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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: Saturday, August 15, 2020 at 8:36: AM
Municipality: Deerfield/Greenfield
Street name/Rt. #: B&M RR Over
Street name/Rt. #: River Rd, Deerfield River, Montague City Rd
Bridge key #: 2B08001000 Photo #s: 17: 4A-6A 73: 23-27
Bridge plan #: D-6-6/G-12-28
Common/historic name: Chesapeake RR Bridge; B&M RR Conn R&P South Bridge #32
Current owner: ____________________________ 
UTM coordinates: ____________________________ 

MASTHO rating: 5555 (1-10 -56)

National Register status (insert date) Field rating: ___
Entered: ________ Potential: ____________
Eligible: ________ Non-eligible: ____________

Date built (source): 1912 (comp)
Date(s) rebuilt (source):
Builder (source): Phoenix Bridge Co. (B H)
Designer (source): ____________________________ 

Structural type/materials: 309 (with "403" approaches)

Overall length: 755' Deck width/layout: 28' out-out: double track
Skew: __________
Main unit, # spans: 4 lengths: ca. 86' end-end, ca. 160' clear each of 1 span
Approaches, # spans: 2 lengths: ca. 18' each
Plaque: None seen location: ____________________________

Alterations, unusual features, comments:

Piers and abutments all indicate that bridge was originally a single-track structure, and that
piers and abutments were all extended to west to carry present double track superstructure.
Presumably this enlargement occurred at the 1912 date given by the MDPW computer, the
present superstructure appears to be one build, so presumably dates from this 1912
enlargement.

Original eastern wingwalls of both abutments (pre-1912 in date) alternate projecting
pilasters and recessed bays - bays are corbelled out at the top to carry an unbroken coping

No readily apparent alterations to the 1912 superstructure.
Visual quality (bridge and setting): High X Average ___ Low ___

Site integrity: Retained X Violated ___

Describe: A rather dramatic high-level crossing at the western end of a narrow pass through the range of hills separating the Connecticut River meadows to the east from the Deerfield River meadows to the west. An historic crossing with 1972 US 5 bridge standing to west, and abandoned piers of 2 other bridges to east. A golf course on meadows to NW.

History of bridge and site: A few 20x c. houses to NW + S on US 5, a garage SE on River Rd.

The Cheapside section of Greenfield, located at the confluence of the Connecticut and the Deerfield Rivers, had developed into a trading center and an important part of call for river traffic as early as the 1840s. In the early 1900s, covered timber truss bridges were built across both rivers in the Cheapside neighborhood, further increasing its importance as a transportation node. And when the first railroad to enter Greenfield (the Connecticut River RR) was brought up the Connecticut River valley in 1897, it crossed the Deerfield River in the Cheapside neighborhood as well. That first Cheapside railroad bridge was a covered timber deck truss, on tall masonry piers. It would appear that those 1847 piers survive; extended in 1912 to form the present substructure of the current railroad bridge. The original wooden deck truss, however, had given way to an open, Pratt truss superstructure by the turn of the century, and the Pratt trusses, in turn, were superseded by the present Warren truss superstructure when this line was double-tracked in 1912.

Sources: Donald J. Robinson. "Greenfield Area Railroads - Then and Now" in B&M Bulletin, Vol 1, No 1, Spring 1975, pp 6-8

Statement prepared by: Z.J. Roper

Date: 1 Nov. 1986

Field survey by: Z.J. Roper MDPW Historic Bridges Specialist

Date: 17 Sept. 1985
Bridge: Deerfield/Greenfield, B&M RR/River Rd, Deerfield River, and Montague City Rd.

Historic evaluation

Significant because:
1) Unusual or unique type
   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 (Phoenix Bridge Co)
6) Bridge historically important to area

Not significant because:
1) Common type (single-intersection Warren deck truss)
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

Comments:

Landmark long-span, high level, railroad bridge, with virtually unaltered 1912 Warren deck truss superstructure (tied for 3rd oldest of 18 single-intersection Warren deck truss bridges in the MDPW database) Incorporates strongly detailed abutments and piers from earlier (probably the original 1847) bridge on this site.

6 Nov. 1986

S. J. Rozen, MDPW Historic Bridges Specialist
GREENFIELD (NORTHERN) END, OVER MONTAQUE CITY RD, FROM NW 9/15/85

WESTERN SIDE, FROM NORTHERN ABUTMENT 9/15/85

SOUTHERN (DEERFIELD) SPANS, OVER RIVER RD, FROM W 9/15/85

SOUTHERNMOST PIER W/ SOUTHERN ABUTMENT BEHIND, FROM NW 8/13/86
MHC INVENTORY FORM CONTINUATION SHEET -- MHC Inventory scanning project, 2008-2011 (8-13-86)

N ABUTMENT, FROM S

S ABUTMENT, FROM NW

E WINGWALL OF SOUTHERN ABUTMENT, FROM S

MACRIS No. DEE. 905/908
NORTHERNMOST TRUSS SPAN, LOOKING S BETWEEN WESTERN & CENTRAL LINES OF TRUSSES (8-15-86)

FROM N (9-15-86)

5. Description
Date 1911
Source The Conservative Rebel

Construction material steel girders
Dimensions
Setting over river near busy street
Condition good

6. Recorded by Gail P. Fisk
Organization for the town
Date February 29, 1984
7. Original owner (if known) Connecticut River Railroad

Original use railroad bridge

Subsequent uses (if any) and dates none

8. Historical significance.

This bridge, the fourth railroad span to be built on this site, was for years the main line for the Connecticut River Railroad division of the Boston & Maine Railroad, serving all cities to the north and some to the west of Greenfield. In 1846, the first bridge on this site carried the first engine into town, beginning an era of rapid business and industrial expansion and population boom by making Greenfield an important railway stopover. Coincidentally, these railroad bridges were all constructed on the site of the first fording spot over the Deerfield River.

Second and third bridges were built as their forerunners fell into disrepair in 1863 and 1882. The present bridge was erected in 1911 and, during its heyday, served up to 50 trains a week. A great deal of Greenfield's growth can be directly attributed to the people and commerce escorted in by the trains that rolled over this bridge and its predecessors.

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

The History of Greenfield, Volumes I, II & III
The Conservative Rebel
Peter S. Miller, town historian
TO: Betsy F. 
FROM: W. Smith 
DATE: 3/23/87 
TOWN: Deerfield/Enfield 
PROPERTY: D-6-6/6-12-28 B&M RR over Montague C.H. Rd & Connecticut River 

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? 

1912 4 SPANS Warren Deck Bridge with alternate Verticals also has plate girders approach spans 

built by Phoenix Bridge Co. 

detailed Granite Ashlar piers 

(Virtually) 3rd old bridge of this type — unaltered. 

□ DOE LETTER WRITTEN —  
FILED IN ER FILE —

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

ATTN: Mr. H. Pearlman  

RE: Warren Deck Trusses, 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.  

Deerfield/Greenfield  D-6-6/G-12-28  B & M R.R. over Deerfield River & Montague City Rd.  

1912 four spans Warren Deck truss with alternate verticals. Virtually unaltered landmark Long Span Railroad Bridge. Incorporates detailed abutments and piers from earlier bridge on this site.  

Canton  C-2-9  Chapman St. over Conrail  

1888 wrought iron Warren Deck truss bridge was previously reviewed by the MHC and was determined to be potentially eligible (August 30, 1986).  

Gill/Montague  G-4-10/M-28-31  Avenue A over Connecticut River
1937 three spans single-intersection Warren deck truss with verticals. A landmark vernacular Art Deco bridge has the longest (449 feet) deck truss span in the state. This bridge is a contributing element within Turners Falls National Register Historic District.

Ludlow/Springfield L-16-8/S-24-2 State Rte. 21 (Center St.) over Chicopee River

1930 main span is a single-intersection with verticals Warren deck truss. Six approaches are deck plate girders. Retains most of its Neo Classical light standards and concrete guard rails designed by Waddell & Hardesty.

The MEC concurs with the preliminary findings of MDRW that the following bridge does not appear to meet criteria for listing in the National Register of Historic Places.

Agawam/Springfield A-5-1/S-24-5 U.S. Rte. 5 over Connecticut River

1953 seven spans Warren deck truss with verticals. Less than 50 years old.

Dalton D-1-2 Housatonic St. over Housatonic River

1962 Warren deck truss with alternate verticals. Less than 50 years old.

Deerfield/Greenfield D-6-2/G-12-3 U.S. Rte. 5 over Deerfield River

1930 Warren deck truss with alternate verticals. Art Deco details, typical example of common type.

Deerfield/Montague D-6-22 McClellan Farm Rd. over Connecticut River

1918 three spans Warren deck truss with verticals. Altered and undistinguished example of this type.

Deerfield/Sunderland D-6-3/S-32-1 State Rte. 116 over Connecticut River

1937 six spans Warren deck truss with verticals. Typical Art Deco design.
Greenfield G-12-66 B & M Railroad over Green River

1918 three spans Warren deck truss with verticals. Bridge is altered; however, it is adjacent to pending National Register property (Newton St. School).

Huntington H-27-20 State Rte. 112 over Westland River

1940 two spans Warren deck truss with verticals. Less than 50 years old.

Pepperell P-6-13 Prescott St. over Nissittisit River


North Adams N-14-18 State Rte. 8 over Hoosic River & B & M R.R.

1941 one span Warren deck truss with verticals. Less than 50 years old. Non-contributing element within Freight Yard National Register Historic District.

Springfield/W. Springfield S-24-3/W-21-2 U.S. Rte. 204/Park Ave. over Connecticut River

1925 seven spans Warren deck truss with alternate verticals. Bridge was previously reviewed by MHC and determined not eligible on December 7, 1982.

Williamstown W-37-13 U.S. Rte. 7 over Hoosic River and B & M Railroad

1933 Main span Warren deck truss. Bridge was previously reviewed by MHC and determined not eligible on July 7, 1980.

Worcester W-44-43 Penn Central R.R. over Southbridge St.

1918 single-intersection with verticals Warren deck truss. Typical example of a common type. Located in turn-of-century industrial area. Survey information insufficient to judge at present whether National Register-eligible area exists or if bridge would contribute to a National Register historic district.
The following bridges did not appear to meet National Register Criteria. However, the bridges are within an historic district or potentially eligible historic district, and plans for replacement should take into consideration potential impact to adjacent properties.

Lowell
L-15-10a
School St. over Pawtucket Canal

1911 one span Warren deck truss (one of twenty-four spans).

This bridge was previously reviewed by MHC on February 23, 1987, and determined not eligible, but located within the Locks and Canals National Register Historic District.

Monroe/Rowe
M-26-2/R-10-2
Depot St. over Deerfield River

1938 single-intersection with alternate verticals Warren deck truss. Located between two 19th century mill complexes, about which we have no survey information at present, but which may in the future be found to be potentially National Register-eligible area.

The following bridge did not appear to meet National Register criteria for individual listing. However, the bridge is eligible for listing in the National Register as a contributing element in the pending Hadley Center Historic District.

Hadley/Northampton
H-1-12/N-19-18
State Rte. 9 over Connecticut River

1937 five spans single-intersection with verticals Warren deck truss. Art Deco pylons.

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

Sincerely,

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

xc: Frank Bracaglia, MDFW

VAT/WS/dr