

Massachusetts Cultural Resource Information System

Scanned Record Cover Page

Inventory No:	BOS.927
Historic Name:	Charles River Railroad Bridge at North Station
Common Name:	MBTA Historical Survey, Phase II (Milepost #0.28)
Address:	Charles River
City/Town:	Boston
Village/Neighborhood:	West End; Charles River Basin
Local No:	
Year Constructed:	1931
Architect(s):	Keller and Harrington; Phoenix Bridge Company
Architectural Style(s):	Movable Rolling Lift Bascule
Use(s):	Other Rail Related; Other Transportation
Significance:	Engineering; Transportation
Area(s):	
Designation(s):	
Building Materials(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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McGinley Hart & Associates
Architects & Planners
A.G. Lichtenstein & Associates
DMC Engineering
Jane Carolan

Historic Structure Inventory Form

MBTA Historical Property Survey, Phase II
MBTA Contract No. X2PS26

LOCATION

Railroad route Boston /North Station
Location Charles River at North Station
USGS quad BOSTON SOUTH

Milepost # 0.28 **Val plan #**
Town/City Boston/Cambridge
UTM Ref. 19.329900.4692590

PHYSICAL CHARACTERISTICS

Structure type Rolling lift bascule
Overall length 147-0 **Width** **Spans** 2
Tracks 4 **Skew** **Materials** steel

Bridge typology code 1 1 2 3 4 38
Span lengths **B.D./O.D.** OD
Condition In service. **Height**

HISTORICAL SUMMARY

Date 1931 **Date(s) rebuilt**
Common Name (if any) Draw 1

Builder Phoenix Bridge Co., Phoenixville, Pa.
Designer Keller & Harrington

CULTURAL RESOURCE EVALUATIONS

National Register status

Local landmark designation

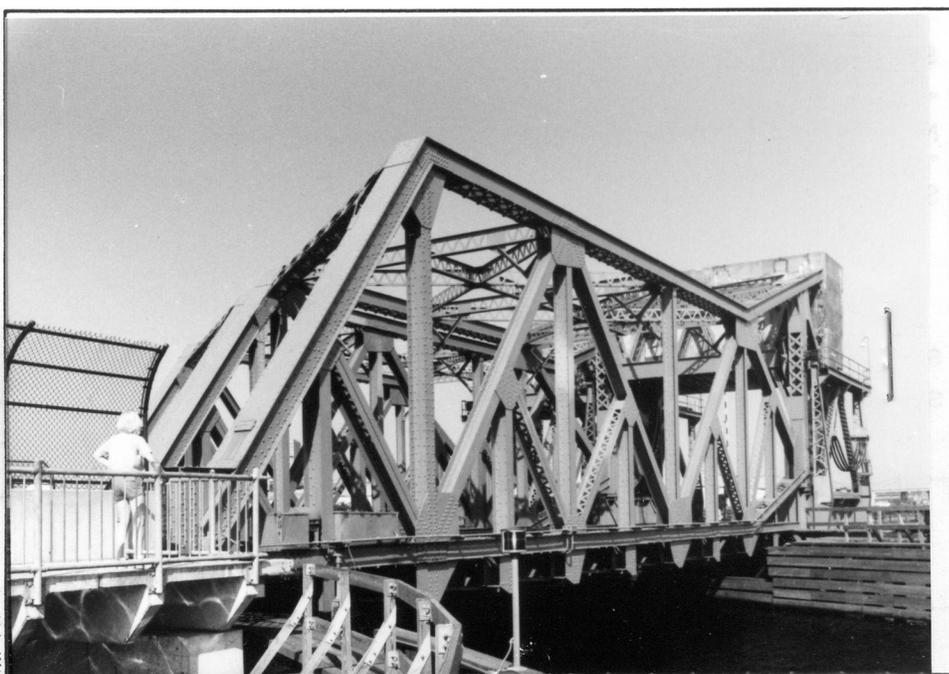
HAER Doc. # MA-22 **Type and date of HAER documentation** 2 photos (1982)

MDPW # **MHC finding** **Date of finding**

National Register recommendation

Eligible. The bridge is one of the last of two remaining Scherzer rolling lift railroad bridges in the state, and with the pending demolition of the older bridge over Fort Point Channel (Dorchester 0.44), the 1931 span will be the sole example.

GRAPHICS



**McGinley Hart & Associates
Architects & Planners**

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Historic Structure Inventory Form

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MBTA Contract No. X2PS26

Historic railroad name Multiple

HISTORY & DESCRIPTION

Part of the extensive terminal improvement program by the Boston & Maine in the 1920s, and the last element to be completed, was the replacement and realignment of the railroad's crossings of the Charles River. The Boston & Lowell had been the first railroad in the United States to build a moveable bridge when, in 1835, they had to figure out an efficient way to cross the Charles River into Boston. The railroad's solution was a moveable span with a horizontal swing, hinged at one end. A system of cables supported the free end of the span. The structure was the forerunner of the jackknife bridge, invented in 1849. One by one, the three other railroads crossing the Charles adopted this solution (and later the jackknife design), which became a characteristic feature of the railroads north of Boston. Not until 1931 were the Charles River Bridges replaced. To the very end, the bridges were air- and steam-operated.

In 1931, after extensive filling and dredging, the channel of the Charles was relocated further away from North Station to allow the terminal tracks to converge into eight main leads. These were carried over the river on four new double-track structures in the form of single-leaf rolling-lift bascules, a design made famous by the Scherzer Rolling Lift Bridge Company of Chicago. These four were nearly identical, varying only in their length and the degree of their skew, two spans crossing the channel at a slightly greater skew than the others. Two were 87 feet in length, and two 97 feet. Each span carried a single 629-ton overhead concrete counterweight operated by two electric motors; the motors were controlled from the second floor of the new signal and interlocking station, located nearby on the north side of the river. Today only two of the bascule spans remain, the westernmost (Lifts 3 and 4) having been removed in 1961 after the railroad discontinued long-haul passenger service. A pier fire in 1984 severely damaged much of the supporting structure on the Boston side of the river, rebuilt in 1984-86.

Sources

"Rare Old Bridges Replaced in B. & M. Railroad Terminal Improvements at Boston," Engineering News-Record 107 (5 November 1931):718-722.

"Boston & Maine Completes Large Terminal Improvement at Boston," Railway Age 92 (5 March 1932): 390-395.

Stott, Peter, A Guide to the Industrial Archeology of Boston Proper (Cambridge, 1984), pp. 54-55.

Surveyor Peter Stott

Reviewer AGL

Survey photographs

Survey date 10/14/87

Review date 11/23/87

101/32 -- 2877.24

GLOSSARY

Val Plan: Railroad property valuation plan.

HAER: Historic American Engineering Record

USGS quad: U.S. Geological Survey quadrangle map

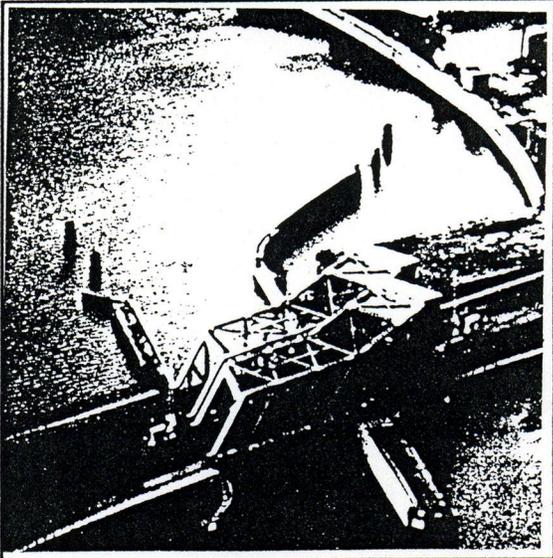
B.D./O.D.: Ballasted deck/open deck

UTM Ref.: USGS map grid reference in the Universal Transverse Mercator grid system.

HISTORIC RESOURCE DATA SHEET

CENTRAL ARTERY (I-93) / THIRD HARBOR TUNNEL (1-90) PROJECT

BUILDING IDENTIFICATION			Building No. 425								
Area Charles River	Corridor Primary	Reviewer	Record Date 2/15/90								
Sub Area 1	Map No. 27-12	Photo No.	Revised 7/12/90								
Name of Building Draw 1 - MBTA North Commuter		Project Area No.	Bsmt Insp. Date								
Address R.R. Yard Charles River / North Station		Current Owner	Type (Use) R.R.								
Architect Keller & Harrington Engrs.		Original Owner	MBTA Commuter Rail								
Bullder Phoenix Bridge Co., Phoenixville, PA		Date of Building	1930 No. Stories								
HISTORIC DESIGNATION											
NR Status		NR District									
Boston Landmark Status		National Historic Landmark									
District Status											
EXISTING CONDITIONS											
Structure Rolling lift bascule bridge											
Superstructure Steel truss, concrete counterweight											
Substructure Masonry piers											
Exterior Materials steel, concrete											
Roof	Mortar										
Soils											
Condition											
Alterations											
Signs of Distress											
Potential Impact											
ENGINEERING DATA		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>NESI</td> <td>Utility Impacts</td> </tr> <tr> <td>URNC</td> <td>Utility Proxim.</td> </tr> <tr> <td>URCN</td> <td>Util. Sc. Total</td> </tr> <tr> <td>Bsmt Insp. Date</td> <td></td> </tr> </table>		NESI	Utility Impacts	URNC	Utility Proxim.	URCN	Util. Sc. Total	Bsmt Insp. Date	
NESI	Utility Impacts										
URNC	Utility Proxim.										
URCN	Util. Sc. Total										
Bsmt Insp. Date											
Data Source HAER Doc. No. MA-22, (MBTA)	Engineering Data Description										
Added Info.	2 Photos; MBTA Survey Form, 1989, MH & A										
Requ'd.											
RECOMMENDATIONS											



POTENTIAL FOR IMPACT	
Rating	(0-4)
Structure	
SubStructure	
Soil	
Condit	
Subtot	
Proximity	
Total	
Scaled Total	
Scaled Rating (0-100)	
High	66-100
Med	34-65
Low	0-33