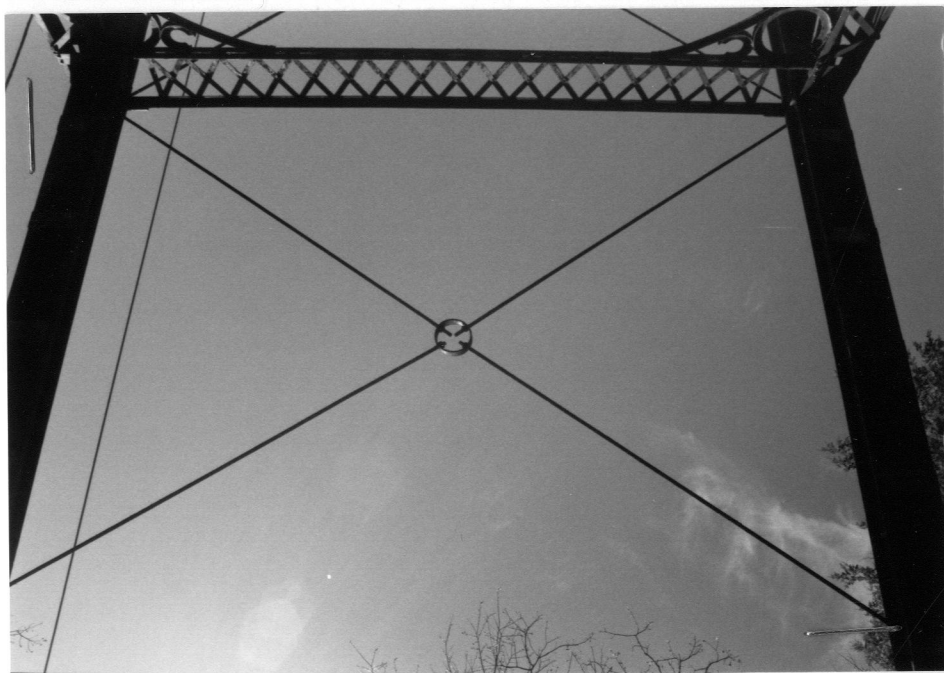
FROM W (11-17-87)



UPPER CHORDS LATERAL BRACING, AND TENSION RODS,
IN 3 SOUTHWESTERN PANELS, FROM SW (4-25-85)



UPPER LATERAL SYSTEM, 2ND PANEL FROM SW
END OF BRIDGE, FROM S (5-4-88)



UPPER LATERAL SYSTEM, 1ST PANEL FROM SW END,
FROM NE (5-4-88)



UPPER LATERAL BRACES CONNECTION TO SE UPPER CHORD
AT 2ND UPPER PANEL POINT, FROM S (5-4-88)



FROM NE (7-18-85)



FROM NE ABUT. LOOKING SW
(7-18-85)



NE END OF SE GUARDRAIL (7-18-85)

FORM F - STRUCTURE

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

PO-BAY

In Area no.	Form no.
	30A-A

420



Northampton

909

Clement Street

(crossing Mill River)

Clement Street Bridge

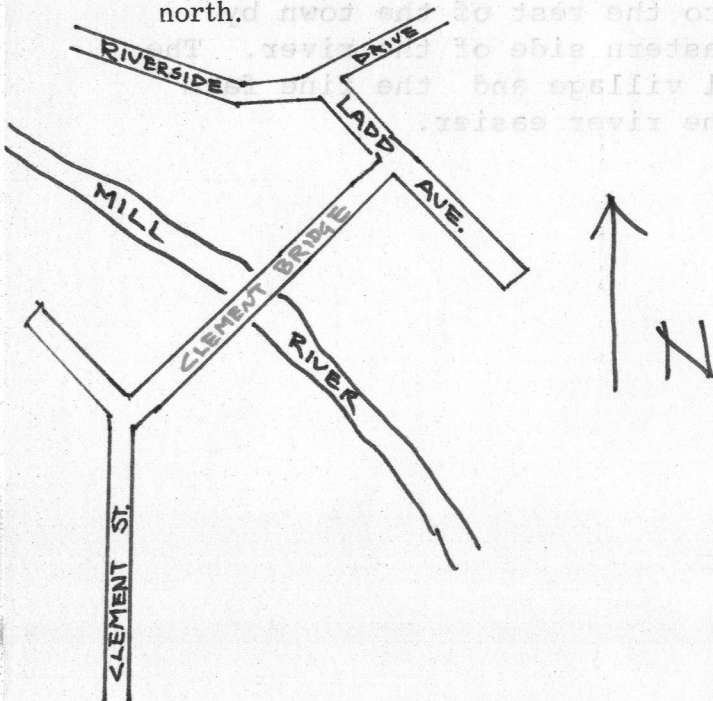
ent use bridge

ent owner

of structure (check one)

gate	<input checked="" type="checkbox"/>	pound	
kiln	<input type="checkbox"/>	powder house	
lighthouse	<input type="checkbox"/>	street	
	<input type="checkbox"/>	tower	
	<input type="checkbox"/>	tunnel	
	<input type="checkbox"/>	wall	
	<input type="checkbox"/>	windmill	
other			

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



5. Description

Date 1884-1895

Source Atlases

Construction material iron

Dimensions 50' long, 15' wide

Setting

Condition

6. Recorded by E. Lonergan

Organization NHC

Date April 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	_____				

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

This bridge, constructed between 1884 and 1895, is the only crossing of the Mill River between Florence and the West St. bridge south of Smith College. The Bay State section of Northampton had been developed in the early 1840's as a small industrial community on the eastern banks of the Mill River, and was linked to the rest of the town by Riverside Drive, which was also on the eastern side of the river. The bridge made travel between the industrial village and the fine farm and meadow land on the eastern side of the river easier.

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

1884 and 1895 Atlases/

Bay State Bridge (Clement Street Bridge)
Spanning the Mill River on Clement Street
Northampton
Hampshire County
Massachusetts

PHOTOGRAPHS
WRITTEN HISTORICAL AND DESCRIPTIVE DATA

Historic American Engineering Record
National Park Service
Department of the Interior
Washington, DC 20013-7127

HISTORIC AMERICAN ENGINEERING RECORD

BAY STATE BRIDGE
(CLEMENT STREET BRIDGE)
HAER No. MA-110

Location: Spanning the Mill River on Clement Street, in the Bay State section of the City of Northampton, Hampshire County, Massachusetts
UTM: Easthampton, Mass., Quad. 18/692370/4687610

Date of Construction: 1894

Structural Type: Wrought-iron Pratt through truss bridge

Engineer: Unknown

Fabricator/
Builder: Unknown

Owner: City of Northampton, Massachusetts

Use: Vehicular and pedestrian bridge

Significance: The Bay State Bridge is the sixth oldest of nine Pratt through trusses in Massachusetts, identified in the Massachusetts Department of Public Works database. It has a somewhat uncommon upper lateral bracing system, and has some unusual decorative features, such as curved brackets and a latticed guardrail. The Bay State Bridge has served for nearly a century as the only river crossing in Northampton's Bay State Village section, one of the city's principal nineteenth-century manufacturing districts.

Project Information: Documentation of the Bay State Bridge is part of the Massachusetts Historic Bridge Recording Project, conducted during the summer of 1990 under the co-sponsorship of HABS/HAER and the Massachusetts Department of Public Works, in cooperation with the Massachusetts Historical Commission.

Lola Bennett, HAER Historian, August 1990

BAY STATE BRIDGE
(CLEMENT STREET BRIDGE)
HAER No. MA-110
(page 2)

Description

The Bay State Bridge is a single-span, 94-foot, pin-connected Pratt through truss, resting on rubble masonry abutments. Each seven-panel truss is comprised of a built-up upper chord (two 2"x7" channels covered with a solid plate), connected to the bottom chord (two parallel 1/4"x4" eyebars) by verticals (two 2"x7" channels with batten plates and lacing--the batten plates appear to be original; the lacing was added in 1923). The trusses are braced with paired diagonal bars (1"x2"), angling up toward the ends in all but the center and end panels, and single (1" diameter) rods with turnbuckles, angling down toward the ends in the three center panels. The hip verticals in the end panels are paired eye-bars whose principal function is to suspend the outer floor beams. The 16"x6" built-up floor beams, comprised of a plate and angles, hang from the verticals by U-bolts, which loop over the pin at each lower panel point, pass through the flanges of the floor beams, and are secured underneath with a plate and two nuts. The original stringers were replaced in 1923 with rolled steel members, which support a reinforced concrete deck, 16' wide, and a 3' sidewalk on the southeast side of the bridge. The upper chords of the trusses are joined and braced by latticed, lateral struts at each panel point, with decorative curved brackets below. Within each panel between the upper chords, four rods, with loop-welded eyes, pinned at the chord ends, meet at a central iron tension ring, where they are secured with nuts on the inner side of the ring. The two portals are defined by the inclined end posts of the trusses (two 2"x7" channels covered with a plate on the upper side, and tie plates on the under side), with an inclined latticed portal strut and decorative curved brackets at the top. A latticed railing, anchored with decorative cast iron posts, runs along the southeast edge of the sidewalk. (See Figures 1-3.)

Bay State Village

The City of Northampton, Massachusetts, is situated on the west side of the Connecticut River, midway between Greenfield to the north, and Springfield to the south. The Mill River crosses the city diagonally, entering at the northwest corner, and exiting into the Connecticut River at the southeast corner. Along this river, just to the northwest of the city center, are located the historic manufacturing villages of Leeds, Florence and Bay State.

Beginning in the late-seventeenth century, the water power of the Mill River had been harnessed for manufacturing purposes. As the settlement of Northampton grew, this industry consequently increased. By the latter part of the nineteenth century, Northampton had become a prosperous manufacturing center. In 1890, industries consisted chiefly of:

silks, machines, cutlery, wire, tacks, tinware, buttons and trimmings, baskets, cotton hose, paper and paper boxes, lumber, agricultural implements, spools, emery agricultural implements, spools, emery wheels and cloth, furniture, brushes, brooms, leather, wrought stone, brick, clothing, and others.¹

BAY STATE BRIDGE
(CLEMENT STREET BRIDGE)
HAER No. MA-110
(page 3)

Small yet distinct villages grew up around the mills and factories supporting the largest of the industries. The village of Leeds, about four-and-a-half miles northwest of Northampton center, was established early in the nineteenth century around the woolen mills, and named for Leeds, England, a woolen manufacturing district. The village of Florence, about three miles northwest of the city center, grew up around the enterprise of silk manufacturing, which began in 1835, and took its name from the famous silk-producing city in Italy. Somewhat later than Leeds and Florence, the Village of Bay State, about one-and-a-half miles from Northampton center, developed around the Bay State Tool Company, which had its beginning in 1854.

The Bay State Company, employing 150 men its first year, manufactured agricultural implements. For some reason the company failed four years later, and the plant was sold to W.T. Clement, C.A. Maynard, and C.W. Hawkes, who continued the business of making tools, mainly for the South.² The company was incorporated in 1862, and during the Civil War was engaged in the manufacture of guns and bayonets. Later the company specialized in the manufacture of cutlery, and eventually two companies emerged--the Northampton Cutlery Company of 1871, which manufactured knives, and the Clement Manufacturing Company of 1882, which manufactured cutlery. At their peak, in the 1880s and 1890s, these two companies employed between 350 and 400 men.³ By the late nineteenth century the cutlery industries had completely overshadowed the older textile and button industries in Bay State Village.

Construction of the Bay State Bridge

The growth of the industries at Bay State Village was followed by a consequential increase in the amount of traffic to and from that area. But while Leeds and Florence both had bridges across the Mill River early on, Bay State had none, which often meant long detours of several miles around the village for those wishing to cross the river.⁴ Apparently there had been some agitation about this, because in the Mayor's annual address for 1893, he made the following statement:

I may be wrong, but in my opinion a bridge ought to be provided somewhere across Mill river between the old bridge and the railroad bridge. I think it would be well to have the whole city council meet those people, "in mass meeting," on the dike, to decide the question.⁵

The city fathers decided to go ahead with the plan, and a bridge was constructed across Mill River at Bay State during the summer of 1894.

Unfortunately, very little documentation exists relating to the construction of the Bay State Bridge, and the engineer and builder remain unknown. City documents only contain references to the amount of money appropriated for, and spent on, the bridge, and local newspapers carried very little news about its construction. The one small item of interest that appeared in June of 1894 stated, "There has been some delay in getting the iron for the Bay State bridge, as the strikes in the coal region have caused a scarcity of coal for the founderies."⁶

BAY STATE BRIDGE
(CLEMENT STREET BRIDGE)
HAER No. MA-110
(page 4)

In any case, the bridge and a new street, named "Clement Street," were completed that year, and in his annual report, the city engineer stated, "A new iron bridge over Mill River at Bay State with abutments to the same has been completed and the new street graded."⁷ The city treasurer's report for that same year indicates that the total cost of the bridge was \$3,433.23.⁸

Later annual reports indicate that the bridge received several new coats of paint and new flooring over the years. The only major repairs on the bridge occurred in 1923. This report stated:

During the year the condition of the bridge at Clement Street, Bay State, became so dangerous that repairs were imperative. The bridge was strengthened with a cement floor, steel reinforced at a cost of \$7589.98. The work was done by Kiely & Gleason of this city.⁹

Preservation Efforts

Based on a 1983 engineering study which concluded that the Clement Street Bridge was dangerously corroded, the city of Northampton and the Massachusetts Department of Public Works considered having the bridge replaced, and began studying a number of proposals. In 1989, however, the Massachusetts Historical Commission declared that the Clement Street Bridge was a potential landmark, and that they would not approve its being torn down. Under Section 106 of the National Historic Preservation Act, without the commission's approval, the city cannot obtain much-needed state and federal funds for the bridge.

A neighborhood group known as the Clement Street Bridge Action Committee is actively championing preservation of the nearly century-old structure. This group, composed mainly of residents of the Bay State section of Northampton have opposed all previous suggestions for replacement, because they realize that a new two-lane bridge will draw cross-town traffic and change the character of their historic neighborhood. The city has recently come up with a plan for the rehabilitation of the structure. This plan is presently in the process of being reviewed by the federal and state highway administrations, and is subject to funding limitations.

BAY STATE BRIDGE
(CLEMENT STREET BRIDGE)
HAER No. MA-110
(page 5)

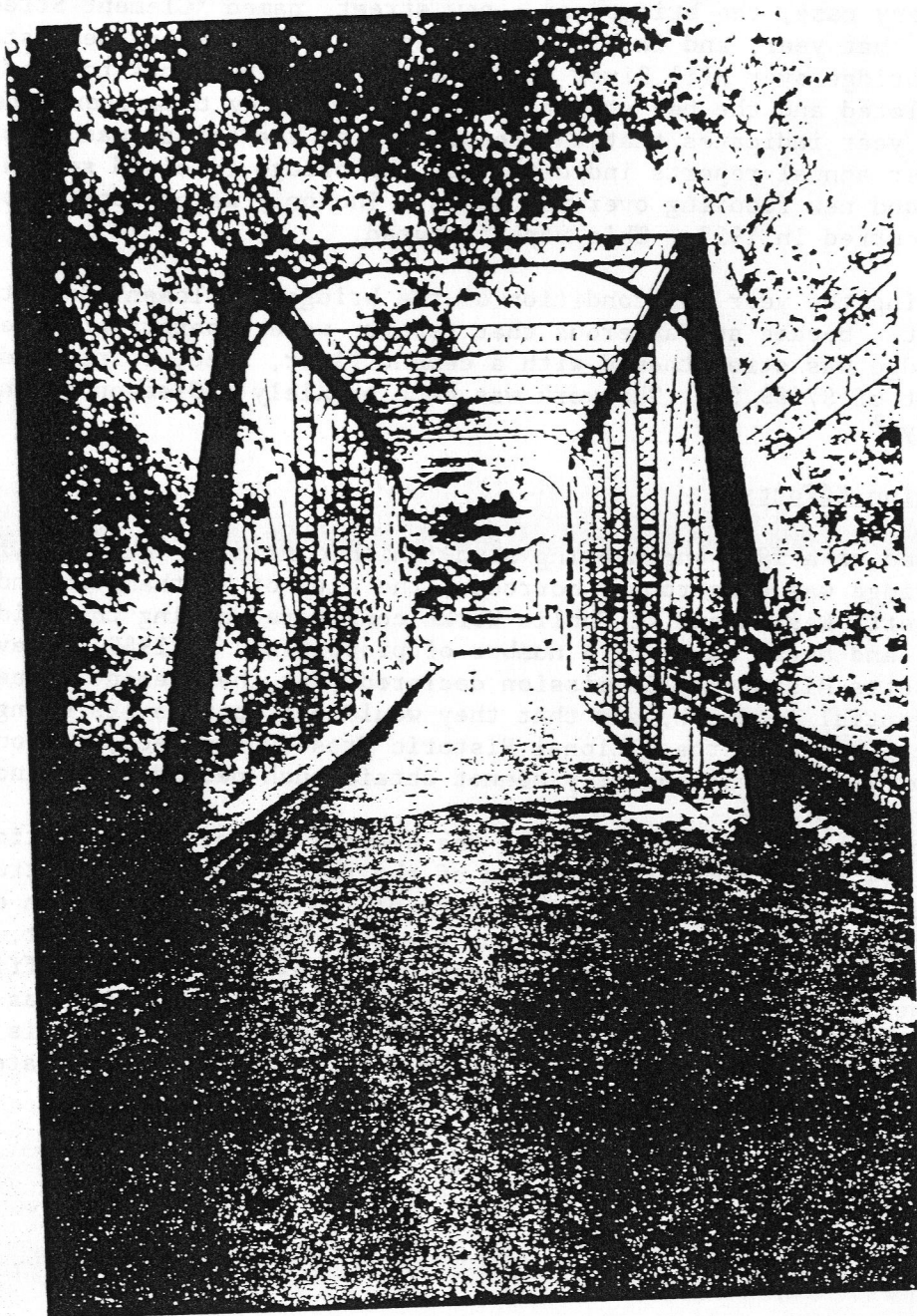
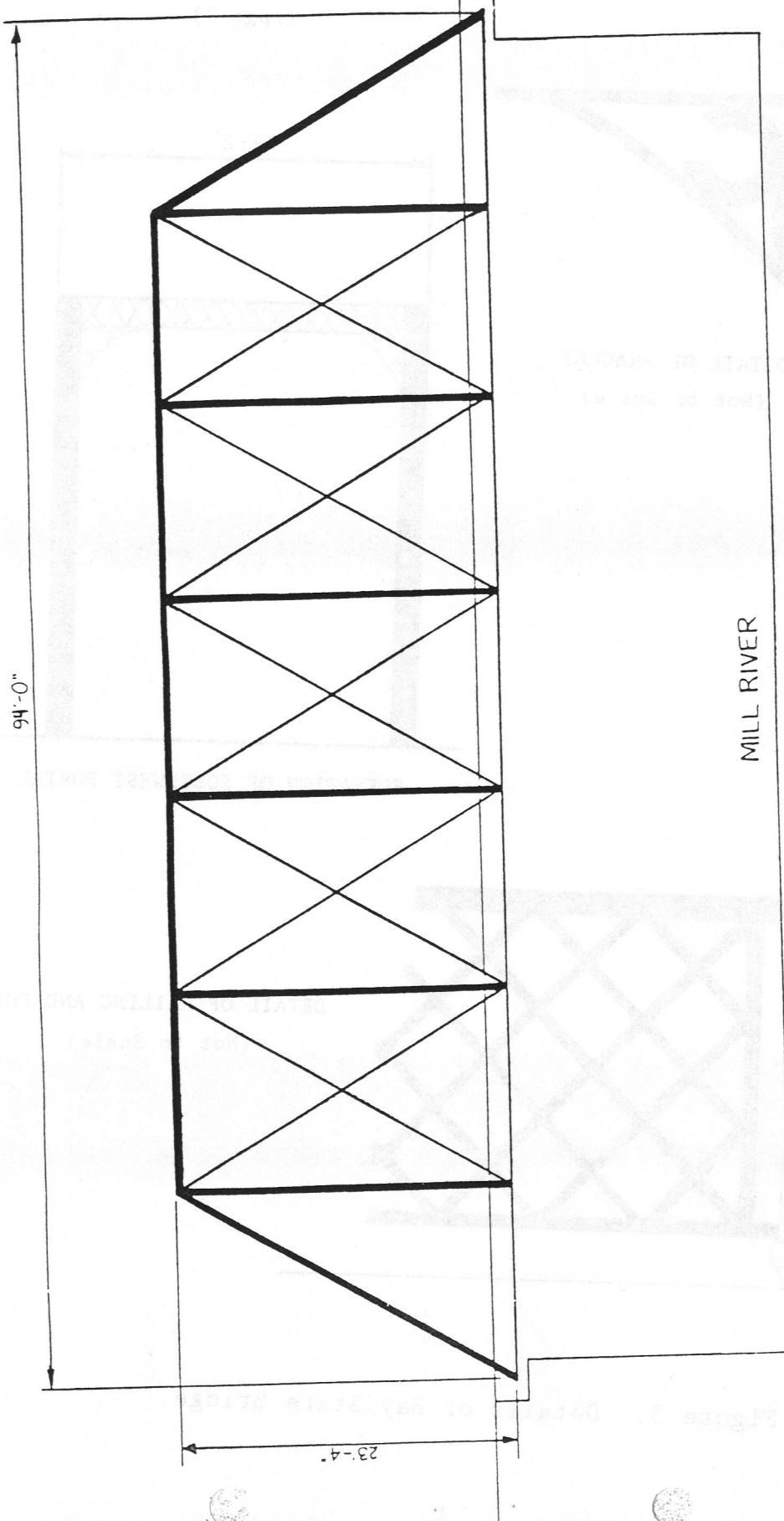


Figure 1. 1990 photo of Bay State Bridge, from southwest portal.

NTH.909

BAY STATE BRIDGE
(CLEMENT STREET BRIDGE)
HAER No. MA-110
(page 6)

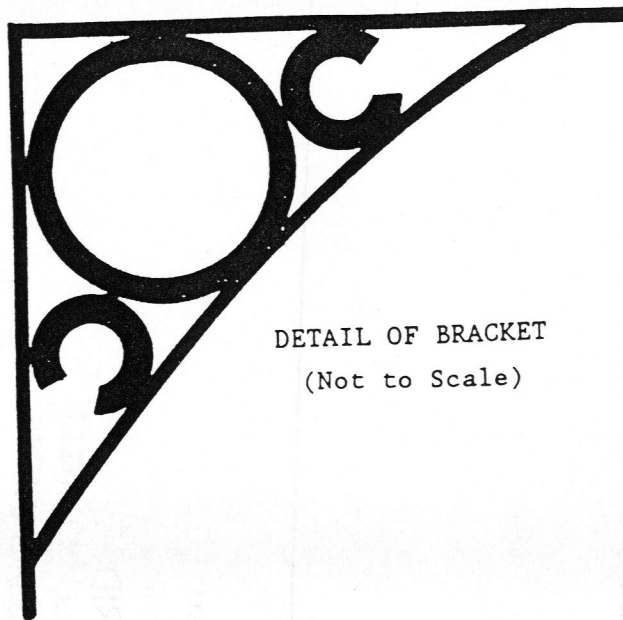


ELEVATION
(LOOKING NORTHWEST)

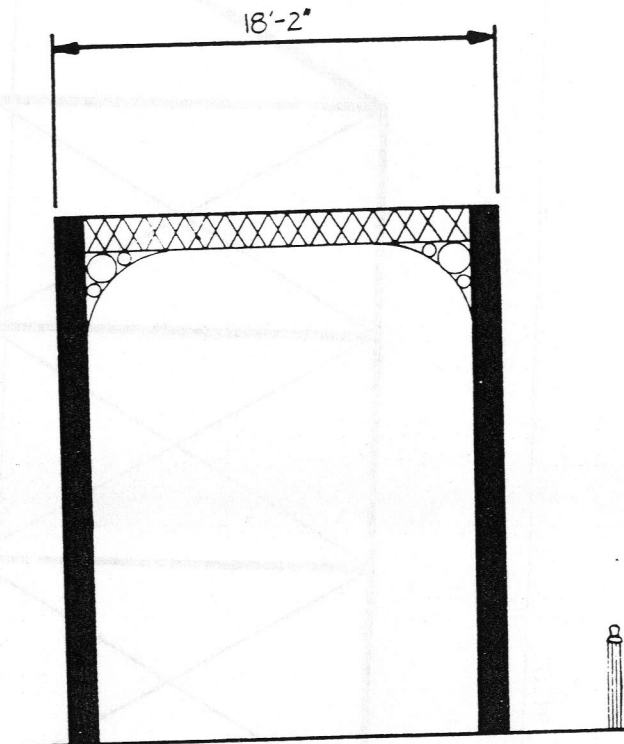
BAY STATE BRIDGE
SPANNING MILL RIVER, ON CLEMENT STREET
NORTHAMPTON, MASSACHUSETTS
MEASURED AND DRAWN BY LOLA BENNETT AND PAUL MCNETT, AUG. 1910.

NTH.909

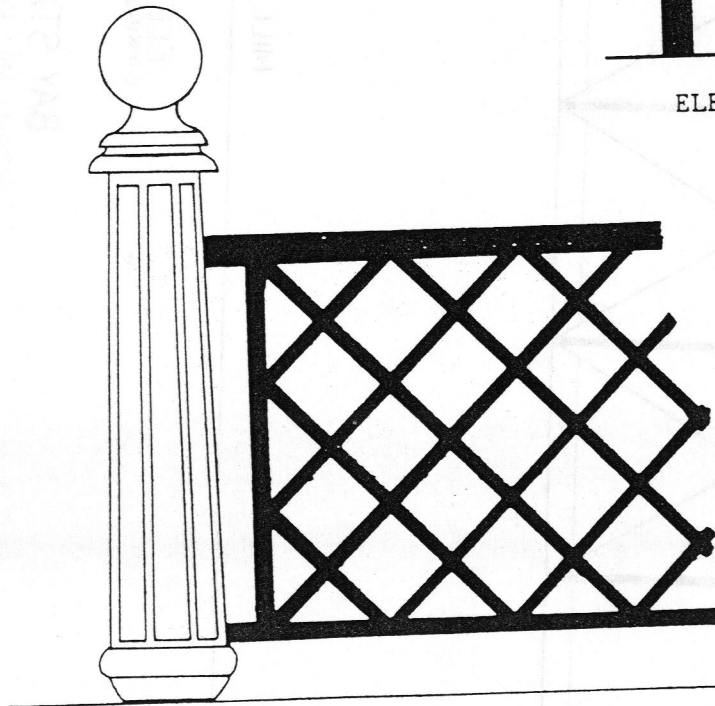
BAY STATE BRIDGE
(CLEMENT STREET BRIDGE)
HAER No. MA-110
(page 7)



DETAIL OF BRACKET
(Not to Scale)



ELEVATION OF SOUTHWEST PORTAL



DETAIL OF RAILING AND POST
(Not to Scale)

Figure 3. Details of Bay State Bridge.

BAY STATE BRIDGE
(CLEMENT STREET BRIDGE)
HAER No. MA-110
(page 8)

ENDNOTES

1. Elias Nason, A Gazetteer of the State of Massachusetts, revised and enlarged by George J. Varney (Boston: B.B. Russell, 1890), p.508.
2. Agnes Hannay, "A Chronicle of Industry on the Mill River," Smith College Studies in History, vol. XXI, nos.1-4, October 1935-July 1936 (Northampton, Mass.: Smith College Department of History, 1935-36), p.86.
3. Ibid.
4. Atlas of Northampton City, Massachusetts (Boston: George H. Walker and Co., 1884).
5. Annual Reports of the City of Northampton, 1893, Northampton, Massachusetts, p.24.
6. Daily Hampshire Gazette, Northampton, Massachusetts, June 15, 1894, p. 5.
7. Annual Reports of the City of Northampton, 1894, Northampton, Massachusetts, p.183.
8. Ibid., p.283.
9. Annual Reports of the City of Northampton, 1923, Northampton, Massachusetts, p. 185.

BIBLIOGRAPHY

- Atlas of the City of Northampton and Town of Easthampton, Hampshire County, Massachusetts. Philadelphia: D.L. Miller and Co., 1895.
- Atlas of Northampton City, Massachusetts. Boston: George H. Walker and Co., 1884.
- City of Northampton Annual Reports, 1890-1980.
- County Atlas of Hampshire, Massachusetts. New York: F.W. Beers and Co., 1873.
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POP. HTM

NTH. 909

HISTORIC AMERICAN ENGINEERING RECORD
INDEX TO PHOTOGRAPHS

Bay State Bridge (Clement Street Bridge)
Spanning the Mill River on Clement Street
Northampton
Hampshire County
Massachusetts

HAER No. MA-110

Martin Stupich, Photographer, Summer 1990

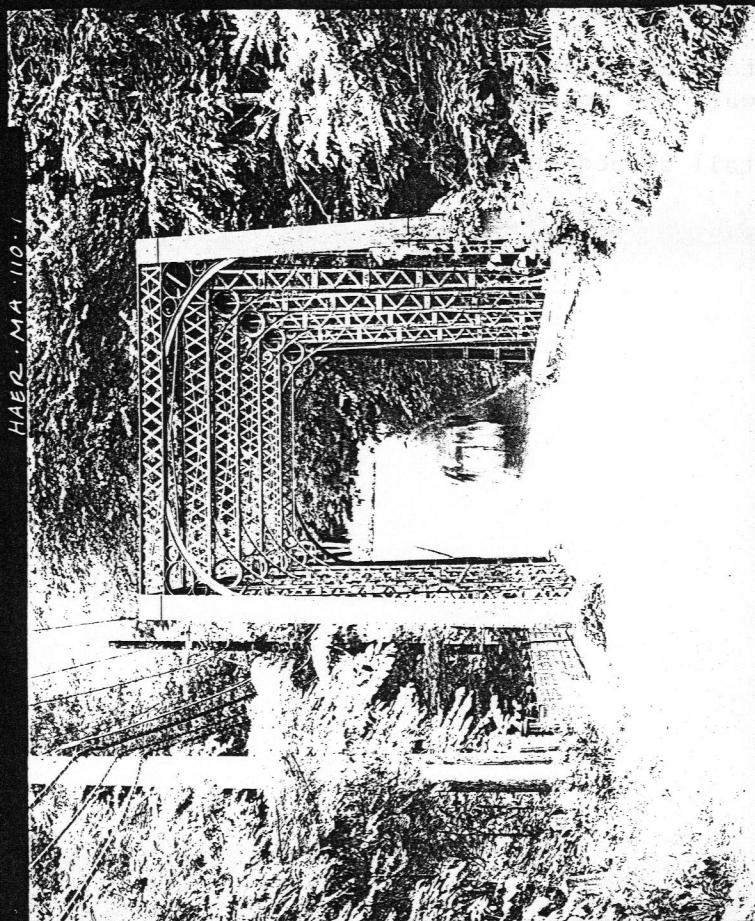
- MA-110-1 General view of east portal from roadway, looking west
- MA-110-2 Detail of upper chords and upper lateral bracing system, looking upward and northwest
- MA-110-3 Detail of pedestrian walkway from east portal end, looking west

POP. HTU

NTH.909

HISTORIC AMERICAN ENGINEERING RECORD
SEE INDEX TO PHOTOGRAPHS FOR CAPTION

HAER No. MA-110-1

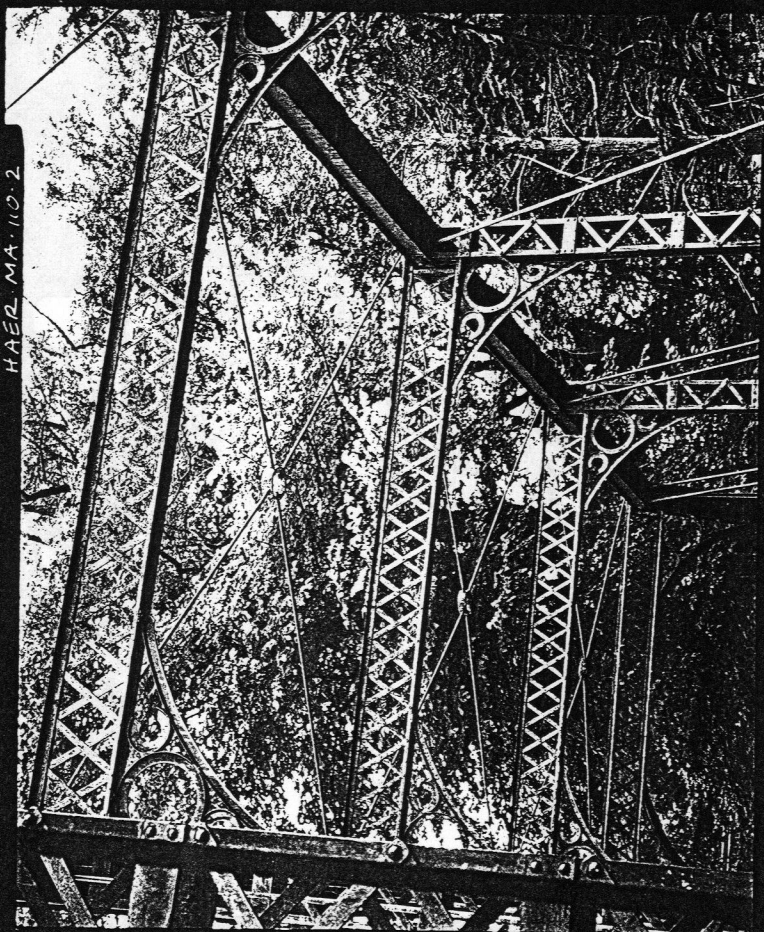


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HISTORIC AMERICAN ENGINEERING RECORD
SEE INDEX TO PHOTOGRAPHS FOR CAPTION

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HAER MA-110-2

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NTH.909

HISTORIC AMERICAN ENGINEERING RECORD
SEE INDEX TO PHOTOGRAPHS FOR CAPTION

HAER No. NA-10-3



HAER. NA 110-3

NTH-909

TO: Betsy 7

RETURN TO REVIEWER BY

(DATE)

FROM: WM. SmithDATE: 8/17/88TOWN: NORTHAMPTONPROPERTY: N-19-47 Clement St. over M.I. 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?

1894 pin-connected 7 Panel wrought-IRONPRATT through trussUNUSUAL upper lateral bracing systems* near Bay state Village☐ DOE LETTER WRITTEN

FILED IN ER FILE _____

(DATE)

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



NTH 909

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*

Meeting planned in fight for bridge

By CAITLIN ROTHER

NORTHAMPTON — A citizens' group lobbying to save the Clement Street Bridge from being demolished and replaced with a wider, modern bridge will meet for the third time Jan. 10 at 7 p.m. at the American Legion at 63 Riverside Drive.

"Anyone is welcome who is interested in saving the bridge," organizer Diane Welter of 164 Riverside Drive, who lives about a mile away from the site, said last night.

Welter, a free-lance architectural designer who has lived in the city for seven years, says members of the informal group seem to be split over reasons to save the bridge.

* * *

Some view its historical importance as primary, while others fear that replacing the one-way 1894 iron truss structure with a two-lane bridge would result in a dramatic increase in traffic.

The Board of Public Works has been working since the early 1980s to construct a new bridge at the site.

Welter termed the current site "inappropriate" for any increase in traffic because roads leading to the bridge — one of six like it in the state — are narrow and cars must take sharp curves.

Whatever the reason, Welter said interest in the group seems to be growing, with different resi-

dents attending the last two meetings. She and other organizers hope the Jan. 10 gathering will draw the largest crowd yet.

The group's goal is to convince the federal government to fund repairs to the bridge.

John C. H. Richards III, chairman of the Board of Public Works, said the consensus of BPW members over the recent opposition to their plans was that "it's a little unfortunate this is all coming up now because so much time and effort has gone into it."

* * *

The board in the past has called public hearings as required by law, but most opponents to demolishing the old bridge became vocal after the Massachusetts Historical Commission recently expressed concern about doing away with the historic structure. The state agency asked the city to come up with alternatives to tearing it down, but the BPW has determined there are no other viable options.

Welter said many of the new-found historic preservationists have known about the city's plans for years, "but they thought they had no choice in the matter."

Richards acknowledged that because the BPW is a public board, one of its duties is to consider public sentiment. However, he said "Our concerns are always safety."

Briefs

Gazette 1/9/90

Plans dropped for billiard parlor

An Amherst lawyer has scrapped his plans to open a billiard parlor on Pearl Street, after he was not granted a seasonal liquor license for the site.

Paul T. Ford had said earlier that he would examine his finances and decide whether he could open the pool room without serving alcohol. Last week he decided he could not.

The city's License Commission told Ford on Dec. 27 that there already was another liquor establishment in the same building and

several bars and restaurants in the area that served alcohol.

The proposed site was at the former Gleason Brothers Moving Co., which moved to Hadley. The City Cafe already is in business at 1 Pearl St. and the pool hall would have been right above it.

Police Chief Daniel L. Labato also opposed having another liquor establishment in that area, citing traffic concerns.

Bridge committee schedules meeting

The Clement Street Bridge Action Committee is sponsoring a

meeting at 7 p.m. Wednesday for anyone interested in the repair and restoration of the bridge in Bay State village.

The meeting will be at the American Legion hall, 63 Riverside Drive.

The city's Board of Public Works has been trying to have the bridge replaced for nearly a decade, citing potential safety hazards. But that has been blocked by the Massachusetts Historical Commission, which believes the 95-year-old iron bridge could have historic value.

Neighbors who want to keep the bridge say it has deteriorated because the city has not maintained it. And they fear a new

bridge would attract more traffic traveling at a higher speed.

Further information is available by calling Helen Horowitz at 585-0078, Diane Welter at 586-1849, or John Tobin at 584-1143.

Arrests

• Robert Ravish, 26, John Maloney, 32, and Michael Brennan, 29, all of 16 N. Maple St., Florence, were arrested by police at 3:39 a.m. today and are expected to be charged with disturbing the peace.

The three had refused to turn down their radio and were keeping neighbors awake, police said.

Gazette 1/9/90
NTH 909

Residents organize to save 1894 bridge

By WILLIAM FOSHER

NORTHAMPTON — A group of residents working to save a small iron bridge over the Mill River in the Bay State section of the city plans to meet tonight to decide how to present their case to city and state public works officials.

The Clement Street bridge, which is one of just nine remaining bridges of its type, has been slated for replacement for several years, but the residents of the area recently learned that the bridge is eligible for placement on the National Register of Historic Places and decided to push to have it repaired instead.

* * *

Bay State residents working on the project and others interested in joining the effort will meet tonight at 7:30 at the American Legion on Riverside Drive.

Diane Welter, who lives on Riverside Drive and is helping to organize the drive to preserve the bridge, said she has had some support from city public works officials in the matter.

"Not very many people want to tear the bridge down or close it," she said. "There are a lot of people who want to repair it and keep it open."

Although the bridge doesn't represent a major link in the city's traffic flow — the distance from Bay State to downtown is exactly the same whether the bridge is used or not — Welter said the bridge's historic significance makes it worth saving.

* * *

Many Bay State residents use the bridge simply because the route to major portions of the city is more scenic, she said.

"The city's department of public works has been very helpful. . . . They all want to do something to make the community happy," Welter said.

The design of the bridge, known as the "Pratt Through Truss," was used on many bridges in the late 19th century, but just nine remain in the state today, she said.

The Clement Street Bridge was built in 1894, and is the sixth oldest in the state, Welter said.



STAR PHOTO BY DAVID FRONAT

BRIDGE PARTY — A group of residents from the Bay State section of Northampton, including members of the Clement Street Bridge Action Committee, pose at the bridge in Bay State yesterday.

Union News 1/10/90
NTH 909

Campaign to save span gains strength

By KATHLEEN BRUNET

NORTHAMPTON — Residents of the Bay State section working to save the almost century-old Clement Street bridge are getting encouragement from a number of directions.

A meeting at the American Legion Post last night drew not only about 40 Bay State residents, but two city councilors, members from the city planning staff and an aide to state Rep. William P. Nagle Jr., D-Northampton, all of whom were there to offer advice.

City Council President Mary Ford suggested that the group contact state Public Works Commissioner Jane Garvey and U.S. Rep. Silvio O. Conte, R-Pittsfield.

City Planner Larry Smith advised the group to find out if all the necessary environmental impact reports have been performed. And Ralph Levy, an aide to Nagle, said the representative would try to attend a meeting in Boston that has been scheduled to discuss the bridge.

* * *

Also attending the neighborhood meeting were City Councilor James Brooks and City Planner Marcia Berkley.

The state DPW, the city Department of Public Works and the Massachusetts Historical Commission are scheduled to meet Jan. 17 to discuss plans for replacing the bridge.

Diane Welter, one of the organizers of the neighborhood group, said it is the group's hope that the meeting will result in sending the state DPW "back to the drawing boards."

The city's Board of Public Works, citing safety concerns, originally had agreed with the state to replace the one-lane bridge across the Mill River with a two-lane structure. Built in 1894, the bridge is one of nine iron-truss bridges remaining in the state.

Residents in the area want to see that the structure remains, and the Board of Public Works has since asked its project engineer to research alternatives.

The proposal to replace the bridge also has met with the objection of the Massachusetts Historical Commission. The bridge is eligible for listing on the National Register of Historic Places, and according to the state commission, federal funds are prohibited from being used to tear down historic structures, unless no alternatives are available.

Only two people spoke out against saving the bridge.

"I was almost killed on that bridge. I had a fellow hit me head-on 50 miles an hour," said Frank Denno of Norwood Avenue. The accident, he said, occurred in 1976. "I think the bridge is nice, but when it comes to human lives, you can't equate that with saving a bridge," he added.

* * *

er Gutowski of Florence Road said he felt that the bridge was too narrow to handle existing traffic.

"The bridge should be moved downstream or upstream, then they can build a new bridge ... and then we can use this bridge as a walkway or bikepath, or the ladies in the springtime can make it a garden like they did in Shelburne Falls."

Residents speaking in favor of saving the bridge said they agreed that the existing structure was unsafe and in need of work, but that a larger bridge would encourage more and faster traffic.

"There are problems with the bridge, but with care, a lot of those problems can be solved with proper signs and with proper routing of traffic," noted Helen Horowitz of Clement Street. "What we're hoping for is not only that the bridge will stay there and not be torn down, but we want it safe."

DAILY HAMPSHIRE

Established 1786

VOLUME 204, NUMBER 109

NORTHAMPTON, MASS., SATURDAY, JANUARY 13, 1990

Residents hope to save city bridge

Neighborhood effort focuses on old span

By MICHAEL VITO
Gazette Staff

NORTHAMPTON — A group of Bay State residents hope that the Clement Street bridge will still be around for its centennial in four more years and receive the recognition of a historic landmark.

"There aren't too many bridges like this one anymore," said Diane Welter of Riverside Drive, an organizer of the Clement Street Bridge Action Committee, which is trying to save the structure. "This bridge is a distinct part of Bay State."

Members of the group oppose plans to replace the single-lane, iron truss bridge, built in 1894, with a two-lane structure across the Mill River. They say the Clement Street bridge is one of just nine in Massachusetts with a similar design.

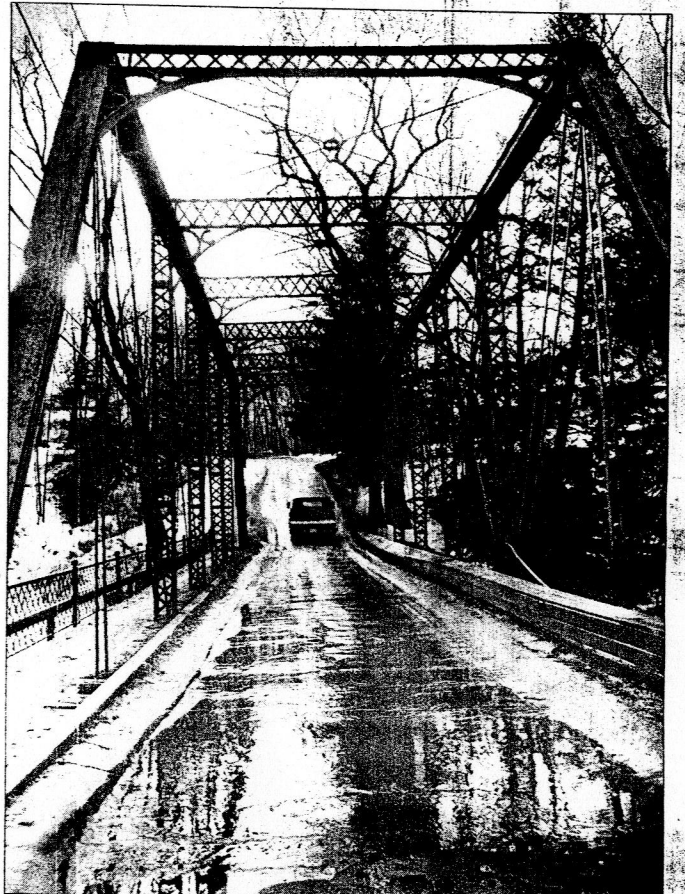
"We know that the bridge needs help and that it can't remain in the condition it's in," Welter said, referring to safety hazards created by the bridge's single lane. The weight limit was lowered from 12 tons to six tons in September 1988.

"But there should be some way a historic bridge can be restored," said Welter.

The city has been working since 1976 to have the deteriorating bridge either repaired or replaced. In 1984 the state Department of Public Works decided that repairing the bridge and keeping it as a one-lane structure was not economically practical, and that it should be replaced by a two-lane span.

After the state approved the city's request to remove the bridge, the Board of Public Works learned late last year that the Massachusetts Historical Commission objected.

■ See EFFORT/Page 3



GORDON DANIELS/Gazette Photographer

City officials and members of the Clement Street Bridge Action Committee are debating whether to tear down or repair the single-lane iron truss structure over the Mill River.



Among the residents of the Bay State section of the city who want to see the Clement Street bridge saved are, from left,

Mario Tataro, Diane Welter, George Blanche, and others.

GORDON DANIELS/Gazette Photographer

Effort to save bridge under way

■ Continued from Page 1

Federal and state laws require that the commission evaluate any bridge over 50 years old to determine whether it has any historic value. The Clement Street bridge could be eligible for the National Trust for Historic Preservation registry.

And without the Historical Commission's approval, federal and state money cannot be used to build a new bridge. A new concrete and steel structure would cost the city more than \$1 million, according to Peter J. McNulty, acting director of the Northampton DPW. He said the city would need state money for the project.

Several people who want to save the bridge gathered at Clement Street and Ladd Avenue this week to discuss their concerns and the impact of a wider structure on their quiet neighborhood.

The new bridge would require widening the narrow roads and straightening out a sharp, steep curve on Clement Street, just a few yards south of the crossing over the Mill River. And that means taking land of neighbors through a legal process known as eminent domain.

"I get cramps in my stomach even when I just think about eminent domain," said the Rev. Roger Barnett of 72 Clement St.

One neighbor blamed the city's Department of Public Works for not properly maintaining the bridge and allowing it to deteriorate.

"The city was lax in keeping it up," said Mario Tataro of 284 Riverside Drive. "They'll put more money into downtown — like that walkway on Pleasant Street, which is stupid."

Members of the Clement Street Bridge Action Committee are concerned that a wider road would bring more traffic. The bridge is already used as a shortcut to the Elm Street area and to Easthampton.

Also this week, about 50 people attended a meeting called by the Clement Street Bridge Action Committee at American Legion Post 28, 63 Riverside Drive. Welter said that only two people spoke out against keeping the bridge.

The group plans to contact state DPW Commissioner Jane Garvey about its efforts to save the bridge, and ask whether proper environmental impact studies have been done with the new bridge designs and why the state Historical Commission was not notified sooner about plans to remove the structure.

John C.H. Richards, chairman of the city's Board of Public Works, said he is surprised by the group's sudden emergence, even though, he said, "I enjoy community involvement."

But Richards said he is frustrated with the group's timing, raising objections after there have already been discussions about



GORDON DANIELS/Gazette Photographer

The steel support girders underneath the Clement Street bridge are rusted and decayed.

Repair effort began in 1970s

Here is a chronology of the city's efforts to repair or replace the Clement Street bridge over the Mill River in Bay State.

- 1976: The Mueller Corporation, an engineering firm in Hartford, Conn., reports that the Mulberry Street and Hotel Bridges in Leeds and the Clement Street bridge in Bay State need repairs.

- 1981: Rep. William P. Nagle Jr. contacts the state Department of Public Works and reports residents are concerned about the safety of the Clement Street and Mulberry Street bridges. Nagle asks that action be taken immediately.

- 1982: Pioneer Valley Transit Authority alters its bus route to avoid using the Clement Street bridge.

- 1983: Almer Huntley Jr. Associates Inc. completes a study of the Clement Street bridge and

recommends that the structure should be closed to traffic immediately. The study reports that the main truss connected to the floor beams is severely corroded. Northampton fire trucks start using alternate routes around the bridge.

- 1983: Acting Department of Public Works Director Peter J. McNulty asks the state for permission to replace the Clement Street bridge with a new structure, citing safety concerns.

- 1984: The state DPW accepts a formal application from the city's Board of Public Works to have the bridge removed. The state determines that the bridge is beyond repair and should be replaced. They also termed any repairs as "economically impractical."

- 1985: The state DPW approves the city's request to have the Clement Street Bridge replaced.

- September 1988: The 12-ton

weight capacity of the bridge is reduced to six tons, following an inspection by the state DPW.

- September 1989: The Massachusetts Historical Commission declares that the Clement Street bridge is a potential landmark and will not approve it being taken down. The city now cannot apply for federal and state funds needed to pay over \$1 million for a new bridge.

- December 1989: Bay State residents form the Clement Street Bridge Action Committee to help preserve the bridge as a historic landmark and to oppose a wider bridge which they fear would lead to increased traffic.

- January 1990: McNulty asks consultant Greenman/Pedersen Inc., of Marlborough, to investigate whether the bridge can be repaired and if federal or state money is available to restore historical landmarks.

what to do with the bridge.

"Where have they been all of these years?" he asked. "Our rehabilitation plans were already rejected by the state several years ago, and we held several public hearings, and there was never any objection" to replacing the bridge.

Landowners affected by widening the road were notified of those hearings, according to Richards. The state DPW held a meeting last Jan. 19 in Northampton to discuss plans for the new bridge. According to the records kept about that meeting, about a half dozen residents turned out, and only a few of those spoke out.

In January 1981 several residents of the Clement Street area contacted state Rep. William P. Nagle Jr., D-Northampton, expressing concerns about the bridge's safety. Nagle then sent a letter to the state DPW asking for action.

She changed her mind

Donna Nolan of 79 Clement St.

remembers that 10 years ago she wanted to see the bridge removed and replaced with a new one-lane structure because she believed it was not safe.

But when she learned that the current bridge was a potential landmark, she changed her stance. "When I learned it was almost 100 years old, I changed my mind. And a two-lane bridge would bring in more traffic."

Nolan now supports repairing the Clement Street bridge and keeping it to one lane.

"We tried to get funds to repair that bridge and failed," Richards said. "If these people can find other avenues for funding to save the bridge, then that's great."

But Richards hopes that the opposition to replacing the bridge does not "keep the wheels from turning" and impede the city's efforts.

Rust and corrosion on the bridge's steel support beams is visible by standing on the riverbank beneath the structure. Shards of rusted metal pieces of

the beams have dropped onto the riverbank. Vegetation grows in the holes in the beams.

As a city DPW sanding truck rolls across the bridge, the entire structure shakes and rattles from the vehicle's weight, which is under the six-ton limit.

Several sections of wooden planks that form a walkway on the east side of the bridge are broken off, leaving holes and a view of the icy river below. Richards said that he asked city workers to repair those holes yesterday.

The Clement Street bridge group is also seeking additional safety measures.

"We're working to get the DPW to place proper signs along the roads to let first-time arrivals know that the bridge is only one lane," said Helen Horowitz of 37 Clement St. "These drivers need to know that the bridge is only one lane, and they should know about the steep curve. For those of us that know the area, it's fine — but there could be an accident there."

NTH 908

Northampton

Telephone:
585-5256
585-5255

Bridge effort praised

Preservation advocate views Clement St. span

By BRENDA ELIAS
Gazette Staff

NORTHAMPTON — After viewing the Clement Street bridge this morning, the president of the National Trust for Historic Preservation praised residents and city officials for working to save the bridge rather than tear it down.

J. Jackson Walter of the Washington-based organization was impressed that 25 people, including city officials, joined him today to view the one-lane bridge that was once slated to be replaced with a two-lane bridge.

And Walter recommended that the city keep after the state Department of Public Works and DPW Commissioner Jane F. Garvey to follow through on her promise of money to repair and rehabilitate the bridge.

Initially the state DPW would only provide money to replace the bridge.

"That's our main worry," Walter said of the state DPW. "Don't give them an inch. Don't let them off the hook."

"It's ... a very pretty bridge, and there's something to be said for that," he added.

But amid Walter's words of encouragement were questions about the condition of the



RANDY PILAND/Gazette Photographer

Ward 7 City Councilor Raymond W. LaBarge, left with back to camera, was among about 25 people who joined the president of the National Trust for Historic Preservation today to view the one-lane Clement Street bridge. Neighbors hope it can be repaired rather than torn down and replaced with a two-lane bridge.

bridge, particularly the condition of the steel and wrought iron underneath.

City DPW acting director Peter J. McNulty said the condition of the materials holding up the bridge are "poor" but exact details of their condition will not be known until samples are taken for analysis.

Diane Welter, acting chairwoman of the Clement Street Bridge Action Committee, invited Walter to look at the bridge. He was in the area to attend a function in Ashfield over the weekend.

"Mainly, I was just hoping that he would, and he did, give some recognition to the people involved" in saving the bridge, Welter said.

"I think he really loved the

bridge," said Welter, noting it is the sixth oldest of its type in the state. The Hotel Bridge in Leeds, which is the same type as the Clement Street Bridge, is the oldest.

City officials joining Walter this morning were McNulty; state Rep. William P. Nagle Jr., D-Northampton; Ward 4 Councilor John E. Fitzgerald Jr. and Ward 7 Councilor Raymond LaBarge.

Walter said the city DPW is "brave and enlightened" for lobbying the state to rehabilitate the bridge.

The city DPW had planned on tearing the bridge down, but changed its mind when neighborhood residents organized to oppose widening the bridge and

roadway.

"Brave because it seems to go against the prevailing trend nationally not to preserve one-lane bridges," Walter said.

"Some of the neighbors and residents understand that if you put in a two-lane bridge, it would change the neighborhood."

Nagle said rusting steel and poor conditions are not unique to the Clement Street Bridge.

"Every bridge across the state is a potential disaster," Nagle said. "It makes a great deal of sense to save these types of things."

Nagle said he will lobby for approval of a grant to rehabilitate the bridge, rather than replace it.

UNION-NEWS, TUESDAY, APRIL 10, 1990

National Trust president visits Clement bridge

By CAITLIN ROTHER

NORTHAMPTON — A visit to the Clement Street bridge yesterday morning by Jack Walter, president of the National Trust for Historic Preservation, drew a small crowd of neighborhood residents, and state and public officials who are interested in saving the bridge from demolition.

"This is already an issue, look at how many people are here," Walter told Peter McNulty, acting director of the city's Department of Public Works, as they stood on the one-lane bridge that crosses the Mill River, basking in the morning sun.

More than 20 people, including residents from the Bay State section of town, state Rep. William P. Nagle Jr., D-Northampton, and city councilors Raymond LaBarge and John E. FitzGerald, made a statement with their presence that their interest has not flagged in preventing the nearly century-old bridge from being torn down and replaced with a new one.

* * *

Bay State resident Diane Welter, who has led the move to convince the city and state DPWs to rehabilitate rather than replace the bridge, invited Walter, the public officials and the press to the gathering to keep the issue in the public eye.

Walter, who came to the area to visit the bridge and attend a memorial dinner in Ashfield Sunday night, is an old friend of Welter. The National Trust, headquartered in Washington, D.C., was created by the U.S. Congress 40 years ago to stimulate public in-

terest in preserving sites, objects and buildings significant in national culture.

"We obviously are interested in trying to preserve for current use historic (bridges) across the country," said Walter, describing the iron truss structure, the sixth oldest in the state, as "a character-defining bridge."

* * *

Walter praised the local Department of Public Works for being "very enlightened" and braving a public decision that "goes against the prevailing trend nationally, which is not to repair one-lane bridges."

Although Walter said his foundation cannot offer any money toward the rehabilitation, he can help by attracting publicity to the plight of the historic bridge.

McNulty told Walter that Jane Garvey, state DPW commissioner, has committed her department to funding work on the Mulberry Street and Clement Street bridges, but it's not a commitment to rehabilitating the Clement Street bridge at any cost.

* * *

"Don't give them an inch, keep crowding it," Walter said.

If the local DPW decides finally to improve rather than replace the bridge, McNulty said the goal would be to raise the weight limit on the structure from 6 tons to 16 to 18 tons to allow passage of emergency vehicles and buses.

What is still unknown, he added, is how much rebuilding would have to be done to the underside of the bridge, the area where age weakens such structures.

FRIDAY, MAY 11, 1990

DAILY HAMPSHIRE GAZETTE

Estimate made on cost of bridge repair

By MICHAEL VITO
Gazette Staff

NORTHAMPTON — The cost of repairing the Clement Street Bridge in Bay State has been estimated at more than \$500,000, and the state Department of Public Works must approve the repair designs before any work can begin.

John C.H. Richards, chairman of the Board of Public Works said yesterday it is unclear whether the state will pay for any portion of the repairs if it accepts the plans.

Peter J. McNulty, the city's acting public works director, told the BPW this week that the engineering firm of Greenman-Pederson of Marlborough estimated the cost of repairs to the rustic bridge at \$482,000. The

company will charge \$60,000 for conducting a study last month.

Repairs would include replacing the concrete deck, steel railings, stringers and support beams, sandblasting, painting, and replacing bolt and pin connections.

"The state will review the plans and we'll just have to wait and see if (it) will participate," McNulty said.

"If the state doesn't accept these plans then we're back to square one," Richards said. He said the city could not afford to finance the bridge repair costs fully.

The Clement Street bridge, built in 1894, is one of six iron-truss style bridges still in use in Massachusetts. The city has been trying to have the span, which crosses the Mill River,

repaired or replaced since 1976.

The strength of the bridge is deteriorating and city officials have been concerned about its safety.

Initial plans to repair the one-lane bridge were rejected by the state DPW, which suggested the span be replaced with a modern two-lane bridge.

But last year the Massachusetts Historical Commission ruled that the bridge could be a potential city landmark would not give permission to replace it. Without Historical Commission approval, state funds are not available to replace it.

Neighbors then rallied to save the bridge, fearing an increase in traffic from a two-lane bridge, and loss of a Bay State landmark.