

Massachusetts Cultural Resource Information System

Scanned Record Cover Page

Inventory No:	HLY.908
Historic Name:	B & M Railroad Bridge over Lyman Street
Common Name:	
Address:	
City/Town:	Holyoke
Village/Neighborhood:	The Flats
Local No:	
Year Constructed:	
Architect(s):	
Architectural Style(s):	
Use(s):	Other Transportation
Significance:	Engineering; Transportation
Area(s):	HLY.W: The Flats - South Holyoke
Designation(s):	



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

This file was accessed on:

Friday, March 07, 2014 at 3:01: AM

MASSACHUSETTS HISTORIC BRIDGE INVENTORYMunicipality: Holyoke District: 2Street name/Rt. #: B&M RROver
Street name/Rt. #: Lyman Street (at Race St.) + Second Level CanalBridge key #: _____ * Photo #s: 37: 30A-36A; 38: <0ABridge plan #: H-21-32 * _____Common/historic name: B&M RR Connecticut R. & P. South Bridge # 17

Current owner: _____

UTM coordinates: _____ AASHTO rating: 9999 (RR-owned) (1-10-86)*****
National Register status (insert date) Field rating: _____Entered: Holyoke Canal System
H.D. 12-3-80 Potential: _____

Eligible: _____ Non-eligible: _____

Date built (source): 1928 (plate)

Date(s) rebuilt (source): _____

Builder (source): Boston Bridge Works (plate)

Designer (source): _____

Structural type/materials: 310

main span - riveted steel sub-divided single-intersection with verticals Warren through truss.

not clear if 2 riveted deck plate girder spans over Second Level Canal immediately N of truss structure are considered separate from truss. Girders appear to have some sort of overlapped, shared bearing on the single pier in the canal.

Abutment (along Race St) is large block coursed granite ashlar; N end truss bears on one steel column and a concrete extended ashlar masonry pier; canal pier is poured concrete; N canal wall bearing 17 a 2

Overall length: ca. 550' Deck width/layout: _____Skew: _____ 2 trackMain unit, # spans: 1 lengths: ca. 135'Approaches, # spans: 2 lengths: ca. 110' eachPlaque: 2 location: NW + SE end posts of truss.

Alterations, unusual features, comments:

↳ mixture of rubble and ashlar masonry and concrete.

* Computer print-out of Ap. 9. 1989 gives 2 entries for B&M RR/Lyman St: H-21-5, RR022700400, listed as a 1-span 310; and H-21-32, DUM227000024, blank except for 122' total length.

There is only one crossing of the B&M over Lyman St. in Holyoke, and the Bridge Histories identify that crossing as H-21-32. The BHs also indicate that H-21-5 should belong to a 3-span 302 - B&M RR/Moher St, a structure which appears in the Ap. 9. 1989 print out as H-21-0.

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

Site integrity: Retained Violated X

Describe: A visually powerful bridge, dramatically skewed across canal and street in old industrial/commercial core of Holyoke. Mid-late 19th and early 20th century brick mills still crowd west side of canal; some empty lots and urban renewal development on east; a good late Victorian firehouse and a Richardsonian train station survive to south.

History of bridge and site:

DH 1920s report lists an 1887 iron lattice truss bridge on this site.

This segment of the Second Level Canal was dug as part of the first phase of Holyoke's development as a planned industrial city, 1817-1853.

Sources:

- D.H. ✓
- Plans No
- RR No
- Old B.H. ✓

Summary statement of significance:

Tied for 5th oldest of 14 single-intersection Warren through-trusses in the MDPW database also tied (also with L-4-22) for the oldest sub-divided single-intersection Warren through truss in the database. Apparently unaltered, and partially within the Holyoke Canal System National Register Historic District. Interesting technically for its severe skew; the odd, placed-column support at the NW corner of the truss span; and the sliding bearing at the overlapping ends of the two plate girder spans at the shared canal pier. Visually dramatic.

Statement prepared by: S.J. Roper

Date: 13 March 1986

Field survey by: S.J. Roper, MDPW Historic Bridges Specialist

Date: 17 July 1985

MDPW RECOMMENDATION - NATIONAL REGISTER ELIGIBILITY

HLY. 908

Municipality Street on No.

Bridge: Holyoke B&M RR/Lyman St. Second Level Canal H-21-32

Historic evaluation

Significant because:

- 1) Unusual or unique ^{sub-}type _{druss} sub-divided single-intersection Warren through X
or rare survivor of common type _____
- 2) Early example of type _____
- 3) Design - Valuable contribution to bridge technology _____
- 4) Retains integrity X
- 5) Builder known and ^{relatively} important Boston Bridge Works X
- 6) Bridge historically important to area Holyoke Canal system NRHD. 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 locatedComments:

Tied for 3rd oldest of 14 single-intersection Warren through trusses in the MDPW database, also tied for oldest sub-divided single-intersection Warren through truss. Technologically notable for its skew, and the sliding bearing in its approach span. Visually quite dramatic, and located within the Holyoke Canal System National Register Historic District.

19 March 1986

S. J. Roper, MDPW Historic Bridges Specialist

14LY.908

H-21-32

SPRINGFIELD
NORTH QUAD.

12'30"

4677

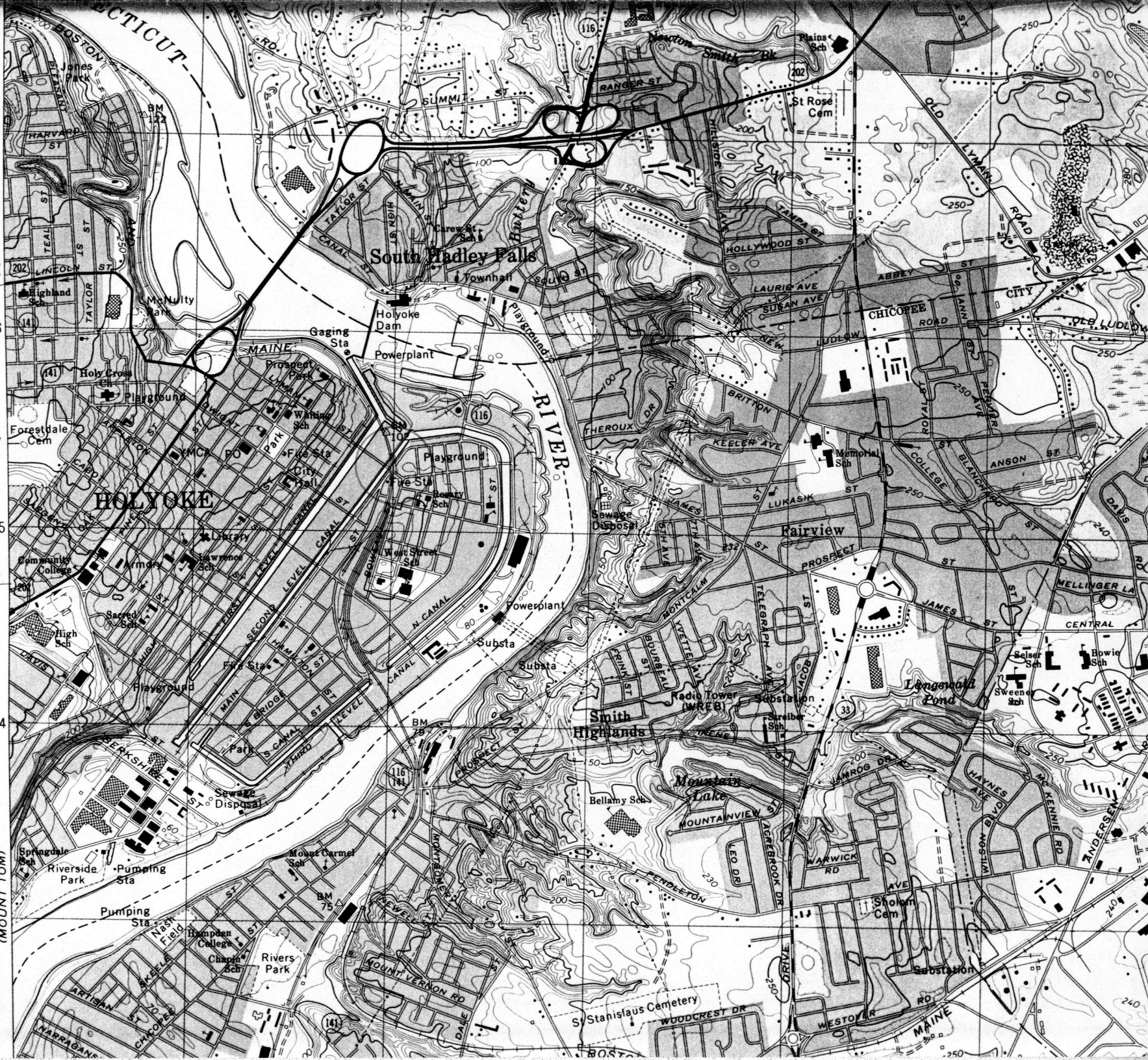
WESTFIELD 11 MI.
0.3 MI. TO U.S. 5

4676

4675

4674

6468 11 NW
(MOUNT TOM)





From NW, showing truss span and part of southern girder span.



From SW



From W, showing southern girder span, and parts of truss span and northern girder span.



Canal pier, and ends of two deck girder spans, from W

all photos: 7-17-85



From N, w/ 2 deck girder spans in foreground.



From S



From S ABUTMENT looking N



ON NW END POST

all photos: 7-17-85

TO: Sally ZRETURN TO REVIEWER BY _____
(DATE)FROM: Bill SmithDATE: 7/26/86TOWN: HolyokePROPERTY: H-21-32 BEM RR over Lyman St. - Second Level Canal
(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?

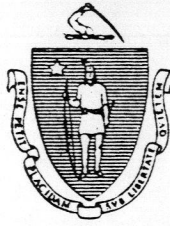
1928 1 SPAN (sub-divided single-intersection) WARREN
through truss.Unusual for its severe skewed and sliding bearings
(channel with plate girder span) in its approach spans

*

Located within Holyoke Canal System NR District☐ DOE LETTER WRITTEN --

FILED IN ER FILE _____

(DATE)



WJ
1724.908

The Commonwealth of Massachusetts

Office of the Secretary of State
Michael Joseph Connolly, Secretary

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

January 6, 1987

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

ATTN: Mr. H. Pearlman

RE: Warren Through Metal Bridges

Dear Mr. Walsh:

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

Single-Intersection Warren Through Trusses

Florida/Rowe	F-5-1/R-10-5	Rowe RD over Deerfield River
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1916 unaltered two span bridge is the third oldest of its type in the state. On an historic crossing leading to the former Hoosac Tunnel station on the B & M R.R., the bridge remains today in a very picturesque rural setting.

Holyoke	H-21-32	B & M R.R. over Lyman St.
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1928 one span bridge is notable for its skew and sliding bearing in its approach span. Located within the Holyoke Canal System National Register Historic District.

Westfield W-25-10 N. Elm St. over Westfield River

1938 two span with polygonal upper chords. Is in virtually untouched condition. Designed by Fay, Spofford & Thorndike.

The following bridges do not appear to be eligible for the National Register of Historic Places.

Athol A-15-7 Exchange St. over Millers River

Boston B-16-232 I-93 over Charles River

Cambridge C-1-20 Alewife Brook Pkwy. over B & M R.R.
MHC determined not eligible January 30, 1981.

Fall River/Somerset F-2-58/S-16-8 I-95 over Taunton River
MHC determined not eligible May 20, 1986.

Great Barrington G-11-2 Division St. over Housatonic River

Great Barrington G-11-8 Brookstone Rd. over Housatonic River

Lawrence L-4-22 So. Union St. over B & M R.R.

Lee L-5-11 Center St. over Housatonic River
MHC determined not eligible July 7, 1980.

Ludlow/Wilbraham L-16-3/W-35-1 Miller St. over Chicopee River

Malden M-1-5 Mountain Ave. over MBTA

Northfield N-22-14 East Northfield Rd. over B & M R.R.

Double-Intersection Warren Through Trusses

The following bridge was listed as a contributing element in the Turners Falls National Register Historic District May 10, 1982.

Montague M-28-16 Sixth St. over power canal

The following bridges appear to be eligible for the National Register of Historic Places.

Buckland/Shelburne B-28-22/S-11-1 Bridge St. over Deerfield River

1890 three span bridge is the second oldest Warren through truss in Massachusetts. Significant architectural details include latticed railing/portal bracing and builders plate. A visual landmark and an integral part of an historic village. Determined eligible by the Acting Keeper of the National Register December 17, 1981.

Groton

G-14-4

Fitch Bridge Rd. over Nashua River

1898 one span bridge is the third oldest of its type in the state. Built by the Berlin Iron Bridge Company, it is set in a picturesque wooded rural area. The bridge retains integrity with only minor alterations. Determined potentially eligible by the MHC November 23, 1982.

Lawrence

L-4-3

Union St. over Merrimack River

1888 five span bridge is the oldest known Warren through truss in Massachusetts and is an integral part both visually and historically of the mill city of Lawrence.

Montague

M-28-17

Eleventh St. over power canal

Rare 1916 three span bridge is a unique triple barreled Warren through truss. There is no upper lateral bracing on the center roadway section. This bridge may be one of a kind.

Worcester

W-44-140

Providence & Worcester R.R. over Southbridge St.

1910 one span Warren truss is an outstanding example of an unusual type of design.

The following bridge does not appear to be eligible for the National Register of Historic Places.

Boston

B-16-164

Babson St. over Amtrak R.R.

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

Sincerely,

Valerie Talmage

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

cc: Mr. Robert McDonagh, MDPW
c/o Mr. Frank Bracaglia

VAT/WS/dr