NEW YORK STATE DEPARTMENT OF TRANSPORTATION
BRIDGE INVENTORY FORM

DATE: 5 March 2018       PIN: 8761.55       BIN: 2223000


EVALUATION APPLYING METHODOLOGY OF NYSDOT 2002 HISTORIC BRIDGE INVENTORY

National Register Eligible _____   National Register Criteria ____________________      Not Eligible __

IDENTIFICATION

1. BRIDGE NAME(S): (if known) Ferry Street over CSX/Amtrak Bridge
2. TOWN/CITY/VILLAGE (MCD): Hudson (02140)       HAMLET:______________________________
3. COUNTY: Columbia
4. FEATURE CARRIED (street, route no., railroad): Ferry Street
5. FEATURE CROSSED (river, highway, railroad): Amtrak/ CSX
6. YEAR BUILT: 1905

DESCRIPTION

7. BRIDGE TYPE: Double-intersection Warren pony truss with three (originally five) truss webs
    7a. Number of Spans: 1       7b. Length of Span(s): 68.9 feet (70.9 feet overall length)
8. STRUCTURAL MATERIAL: a. timber ____ b. stone__ c. steel x d. concrete __ e. cast/ wrought iron ___ f. other ___
8a. Abutment Material: concrete__ stone faced__ laid-up stone x other______________________________

9. PHOTOS: (see attached)

10. INTEGRITY:   a. list major alterations and dates (if known):
    - Altered (1915); altered and renovated (1934); Rehabilitated (1955); new footings and deck (c. 1995); closed to traffic (October 2014)
    - previous use ____________________      c. moved_x if so, when? bridge constructed of components from a bridge crossing the
   b. previous use ____________________      c. moved_x if so, when? bridge constructed of components from a bridge crossing the

11. RELATED BUILDINGS AND PROPERTY (check more than one if necessary):   a. power house __   b. railroad station __
    c. bridge operators house _____   d. landscape features (specify) (i.e. stone walls, light standards) _________________
    e. other ______________________

12. BRIDGE SURROUNDINGS (check more than one if necessary):   a. open land__   b. woodland__   c. scattered buildings_x
    d. densely built-up__ e. commercial__   f. industrial x   g. residential_x h. potentially eligible historic district _____ i. other____

13. OTHER NOTABLE BRIDGE FEATURES (e.g. aesthetic treatment, multiple spans, cantilevered):

As originally constructed in 1905, it was comprised of five parallel lattice pony trusses which carried two 21 foot wide roadways flanked by 15 foot wide streetcar right of ways to the north and south. The outer lanes, carrying the streetcars, were removed when the Hudson trolley line was discontinued. It is believed that the stone ashlar supports from the bridge were reused from an earlier span (Peter H. Stott. Looking for Work: Industrial Archeology in Columbia County, New York [Kinderhook: Columbia County Historical Society, 2007], 209). That span was constructed between 1851 and 1858, according to historic maps.

According to Stott, the bridge was refurbished in 1915 when hangers were installed. Extensive repairs were made in 1934, during which the outer spans were probably removed. The bridge was rehabilitated in 1955, and more recently received a new wooden deck, concrete footings and a pedestrian walkway was constructed immediately to the north (Stott 2007: 209). As preserved today the bridge no longer reflects its original design or use.

14. HISTORIC IMPORTANCE/ ASSOCIATION (include plate information): Engineer or builder:

The original construction documents for this bridge indicate that it was fabricated from components taken from the “Albany Freight Bridge”; the earliest span which crossed the river at Albany, completed in 1866. This bridge was taken down c. 1902, and was replaced by the current bridge, occupying the same site and piers. Images of that bridge suggest that the materials were sourced from the lengthy bridge approaches (Figure 1). The bridge plate does not survive on the Ferry Street bridge.
Figures:

Figure 1. The 1866 bridge at Albany, looking east-northeast (*Harper’s Weekly Magazine*, 17 March 1866). The Ferry Street Bridge components appear to have been reused from one of the approach spans.
Figure 2. View of the bridge c. 1900, showing the two southernmost trusses, and the Trolley line bay removed in the 1930s (Byrne Fone. *Historic Hudson: An Architectural Portrait* [Hensonville, NY: Black Dome Press, 2005]).

Photographs:

Photo 1. View looking northwest showing setting and associated retaining walls.
Photo 2. View west-southwest.

Photo 3. View west showing deck and superstructure.
Photo 4. View northeast showing detail of decking and superstructure.

Photo 5. View east showing location of former south span for trolley line.
Photo 6. View northwest showing bridge and abutments.

Photo 7. View west showing abutment.
Photo 8. View west showing underside of deck.