

# Massachusetts Cultural Resource Information System

## Scanned Record Cover Page

<b>Inventory No:</b>	GRN.915
<b>Historic Name:</b>	Granville Reservoir Bridge
<b>Common Name:</b>	
<b>Address:</b>	Reservoir Rd
<b>City/Town:</b>	Granville
<b>Village/Neighborhood:</b>	
<b>Local No:</b>	
<b>Year Constructed:</b>	1929
<b>Architect(s):</b>	
<b>Architectural Style(s):</b>	Truss Warren with Verticals
<b>Use(s):</b>	Other Transportation
<b>Significance:</b>	Engineering; Transportation
<b>Area(s):</b>	
<b>Designation(s):</b>	
<b>Building Materials(s):</b>	



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Commonwealth of Massachusetts  
Massachusetts Historical Commission  
220 Morrissey Boulevard, Boston, Massachusetts 02125  
[www.sec.state.ma.us/mhc](http://www.sec.state.ma.us/mhc)

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MASSACHUSETTS HISTORIC BRIDGE INVENTORY

GRN. 915

Municipality: Granville District: 2

Street name/Rt. #: Reservoir Rd

Over  
Street name/Rt. #: Munn Brook / Granville Reservoir spillway

Bridge key #: TWN220006100 Photo #s: 26:16A-21A

Bridge plan #: G-10-14

Common/historic name: \_\_\_\_\_

Current owner: \_\_\_\_\_

UTM coordinates: \_\_\_\_\_ AASHTO rating: 520 (1-10-86)

\*\*\*\*\*  
National Register status (insert date) Field rating: \_\_\_\_\_

Entered: \_\_\_\_\_ Potential: \_\_\_\_\_ 3 (2) 1

Eligible: \_\_\_\_\_ Non-eligible: \_\_\_\_\_

\*\*\*\*\*  
Date built (source): 1929 (plaque)

Date(s) rebuilt (source): \_\_\_\_\_

Builder (source): \*

Designer (source): \*

\*\*\*\*\*  
Structural type/materials: 310

riveted steel single-intersection w/verticals Warren pony truss

on poured concrete spillway walls

Overall length: 66' Deck width/layout: 12.4' out-out

Skew: -

Main unit, # spans: 1 lengths: 62'

Approaches, # spans: - lengths: -

Plaque: \* location: \_\_\_\_\_

Alterations, unusual features, comments:

\* There are 2 plaques mounted in rubble stone pylons at south end of bridge - they are for the reservoir as a whole, however, rather than simply the bridge. They credit:

- Oren E. Parks, Engineer
- Fay, Spofford & Thomdike, Consulting Engineers
- C and R Construction Company, Contractor

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

Site integrity: Retained X Violated \_\_\_\_\_

Describe: Bridge spans the spillway of the earthen Granville Reservoir Dam; heavily wooded hillsides surround the irregular form of the reservoir, a shingled 'Colonial'-style water works building sits on the hillside SW of the bridge.

History of bridge and site:

Dam + reservoir was created by the Westfield Water Works in 1928-29.

Sources:

D.H. ? (a different bridge had no. G-10-M, prior to construction of reservoir. This bridge was located just west of Old Westfield Rd., on a now-abandoned cross road, spanning Tillotson Brook.)  
Plans No. \_\_\_\_\_  
RR No. \_\_\_\_\_

\*\*\*\*\*  
Summary statement of significance:

The 42<sup>nd</sup>-oldest of 65 known single-intersection Warren pony truss bridges in the MDPW data base; this is the most common metal truss bridge sub-type within the data base. In an impressive setting across the spillway of the Granville Reservoir Dam, but of no great interest in itself.

Statement prepared by: S. J. Roper Date: 28 Oct. 1987

\*\*\*\*\*  
Field survey by: S. J. Roper, MDPW Historic Bridges Specialist Date: 16 May 1985







GRN. 915

G-10-14

SOUTHWICK  
QUAD.





FROM SE



W TRUSS FROM SW



INS END POST, SE APPROACH WALL





FROM S



FROM N

16 MAY 1985



TO: Betsy F.

RETURN TO REVIEWER BY \_\_\_\_\_ (DATE)

FROM: WM. Smith

DATE: 8/24/88

TOWN: Granville

PROPERTY: G-10-14 Reservoir RD over Munn Brook, Granville  
(NAME AND ADDRESS) Reservoir spillway

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?

1929 riveted steel single-intersession with verticals  
WARREN pony truss

Typical example of a common bridge type

DOE LETTER WRITTEN

FILED IN ER FILE \_\_\_\_\_

\_\_\_\_\_  
(DATE)

YLLA

possible contributing element

Bridge, Dam, Reservoir appear eligible as distinct characterizing the Water Works development in Granville in Early Modern period. further study required. Reservoir + Dam are noted in town's report as The major event of ca. 1700. Smith has field notes which describe the reservoir to supply water to the mill.

James A. Walsh  
February 16, 1989  
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The Massachusetts Historical Commission Disagrees with the preliminary finding of the MDPW for the following Bridges. The MHC finds the bridges to meet criteria for listing in the National Register of Historic Places.

Sheffield                      S-10-2                      St. 7A over Housatonic River

1925 steel single-intersection with alternate verticals Warren pony truss. Oldest Warren pony truss with polygonal top chord. It is the earliest example of the modern Warren pony truss. The polygonal top chord design reduces the amount of steel required, which also reduces the dead weight of the structure.

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

Cummington                      C-21-13                      Bridge Street over Westfield River

1920(?) steel riveted single-intersection with alternate verticals Warren pony truss. Contributing element to the eligible historic district in West Cummington. Period of Significance would be mid 19th century through early 20th century.



Granville                      G-10-14                      Reservoir Road over Munn brook & Granville Reservoir spillway

1929 steel riveted single-intersection with verticals Warren pony truss. Bridge, Dam, & Reservoir appear to be contributing elements in the potential National Historic district at Granville Reservoir. The water works development period of significance is 1928-1929. The major early modern period development was built to supply Springfield with water.

Newburyport/West Newbury      N-11-9/W-20-3                      Emery's Lane, Curzon Mill Road over Artichoke River

1901 steel riveted single-intersection with alternate verticals Warren pony truss. Bridge appears to be a contributing element to a proposed National Historic district.

The Massachusetts Historical Commission agrees with MDPW's preliminary finding that the following nineteen 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. Some of these nineteen bridges might eventually be found to be contributing elements within potentially eligible historic districts. Project plans for any of these bridges should take this factor into consideration.

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- Acton                    A-2-4                    St. 27, Main St. over B & M Railroad  
 1906 steel riveted single-intersection with verticals Warren pony truss. Located in the village of South Acton, a potentially eligible National Register Historical District, and near Jones Tavern and Exchange Hall, which are individually listed in the National Register.
- Athol                    A-15-9                    Chestnut Hill Ave. over Millers River  
 1921 steel riveted single-intersection with verticals Warren pony truss. Located near turn-of-century mill complex.
- Ayer                    A-19-7                    West Main St. over B & M Railroad  
 1936 steel riveted single-intersection with vertical Warren pony truss. Located near Ayer Main Street historic district. (National Historic Register Listing pending.)
- Barre                    B-2-7                    St. 32, South Barre Road over Ware River  
 1937 steel single-intersection with vertical Warren pony truss. Adjacent to the 19th century mill Village of South Barre.
- Boston                    B-16-214                    Saratoga Street over MBTA  
 1913 steel riveted single-intersection with verticals Warren pony truss. Located near Orient Heights, turn-of-the-century residential and commercial area.
- Brockton                    B-25-19                    Meadow Lane over Conrail  
 1895 steel riveted single-intersection Warren pony truss. Located adjacent to the Brockton sewage pumping station (1893), a fine Richardson Romanesque building that appears individually eligible for the National Register.
- Colrain                    C-18-2                    Foundry Village Road over East Branch, North River  
 1939 steel riveted single-intersection with verticals Warren pony truss. Located near the remnants of early to mid-19th century industrial village. This bridge is also near the Kendall Mill Complex.
- Dudley                    D-12-10                    West Dudley Road over Quinebaug River  
 1938 steel riveted single-intersection with verticals Warren pony truss. Located within a possible National Register historical district in West Dudley. Period of significance for the paper mills would be 1880 to 1940.



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East Brookfield      E-2-7      Bridge Street over Conrail

1892 steel riveted single-intersection Warren pony truss. Near East Brookfield Village Center, a rural hamlet with 19th century houses. Richardsonian train station located west of bridge.

Lawrence      L-4-47      Access Road over North Canal

1938 steel riveted single-intersection with verticals Warren pony truss. Located within the North Canal National Register Historic District.

Lee      L-5-2      Willow Street over Housatonic River

1951 steel riveted single-intersection with alternate verticals Warren pony truss. Located in western end of 19th century rural village of South Lee. Adjacent to mid-19th century paper mill complex.

Montague      M-28-15      Fifth Street over upper canal

1954 steel riveted single-intersection with verticals Warren pony truss. Located in Turners Falls National Register Historic District.

Royalston      R-12-14      King Street over Millers River

1937 steel riveted single-intersection with verticals Warren pony truss. Adjacent to the remains of a 19th century industrial settlement. Archaeological remains are potentially eligible for the National Register of Historic Places.

Royalston      R-12-15      St. 68, Royalston Road over Millers River

1937 steel riveted single-intersection with verticals Warren pony truss. Located in 19th century mill village of South Royalston.

Sandisfield      S-3-4      St. 8, over Housatonic River

1930 steel riveted single-intersection with alternate verticals Warren pony truss. Located in New Boston Village, an eligible National Register Historic District. Near New Boston Inn, which is individually listed on the National Register of Historic Places.

Somerville      S-17-6      Walnut Street over B & M Railroad

1894 wrought iron riveted single-intersection with alternate verticals Warren pony truss. Located behind Somerville City Hall and Main Library. National Register designation for both properties are pending.

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Somerville                    S-17-8                    School Street over B & M Railroad

1898 steel riveted single-intersection with alternate verticals Warren pony truss. Located near Somerville City Hall and Main Library. National Register designation for both properties is pending.

Somerville                    S-17-9                    Sycamore Street over B & M Railroad

1902 steel riveted single-intersection Warren pony truss. Adjacent to National Register properties.

Whately                    W-33-12                    Williamsburg Road over West Brook

1901 steel riveted single-intersection Warren pony truss. Located at one end of rural hamlet of West Whately. Possible National Register district.

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The Massachusetts Historical Commission concurs with the preliminary findings of the Massachusetts Department of Public Works that the following bridge does not appear to meet criteria for listing in the National Register of Historic Places.

<u>Ashland</u>	A-14-13	Howe Street over Conrail
<u>Ayer</u>	A-19-3	Main Street over B & M Railroad
<u>Boston</u>	B-16-126	West Fourth Street, Foundry Street over MBTA, Conrail
<u>Brimfield/Palmer</u>	B-24-12/P-1-11	Kings Bridge Road over Quaboag River
<u>Brockton</u>	B-25-16	East Nilsson Street over Conrail
<u>Brockton</u>	B-25-17	Perkins Avenue over Conrail
<u>Brockton</u>	B-25-18	Plain Street over Conrail
<u>Chester</u>	C-11-2	Middlefield Road over Conrail
<u>Chester</u>	C-11-27	Old State Highway over Penn. Central Railroad
<u>Colrain</u>	C-18-1	Franklin Hill Road over East Brook, North River
<u>Colrain</u>	C-18-14	Adamsville Road over West Brook, North River
<u>Colrain</u>	C-18-26	Reils Road over East Brook, North River
<u>Conway</u>	C-20-14	Reeds Bridge Road over South River
<u>Great Barrington</u>	G-11-7	Bridge Street over Housatonic River
<u>Hawley</u>	H-13-7	St. 8A, West Hawley Road over Chickley River
<u>Hinsdale</u>	H-16-12	Bullards Crossing over Penn Central Railroad
<u>Hubbardston</u>	H-24-5	Old Princeton Road over Ware River
<u>Lee</u>	L-5-3	Meadows Street over Housatonic River
<u>Malden</u>	M-1-6	Clifton Street over B & M Railroad

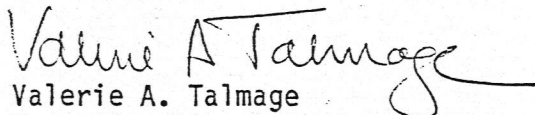


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<u>Medford</u>	M-12-12	College Avenue over B & M Railroad
<u>Medford</u>	M-12-15	Grove Street over Conrail
<u>Medway</u>	M-13-1	Walker Street over Charles River
<u>Monson</u>	M-27-12	Hovey Street over Conrail
<u>Natick</u>	N-3-12	Boden Lane over Penn Central Railroad
<u>Newbury</u>	N-10-3	Hanover Street over Little River
<u>Palmer</u>	P-1-20	St. 32, Tenney Street over Conrail
<u>Sandisfield</u>	S-3-2	St. 57, over Clam River
<u>Somerville</u>	S-17-11	Lowell Street over B & M Railroad
<u>Somerville</u>	S-17-12	Cedar Street over B & M Railroad
<u>Somerville</u>	S-17-15	Lowell Street over B & M Railroad
<u>Somerville</u>	S-17-18	Dane Street over B & M Railroad
<u>Stockbridge</u>	S-26-2	Glendale Middle Road over Housatonic River
<u>Tyngborough</u>	T-9-8	Island Road over Merrimack River
<u>Waltham</u>	W-4-15	U.S. 20, Main Street over B & M Railroad
<u>Williamstown</u>	W-37-4	Cole Avenue over Hoosic River
<u>Williamstown</u>	W-37-24	Belden Street over Hemlock Brook
<u>Worcester</u>	W-44-21	Graham Street over Conrail

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

cc: Frank Bracaglia, MDPW

VAT/WS/tb



February 16, 1989

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

ATTN: Mr. H. Pearlman

RE: Warren Pony 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.

Brimfield

B-24-18

Washington Street over Conrail

1890 wrought iron riveted single-intersection Warren pony truss with outrigger sway braces. Oldest and best preserved of a group of 11 similar bridges built for the Boston and Albany Railroad during the latter part of the 19th century.

Brockton

B-25-22

Field Street over Conrail

1894 steel riveted single-intersection Warren pony truss. Oldest and least altered of a group of 5 similar bridges. Very unusual top chord design. MHC concurs with the change in determination.

Grafton

G-8-4

Brigham Hill Rd. over Quinsigamond River

1888 wrought iron single-intersection Warren pony truss with outrigger sway braces. Oldest and best preserved example of the most common bridge type in MDPW data-base.

Southborough

S-20-14

Bridge Street over Conrail

1901 steel single-intersection Warren pony truss with unusual sway braces. It displays both of the sway bracing systems characteristic of the Boston and Albany Railroad pony trusses in a single bridge.

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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*