

Massachusetts Cultural Resource Information System

Scanned Record Cover Page

Inventory No: ERV.905
Historic Name: East Mineral Road Bridge over Millers River
Common Name:
Address:
City/Town: Erving
Village/Neighborhood: Miller's Falls
Local No:
Year Constructed:
Architect(s):
Architectural Style(s):
Use(s): 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

This file was accessed on:

Friday, March 07, 2014 at 2:14: AM

MASSACHUSETTS HISTORIC BRIDGE INVENTORY

Municipality: Erving/Montague District: 2

Street name/Rt. #: E. Mineral Rd.

Over
Street name/Rt. #: Millers River

Bridge key #: TWN216013100 Photo #s: 19:9-13, 15; 46:3A-4A; 78:6

Bridge plan #: E-10-1/M-28-14 102:31A-36A; 103:00A-1A; 113:10-11

Common/historic name: East Mineral Rd Bridge

Current owner: _____

UTM coordinates: _____ AASHTO rating: 359 (7-2-84)

National Register status (insert date) Field rating:

Entered: _____ Potential: _____

Eligible: _____ Non-eligible: _____

③ 2 1

Date built (source): 1888 (Erving Montague Annual Reports)

Date(s) rebuilt (source): 1939 (plans)

Builder (source): Wrought Iron Bridge Co (plate)

Designer (source): _____ 1939 George P. Carver Eng. Co. (plans)

Structural type/materials: 910 / 302

main span -- pin-connected 7-panel Pratt through truss; counters in the 3 central panels. loop-welded
eyeroad lower chord; original looped-rod U-hangers replaced on inner verticals by welded stirrups.
rubble masonry eastern abutment.
original masonry pier w/ braced 2-column bent now partially encased w/ concrete.
western approach span -- 4 modern rolled steel I-beam stringers.
western abutment - poured concrete

Overall length: 161' Deck width/layout: 13.6' out-out

Skew: -

Main unit, # spans: 1 lengths: 107'

Approaches, # spans: 1 lengths: ca. 50'

Plaque: 2 location: centered atop portal struts of truss span

Alterations, unusual features, comments:

present steel stringer approach span is a modern replacement of an original Pratt half-hip pony truss.

main (truss) span has modern corrugated steel deck, on rolled steel I-beam stringers; and has a variety of modern welded repairs/reinforcements. Loop-welded rods which originally ran from the 2-column bent on the pier to the 1st interior panel points of the through truss have been cut away. (in 1939)

1939 plans - new concrete western abutment (to replace earlier masonry abutment) new steel stringers (approx 2x span length of 1888 pony truss) w/ reinforced concrete deck; complete encasement of 1888 masonry pier in reinforced concrete; new steel 2-col. bent on pier.

unusual upper lateral struts -- each is a ^{rolled} channel w/ upper and lower plates riveted to its legs.

unusual hip verticals -- square-section rod is split at lower end into 2 loop-welded eyes, so that looped-rod floorbeam hanger is sandwiched between them.

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

Site integrity: Retained X Violated

Describe: Picturesque, narrow, wooded valley just up the Millers River from its confluence with the Connecticut. A nice view of that confluence, and of the landmark steel arch French King Bridge beyond, can be had from this bridge. A cozy 'summer retreat' complex, w/ a remodeled 19th century 'cottage' at its core, is nestled onto the western bank above the bridge.

History of bridge and site:

A 1921 report says this bridge was built to replace an old covered bridge at a cost of \$5500. The cost was borne by the towns of Montague (50%), Erving and Northfield (25% each). The report also states that this bridge was "not as important these days (1921) as in the past."

Sources: Town of Montague Annual Reports, 1887 - 1889

D.H. ✓ Town of Erving Annual Reports, 1888

Maint No

51 & A ✓

Plans 1939

Old B.H. ✓

Summary statement of significance:

The 3rd-oldest of 9 known Pratt through trusses in the MDPW data base. Somewhat altered, and the original pony truss approach span on the west has been completely replaced. Built by one of the largest and most innovative late-19th century bridge-building firms -- the Wrought Iron Bridge Co. of Canton, Ohio. Unusual structurally, in that the western end of the through truss span is carried on a 2-column braced bent, rather than directly upon a masonry pier. In a very picturesque, wooded setting. Has a number of unusual structural details, such as the upper lateral struts' construction, and the double eyes at the lower ends of the hip verticals

Statement prepared by: S.J. Roper

Date: 4-29-88

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

Date: 9-27-84

11-17-87
5-4-88

MDPW RECOMMENDATION - NATIONAL REGISTER ELIGIBILITY

ERV. 905/
MNT. 917

Municipality

Street on

No.

Bridge: Erving/Montague E. Mineral Road/ Millers River E-10-1/M-28-14

Historic evaluation

Significant because:

- 1) Unusual or unique type Pratt through truss X
or rare survivor of common type _____
- 2) Early example of type 1888 X
- 3) Design - Valuable contribution to bridge technology X
- 4) Retains integrity _____
- 5) Builder known and important Wrought Iron Bridge Co X
- 6) Bridge historically important to area X

Not significant because:

- 1) Common type _____
- 2) Post-1931 _____
- 3) Design - no contribution to bridge technology _____
- 4) Integrity ^{lessened} ~~lost~~ because of: a) alterations X
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 old

Comments:

A good, relatively early example of an important truss type which is not that common in Massachusetts. Somewhat altered, but still has some unusual structural features. In an extremely picturesque setting.

29 April 1988

O.J. Roper, MDPW Historic Bridge Specialist

ERV. 905/
MNT. 917

4721000m N

4720

4719

4718

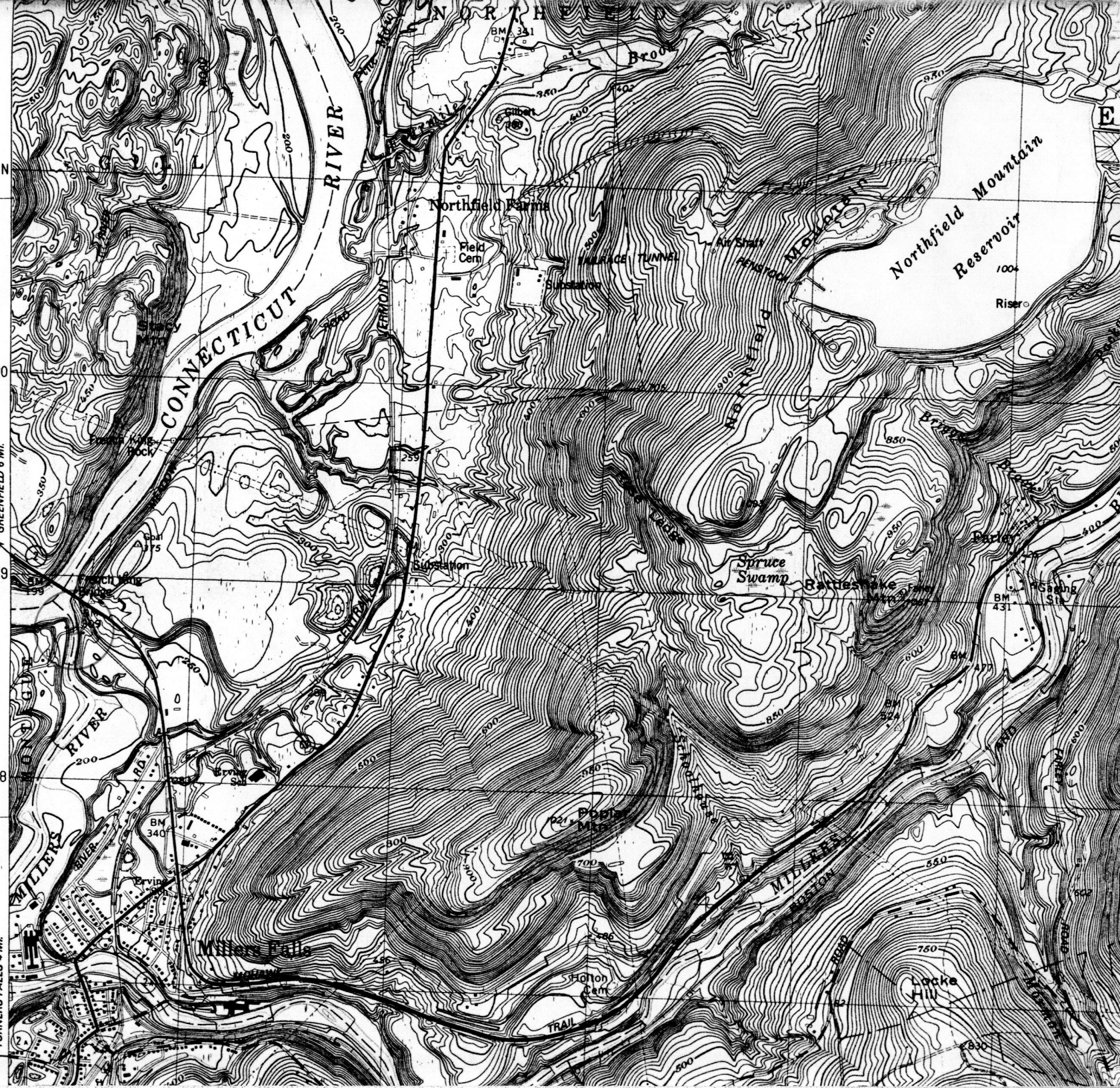
35'

TURNERS FALLS 4 MI.

GREENFIELD 6 MI.

E-10-1/M-28-H

MILLERS FALLS
QUAD.



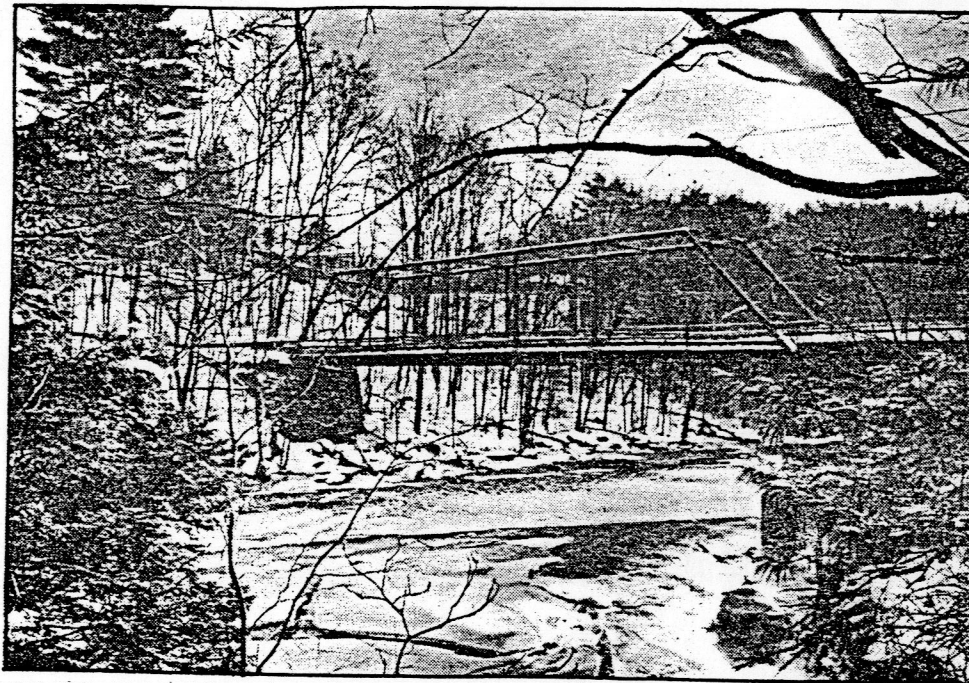
RECORDER
GREENFIELD, MA
B. 15,143

Review

ERV. 905/MNT. 917

JAN 17 1987

NEW ENGLAND NEWSCLIP AGENCY INC.



The East Mineral Road bridge.

M. West Comm

Recorder/Chuck Blake

Wrought-iron elegance

Few places in Franklin County can be as peaceful and beautiful as the confluence of the Millers and Connecticut rivers. The rocky banks of the Millers have long known fishermen, sunbathers, canoeists and kayakers, birdwatchers and those who just like to smell the lilacs that grow on the Montague side in spring.

There's a small bridge there, tucked out of sight and out of the minds of most at Cabot Station, the point of land at the confluence that once housed a toll station for riverborne commerce. Its date of construction is not yet known, but Erving officials think a covered bridge was replaced by this one. A plaque on the bridge suggests it was built by the Wrought-Iron Bridge Co. of Canton, Ohio.

We're particularly fond of this awkward-looking structure. It reminds one of a gangly teen-ager, long of limb and thin of frame. But there's an elegance,

a beauty like that of a spider's web, that draws us there often to watch the Millers flow underneath it, moments from a marriage with the Connecticut.

This bridge, which carries East Mineral Road between Montague and Erving, needs repairs. Work is needed on its deck, stringers, wooden guard rails and abutments.

The state's willing to fund the repairs, Erving officials say, but wants such repairs to be approved by the Massachusetts Historical Commission first.

That's a good idea, because the East Mineral Road bridge is an historically significant work of engineering — and art — though on a more diminutive scale than the neighboring French King Bridge that arches through the sky nearby.

The East Mineral Road bridge should be repaired — but with an eye attuned to form as well as function.

State Rt. 2 bridge plans surprise Orange officials

By CAROL SKRABIS
Recorder Correspondent

ORANGE — Town officials were surprised by the state's announcement Friday that it may be able to replace the Route 2 bridge in Wendell Depot by November 1988, and they plan to continue to ask for state aid to help pay for the added costs to the town associated with the detour traffic coming through downtown.

Selectman Charles Baker and Highway Superintendent Elwin Deveneau expressed wonder that the

Department of Public Works plans to replace the bridge in a 1½ years.

"I'm surprised they think they'll get it done that quickly," Deveneau said, noting that bridge replacement is a very detailed and time-consuming project.

Baker said: "I don't believe it! I don't think they can finish it that soon."

Costs to the town have been mounting with the need for additional highway repairs and police personnel to

See ROUTE 2 Page 16

Town forced to close Erving-Montague span

By CHARLES L. KELLER
Recorder Staff

ERVING — Erving officials have closed the iron bridge that crosses Millers River into Montague near its junction with the Connecticut River because stones on the Erving abutment have shifted 6 to 8 inches within the past three weeks, making it unsafe for motor vehicular travel.

The current bridge, which lies in the shadow of Route 2's majestic French King Bridge, has been in place since 1888, according to Erving Superintendent of Streets John Patch. It connects Erving's Dorsey Road onto Montague's Mineral Road.

Patch and Montague officials have been inspecting the bridge regularly for the past two years, since they noticed stones on the abutment on the Erving side were loosening. The bridge passed state inspections as late as 1984 when it was rated for an 18-ton capacity, Patch said.

Erving officials had structural engineer Ted Harvey of Tighe & Bond Inc. inspect the bridge late last summer. Estimates were given for repairing the bridge abutment and renovating the steel structure. Patch and Montague Superintendent of Streets Sylvio Baruzzi returned with

See BRIDGE Page 16



Recorder/Chuck Blake

Barrier on Erving side of iron bridge over the Millers River.

Route 2

From Page 1

direct increased traffic.

All traffic has been detoured through downtown since Feb. 13 when a crack was discovered in the bridge's main beam and the main east-west road was closed.

On Friday, DPW spokesman Scott Picard outlined the state's plans for the bridge, including advertising for bids and awarding contracts this year, with completion by November 1988.

Deveneau said his department has asked the state for a reimbursement — with no amount given — to cover added repairs to the detour route, as well as permission to make speed-limit changes and repaint lines. He said it has been more than a month since the requests were made and said he plans to try and get state commitments next week.

Police Sgt. John Bartus said the detour is "going to strap us" financially, because the department has already submitted and received town approval for \$4,000 for overtime to pay for an additional officer for four hours on Friday nights. He added that the department does not know the total impact to the budget, since vacation time and foliage season may increase traffic, and more hours for downtown coverage may be needed.

Police Chief David Wood has also asked the state for reimbursement for added police costs, Bartus said.

When the final schedule for the bridge repair is established, Baker said he will "very strongly push" for the town's recommendation to build a ramp off Route 2 and eliminate traffic through downtown.

"I will go for any method to alleviate traffic through downtown," he said.

Rose Thoms, former president of the Orange Business Association and

owner of The Rose dress shop on East Main Street, laughed and commented, "I suppose if we can get through two foliage seasons, we can get through anything."

The added traffic has been a boon for some downtown businesses, but a complete bust for others. Thoms said that the cooperative effort from selectmen and the police and highway departments to change parking downtown "certainly has helped," but noted that many merchants are still not doing well.

She said that she hopes to get business association members together sometime next week to discuss how the merchants can attract customers from the detour and keep townspeople — frustrated with traffic and parking problems — to continue shopping downtown.

Meanwhile, Robert and Ruth Shufelt of West Main Street, who had come before selectmen to express concern over the increased traffic and the danger to neighborhood children because of the detour, said, "It was real good news to know that at least a decision was made on the bridge," even if the repairs may take until late 1988.

Shufelt expressed concern about the speed of the Route 2 traffic using his street — Route 2A — as a detour.

"I'm so afraid for the children," he said. His wife added, "The road's so narrow that if just one of those trucks goes out of control, it could easily kill a child or crash through a house."

Shufelt said, "It's a mess. It takes me a half hour to get out of my driveway" He said he has replaced the windows in his house with triple-panes to keep the dust out from the speeding traffic.

"If the old windows were still installed," he added, "they probably would have been shaken out from the vibration."

Bridge

From Page 1

Harvey on Thursday when it was noticed that the stones had shifted considerably.

Tighe & Bond engineers estimate engineering costs for repairing the bridge at \$5,600, to be shared with Montague if both towns agree to fix it. The cost to fix the abutment and renovate the bridge has been set at \$300,000, to be reimbursed by the state through its Small Bridge Program, Patch said. The towns would have to pay interest on the loan only until the reimbursement is received, he said.

Erving did not take the bridge problem to the annual town meeting that convened Wednesday, but opposition rose at the Montague town meeting May 1.

Mineral Road resident Henry G. Waidlich successfully argued to remove a line item that would have provided a \$155,000 bonding authority for the town's share to fix it. With the

bridge closed, Mineral Road ends in a dead end at the bridge.

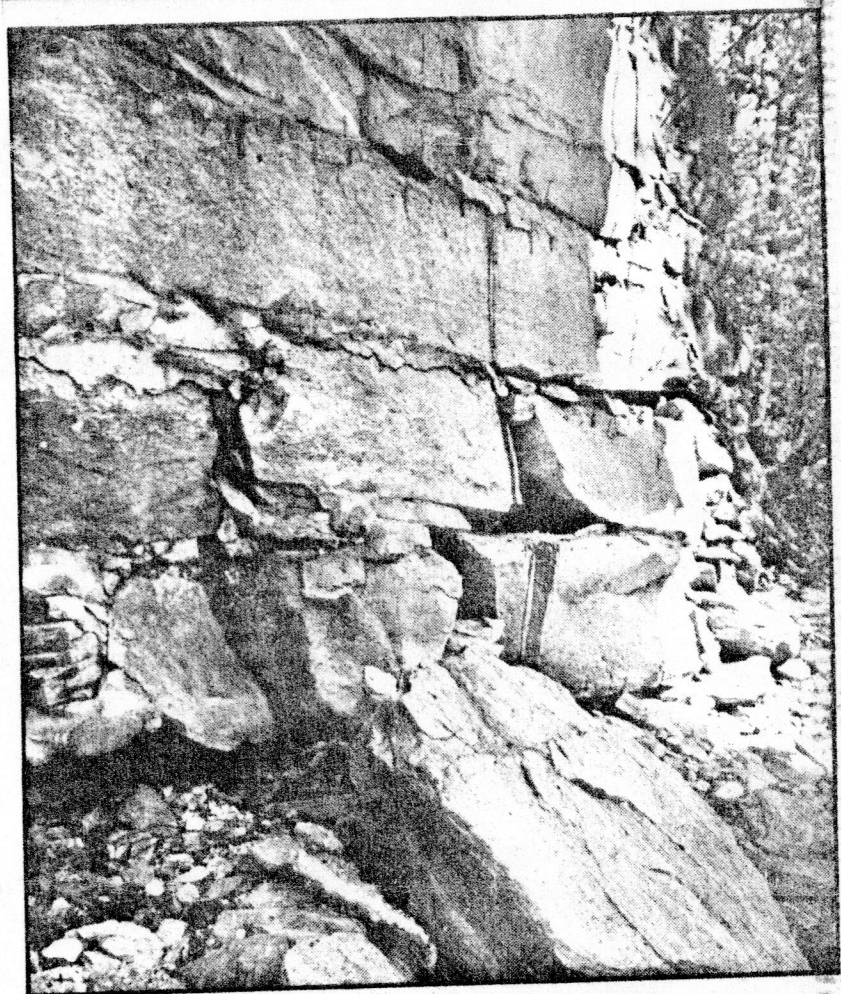
Waidlich argued that the road was used by people who speed through the area, that the road is an old county road and that the county should be involved in the decision. He said five families live on the road, all part of the Waidlich family.

Patch said that if the bridge is not reopened, there could be more traffic passing Waidlich's home now than before. That's because Northeast Utilities owns Cabot Camp at the Montague end of the bridge and traffic to it, where the utility holds functions two to three times a week, will have to enter Mineral Road from Millers Falls Road in Montague.

The bridge has a unique history. According to the Erving town history prepared by the Erving Historical Society, a covered bridge built there "to accommodate travel and traffic between Hadley and Northfield was carried away by a sudden rise in the river on March 6, 1774."

Patch was attempting to pull the history of the bridge together when he said he was contacted by the late Ernest Parker of Northfield, an acknowledged expert on the Connecticut River. Patch said Parker gave him the following information:

The bridge actually is owned today by three towns — Erving, Montague and Northfield. This ownership was created by the state Legislature, although Northfield officials have indicated their town has no further interest in it.



Recorder/Chuck Blake

Bulge in bridge abutment, center, concerns Erving officials.

(E-10-1/
M-28-14)



FROM SW (9-27-84)



W PORTAL, PLATE (10-31-86)



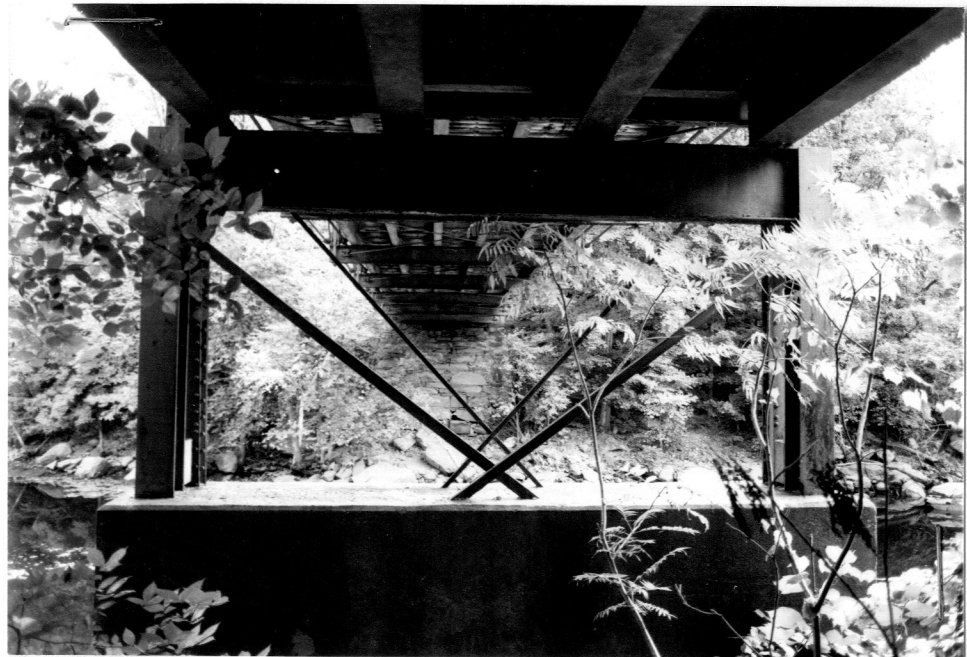
FROM E (9-27-84)



FROM W (9-27-84)



FROM SW, NORTHERN TRUSS (9-27-84)



LOOKING THROUGH CENTRAL PIER, FROM W (9-27-84)



FROM N END OF PIER, LOOKING E (11-17-87)



PIER, FROM N (11-17-87)

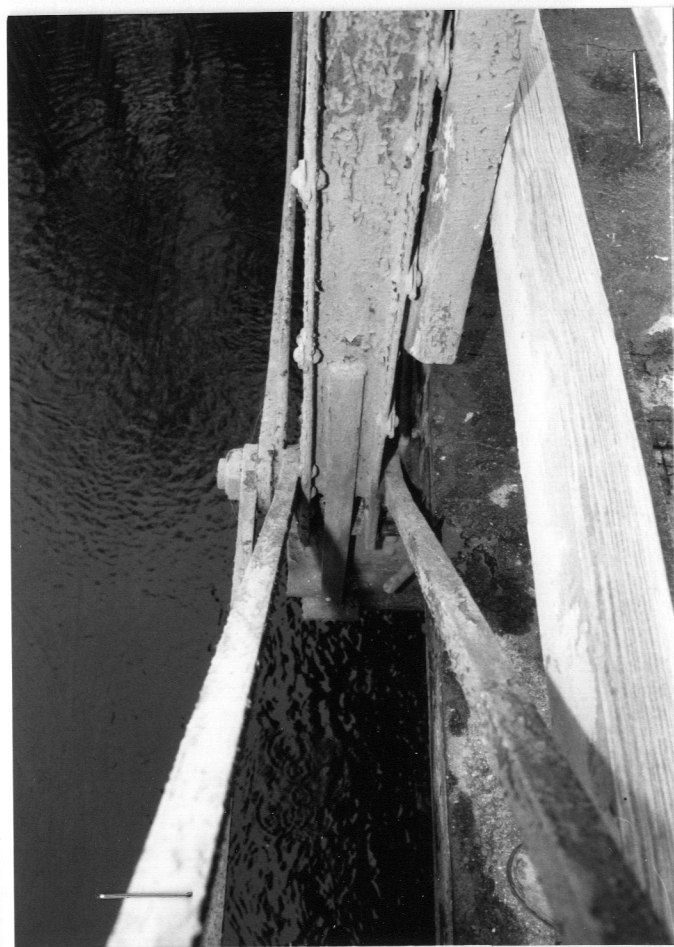


N TRUSS, W END, BEARING ON TOP
OF POST ON PIER, FROM E (FLASH)

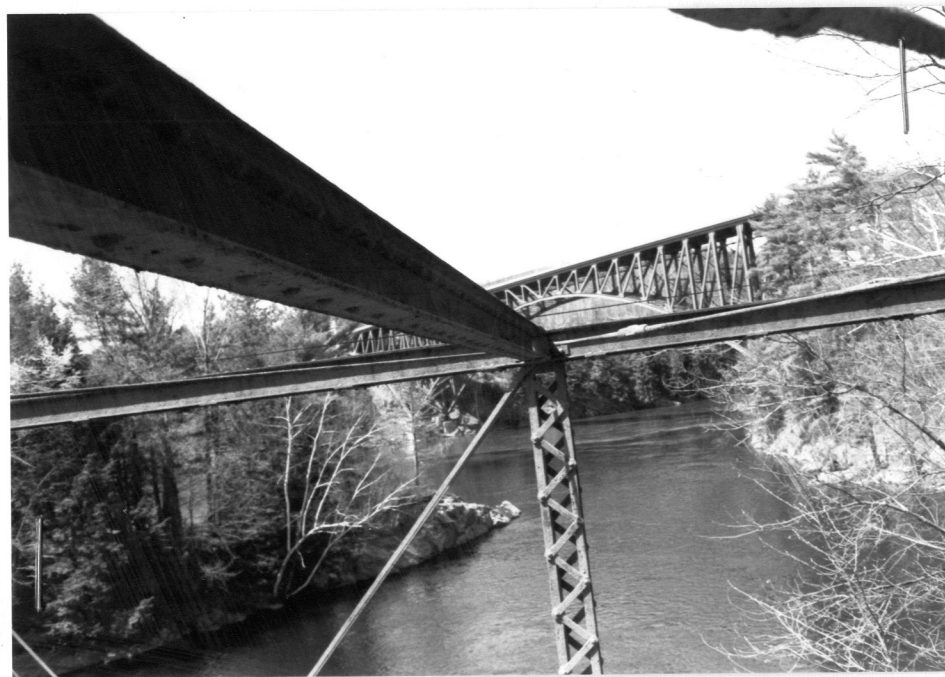


N TRUSS, W HP VERTICAL & LOWER
CITORD PANEL POINT, FROM W

N TRUSS, INTERIOR VERTICAL
END LOWER PANEL POINT,
FROM W



(11-17-87)

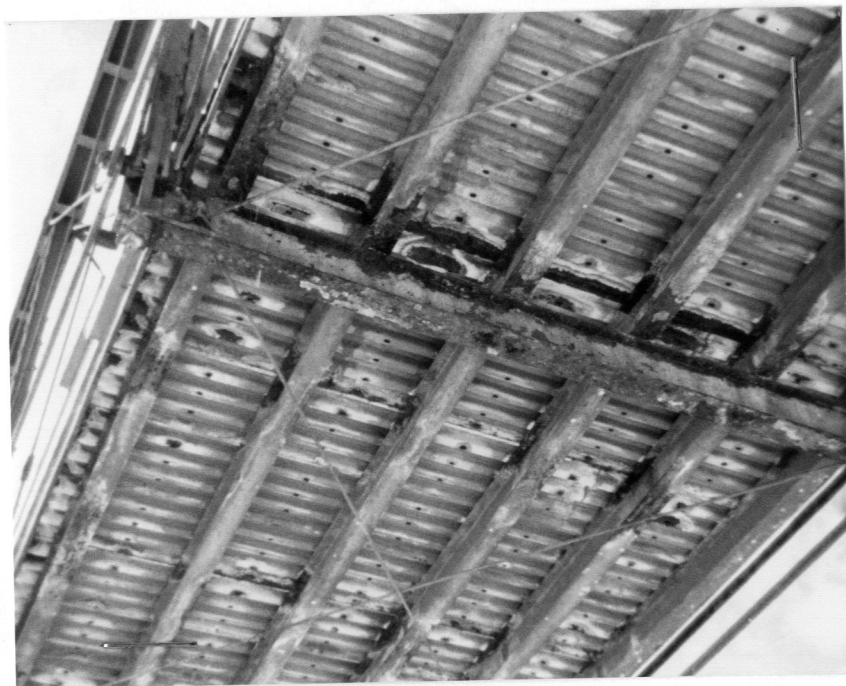
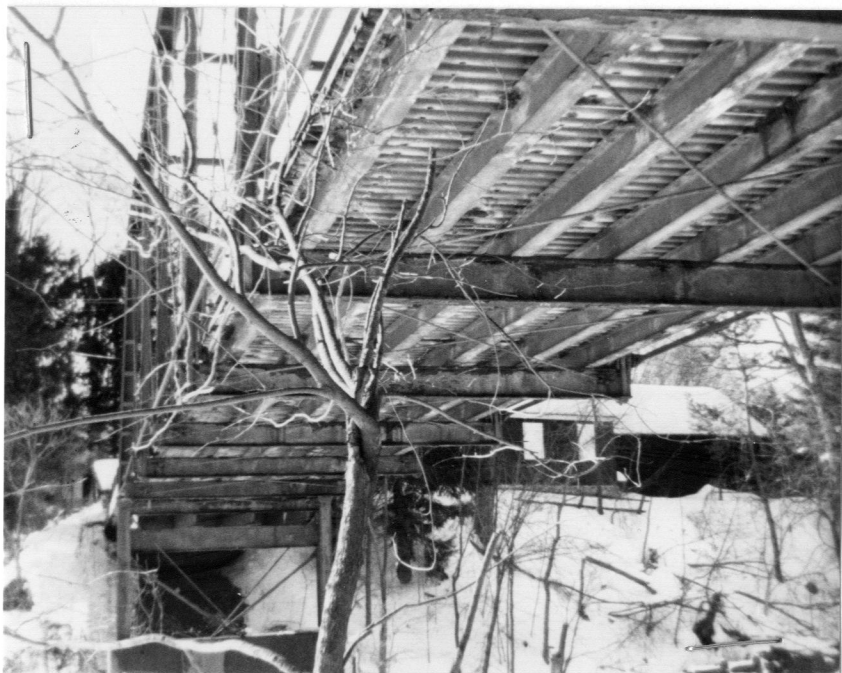
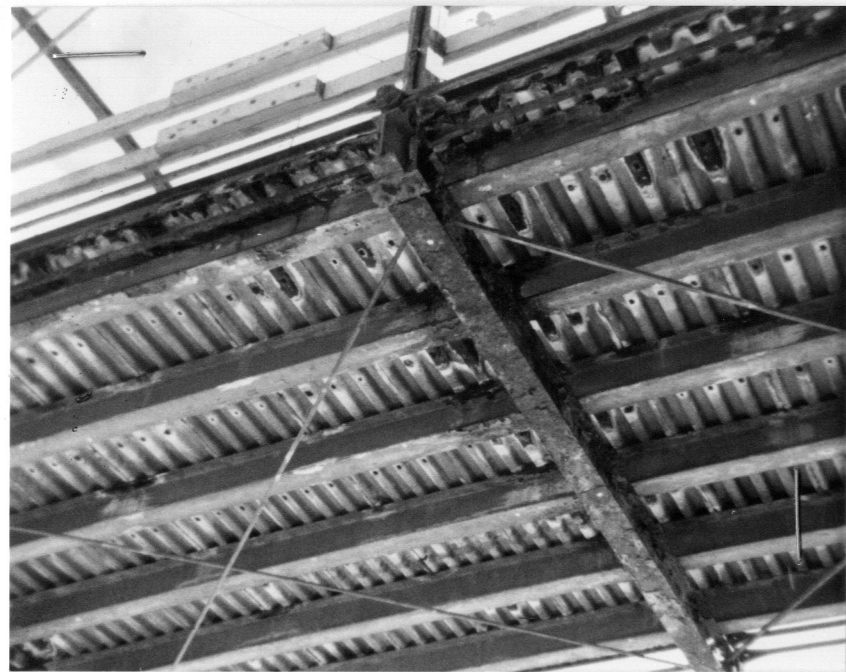


1ST UPPER LATERAL STRUT FROM EASTERN PORTAL,
FROM SE.

FRENCH KING BRIDGE (ERV. 904/914.900) TO REAR

(5-4-88)







TO: Betsy F.

RETURN TO REVIEWER BY _____
(DATE)

FROM: WM. Smith

DATE: 8/17/88

TOWN: Erving / Montague

PROPERTY: E-10-1 / M-28-14 EAST Mineral Rd over M. Hens
(NAME AND ADDRESS) 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?

1888 pm connected 7 PANEL wrought IRON PRATT
through truss

- 1) 3rd oldest of 9 known p.t.t. in MDAW data-base
- 2) Built by the "wrought IRON BRIDGE Co." of Canton Oh.
- 3) Somewhat altered, and the original pony truss approach
SPAN was completely replaced in 1939 (originally a
pratt half-hip pony truss

DOE LETTER WRITTEN

FILED IN ER FILE _____

(DATE)



September 20, 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

1888 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*

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

