KIN. 904

McGinley Hart & Associates
Architects & Planners
In association with
The Sverdrup Corporation

Historic Bridge Inventory Form

MBTA Old Colony Railroad Rehabilitation Project
MBTA Contract No. X2PS18

LOCATION

Railroad route Plymouth
Location Jones River
USGS quad PLYMOUTH

Milepost # 22.26 **Val plan #** 5.19
Town/City Kingston
UTM Ref. 19/357230/4650540

PHYSICAL CHARACTERISTICS

Structure type Deck plate girder
Overall length 35-9 **Width** 6-6 **Spans** 1
Tracks 1 **Skew** 18 **Materials** steel

Bridge typology code 1 [1] 2 [2] 3 [1] 4 [13]
Span lengths 30 ap **B.D./O.D.** CD
Condition Fair **Height** 20-6

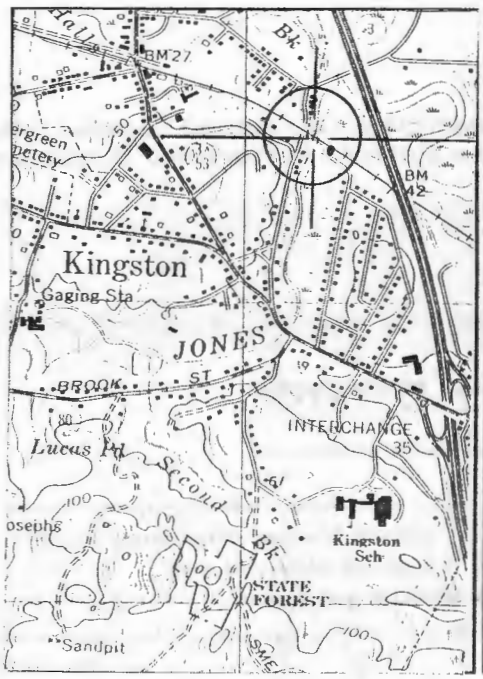
HISTORICAL SUMMARY

Date 1904 **Date(s) rebuilt** **Builder**
Common Name (if any) Jones River Bridge **Designer**

CULTURAL RESOURCE EVALUATIONS

National Register status
Local landmark designation
HAER Doc. # **Type and date of HAER documentation**
MDPW # **MHC finding** **Date of finding**
National Register recommendation
Not eligible. The bridge is an example of plate girder design frequently encountered from this period.

GRAPHICS



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Historic railroad name Old Colony Railroad **Railroad route** Plymouth **Milepost #** 22.26

HISTORY & DESCRIPTION

The Old Colony Railroad was incorporated in March 1844 to link Boston with the town of Plymouth. The line opened between South Boston and Plymouth in November 1845, and to its terminus near the present South Station the following year. In 1854, the railroad merged with the Fall River Railroad, giving the company its most famous connection to New York City: steamers which ran for many years between Fall River and the metropolis. The Old Colony continued to expand, with branch lines and connecting cross-country routes. The Old Colony network became part of the New Haven Railroad system in 1893 with a long-term lease by the larger Connecticut-based road. At its peak around 1900, the Old Colony system consisted of over 600 route miles. The core route, Boston-Plymouth, had seven inbound trains each weekday in 1898. After World War I, passenger service declined, and in 1959, all service was terminated.

The Jones River Bridge, constructed in 1904, is a single span, simply supported deck plate girder type structure with an open deck. It carries a single track over the Jones River in Kingston. The abutments are mortared granite block.

The skew angle is approximately 18 degrees at both abutments. The superstructure consists of two riveted steel plate girders which are 44-5/8 inches deep, 6'-6" apart, and span 34 feet between centerlines of bearing.

Sources

Sverdrup Corporation, *Old Colony Rehabilitation Project: Condition Assessment. Volume II (Bridges and Culverts).* December 1986.
Humphrey, Thomas J. and Norton D. Clark, *Boston's Commuter Rail: The First 150 Years. Bulletin No. 19.* (Cambridge: Boston Street Railway Association, Inc., 1985).
Mass. Dept. of Public Works, Bridge Section. *Records.*

Surveyor P.H. Stott
Survey date February 1989

Reviewer PJM
Review date 3/7/1989

Survey photographs
STU 2/3

GLOSSARY				
	Val Plan:	Railroad property valuation plan.	*HAER:*	Historic American Engineering Record
	USGS quad:	U.S. Geological Survey quadrangle map	*B.D./O.D.:*	Ballasted deck/open deck
	UTM Ref.:	USGS map grid reference in the Universal Transverse Mercator grid system.		

rev. 10/15/87

KIN.904

July 10, 1989

Jane Chmielinski
Environmental Coordinator
Massachusetts Bay Transportation Authority
Ten Park Plaza
Boston, MA 02116

RE: Old Colony Railroad Rehabilitation Project

Dear Ms. Chmielinski:

Thank you for the opportunity for Massachusetts Historical Commission staff to meet with you regarding the proposed rehabiltation of the Old Colony Railroad. MHC staff have reviewed the information conveyed at the meeting as well as the additional materials which you submitted.

As you are aware, the proposed project passes through several areas of known historical and archaeological significance. Information on the archaeological significance of various portions of the railroad route is in various stages of completeness. For example, the Gills Farm Archaeological District in Randolph has been evaluated by the MHC and is listed in the National and State Registers of Historic Places, while the Riverside Park Site in Lakeville is presently being evaluated for its significance. However, the majority of the proposed project area has not yet been systematically examined by professional archaeologists and thus may contain previously unidentified archaeological sites.

Review of the materials which you submitted indicates that commuter rail stations are proposed to be constructed at various locations along the railroad. Proposed station locations on well-drained soils adjacent to freshwater or marine resources are considered to have a strong likelihood for containing significant archaeological resources.

MHC requests that an intensive (locational) archaeological survey (950 CMR 70) be conducted in order to locate and identify any significant archaeological deposits which may be impacted by the proposed development. The scope of the investigation should include archaeological field testing of any previously undisturbed areas which may be impacted by commuter rail station construction, staging areas, or other rehabilitation-related activities. No further archaeological review is required in portions of the project area which have been severely impacted by previous work.

MHC staff have reviewed the Old Colony Railroad Historic Bridge Inventory undertaken by McGinley Hart and Associates. MHC concurs with the National

Register recommendations as outlined in the report with one exception. The 1896 I-Beam bridge in Quincy over the Furnace Brook is located within the Quincy Center Historic District which is listed in the State Register of Historic Places.

Any proposed work on the bridge is subject to review of the Quincy Center Historic District Commission and the MHC. MHC staff concur that the eleven bridges which constitute the Brockton Viaduct, the Salisbury Plain River Bridge in Brockton and the Monatiquot River Bridge in Braintree are potentially eligible for inclusion in the National Register of Historic Places.

The work proposed for the 13 bridges is consistent with the Secretary of the Interior's "Standards for Rehabilitation." MHC will review plans and specifications for these bridges and the Furnace Brook Bridge as they are developed.

MHC staff understand that no existing historically or architecturally significant railroad stations are proposed for reuse as part of the Old Colony Railroad Rehabilitation project. In addition, no new stations are proposed in any existing or potentially eligible historic districts.

The Greenbrush Line passes through the Hingham Square area which includes properties listed on the State Register of Historic Places. MHC staff understand that noise and vibration analyses have been undertaken which indicate that the proposed project will not affect the historic buildings in Hingham.

These comments are offered to assist in compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (36 CFR 800) and M.G.L. Ch. 9, ss. 26-27c, as amended by Ch. 254 of the Acts of 1988 (950 CMR 71.00).

If you have any questions please feel free to contact Maureen Cavanaugh or Peter Mills of this office.

Sincerely,

Brona Simon

Brona Simon
Deputy State Historic Preservation Officer
State Archaeologist
Director, Technical Services Division
Massachusetts Historical Commission

cc: Urban Massachusetts Transportation Administration

BS/MC/PM/kb

KIN.904

MBTA OLD COLONY HISTORIC BRIDGE SURVEY

Railroad route	Milepost #	Location	Town/City	Structure type	Date	NR Recommendations
Boston-Braintree	3.45	Freeport Street	Boston (Dorchester)	Half-thru plate girder	1911	Not eligible.
Boston-Braintree	3.71	Park Street	Boston (Dorchester)	Half-thru plate girder	1911	Not eligible.
Boston-Braintree	4.00	Victory Road/Mill St.	Boston (Dorchester)	Half-thru plate girder	1911	Not eligible.
Boston-Braintree	4.27	Morrissey Blvd., Southbound	Boston (Dorchester)	Half-thru plate girder	1911	Not eligible.
Boston-Braintree	4.33	Morrissey Blvd., Northbound	Boston (Dorchester)	Half-thru plate girder	1926	Not eligible.
Boston-Braintree	4.42	Conley St./Hamlins Xing	Boston (Dorchester)	Half-thru plate girder	1911	Not eligible.
Boston-Braintree	7.46	Furnace Brook Parkway	Quincy	Half-thru plate girder	1924	Not eligible.
Boston-Braintree	7.48	Furnace Brook	Quincy	I-Beam	1896	Not eligible. — Quincy LHD
Greenbush	0.10	Monatiquot River, foot of	Braintree	Deck plate girder	1886	Not eligible.
Greenbush	0.42	Arnold St./Walnut Ave.	Braintree	Concrete slab	1923	Not eligible.
Greenbush	0.79	Factory Pond	Braintree	Deck plate girder	1903	Not eligible.
Greenbush	1.36	Monatiquot River	Braintree	Deck plate girder	1920	Not eligible.
Greenbush	1.40	Mill Lane	Braintree	Thru plate girder	1920	Not eligible.
Greenbush	2.15	foot of Regina Rd., Webbs	Weymouth	I-Beam	1930	Not eligible.
Greenbush	3.03	North Street	Weymouth	Thru plate girder	1923	Not eligible.
Greenbush	4.61	Wharf Street	Weymouth	Deck plate girder	1889	Not eligible.
Greenbush	8.57	Weir River	Hingham	I-Beam	1905	Not eligible.
Greenbush	13.24	Bound Brook	Scituate	[I-Beam]	1911	Not eligible.
Middleboro	11.04	Union Street	Braintree	Thru plate girder	1938	Not eligible.
Middleboro	11.95	Monatiquot River	Braintree	I-Beam	1919	Not eligible.
Middleboro	12.86	Cranberry Brook	Braintree	Deck plate girder	1903	Not eligible.
Middleboro	18.84	Ames Street	Brockton	Thru plate girder	1903	Not eligible.
Middleboro	19.42	Ashland Street	Brockton	Thru plate girder	1896	Eligible.
Middleboro	19.65	Elliot Street	Brockton	Stone arch	1896	Eligible.
Middleboro	19.74	Porter's Pass	Brockton	Brick arch	1896	Eligible.
Middleboro	19.99	Court Street	Brockton	Stone arch	1896	Eligible.
Middleboro	20.04	Station Subway	Brockton	Brick arch	1896	Eligible.
Middleboro	20.10	Center Street	Brockton	Stone arch	1896	Eligible.
Middleboro	20.19	Lincoln Street	Brockton	Stone arch	1896	Eligible.
Middleboro	20.24	School Street	Brockton	Stone arch	1896	Eligible.
Middleboro	20.30	Crescent Street	Brockton	Stone arch	1896	Eligible.
Middleboro	20.37	Salisbury Brook	Brockton	Brick arch	1896	Eligible.
Middleboro	20.59	Lawrence Street	Brockton	Thru plate girder	1896	Eligible.
Middleboro	21.85	Salisbury Plain River	Brockton	Brick arch	1896	Eligible.
Middleboro	23.57	Salisbury Plain River	West Bridgewater	Thru plate girder	1924	Not eligible.
Middleboro	26.66	Town River	Bridgewater	Deck plate girder	1885	Not eligible.
Middleboro	28.00	South Brook Cattle Pass	Bridgewater	Timber stringer	20th cent.	Not eligible.
Middleboro	31.10	Taunton River	Bridgewater	Pile trestle	20th cent.	Not eligible.
Middleboro	31.36	Nemasket River	Middleboro	Pile trestle	20th cent.	Not eligible.
Middleboro	31.83	Snow's Road (Private)	Middleboro	I-Beam girder	1915	Not eligible.
Plymouth	0.24	Monatiquot River	Braintree	Stone arch	<1893	Eligible.
Plymouth	7.33	Central Street	Abington	Thru plate girder	1898	Not eligible.
Plymouth	10.32	Shumatuscacant River	Whitman	I-Beam	1918	Not eligible.
Plymouth	10.89	Cattle pass	Whitman	I-Beam (Rails)	Unknown	Not eligible.
Plymouth	11.31	Shumatuscacant River	Hanson	Reinforced concrete arch	1918	Not eligible.
Plymouth	12.43	Poor Meadow Brook	Hanson	Deck plate girder	1921	Not eligible.
Plymouth	17.67	Oak Street	Halifax	Half thru plate girder	1889	Not eligible.
Plymouth	22.23	Landing Road	Kingston	I-Beam	1904	Not eligible.
Plymouth	22.26	Jones River	Kingston	Deck plate girder	1904	Not eligible.