

Massachusetts Cultural Resource Information System

Scanned Record Cover Page

Inventory No:	LAW.926
Historic Name:	Salem Street Bridge
Common Name:	
Address:	
City/Town:	Lawrence
Village/Neighborhood:	South Lawrence
Local No:	
Year Constructed:	
Architect(s):	
Architectural Style(s):	
Use(s):	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

This file was accessed on:

Friday, March 07, 2014 at 3:27: AM

MASSACHUSETTS HISTORIC BRIDGE INVENTORY

Municipality: Lawrence District: 5Street name/Rt. #: Salem St.Over
Street name/Rt. #: B&M RRBridge key #: 900 514 024 100 Photo #s: 27:23-27 126:21-23Bridge plan #: L-4-24Common/historic name: B&M Portland Div., Main Line-West, Br. # 27(old) - # 25.78

Current owner: _____

UTM coordinates: _____ AASHTO rating: 414 (1-4-89)*****
National Register status (insert date) Field rating:

Entered: _____ Potential: _____

Eligible: _____ Non-eligible: _____

③ → ② 1

Date built (source): 1928 (plans + B&M RR bridge lot)

Date(s) rebuilt (source): _____

Builder (source): _____

Designer (source): _____

Structural type/materials: 310

skewed, double-barreled, riveted steel, lattice through truss. 11, 12, and 13 panels in the southern, central, and northern trusses, respectively. Quadruple web system. Floorbeams carried by gusset plates extending below lower chords. The 3 trusses measure 126', 134', and 143' center-center end bearings. Upper lateral systems are Warren trusses mortared. large-block coursed granite abutments, extended in concrete.

Overall length: 153' Deck width/layout: 60' out-outSkew: 30°Main unit, # spans: 1 lengths: ca 150' (varies)Approaches, # spans: - lengths: -Plaque: No location: -

Alterations, unusual features, comments:

1950 repair plans: replace 2 floorbeams, 8 stringers, 2 lower laterals, 2 sections of lower chord, near eastern end of bridge.

Brick parapet lining sidewalks on approaches bear a dedication plaque dated 1953. These parapets and the "Deco" type metal railings may well have been installed in 1953. The 1928 plans show the bridge w/ a simple wooden rail on metal standards.

Visual quality (bridge and setting): High_____ Average X Low_____

Site integrity: Retained_____ Violated X

Describe: A scruffy commercial/industrial area. Parking areas for Victorian Gothic church and Broadway commercial enterprises line the RR tracks west of the bridge; auto repair shops and construction company yards back up to the RR east of the bridge.

History of bridge and site:

Present bridge replaced a single-barreled metal lattice through truss bridge on the same site. The possibility of the old bridge having been reused as one barrel of the present bridge was investigated and eliminated -- the old bridge had much longer panel lengths (14' vs 11'), no hip verticals, and highly irregular end panels. And a site inspection confirms that the existing bridge is a single build, with no evidence of reused elements. And the 1927 plans for the existing bridge clearly show it as a completely new structure.

Sources: B&M RR Overhead Bridge List.
B.H. ✓ Carl Condit, American Building Art; The Nineteenth Century; pp. 134, 306.
Plans 1913, 1927, 1950 etc
RR No

Old B.H. No

Summary statement of significance:

The newest of the 3 known metal lattice through truss bridges in the MDPW data base, (and also newer than any of 3 other known metal lattice truss bridges in Massachusetts not under MDPW purview). An unusually late example of this type of truss -- Condit states that steel lattice trusses were built "until the second decade of the present century," and implies that a 1911 example near Glenview, Illinois might be one of the latest surviving examples of the type.

An unusual bridge in its double-barreled configuration, and in its adaptation to the skewed crossing, and to the non-parallel alignments of its abutments.

Statement prepared by: S. J. Roper Date: 2-15-90

Field survey by: S. J. Roper, MDPW Historic Bridge Specialist Date: 23 May 1985
9/12/89

MDPW RECOMMENDATION - NATIONAL REGISTER ELIGIBILITYMunicipalityStreet onNo.Bridge: LawrenceSalem St. / B&M RRL-4-24Historic evaluation

Significant because:

- 1) Unusual or unique type Steel lattice through truss
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
- 6) Bridge historically important to area

✓

✓

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 located☐Conditionally not eligible;
review when 50 years oldComments:

A very late example of a relatively uncommon metal truss bridge type, in a distinctly unusual configuration. Not a really typical example of the type.

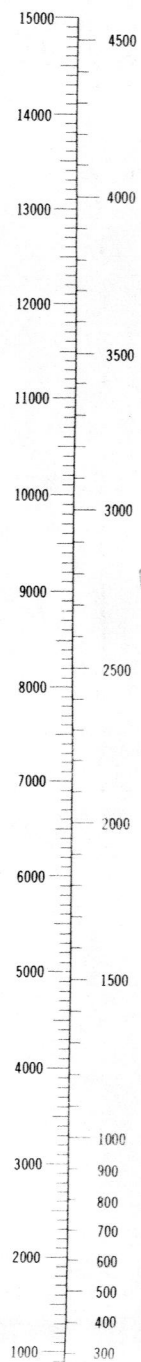
17 Feb. 1990

J.J. Roper, MDPW Historic Bridge Specialist

LAW. 926

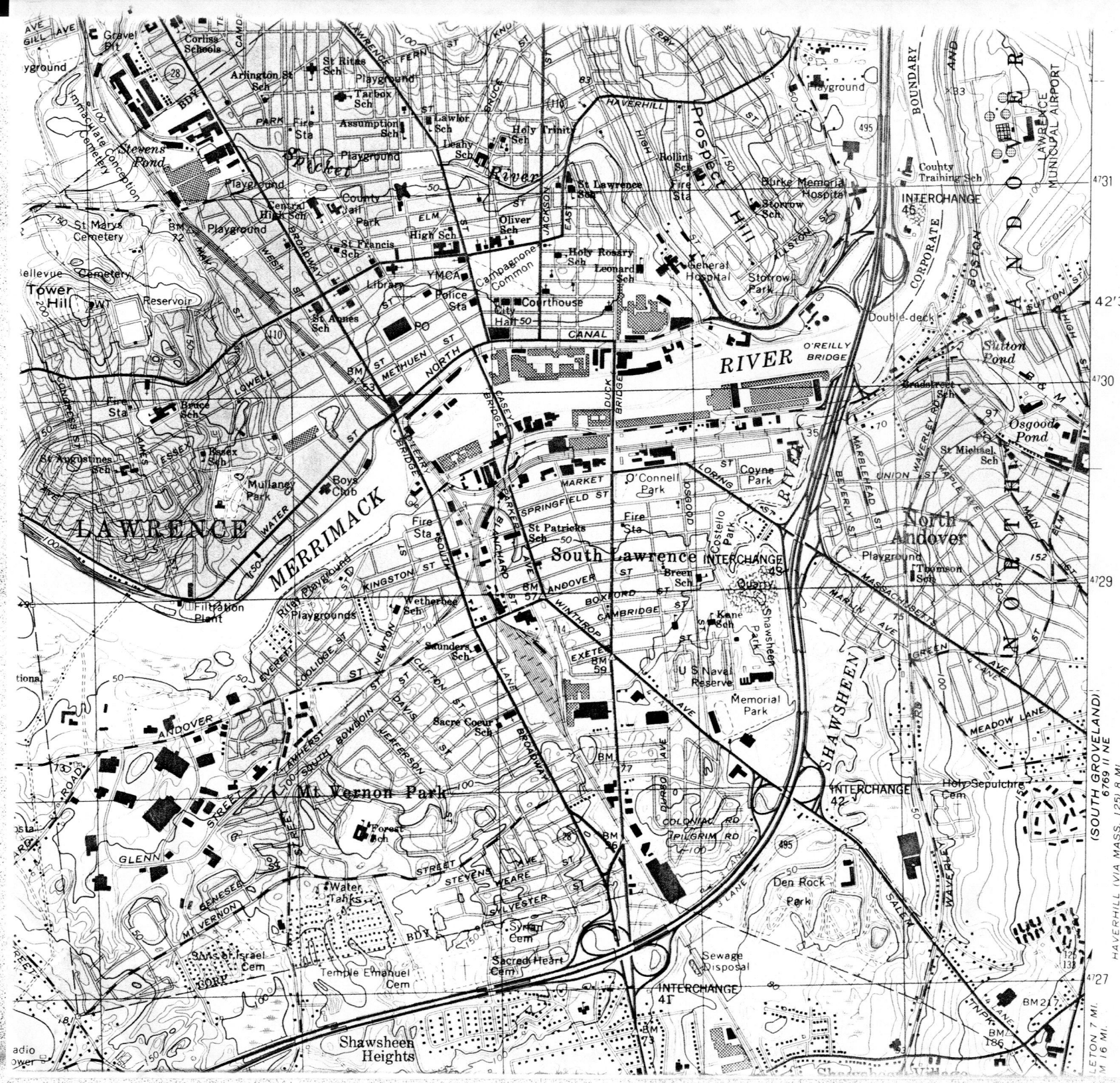
CONVERSION
SCALES

Feet Meters



L-4-24

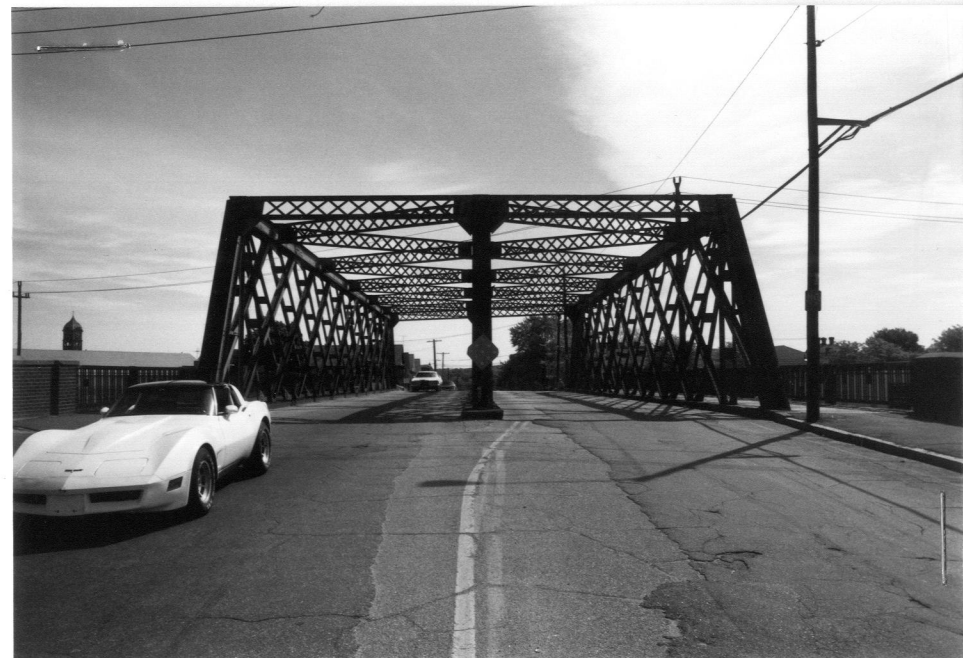
LAWRENCE
QUAD.



(SOUTH GROVELAND)
6.789 II NE
HAVERHILL (VIA MASS. 125) 8 MI.
LETON 7 MI.
M 16 MI.



FROM S



FROM W



ON E END OF S PARAPET, ON W APPROACH,
FROM N (9-12-89)



FROM E

23 MAY 1985



FROM W ABUTMENT, LOOKING E
23 MAY 1985



S GUARDRAIL, FROM E (9-12-89)



W END OF S. GUARDRAIL (9-12-89)

TO: BETSY FRIEDBERGRETURN TO REVIEWER BY _____
(DATE)FROM: WM. SMITHDATE: 12/10/90TOWN: LawrencePROPERTY: L-4-24 Salem st. over B&M Railroad
(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 double barreled riveted steel, lattice
through truss.a late example of an uncommon bridge typeBridge adjacent to mill buildings (surveyed) and
Victorian Gothic church (not surveyed) May be potential
HD? Additional research is needed of area.WAC☐ DOE LETTER WRITTEN _____

FILED IN ER FILE _____

(DATE)

The following bridge does not appear to meet National Register criteria at present. However, as this bridge reaches 50 years of age, its National Register eligibility should be reassessed.

Boston/Chelsea B-16-17/C-9-6 United States Route 1 over Mystic River

1950 Three span cantilever Warren type web through truss. Double deck bridge is a Boston landmark.

Montgomery/Russell M-30-8/R-13-18 I90 over U.S. Route 20, Westfield River

1957 Eight span, two continuous span riveted steel Pratt deck truss. A landmark bridge and the only Pratt deck truss to be designed with continuous deck truss spans.

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.

Fitchburg F-4-12 State Rte. 31/Rollstone Street over North Nashua River, Broad Street

This bridge is located adjacent to lower Rollstone Bridge (1870 Parker pony truss).

Greenfield/Montague G-12-20/M-28-1 Montague City Road over Connecticut River

This bridge stands between East Greenfield and Montague city. Though inventory is incomplete, significant historic resources are in both areas. There is a group of turn of the century cottages on Montague City Road that may be eligible for listing in the National Register.

Lawrence L-4-24 Salem Street over B & M Railroad

This bridge is adjacent to mill building and Victorian Gothic church; however, the level of information on this area is not well documented at this time.

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

Amesbury/Newburyport A-7-16/N-11-17 I-95 over Merrimack River

Lowell L-15-19 Bridge Street over Merrimack River LAW 926

1937 Three span cantilever Warren type through truss. This visual landmark is a rare example of a major structural type in Massachusetts. Adjacent to the Locks and Canals Historic District (NR, NHL).

Lowell L-15-21 Textile Avenue over Northern Canal, Merrimack River

1896 Three span pinned steel Pratt deck truss. Oldest example of an uncommon highway bridge type in Massachusetts. It spans over the Northern Canal and Great River Wall of the Locks and Canals National Register Historic District.

Montague M-28-18 Bridge Street over B & M Railroad/ C.V. Railroad

1897 Latticed type through truss designed by Edge Moor Bridge Company of Delaware. It is the only known example of this unique bridge type..

Northfield N-22-2 East Northfield Road over Connecticut River

1901-1903 Three span steel Pennsylvania through truss. Unique variation of an uncommon bridge type. Gracefully designed bridge in an outstanding natural setting. The bridge is designed to function as a continuous truss under live loads and a simple truss with cantilevered ends under dead load.

Stockbridge S-26-3 Butler Road over Housatonic River

1881 Pin connected wrought iron half through Pratt pony truss with Borneman type stone pedestals rising above abutments. A rare and unique bridge design by a world famous bridge designer - George Morison. Bridge has national significance.

Waltham W-4-9 B & M Railroad over State Rte. 60, Linden Street

1894 Steel lattice through truss with quad web system. Intact example of an uncommon bridge type severely skewed. Reviewed and entered in the National Register of Historic Places 9/28/89.

Windsor W-41-11 Windsor Bush Road over Phelps Brook

1893 One span iron and steel Ball Queen post. One of only two surviving examples of Charles Ball unique pipe truss bridge.

- 1891 Six span steel Pennsylvania through truss. Oldest of the five known Pennsylvania through trusses and is one of the earliest known steel bridges in Massachusetts. Designed by Edward Shaw and built by the R.F. Hawkins iron works.

Dalton

D-1-11

Holiday Road over Wahconah Brook

- 1894 One span Ball Queenpost pony truss. One of only two surviving examples of Charles Ball unique patented pipe truss bridge. Previously reviewed by the Massachusetts Historical Commission and determined eligible 10/6/81.

Erving/Montague

E-10-3/M-28-0

Central Vermont Railroad
over Millers River,
Newton Street

- 1905 Five span pin-connected Pratt deck truss. Impressive example of a pin-connected long span deck truss which was favored by American railroads in the 19th century. Bridge is eligible individually and as a contributing element to a potential National Register District.

Framingham

F-7-5

Main Street over Sudbury River

- 1878 Rare wrought iron bowstring arch pony truss. It is the only known surviving bowstring metal arch in the Massachusetts Department of Public Works database. It is one of six surviving metal truss bridges in the MDPW database built prior to 1880.

Holyoke/South Hadley

H-21-1/S-18-4

State 116/Bridge Street
over Connecticut River

- 1889 Ten spans wrought iron lattice through truss. A landmark bridge, which is the oldest metal lattice through truss in Massachusetts. It is the only known truss bridge to have ten spans. Bridge was determined to be eligible for the National Register 1/9/79.

Lancaster

L-2-4

Bolton Road over Nashua River

- 1870 Pinned and bolted wrought iron and cast iron Post's type pony truss. Very early and unique metal truss bridge with national significance entered in the National Register of Historic Places 9/10/79.

Lancaster

L-2-8

Ponakin Road over Nashua River

- 1871 Post truss. This bridge is the only known surviving Post truss in the United States. This nationally significant bridge is located near a potential historic district.

Lowell

L-15-8

Hale Street over B & M Railroad

- 1892 One span pin-connected wrought iron Pennsylvania through truss. Early example of an uncommon bridge type in Massachusetts. Only one of the five Pennsylvania trusses to be pin-connected, virtually unaltered. This bridge is also located near the South Common National Register Historic District.



March 6, 1991

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.

Bourne (Bourne Bridge) B-17-4 State 28 over Cape Cod Canal

1934 Three span continuous truss with deck/through riveted steel truss, Warren type truss web. Central span is arched, and highway deck is suspended from its lower chords. Two single intersection Warren deck truss approach spans at each end of the main structure. A landmark, award winning bridge, known internationally for its design and setting.

Bourne (Sagamore Bridge) B-17-5 U.S. 6 over Cape Cod Canal

1935 Three span continuous truss. It is virtually identical to the Bourne Bridge, without the approach spans. The bridge won Honorable Mention in 1935 for its graceful design. Both bridges are elements in a much larger engineering project of significance in its own right, the Cape Cod Canal, a potential National Register Historic District.

Page 1 of 5

Massachusetts Historical Commission, Judith B. McDonough, *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*

Boston/Quincy B-16-368/Q-1-50 Long Island Bridge over Quincy Bay
Conway C-20-7 Hickory Ridge Road over South River
Erving/Montague E-10-5/M-28-5 Paper Mill Road over Millers River
Montague M-28-20 C.V.R.R. over North Leverett Road/
Sawmill River
Northfield N-22-26 B & M Railroad over Caldwell Road/
Connecticut River
Westfield W-25-4 United States Route 20 over
Westfield River

LHW.926

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

Sincerely,

Judith B. McDonough

Judith B. McDonough
Executive Director
State Historic Preservation Officer
Massachusetts Historical Commission

JBM/WS/kab

cc: Frank Bracaglia, MDPW