United States Department of the Interior

NATIONAL PARK SERVICE
1849 C Street, N.W.
Washington, D.C. 20240

December 27, 2010

Notice to file:

This property has been automatically listed in the National Register of Historic Places. This is due to the fact that the publication of our Federal Register Notice: "National Register of Historic Places: Pending Nominations and Other Actions" was delayed beyond our control to the point where the mandated 15 day public comment period ended after our required 45 day time frame to act on the nomination. If the 45th day falls on a weekend or Federal holiday, the property will be automatically listed the next business day. The nomination is technically adequate and meets the National Register criteria for evaluation, and thus, automatically listed in the National Register of Historic Places.

Edson Beall
Historian
National Register of Historic Places
Phone: 202-354-2255
E-mail: Edson_Beall@nps.gov
Web: www.nps.gov/history/nr

NPS Form 10-900
(Rev. 10-90)

OMB No. 1024-0018

1065

RECEIVED 2280
NOV 08 2010
NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Crossman Bridge

other names/site number Gilbert Road Bridge

2. Location

street & number Gilbert Road over Quaboag River ☐ not for publication

city or town Warren ☐ vicinity

state Massachusetts code MA county Worcester code 027 zip code 01092

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this ☑ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☑ meets ☐ does not meet the National Register Criteria. I recommend that this property be considered significant ☐ nationally ☐ statewide ☑ locally. (☐ See continuation sheet for additional comments.)

Brona Simon — October 28, 2010

Signature of certifying official/Title Brona Simon, SHPO — Date
Massachusetts Historical Commission

State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. (☐ See continuation sheet for additional Comments.)

Signature of certifying official/Title — Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

☑ entered in the National Register
☐ See continuation sheet.
☐ determined eligible for the National Register
☐ See continuation sheet.
☐ determined not eligible for the National Register
☐ removed from the National Register
☐ other (explain): _____

Signature of the Keeper — Edson H. Beall — Date of Action 12.27.10

Crossman Bridge
Name of Property

Worcester, MA
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply)

- _ private
- x public-local
- _ public-State
- _ public-Federal

(Check only one box)

- _ building(s)
- _ district
- _ site
- x structure
- _ object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
		building
		sites
1		structures
		objects
1		Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions
(Enter categories from instructions)

TRANSPORTATION: road-related

Current Functions
(Enter categories from instructions)

TRANSPORTATION: road-related

7. Description

Architectural Classification
(Enter categories from instructions)

OTHER: lenticular truss bridge

Materials
(Enter categories from instructions)

foundation concrete
walls N/A
roof N/A
other METAL: iron

Narrative Description
(Describe the historic and current condition of the property on one or more continuation sheets.)

7. DESCRIPTION

The Crossman Bridge[1] is a wrought-iron single-span lenticular pony truss, originally built in 1888 by the Berlin Iron Bridge Company for the town of Warren, Massachusetts , and reassembled during the period 2004-2008 at its original location (photo 1). Also known today as the Gilbert Road Bridge, it carries Gilbert Road across the Quaboag River in a low-density, residential-commercial area just outside the village of West Warren, which is one of two commercial nodes in town. Although recently renovated, it retains a largely substantial degree of integrity, and is eligible for listing in the National Register of Historic Places.

Warren, a former industrial town that is now a rural community, is located in south central Massachusetts, midway between Worcester and Springfield. It is notable for its hills and the Quaboag River, which runs in an east-west direction, roughly bisecting the town. The river provided waterpower for many industries that drove the economy in the last half of the 19th century—the town's greatest period of prosperity.

The Crossman Bridge measures 73 feet long overall and is 18 feet wide; it crosses the river some 10 feet above the water. The truss is about eight feet deep at the center. (photo 2) All the major joints in the five-panel bridge, including the upper end joints, are pinned connections. The connections use two-and-one-half-inch pins, with large nuts securing the ends and spool-shaped spacers to separate the diagonal components. The end posts and upper chord consist of eight-by-fourteen-inch box girders formed from plates and angles; the open underside is braced by lacing bars. The lower chord, which imparts the bridge's distinctive lens-shaped profile by slanting up to meet the upper chord at the top of the end posts, consists of a pair of three-inch eyebars. Vertical members are lattice girders that taper from twelve-inches wide at the bottom to eight inches wide at the top, where they are joined to the upper chord. The middle panel diagonals are one-and-three-quarter-inch tension rods with turnbuckles and loop-welded ends for the pinned connections. The diagonals in the second and fourth panels consist of one-and-one-half-inch rods for the principal diagonals and one-and-one-sixteenth-inch rods for the counter diagonals. The bridge has an eighteen-inch lattice railing with cast-iron rosettes at the intersections (photo 5), and, below the lattice, a length of pipe rail. Two new thirty-two-inch high guardrails were added during the 2004-2008 renovation. These consist of two five-inch square tubular rails on each side of the bridge, attached to the span by vertical posts. The new guardrails are several inches lower than the original guardrails, which have been retained for ornamentation although they no longer serve their original purpose of protection. Each end post is embellished with a cast-iron orb finial. A modern brass commemorative plaque has been affixed to the northwest end post (photo 3).

The present floor system, a 21st century alteration, consists of four eighteen-inch-deep floor beams that support six ten-inch steel stringers. The connection between the vertical members and the floor beams is made by means of plates and angles riveted to the lower joints and to an extension of the floor beams' webs (photograph 4). The floor beams are stabilized by rod cross-bracing beneath the roadway.

(continued)

[1] This historic name, which appears on the State's Historic Bridge Inventory form, reflects the proximity of the A. W. Crossman and Sons edge-tool factory, which once stood nearby on Gilbert Road.

Approximately 15% of the bridge's truss work was replaced during the 2004-2008 repairs, according to Massachusetts Highway Department reports. A similar replacement proportion has occurred in the replacement of the ornamental guardrails. The disassembly of a pin-connected bridge for repairs was an historically common practice, and does not detract from the bridge's integrity. It retains sufficient original materials, as well as setting, usage, location, and association to be eligible for listing.

The bridge remains in service, posted with a five-ton, two-axle truck limit. The bridge's original abutments, presumably stone, were replaced in the late 1930s by the present poured-concrete abutments, which incorporate granite-slab seats for the two ends of the bridge. The bridge survived the devastating hurricane and flood of 1938; Warren's Highway Superintendent having had the foresight to set out a number of rock-filled 55-gallon drums to protect the abutments. In 1955, a flood covered the deck, extending into the surrounding area, but the underpinnings were not damaged.

Archaeological Description

While no ancient Native American sites are known in the vicinity of the Crossman Bridge or in the general area (within one mile), sites may be present. Environmental characteristics in the vicinity of the bridge indicate some locational criteria (slope, soil drainage, proximity to wetlands) that are favorable for the presence of ancient sites. The bridge is supported by abutments located on well-drained riverine terraces on each side of the Quaboag River. Given the above information and impacts associated with construction of a series of wooden bridges at this location dating back to at least 1795, a low potential exists for the recovery of ancient Native American resources in the area of the bridge.

A moderate potential exists for locating historic archaeological resources in the area of the Crossman Bridge. Structural evidence may survive from bridge abutments associated with any one or all of a series of wooden bridges built at this location since at least 1795. Construction of the Crossman Bridge, including new abutments, replaced a wooden truss bridge erected on this site in 1857. Stratigraphic evidence may also survive from builder's trenches used during construction of the abutments, and from the roadway leading to the bridge. It is unknown whether each bridge built at this site occupies the same location as the earlier bridge or an adjacent location.

(end)

Crossman Bridge
Name of Property

Worcester, MA
County and State

8. Statement of Significance

Applicable National Register Criteria
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

x **A** Property is associated with events that have made a significant contribution to the broad patterns of our history.

_ **B** Property is associated with the lives of persons significant in our past.

x **C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

_ **D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations
(Mark "x" in all the boxes that apply.)

Property is:

_ **A** owned by religious institution or used for religious purposes.

_ **B** removed from its original location.

_ **C** a birthplace or grave.

_ **D** a cemetery.

_ **E** a reconstructed building, object, or structure.

_ **F** a commemorative property.

_ **G** less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance
(Enter categories from instructions)

Engineering

Period of Significance

1888-1960

Significant Dates

1888

Significant Person
(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Berlin Iron Bridge Company, fabrication, erection

Narrative Statement of Significance
(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References
(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

_ preliminary determination of individual listing (36 CFR 67) has been requested
_ previously listed in the National Register
_ previously determined eligible by the National Register
_ designated a National Historic Landmark
_ recorded by Historic American Buildings Survey #_____
_ recorded by Historic American Engineering Record #_____

Primary location of additional data:

_ State Historic Preservation Office
x Other State agency
_ Federal agency
_ Local government
_ University
_ Other

Name of repository:
Massachusetts Highway Dept., 10 Park Plaza

8. STATEMENT OF SIGNIFICANCE

The Crossman Bridge, located in Warren, Massachusetts, is significant as one of only three surviving lenticular truss bridges remaining in place in Massachusetts. The type, characteristic of the varied metal-truss designs of late 19th-century bridge builders, was pioneered by the Berlin Iron Bridge Company of East Berlin, Connecticut, a major 19th-century bridge fabricator. In addition to the two significant through truss bridges surviving — Bardwell's Ferry, Conway/Shelburne (NRIND 2/10/2000), and Aiken Street, Lowell (NRDIS, 6/5/78) — the Crossman Bridge is the only surviving pony truss.

The bridge is exceptional in retaining so much of its original appearance. The abutments were replaced in the 1930s and the deck was altered during restoration in the period from 2004 to 2008. The recent bridge repairs took pains to retain the ornamental detail that characterizes bridges from this period.

The Crossman Bridge, also known locally as the Gilbert Road Bridge, embodies many distinctive characteristics of the early years of metal-truss design, including wrought iron as the principal material, pinned connections, and a patented truss pattern. By 1900, all of these features had virtually disappeared from American bridge building. In their place, a standardized design emerged for small highway bridges based on the use of steel members, riveted connections, and only two major truss patterns, the Warren and the Pratt trusses. The Crossman Bridge represents an increasingly rare survivor of the era before standardized design prevailed.

The Crossman Bridge also reflects the optimism and town pride that characterized the last half of the 19th century in Warren—a period of rapid growth due to industrialization. The Crossman Bridge retains integrity of design, location, setting, materials, feeling, workmanship, and association; it fulfills National Register criteria A and C at the local level.

A Brief History of Warren

Warren (originally called Western) was established as an independent town in 1741. Most of what became Warren had been the westerly section of the town of Brookfield, hence the name Western. In 1834, the town changed its name to Warren because of ongoing confusion with the town of Weston in Middlesex County. The name Warren was chosen to honor the Revolutionary War hero, Dr. Joseph Warren, who died in the Battle of Bunker Hill.

Prior to about 1790, Warren consisted of scattered farms with no central village. This began to change with the completion of the town's second meetinghouse in 1797, along the Quaboag River in what became Warren Center. By 1830, Warren had evolved from an agricultural community to an early industrial one, with an ironworks, a powder mill, and small textile mills alongside houses, stores, and shops. A few miles to the west of the center, a second commercial area, known as West Warren, began to develop as a mill village. The railroad arrived in 1839, connecting the town with the population centers of Boston, Worcester, and Springfield, and contributing greatly to the growth of manufacturing and the concomitant population increase.

Between 1840 and 1880 the town tripled in size, reaching a peak population of 4,681 in 1890. The town's two villages included several cotton and woolen mills, boot and shoe manufacturers, the Knowles Steam Pump Works, a soap factory, and, near the site of the Crossman Bridge, the A. W. Crossman & Sons edge-tool factory.

(continued)

Thus, the last quarter of the 19th century, when the Crossman Bridge was constructed, was Warren's greatest period of prosperity. The bridge's 18-foot width was substantial for a small-town highway bridge of the period, and the lattice railing and end-post finials are more typical of Berlin bridges in urban locations. But at the time it was built, Warren had a thriving industrial economy. Having strong, serviceable bridges was important to local manufacturers so they could move raw materials and products over local roads. The fact that the town paid extra for some ornamental flourishes undoubtedly reflects Warren's self-image as a place of progress and prosperity.

The strong economy is also reflected in a number of notable civic and institutional buildings constructed in Warren Center during the last quarter of the 19th century. These include the First Congregational Church (1875, NR 2004), Warren Public Library (1889, NR 2000), the Boston and Albany Railroad Station (1891), and St. Paul's Roman Catholic Church (1897). Warren also constructed a new town hall in 1879, but the building was destroyed by fire and replaced by the present Warren Town Hall in 1900 (NR 2001).

Historical Background of the Gilbert Road Crossing

The Crossman Bridge replaced a wooden truss that had been erected at this site on the Quaboag River in 1857. Known as Collister's Bridge, it was one of a series of wooden bridges dating at least as far back as 1795. Present-day Gilbert Road led from the village of West Warren south toward the outlying farms in the southwest quadrant of the town, and provided a route to the adjoining town of Brimfield. It also afforded access to the A. W. Crossman and Sons edge-tool factory, which stood on the east side of the road, just south of the bridge across the Quaboag River.

The Crossman factory was erected in 1854 by Amory W. Crossman (1818-1893); the 1879 bird's-eye view of Warren shows it as an L-shaped, two-story, gable-roofed structure between the railroad line and the river, with a waterpower headrace leading to the factory. Employing about 25 workers, Crossman manufactured scythes, chisels, draw knives, planes, and other tools, using cast steel as his stock rather than the more usual wrought iron. In addition to his factory, he also owned a large commercial block in the village, a brickyard, and a grove, which he made available to the public for picnics and baseball games. Called the "Father of West Warren," A. W. Crossman was an influential man who served several terms as a selectman, as did his son, business associate, and namesake, Amory (ca.1835-1922). In the early 1890s, the factory was bought by the Gilbert Manufacturing Company, after which the bridge began to be called by its current name—the Gilbert Road Bridge. The factory burned down in 1911.

The Crossman Bridge was authorized by the Warren town meeting on April 2, 1888, with the appropriation of $2,200 to be used for an "iron bridge or wood bridge;" the choice of materials was left to the selectmen, one of whom was Amory Crossman. The bids were submitted by the middle of May, and the contract of $2,175 was awarded to the Berlin Iron Bridge Company, which covered the design, ironwork, and erection of the bridge. Peter Guernon, a local resident who did a great deal of the road work for the town, built the abutments for $175. The old bridge's timbers were sold at auction.

(continued)

Engineering Significance of Crossman Bridge

The Crossman Bridge's lenticular truss was one of a myriad of patented designs that characterized the American bridge industry in its formative stage. In part, such designs were an attempt to improve the technology of bridge building, but they also served to distinguish the products of one fabricator from another. The Berlin Iron Bridge Company's lenticular truss offered some savings of material over a comparably sized Pratt truss, though the advantage must have been partially offset by the greater complexity in fabricating the curved top chord's multiple angles. Equally important, the design's unique profile provided something distinctive that Berlin agents could point out when trying to convince local highway officials of their product's superiority.

In other respects, the Crossman Bridge is typical of the vast majority of its metal-truss contemporaries. In the 1880s, steel was still in the process of replacing wrought iron for structural forms, so most bridges of the period were built with wrought-iron members. Similarly, pinned connections were only beginning to give way to riveted joints. Pinned connections were popular because they simplified the erection of the bridge, requiring only large wrenches to join prefabricated members, instead of the more demanding technique of field riveting. Many engineers also claimed that pinned joints allowed forces to be transferred less ambiguously, though all agreed that riveted bridges were more rigid.

The Berlin Iron Bridge Company

New England's leading 19th-century manufacturer of bridges began as an offshoot of the tinware industry. Roys and Wilcox, makers of tinners' tools and other metal-forming mechanisms, started a company in East Berlin, Connecticut, in 1868 to market sheet-iron products made with their rolling machines. The Corrugated Metal Company, as it became known, produced roofing material and metal-clad fire doors and shutters. The company soon became involved in structural ironwork, when it began to provide roof trusses as well as the exterior material. The enterprise was not particularly successful until 1877 when a new investor, S. C. Wilcox, realized that the plant had the capacity to manufacture highway bridges. The following year, the Corrugated Metal Company purchased rights to William Douglas's patented "parabolic" truss, and produced the first of the lenticular bridges that would soon dot the landscape of the Northeast. Douglas, educated at West Point, joined the company as treasurer and executive manager and continued to refine his design; he was awarded a second patent in 1885, by which time the company had changed its name to the Berlin Iron Bridge Company.

The late 19th century was a good time to be in the iron bridge business. As the industry developed, the price of iron trusses steadily dropped until they were competitive with wooden spans, especially when their superior durability and resistance to damage during floods was figured in (wooden bridges typically lasted only 20 to 30 years). The only other alternative for shorter spans was building arches in stone, which remained very expensive. Throughout America, local highway officials opted to replace their wooden bridges with iron, and firms such as the Berlin Iron Bridge Company were happy to oblige.

At its height, the Berlin Iron Bridge Company was probably the largest structural fabricator in New England. Some 400 workers were employed at its East Berlin plant, with another large group of workers in the field during the erection season. There is no definitive count of the company's bridges, though at least 600 are known to have been completed during its first ten years, and the company itself claimed at least 1,000. Most were in the Northeast, though even today Berlin trusses survive as far away as Texas. The company's 1889 catalog listed 69 lenticular trusses in Massachusetts. A few multiple-span bridges were of tremendous size (such as Lowell's 765-foot-long Aiken Street Bridge), but most were a single span in length, with through-trusses used in crossings of more than 100 feet, and pony trusses, such as the Crossman Bridge, for shorter spans. The lenticular design accounted for the bulk of the company's output, although it also produced other bridge types, specialized industrial structures such as dock cranes, and ironwork for roofs and buildings.

(continued)

The Berlin Iron Bridge Company was absorbed in 1900 by the American Bridge Company, a largely successful attempt by J.P. Morgan to monopolize the country's structural fabricating industry. Almost immediately, some former Berlin Iron Bridge employees started a new firm, the Berlin Construction Company, which soon regained much of its predecessor's influence in the New England bridge market; it remains in business today as Berlin Steel.

Although all are similar, no two surviving lenticular bridges are exactly alike, and so each is important in illustrating the variations within the company's basic design. Among small bridges of the Crossman Bridge type, for example, there appear two types of lower-chord end connections, pinned and threaded, and two types of vertical members: tapered posts that fit inside the upper chord, and straight lattice girders that are secured on the outside of the upper chord. Many of these small lenticular bridges had tapered floor beams, deeper in the center, while others have the straight type found here. Some lenticular pony trusses (but not this one) have longitudinal stiffeners at the level of the roadway. Finally, Crossman Bridge's railing is uncommon, if not unique, among Berlin bridges: it appears to have been a compromise between the company's low-cost pipe-rail option and its more expensive full-height ornamental lattice.

The industrial prosperity of Warren began to decline in the early 20th century. In 1897 the steam pump shop, now known as Blake & Knowles works moved to Cambridge. (Its Cambridge factory was listed on the National Register in 1997.) After World War I, the New England textile industry began its migration to the southern states. Most of Warren's textile mills had closed by the early 1930s as a result of the stock market crash of 1929 and the resulting Great Depression. The population declined from its peak of nearly 5,000, but never fell below 3,000. After World War II, the population began to increase slowly, reaching nearly 5,000 today. The rise of the automobile, suburbanization, and general wear and tear have taken their toll on the Crossman Bridge, now known locally as the Gilbert Road Bridge. Nevertheless, it retains its most important original features, and the bridge stands today as an important reminder of the industrial heritage of the Town of Warren during its most prosperous period. The town's commitment to its preservation symbolizes the pride the community takes in its history, and its appreciation for the rarity of its lenticular bridge.

Archaeological Significance

Structural evidence from 18th- and 19th-century bridge abutments and retaining walls may contribute important information on materials and methods relating to bridge construction, including their supporting structures. Analysis of the stratigraphy associated with Gilbert Road and its approach to the bridge may contribute information relating to 18th- and 19th-century road construction and maintenance. Additional historical research, combined with the above information, may contribute information that indicates whether a new site was used for each bridge, or whether each successive bridge was built at the same location.

(end)

9. MAJOR BIBLIOGRAPHICAL REFERENCES

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Crossman, A. W. & Son. *Revised List, and Catalogue of A. W. Crossman & Son.* Worcester: Edward R. Fiske, 1870.

Darnell, Victor. *Directory of American Bridge Building Companies, 1840-1900.* Washington: Society for Industrial Archaeology, 1985.

_____. "Lenticular Bridges from East Berlin, Connecticut," *Industrial Archeology* 5 (1979): 19-32.

Douglas, William O. "Improvement in Truss-Bridges," United States Patent Office Patent No, 202,526 (March 26, 1878).

"Good Showing at Warren," *Springfield Republican*, January 1, 1889. Mentions Crossman's Bridge as part of a review of the year's construction in Warren.

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Stott, Peter. Memorandum regarding the integrity of the Crossman Bridge, Gilbert Road, Warren (WRR.906), Feb 5, 2010. Massachusetts Historical Commission files. Contains 2007 Massachusetts Highway Department notes and inspection report.

Warren, Town of. *Annual Reports of the Town Officers, March 1, 1889.* Warren: Herald Printing Company, 1889.

(end)

10. Geographical Data

Acreage of Property less than one acre

UTM References See continuation sheet.
(Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing
1.	19	727350	4676550
2.			
3.			
4.			

_ See continuation sheet

Verbal Boundary Description
(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification
(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Bruce Clouette, Public Archaeology Survey Team, Inc. with Betsy Friedberg, NR Director, MHC

organization Massachusetts Historical Commission date October 2010

street & number 220 Morrissey Boulevard telephone 617-727-8470

city or town Boston state MA zip code 02125

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps
A **USGS map** (7.5 or 15 minute series) indicating the property's location.
A **sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs
Representative **black and white photographs** of the property.

Additional items (Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of the SHPO or FPO.)

name Town of Warren, MA

street & number 83 High Street telephone 413-436-5701

city or town Warren state MA zip code 01803

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.0. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

10. GEOGRAPHICAL DATA

Verbal Boundary Description:

The nominated property includes the bridge and its abutments as defined by the public right-of-way for Gilbert Road.

Boundary Justification:

The bridge is a discrete structure with significance for engineering history; therefore, it is appropriate to include only the components of the structure itself, the bridge and its abutments, as the nominated property.

(end)

All Photographs:
Crossman Bridge
Warren, Worcester County, Massachusetts
Peter Stott photos, November 2009, unless otherwise noted

Captions:

1. North end of bridge, camera facing southeast.

2. East span of bridge, facing southeast.

3. Detail of northwest end post, commemorative plaque, facing south

4. Detail of north end, facing southeast

5. Detailed view of lattice railing, with rosette, taken during reconstruction, 2008

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Crossman Bridge

MULTIPLE NAME:

STATE & COUNTY: MASSACHUSETTS, Worcester

DATE RECEIVED: 11/08/10 DATE OF PENDING LIST: 12/13/10
DATE OF 16TH DAY: 12/28/10 DATE OF 45TH DAY: 12/24/10
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 10001065

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:	N	NATIONAL:	N

COMMENT WAIVER: N

✓ ACCEPT ___RETURN ___REJECT 12.27.10 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in
The National Register
of
Historic Places

RECOM./CRITERIA_____

REVIEWER_____ DISCIPLINE_____

TELEPHONE_____ DATE_____

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

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.

PHOTO 1

WARREN (WORCESTER) MA
CROSSMAN BRIDGE PETER STOTT PHOTO 2009

N END OF BRIDGE, FACING SE

MA_WARREN (WORCESTER CO UNTY)_CROSSMAN01.tiff

PHOTO 2

CROSSMAN BRIDGE
WARREN (WORCESTER) MA PETER STOTT PHOTO 2009

E SPAN of BRIDGE, FACING SE

MA_WARREN(WORCESTERCOUNTY)_CROSSMAN02.tiff


Bridge Erected
1889
WARREN HISTORICAL COMMISSION

PHOTO 3

CROSSMAN BRIDGE
WARREN (WORCESTER) MA PETER STOTT PHOTO 2009

DETAIL, COMMEMORATIVE PLAQUE, FACING S

MA_WARREN(WORCESTERCOUNTY)_CROSSMAN03.tiff


1889

PHOTO 4

CROSSMAN BRIDGE
WARREN (WORCESTER) MA PETER STOTT PHOTO 2009

DETAIL, N END OF BRIDGE, FACING SE

MA_WARREN(WORCESTERCOUNTY)_CROSSMAN 04. tiff

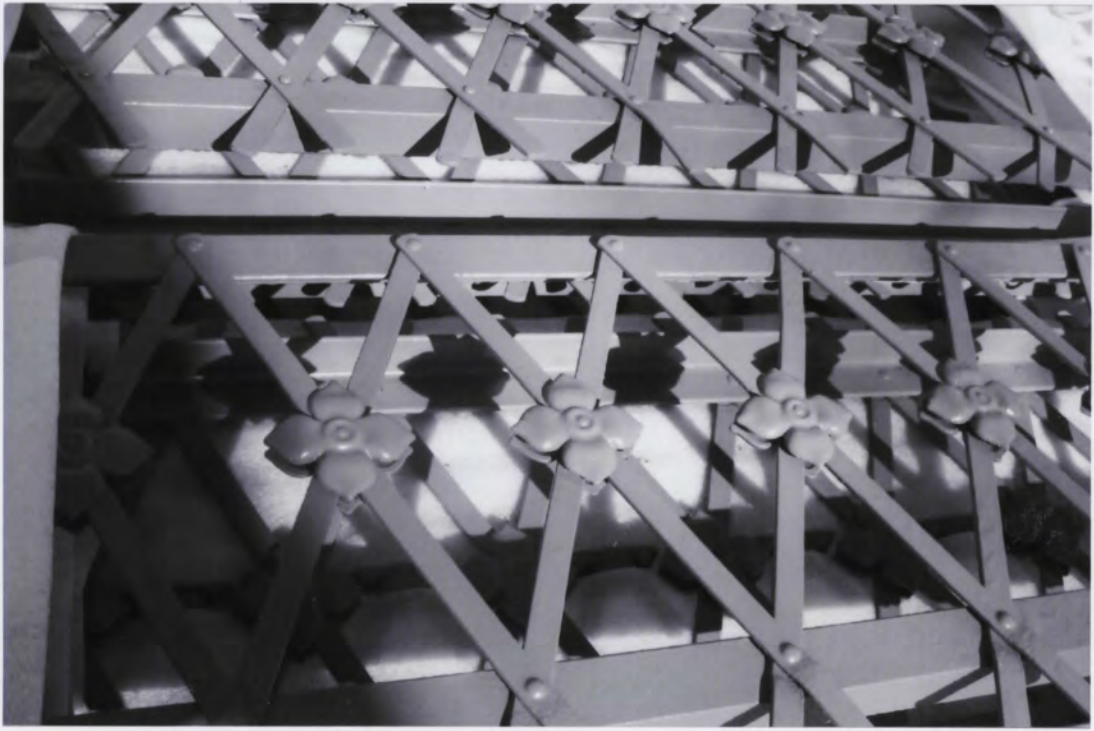


PHOTO 5

CROSSMAN BRIDGE
WARREN (WORCESTER) MA ~~PETER SF~~ 2008 PHOTO

DETAILED VIEW of LATTICE RAILING WITH ROSETTE,
TAKEN DURING RECONSTRUCTION

MA_WARREN(WORCESTERCOUNTY)_CROSSMAN05.tiff

WARREN, MASSACHUSETTS

7.5 X 15 MINUTE SERIES (TOPOGRAPHIC)

CROSSMAN BRIDGE
(GILBERT ROAD BRIDGE)
WARREN
WORCESTER CO., MA

UTM REFERENCE:
19.727350/4676550

CROSSMAN BRIDGE
WARREN (WORCESTER) MA

42072-B1-TM-025

Warren
MASSACHUSETTS

1:25 000-scale *metric* topographic map

7.5 X 15 MINUTE QUADRANGLE SHOWING

- Contours and elevations in meters
- Highways, roads and other manmade structures
- Water features
- Woodland areas
- Geographic names

GEOLOGICAL SURVEY

1982

Produced by the United States Geological Survey in cooperation with Massachusetts Department of Public Works

Control by USGS, NOS/NOAA, and Massachusetts Geodetic Survey

Compiled by photogrammetric methods from aerial photographs taken 1980. Field checked 1981. Map edited 1982

Supersedes Warren and East Brookfield 1:25,000-scale maps dated 1969

Projection and 1000-meter grid, zone 19: Universal Transverse Mercator

10,000-foot grid ticks based on Massachusetts coordinate system, mainland zone. 1927 North American Datum

To place on the predicted North American Datum 1983 move the projection lines 6 meters south and 39 meters west as shown by dashed corner ticks

There may be private inholdings within the boundaries of the National or State reservations shown on this map

CONTOUR INTERVAL 3 METERS
NATIONAL GEODETIC VERTICAL DATUM OF 1929

CONTROL ELEVATIONS SHOWN TO THE NEAREST 0.1 METER
OTHER ELEVATIONS SHOWN TO THE NEAREST 0.5 METER

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS

FOR SALE BY U.S. GEOLOGICAL SURVEY
DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092

CONVERSION TABLE

Meters	Feet
1	3.2808
2	6.5617
3	9.8425
4	13.1234
5	16.4042
6	19.6850
7	22.9659
8	26.2467
9	29.5276
10	32.8084

To convert meters to feet multiply by 3.2808

To convert feet to meters multiply by 0.3048

DECLINATION DIAGRAM

UTM grid convergence (GN) and 1982 magnetic declination (MN) at center of map
Diagram is approximate

ADJOINING MAPS

1	2	3
4		5
6	7	8

1 Wilmot Dam
2 North Brookfield
3 Worcester North
4 Ludlow
5 Worcester South
6 Monson
7 Southbridge
8 Webster

ISBN 0-607-23427-X

Topographic Map Symbols

Primary highway, hard surface
Secondary highway, hard surface
Light-duty road, hard or improved surface
Unimproved road; trail
Route marker: Interstate; U. S.; State
Railroad: standard gage; narrow gage
Bridge; drawbridge
Footbridge; overpass; underpass
Built-up area: only selected landmark buildings shown
House; barn; church; school; large structure
Boundary:
National, with monument
State
County, parish
Civil township, precinct, district
Incorporated city, village, town
National or State reservation; small park
Land grant with monument; found section corner
U. S. public lands survey: range, township; section
Range, township; section line: location approximate
Fence or field line
Power transmission line, located tower
Dam; dam with lock
Cemetery; grave
Campground; picnic area; U. S. location monument
Windmill; water well; spring
Mine shaft; prospect; adit or cave
Control: horizontal station; vertical station; spot elevation
Contours: index; intermediate; supplementary; depression
Distorted surface: strip mine, lava; sand
Bathymetric contours: index; intermediate
Perennial lake and stream; intermittent lake and stream
Rapids, large and small; falls, large and small
Submerged marsh; marsh, swamp
Land subject to controlled inundation; woodland
Scrub; mangrove
Orchard; vineyard

A pamphlet describing topographic maps is available on request

SCALE 1:25 000
1 CENTIMETER ON THE MAP REPRESENTS 250 METERS ON THE GROUND
CONTOUR INTERVAL 3 METERS

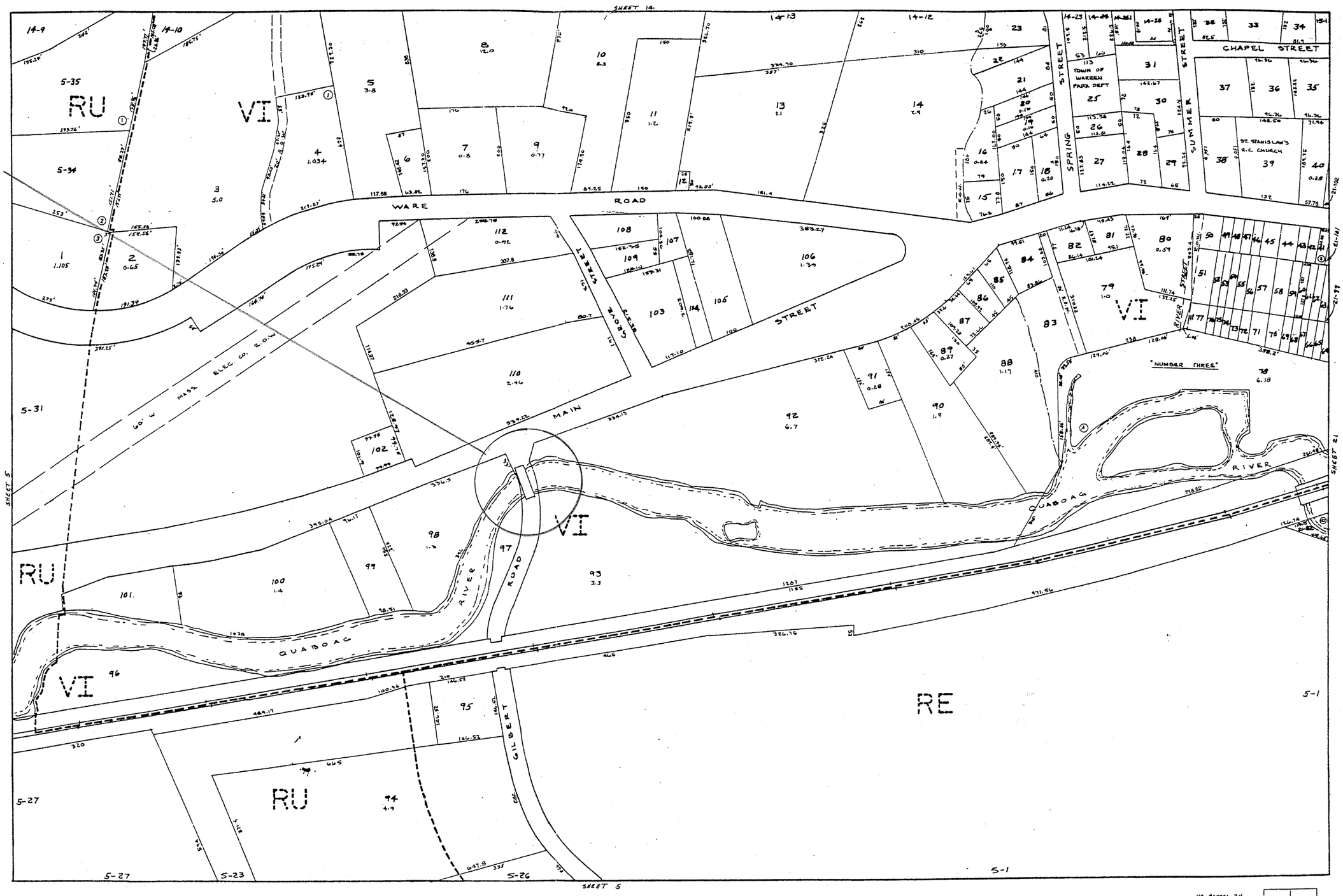
KILOMETERS 1 0 1 2 3 4
MILES 1 0 1 2

500 0 1000 2000 3000 4000 5000 METERS
1000 0 2000 4000 6000 8000 10 000 12 000 14 000 16 000 FEET

WARREN, MASS.
42072-B1-TM-025
1982

INTERIOR—GEOLOGICAL SURVEY, RESTON, VIRGINIA—1984

CROSSMAN BRIDGE
(GILBERT ROAD BRIDGE)
WARREN
WORCESTER COUNTY, MA



NOTICE:
THESE MAPS WERE DERIVED FROM AERIAL PHOTOGRAPHS AND/OR RECORD PLAN, DEED AND/OR ASSUMED LINES OF OCCUPATION FOR THE SOLE PURPOSE OF TAX ASSESSMENT—NOT FOR CONVEYANCES NOR BOUNDARY LINE DELINEATION.

scale: 1"=100'
0 1 2 3 inches

REVISED AND REPRINTED BY
CARTOGRAPHIC ASSOCIATES, INC.
LITTLETON, NEW HAMPSHIRE 03561

BOARD OF ASSESSORS
WARREN
Massachusetts

ZONING LINE ----
RU _____ RURAL
RE _____ RESIDENTIAL
VI _____ VILLAGE

TAX MAP
prepared by
CONLON ASSOCIATES
Westfield, Massachusetts
1982

NO PARCEL 24

Revised To
January 1, 2002

Sheet 20

CROSSMAN BRIDGE
(GILBERT ROAD BRIDGE)
WARREN

HISTORICAL COMMISSION
WARREN, MASSACHUSETTS 01083

NR file
RECEIVED
APR 14 2006
MASS. HIST. COMM

April 13, 2006

Ms Betsy Friedberg
Massachusetts Historical Commission
220 Morrissey Boulevard
Boston, MA 02125

Dear Ms Friedberg,

The Warren Historical Commission supports the nomination of the Gilbert Rd. Bridge in West Warren to the National Register. This bridge represents a distinct style infrequently seen in the state of Massachusetts. In addition, it displays certain pleasing elements in its design that demonstrate the economic prosperity of its time. Situated in a significant area of the West Warren village's 20th century industrial growth, facilitating access to the A. W. Crossman & Son Tool Co., the Gilbert Rd. Bridge played a crucial role in the town's history. Our town is fortunate to boast this exceptional example of a historic bridge.

Sincerely,

Sylvia G. Buck

Sylvia G. Buck
Chair

COPY

NR file

BOARD OF SELECTMEN

CHARLES E. SHEPARD MUNICIPAL BUILDING

48 High St. • P.O. Box 609 • Warren, MA 01083-0609 • Tel. 413-436-5701 • Fax 413-436-9754

April 15, 2009

RECEIVED
APR 08 2010
MASS. HIST. COMM

Betsy Friedberg
Massachusetts Historic Commission
220 Morrissey Boulevard
Boston, MA 02125

Dear Ms. Friedberg:

We are writing in support of the nomination, submitted by the Warren Historical Commission of the Gilbert Road Bridge to the National Register. This historic bridge was put into service in 1888 and was painstakingly restored in 2008 by a company located in Ohio in a project funded and managed by the Massachusetts Highway Department. It is one of only eight such structures remaining in Massachusetts and has been visited and photographed by many bridge aficionados.

The Gilbert Road Bridge is a prized historic treasure in Warren and we appreciate your consideration in adding to the National Register.

Sincerely,

David Delanski, Chairman

Robert W. Souza, Vice Chairman

Robert K. Downing, Clerk

Cc: Warren Historical Commission

REC 2280
NOV 08 2010
NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

The Commonwealth of Massachusetts
William Francis Galvin, Secretary of the Commonwealth
Massachusetts Historical Commission

October 28, 2010

Mr. J. Paul Loether
National Register of Historic Places
Department of the Interior
National Park Service
1201 Eye Street, NW, 8th floor
Washington, DC 20005

Dear Mr. Loether:

Enclosed please find the following nomination form:

Crossman Bridge, Warren (Worcester), MA

The nomination has been voted eligible by the State Review Board and has been signed by the State Historic Preservation Officer. The owners of the property were notified of pending State Review Board consideration 30 to 45 days before the meeting and were afforded the opportunity to comment.

Two letters of support have been received.

Sincerely,

Betsy Friedberg

Betsy Friedberg
National Register Director
Massachusetts Historical Commission

enclosure

cc: Bruce Clouette, consultant
Sylvia Buck, Warren Historical Commission
Robert Downing, Warren Board of Selectmen
H. William Ramsey , Planning Board Chair
Massachusetts DOT

220 Morrissey Boulevard, Boston, Massachusetts 02125
(617) 727-8470 • Fax: (617) 727-5128
www.sec.state.ma.us/mhc