

Massachusetts Cultural Resource Information System

Scanned Record Cover Page

Inventory No:	GRN.917
Historic Name:	Ripley Road Bridge
Common Name:	
Address:	Ripley Rd
City/Town:	Granville
Village/Neighborhood:	Granville
Local No:	
Year Constructed:	1883
Architect(s):	Penn Bridge Co
Architectural Style(s):	Truss Unspecified Pratt Type
Use(s):	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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MASSACHUSETTS HISTORIC BRIDGE INVENTORY

Municipality: Granville District: 2

Street name/Rt. #: Ripley Rd.

Over
Street name/Rt. #: Trumble Brook/Seymour Br./Dickinson Br./Drum Shop Br.

Bridge key #: TWN220001100 Photo #s: 26:1A-15A, 112:36

Bridge plan #: G-10-5 (since 1955 -- was G-10-6 prior to 1955 flood + move)

Common/historic name: formerly (pre-1955) Dickenson Bridge

Current owner: 218 (9-8-88)

UTM coordinates: _____ AASHTO rating: 212 (11-6-86)
334 (4-17-84)

National Register status (insert date) _____ Field rating: _____

Entered: _____ Potential: _____

Eligible: _____ Non-eligible: _____

Field rating:

(3) 2 1

Date built (source): 1883 (plate)

Date(s) rebuilt (source): 1955 (computer + flood records) moved + repaired

Builder (source): Penn Bridge Co (plate)

Designer (source): 1955 C.J. Kray C.E (plans)

Structural type/materials: 910

pin-connected wrought-iron 4-panel Pratt pony truss, with counters in 2 central panels, and numerous eccentric details. double pins at upper chord hips -- hip vertical hung from front pin, diagonals connect to rear. hip verticals hung from pins by bent bar U-hangers riveted to Ls of vertical. lower pins pass through pin plates riveted to bent Ls of hip verticals, and are further supported by odd, loop-welded eye bolts whose shafts are sandwiched between 2 batten plates in the vertical's web. (Central vertical omits these eye bolts). Lower pins are secured by cotter pins, not nuts. Die-forged eyebar lower chord. Built-up floorbeams* poured concrete abutments

Overall length: 53' Deck width/layout: 16.5' out-out

Skew: -

Main unit, # spans: 1 lengths: 49'

Approaches, # spans: - lengths: -

Plaque: 2 location: both hips of S truss

Alterations, unusual features, comments:

* with 5-slope bottoms are suspended from lower pins by square-rod U-hangers. Crossed, adjustable round-rod lower lateral system. The diagonals are paired loop-welded eye bars. Both diagonals in the western panels of both trusses are adjustable, none of the diagonals in the eastern panels of the two trusses are adjustable. Counters are single, adjustable loop-welded square rods.

Center vertical in S truss has been largely rebuilt, presumably in 1955. Timber stringers and plank deck undoubtedly replaced numerous times.

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

Site integrity: Retained X Violated

Describe: Quiet, wooded, rural area SW of village of Granville. A few houses scattered along Water St as it rises into the rapidly narrowing valley of Dickenson Brook; house closest to bridge (which is just off Water St.) is a mid-20th cape. Just upstream from the bridge is the 19th c. (?) wooden factory complex of Noble & Cooley.

History of bridge and site:

In 1921, there was a timber stringer bridge on dry-laid rubble stone abutments standing on this (Ripley Rd.) crossing. This bridge (or a similar successor) was washed out in the 1955 flood. The 1955 flood also washed out one abutment of the "Dickenson Bridge" (G-10-6) located approx. 3/4 mile downstream from here, on Sodom St. The 1883 pony truss superstructure of the Dickenson Bridge was not seriously damaged by the flood, so it was pulled out of the brook, hauled up to Ripley Rd, and re-erected on a pair of new concrete abutments. (Ripley Rd is a dead-end street serving a single house, whereas Sodom St, which got a new steel stringer bridge after the flood, is a through street carrying much more traffic.)

Sources:

- BH ✓
- Plans 1955
- RR No

Old B.H. 1955, '57 before + after photos, ca. 1980s photo on orig.

Summary statement of significance:

Tied for 4th - oldest of the 22 known Pratt pony truss bridges in the MDPW data base. A relatively early surviving example of a common truss type, incorporating a number of peculiar details, many of which would have been more appropriate for a bridge designed in the early, experimental years of metal truss design than one designed in the 1880s. Among these peculiar details are: the cotter pins (rather than nuts) used to secure the lower chord pins; the double pins at the upper chord hips; the bent bar U-hangers at the upper ends of the hip verticals; and the eye-bolt connection between the hip verticals and the lower chord pins. No other examples of any of these details are presently known among the metal truss bridges in the MDPW data base.

Moved in 1955, but the original site is known, and the present setting is an attractive one.

Statement prepared by: J.J. Roper

Date: 5-16-89

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

Date: 5-16-85
5-4-88

MDPW RECOMMENDATION - NATIONAL REGISTER ELIGIBILITY

GRN. 917

Municipality Street on No.

Bridge: Granville Ripley Rd. / Trumble Brook G-10-5

Historic evaluation

Significant because:

- 1) Unusual or unique type _____
or rare survivor of common type _____
- 2) Early example of type 1883 X
- 3) Design - Valuable ^{record of early, experimental-} ~~contribution~~ to bridge technology X
- 4) Retains integrity X
- 5) Builder known and important _____
- 6) Bridge historically important to area ^{may have some importance as survivor of the 1955 flood.} X

Not significant because:

- 1) Common type Pratt pony truss X
- 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 X
- 6) No known significance in area _____

- | | | | |
|-------------------------------------|--|--------------------------|--|
| <input checked="" type="checkbox"/> | Potentially eligible | <input type="checkbox"/> | Not eligible |
| <input type="checkbox"/> | Not eligible individually, but located | <input type="checkbox"/> | Conditionally not eligible; review when 50 years old |

Comments:

An early example of a relatively common metal truss bridge type, full of peculiar details which were anachronistic even in the 1880s and which are unique among the metal truss bridges in the MDPW data base. Moved ca 3/4 mile upstream after the 1955 flood.

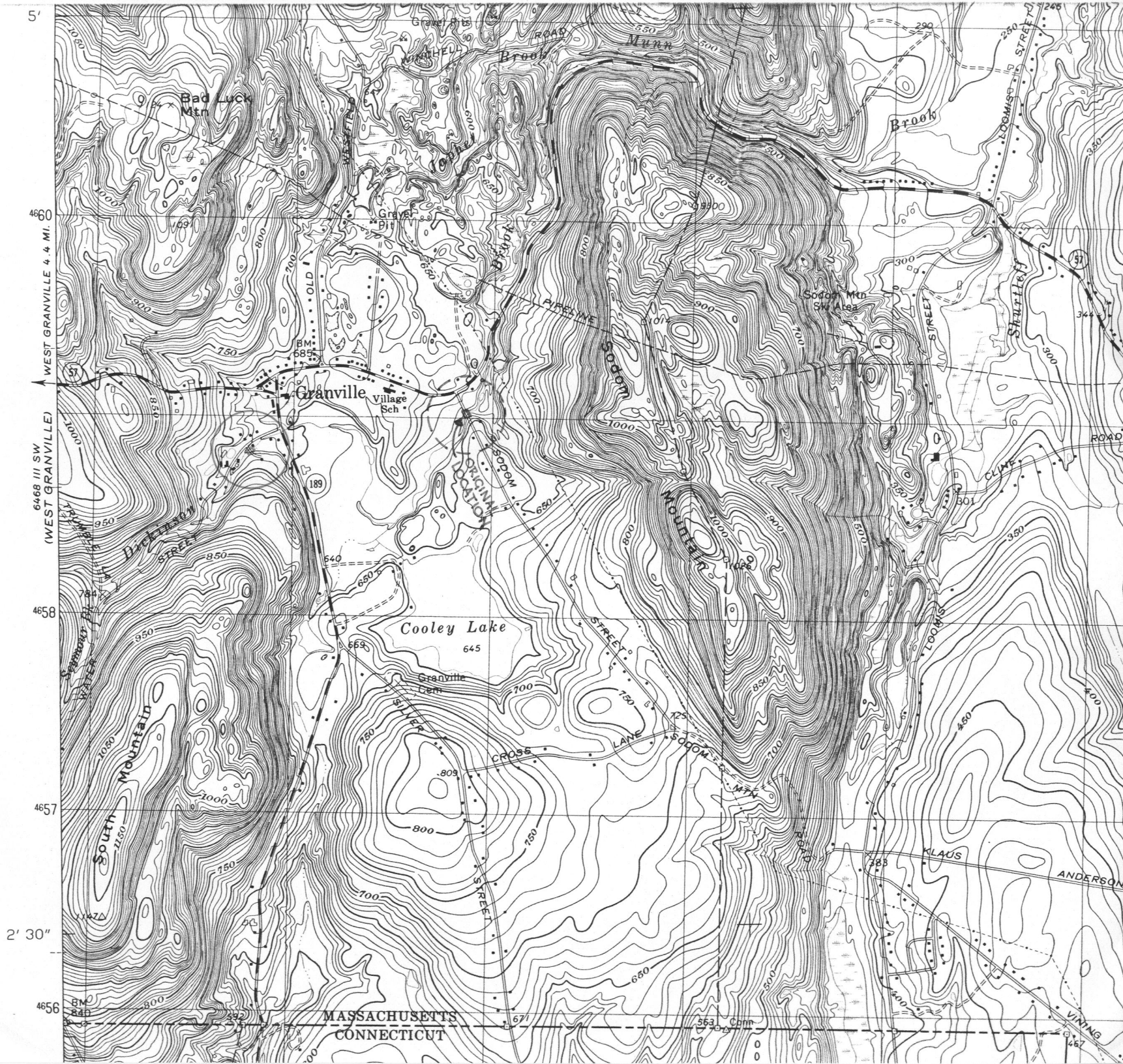
May 16, 1989

S. J. Roper, MDPW Historic Bridge Specialist

GRN. 917

Q-10-5

SOUTHWICK QUAD.



5'

4660

4658

4657

4656

2' 30"

6468 III SW

(WEST GRANVILLE)

WEST GRANVILLE 4.4 MI.

MASSACHUSETTS
CONNECTICUT

563 Com

667



FROM SE



FROM NW



S TRUSS FROM E

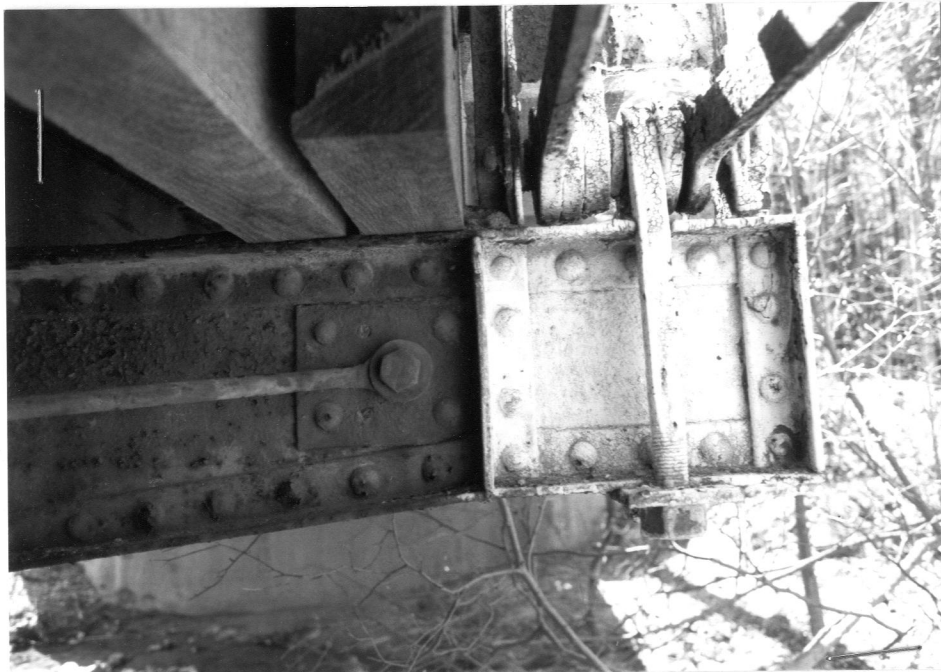


ON E END, UPPER CHORD, S TRUSS

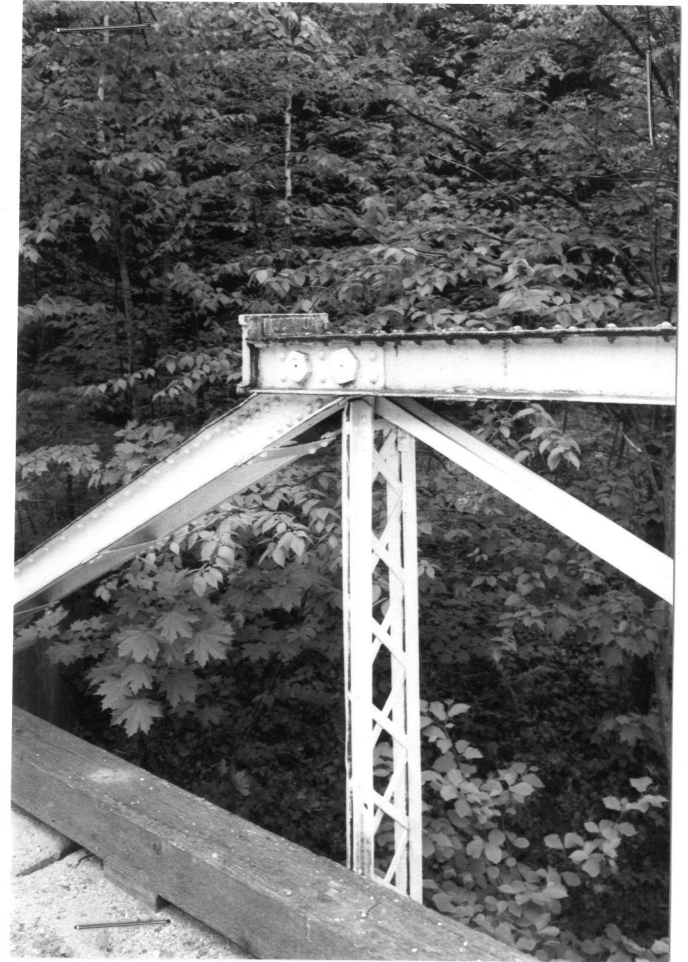
16 MAY 1985



S TRUSS, E END, 1ST UPPER PANEL POINT



S END OF WESTERN FLOOR BEAM, FROM NW



S TRUSS, E END

16 MAY 1985



S TRUSS, W VERTICAL LOWER END,
FROM SW (5-4-85)



END VERTICAL, LOWER PANEL POINT,
LOOKING TOWARD CENTER PANELS,
S TRUSS (5-16-85)



CENTER VERTICAL, LOWER PANEL
POINT, N TRUSS (5-16-85)

TO: BETSY FRIEDBERGRETURN TO REVIEWER BY _____
(DATE)FROM: WM. SMITHDATE: 7/6/96TOWN: GRANVILLEPROPERTY: G-10-5 Ripley RD over Trumble Brook
(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?

1883 pin-connected wrought IRON 4-panel Pratt pony trussearly example of a once common bridge type with
very unusual bridge detailsie: cotter pins instead of nuts to secure lower chord pins
double pins at upper chord hips; U shape hangers at top ends
of hip verticals and eye-bolt connections between hipverticals & lower chord pins - Adjacent to proposedGranville Village Historic District (LHD) - MValso pending NR District. DOES LETTER WRITTEN

FILED IN ER FILE _____

(DATE)

→ Granville

G-10-5

Ripley Rd. over Trumble Brook.

1883 pin-connected wrought iron Pratt pony truss. An early example of this bridge type with very unusual details, which is a record of early experimental bridge technology.

North Attleborough

N-16-3

Cushman Rd. over Abbott Run River.

1886 pinned connected wrought iron Pratt pony truss. Oldest and best preserved example of an unusual variant of the pratt pony truss. Possible national significant.

Wareham

W-6-8

Pierceville Rd. over Conrail.

1887 pinned connected wrought iron Pratt pony truss. One of the oldest metal truss bridges in Massachusetts, and the oldest to use J.H. Linville's wide, die-forged eyebars. A feature which would become standard in late 19th century pinned connected trusses.

The Massachusetts Historical Commission agrees with MDPW's preliminary finding that the following bridge does not meet the criteria for individual listing in the National Register, MHC finds that the bridge is a contributing element in a possible National Register historic district. Project plans for any of these bridges should take this factor into consideration.

Kingston

K-1-2

Elm St. over James River.

1889 pin-connected wrought iron Pratt pony truss bridge previously reviewed by MHC on February 20, 1981 and the MHC reaffirmed the determination that bridge K-1-2 is a contributing element in a possible National Register historic district.

The Massachusetts Historical Commission agrees with MDPW's preliminary finding that the following bridges do not meet criteria for individual listing in the National Register. However, each of these bridges is within, or adjacent to, a known or possible historic district or property. Project plans for any of these bridges should take this factor into consideration.

Grafton

G-8-13

Asylum Rd. over Conrail.

1906 Steel Pratt pony truss is located within a potential National Register district. Grafton State Hospital.

Hinsdale

H-16-2

Main St. over East Brook, Housatonic River.

1882 pin-connected wrought iron Pratt pony truss. Bridge adjacent to potential National Register district, nineteenth century rural village of Hinsdale.

Templeton

T-2-9

Bridge St. over B & M Railroad.

1889 riveted steel 4-panel Pratt pony truss is adjacent to the Baldwinville Historic district, which is on the National Register of Historic Places.

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

<u>Attleboro</u>	A-16-26	Thacher St. over Conrail.
<u>Boston</u>	B-16-109	River St. over Conrail.
<u>Brockton</u>	B-25-21	State 37, Howard St. over Conrail.
<u>Canton</u>	C-2-6	Spaulding St. over MBTA.
<u>Hadley</u>	H-1-3	North Maple St. over Mill River.
<u>Hull</u>	H-26-2	Logan Ave. over Dump Assess Rd.
<u>Lee/Lenox</u>	L-5-20/L-7-3	Valley St over Housatonic River.
<u>Lowell</u>	L-15-11	Walker St. over B & M Railroad.
<u>Montague</u>	M-28-24	Bridge St. over Sawmill River.
<u>Peru/Worthington</u>	P-7-4/W-45-8	Parish Rd. over Trout Brook.
<u>Revere</u>	R-5-1	Revere Beach, Parkway (Rt. 145) over B & M Railroad.
<u>Wilmington</u>	W-38-4	State 62, Burlington Ave. over B & M Railroad.

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

Sincerely,

Elsa Fitzgerald
Acting Executive Director
Massachusetts Historical Commission

EF/BS/cd

cc: Frank Bracaglia, MDPW



August 29, 1990

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.

Belchertown/Palmer B-5-2/P-1-1 River St., State St. over Swift River.

1880 Pin-connected wrought iron Pratt pony truss. Second oldest pratt pony truss is an early and relatively intact bridge. Built by an important and innovative bridge company, and incorporates the Wrought Iron Bridge Company patented ribbed t-post design. Located within a possible National register historic district. (Bondsville)

Chester C-11-23 Smith Rd. over Middle Branch, Westfield River.

1887 pinned and riveted wrought iron Pratt pony truss. Bridge previously reviewed by MHC on October 6, 1981 and MHC reaffirmed the determination that Bridge C-11-23 meets the criteria for eligibility. Located within a possible National Register historic district (North Chester).

Framingham F-7-11 Danforth St. over Sudbury River.

1890 pinned cast & wrought iron Pratt pony truss with phoenix compression columns. Bridge previously reviewed by MHC on February 9, 1978 and MHC reaffirmed the determination that Bridge F-7-11 meets the criteria for eligibility.