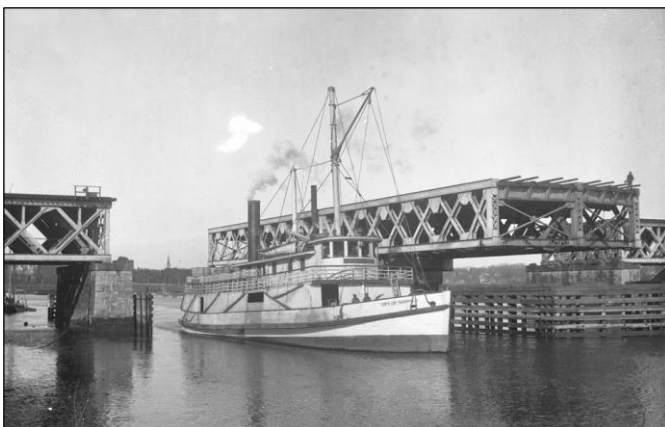


## Historic American Engineering Record (HAER) Documentation: Norwalk River Railroad Bridge Norwalk, Connecticut

The State of Connecticut is planning the replacement of the historic Metro-North Railroad swing bridge that spans the Norwalk River. In 2019, AHS recorded the bridge for the federal Historic American Engineering Record (HAER), a permanent archive of structures and sites maintained by the Library of Congress in Washington, D.C.

The bridge has historical significance as a major component of the New York, New Haven & Hartford Railroad's reconstruction of its most important route: the line between New York City and New Haven, Connecticut. Begun in the 1890s and completed in the early 1900s, the massive undertaking was intended to 1) increase capacity by doubling the number of tracks from two to four and 2) eliminate grade crossings by raising the line above surrounding city streets. The project required new movable bridges for crossing navigable rivers. The 1896 Norwalk River Bridge is the oldest remaining movable bridge on the line and the only four-track swing bridge. It typifies the railroad bridge engineering of the 1890s in the choice of a swing truss (bascules were used for the railroad's subsequent bridges on the line), the rim-bearing design, the use of a multiple-intersection truss pattern, riveted connections, and steel rather than cast and wrought iron as the material.

The bridge documentation (HAER CT-195) includes detailed descriptions of its many components and historical context for understanding the bridge's significance. It also includes historical drawings and images, new interpretive drawings by engineering firm HNTB Corporation, and large-format photography by Wayne Fleming.



*The Steamer "City of Norwalk" passing through the Norwalk River Bridge, ca. 1897-1902.*



*Interior of the pivot structure, showing flat-bar arms connected to the rollers and lattice girders radiating out from the center guide pin enclosure.*