

FORM F - STRUCTURE

MASSACHUSETTS HISTORICAL COMMISSION
80 BOYLSTON STREET
BOSTON, MA 02116

NATIONAL
REGISTER

WALTHAM, MA MRA

AUG 21 1989

AREA

FORM NO.

901

Town WalthamAddress Linden StreetName Linden Street BridgeOwnership: MBTA PublicPrivate

Type of Structure (check one):

bridge <u>X</u>	pound <u> </u>
canal <u> </u>	powder house <u> </u>
dam <u> </u>	street <u> </u>
fort <u> </u>	tower <u> </u>
gate <u> </u>	tunnel <u> </u>
kiln <u> </u>	wall <u> </u>
lighthouse <u> </u>	windmill <u> </u>

other

Sketch Map: Draw map showing structure's location in relation to nearest cross streets, buildings and/or geographical features. Indicate all buildings between inventoried property and nearest intersection.
Indicate north.

DESCRIPTION

Date 1894Source Peter Stott--MBTA survey

Architect Engineer/Designer (if known):

Pennsylvania Steel Co.Construction material steelAlterations (with dates) noneCondition goodMoved no Date n/aAcreage n/a--nomination confined to bridge and abutmentsSetting spans Linden Street at 63° skewRecorded by Peter StottOrganization MBTA (Mass. Bay Transit Authority)Date 12/1/87

revised by C. Jenkins 3/88

UTM REFERENCE 19/317160 /4694150USGS QUADRANGLE LEXINGTONSCALE 1:25,000

NATIONAL REGISTER CRITERIA STATEMENT (if applicable)

The Linden Street Bridge possesses integrity of location, design, setting, materials, workmanship, feeling and associations. It is significant as one of only three remaining riveted lattice thru truss bridges, built on the model of the Central Mass. Railroad's landmark 9-span lattice truss bridge over the Connecticut River, remaining in the state. It also reflects the increase in traffic on this line that occurred in 1887-1900 after its acquisition by the Boston & Maine Railroad. It was evaluated in the top category by a recent MBTA bridge survey, and meets criteria A and C of the National Register.

ARCHITECTURAL SIGNIFICANCE Describe important design features and evaluate in terms of other structures within the community.

The Linden Street Bridge measures 98'3" in length and 17' in width; it has an inside truss height of 21'11½". The riveted lattice truss design was an early favorite of the New York Central Railroad, but in Massachusetts it appears to have been used chiefly by the Central Mass. Railroad. Several of this type were built, but only three remain extant. The fabricator of the bridge was the Pennsylvania Steel Company of Steelton, PA. The granite bridge abutments were constructed in 1881 for the first railroad bridge on the site, probably a double-intersection Warren truss. The Linden Street bridge is particularly notable for its 63° skew to accommodate the angle of the rail line over Linden Street.

HISTORICAL SIGNIFICANCE Explain historical importance of structure and how the structure relates to the development of the community.

Chartered in May 1869, the Massachusetts Central Railroad Company was the last of the major east-west routes to extend across the state, competing for the traffic of both the Boston & Albany to the south and the Fitchburg to the north. Its road was opened from Cambridge to Hudson, 23.5 miles, on October 1, 1881. The road declared bankruptcy in 1883, and the line did not reach its intended destination of Northampton until December of 1887. In the meantime, the company had been reorganized as the Central Massachusetts Railroad in 1883, and leased to the Boston & Lowell Railroad three years later. In April 1887, the Boston & Lowell in turn was leased to the Boston & Maine Railroad.

After its acquisition by the B&M, the Central Mass. became the B&M's principal route to the west, seeing a great increase in traffic between 1887 and 1900, and under these circumstances the line was upgraded, with new bridges constructed at Linden Street and over the Fitchburg tracks. Both followed the designs of the railroad's landmark 9-span lattice truss over the Connecticut River at Northampton (1887 and still extant).

When the B&M acquired the Fitchburg in 1900, the latter line took over most of the line's through traffic. Traffic slowly declined on the single-track route. Budd railcars were introduced for passenger service in the late 1950s. In 1965, passenger service on the Central Mass. was cut back from Hudson to South Sudbury, with service being subsidized by the MBTA. All passenger service ceased on the line in 1975, and freight traffic followed not long after.

BIBLIOGRAPHY and/or REFERENCES

Boston & Maine Railroad Historical Society. The Central Mass. 1975.
Interstate Commerce Commission. Valuation Fieldnotes: 5 Account 6. Boston & Maine Historical Society Archives. University of Lowell.
Stott, Peter. MBTA Historical Property Survey, Phase II. Linden Street Bridge. 1987.

United States Department of the Interior
National Park Service

AUG 21 1989

National Register of Historic Places
Continuation Sheet

Section number _____ Page _____

Multiple Resource Area
Thematic GroupName Waltham MRA
State Middlesex County, MASSACHUSETTS

Nomination/Type of Review

Date/Signature

51. Johnson, Newell D., House

National Register

Keeper A. Loree Byrum 9/28/89

Attest _____

52. Lawton Place Historic District

Entered in the
National RegisterKeeper A. Loree Byrum 9/28/89

Attest _____

53. Libby, Nelson F., House

Entered in the
National RegisterKeeper A. Loree Byrum 9/28/89

Attest _____

54. Linden Street Bridge

Substantive Review

Keeper Beth F. Savage 9/28/89

Attest _____

55. Lord's Castle

Entered in the
National RegisterKeeper A. Loree Byrum 9/28/89

Attest _____

56. Lyman Street Historic District

Entered in the
National RegisterKeeper A. Loree Byrum 9/28/89

Attest _____

57. Martin, Aaron, Houses

Entered in the
National RegisterKeeper A. Loree Byrum 9/28/89

Attest _____

58. Martin, Aaron, House
(786 Moody St.)Entered in the
National RegisterKeeper A. Loree Byrum 9/28/89

Attest _____

59. Moody Street Fire Station

Entered in the
National RegisterKeeper A. Loree Byrum 9/28/89

Attest _____

60. Moody Street Historic District

Substantive Review

Keeper Beth F. Savage 3/9/90

Attest _____

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number _____ Page _____

SUPPLEMENTARY RECORD

NRIS Reference Number: 89001515

Date Listed: 09/28/89

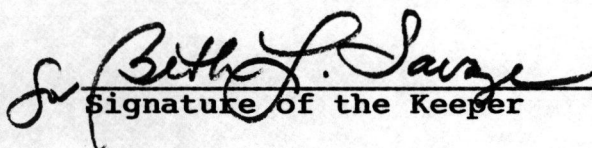
Linden Street Bridge
Property Name

Middlesex
County

MA
State

Waltham MRA
Multiple Name

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.


Signature of the Keeper

9/28/89
Date of Action

=====

Amended Items in Nomination:

Geographical Information: The acreage is <1.

This information was confirmed with Ann Tait, Acting National Register Director, MASHPO, by telephone.

DISTRIBUTION:

National Register property file
Nominating Authority (without nomination attachment)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Linden Street Bridge
NAME:

MULTIPLE Waltham MRA
NAME:

STATE & COUNTY: MASSACHUSETTS, Middlesex

DATE RECEIVED: 8/21/89 DATE OF PENDING LIST: 9/05/89
DATE OF 16TH DAY: 9/21/89 DATE OF 45TH DAY: 10/05/89
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 89001515

NOMINATOR: STATE

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: Y NATIONAL: N

COMMENT WAIVER: N

☒ ACCEPT ☐ RETURN ☐ REJECT 9/28/89 DATE

ABSTRACT/SUMMARY COMMENTS:

RECOM./CRITERIA Accept ARC
REVIEWER David
DISCIPLINE Industrial History
DATE 9/28/89

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

CLASSIFICATION

☐ count ☐ resource type

STATE/FEDERAL AGENCY CERTIFICATION

FUNCTION

☐ historic ☐ current

DESCRIPTION

☐ architectural classification
☐ materials
☐ descriptive text

SIGNIFICANCE

Period Areas of Significance--Check and justify below

Specific dates Builder/Architect
Statement of Significance (in one paragraph)

☐ summary paragraph
☐ completeness
☐ clarity
☐ applicable criteria
☐ justification of areas checked
☐ relating significance to the resource
☐ context
☐ relationship of integrity to significance
☐ justification of exception
☐ other

BIBLIOGRAPHY

GEOGRAPHICAL DATA

☐ acreage ☐ verbal boundary description
☐ UTMs ☐ boundary justification

ACCOMPANYING DOCUMENTATION/PRESENTATION

☐ sketch maps ☐ USGS maps ☐ photographs ☐ presentation

OTHER COMMENTS

Questions concerning this nomination may be directed to

Signed _____ Phone _____

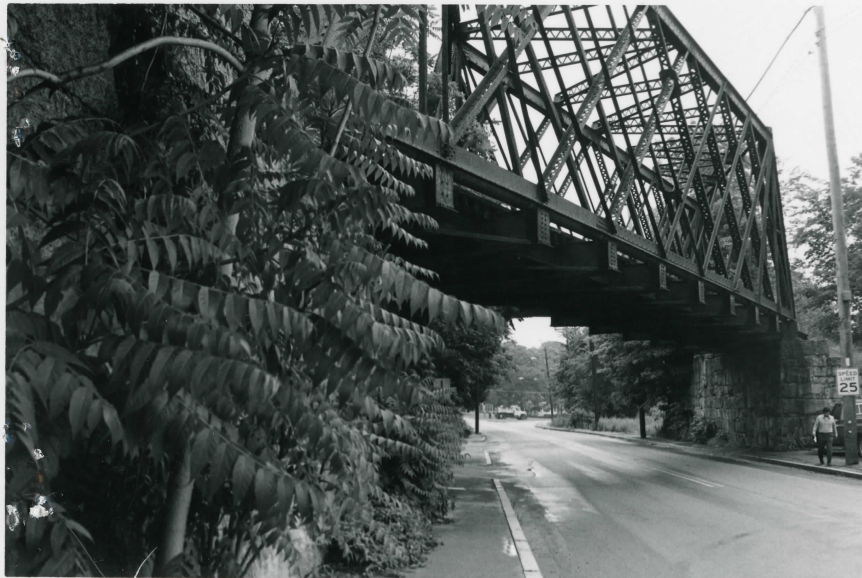
Date _____



Under St. Bridge

MHC 901

Linden St MASS Central R.R. Bridge
Waltham. MA MRA



Mass Central RR Bridge #901
Linden St. Bridge
Waltham MA, MRA

WALTHAM, MA, MRA

Linden Street Railroad Bridge #901

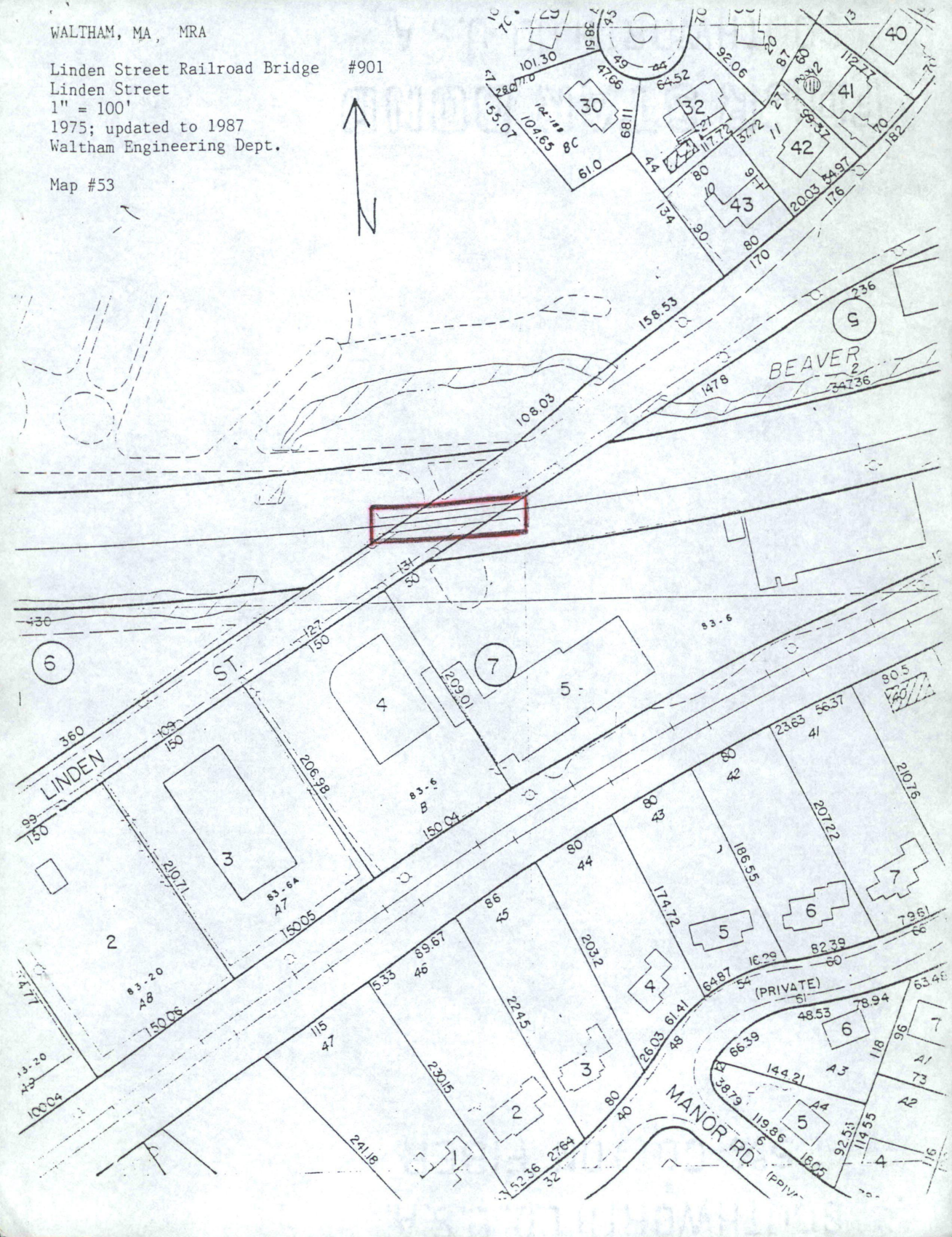
Linden Street

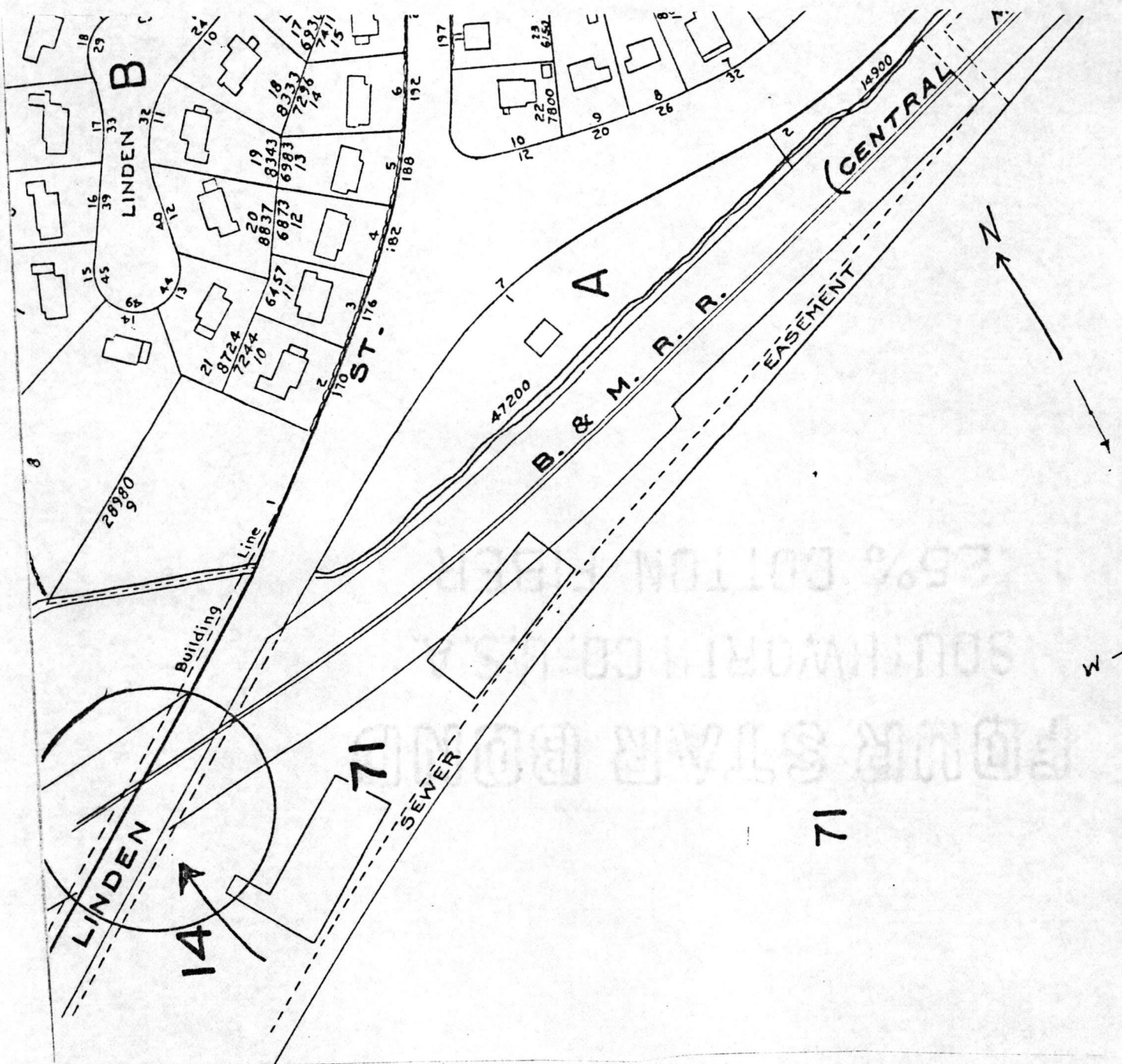
1" = 100'

1975; updated to 1987

Waltham Engineering Dept.

Map #53





1970 Atlas, City of WALTHAM
 Compiled by the WALTHAM
 Engineering Division
 Scale : 1 inch = 140 Feet

Waltham, MA MRA
 58 Chestnut St.
 Linden St. R.R. bridge
 70-A-1

Please refer to the map in the
Multiple Property Cover Sheet
for this property

Multiple Property Cover Sheet Reference Number: 64000301

McGinley Hart & Associates
Architects & Planners
A.G. Lichtenstein & Associates
DMC Engineering
Jane Carolan

Historic Structure Inventory Form

MBTA Historical Property Survey, Phase II
MBTA Contract No. X2PS26

LOCATION

Railroad route Central Mass
Location Linden Street
USGS quad LEXINGTON

Milepost # 9.25 Val plan # 5
Town/City Waltham
UTM Ref. 19.317160.4694150

PHYSICAL CHARACTERISTICS

Structure type lattice thru truss

Overall length 98-3

Width 17-0

Spans 1

Tracks 1 Skew 63 Materials steel

Bridge typology code 1 ☐ 2 ☐ 3 ☐ 4 ☐ 65

Span lengths 98-2

B.D./O.D. OD

Condition out of service # Stories

HISTORICAL SUMMARY

Date 1894

Date(s) rebuilt

Builder Pennsylvania Steel Co.

Common Name (if any) Linden Street Bridge (Bridge 113)

Designer

CULTURAL RESOURCE EVALUATIONS

National Register status

Local landmark designation

HAER Doc. # MA-46

Type and date of HAER documentation 2 photos (1982)

MDPW # W-4-9

MHC finding

Date of finding

National Register recommendation

Potentially eligible: category I.

GRAPHICS

U.S.G.S. MAP

PHOTOGRAPH

Historic railroad name Massachusetts Central Railroad

HISTORY & DESCRIPTION

Chartered in May 1869, the Massachusetts Central Railroad Company was the last of the major east-west routes to extend across the state, competing for the traffic of both the Boston & Albany to the south and the Fitchburg to the north. Its road was opened from Cambridge to Hudson, 23.5 miles, 10/1/1881. The road declared bankruptcy in 1883, and the line did not reach its intended destination of Northampton until December of 1887. In the meantime, the company had been reorganized as the Central Massachusetts Railroad in 1883, and leased to the Boston & Lowell Railroad three years later. In April 1887, the Boston & Lowell in turn was leased to the Boston & Maine Railroad.

After its acquisition by the B&M, the Central Mass. became the B&M's principal route to the west, seeing a great increase in traffic between 1887 and 1900., and under these conditions the line was upgraded, with new bridges constructed at Linden Street and over the Fitchburg tracks (see Central Mass 12.34). Both followed the designs of the railroad's landmark 9-span lattice truss over the Connecticut River at Northampton (still standing). *1887, and*

When the B&M acquired the Fitchburg in 1900, the latter line took over most the line's through traffic. Traffic slowly declined on the single-track route. Budd railcars were introduced for passenger service in the late 1950s. In 1965, passenger service on the Central Mass. was cut back from Hudson to South Sudbury, with service being subsidized by the MBTA. All passenger service ceased on the line in 1975, and freight traffic followed not long after.

The Linden Street and Fitchburg crossing bridges are nearly identical in length, the latter bridge being only 3 inches shorter than Linden Street's 98 feet 3 inches. Both are 17 feet in width and have an inside truss height of 21 feet 11-1/2 inches. Linden Street, however, is particularly notable for its 63-degree skew. The riveted lattice truss design was an early favorite of the New York Central, but in Massachusetts it appears to have been used chiefly by the Central Mass, which in addition to the three mentioned, built several others which are no longer standing. The fabricator of the bridge was the Pennsylvania Steel Company, of Steelton, PA.

The granite bridge abutments were constructed in 1881 for the first railroad bridge on the site, probably a double-intersection Warren truss, like the first bridge over the Fitchburg.

Sources

Boston & Maine Railroad Historical Society, The Central Mass. (1975) *date*
Interstate Commerce Commission. Valuation Fieldnotes: 5 Account 6. Boston and Maine Railroad Historical Society Archives. University of Lowell.

Aperture Cards.

Surveyor P. H. Stott

Survey date 12/1/87

Reviewer

Review date

Survey photographs

GLOSSARY

Val Plan: Railroad property valuation plan.

USGS quad: U.S. Geological Survey quadrangle map

UTM Ref.: USGS map grid reference in the Universal Transverse Mercator grid system.

HAER: Historic American Engineering Record

B.D./O.D.: Balasted deck/open deck