

FORM F – STRUCTURE

Assessor's Number USGS Quad Area(s) Form Number

90/2 Reading TEW.961

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Town/City: Tewksbury

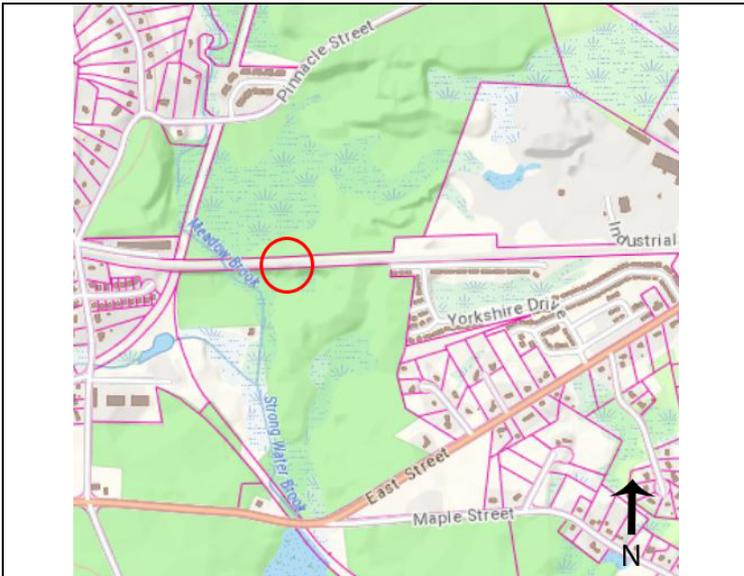
Place (*neighborhood or village*):

Photograph



Photo 1. Cattle pass, looking south.

Locus Map



Recorded by: V. Adams, G. Pineo; J. Chin; PAL

Organization: Tewksbury Historical Commission

Date (*month / year*): February 2021

Address or Location: Former Lowell & Andover Railroad tracks, east of Meadow Brook and west of Buckingham Road/Yorkshire Drive

Name: Lowell & Andover Railroad Branch Cattle Pass

Ownership: Public Private

Type of Structure (*check one*):

- boat or ship
- canal
- carousel
- dam
- fort
- gate
- kiln
- lighthouse
- other (*specify*) Cattle Pass
- pound
- powderhouse
- street
- tower
- tunnel
- wall
- windmill

Date of Construction: 1873–1874

Source: Appleton 1874; B&L 1875; Karr 1996

Architect, Engineer or Designer: Edward Appleton

Materials: Granite, Concrete

Alterations (*with dates*): Concrete deck, mid to late 20th century

Condition: Good

Moved: no yes **Date:**

Acreage: undetermined

Setting: The cattle pass is west of Meadow Brook and east of Buckingham Road/Yorkshire Drive, on the Lowell and Andover Railroad line. It is surrounded by formerly agricultural land on the north and south which has been overtaken by successional growth forest. Meadowbrook/Strong Water Brook is a short distance to the west of the cattle pass, and the land to the north is wetland near the brook.

INVENTORY FORM F CONTINUATION SHEET TEWKSBURY LOWELL & ANDOVER RR BRANCH CATTLE PASS

MASSACHUSETTS HISTORICAL COMMISSION
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Recommended for listing in the National Register of Historic Places.
If checked, you must attach a completed National Register Criteria Statement form.

DESIGN ASSESSMENT

The Lowell & Andover Railroad Branch Cattle Pass (1873–1874) is west of Meadow Brook and east of Buckingham Road/Yorkshire Drive, on the Lowell and Andover Railroad line (now Pan Am Railways Lowell Line). The single-track rail line has a straight alignment at the Cattle Pass location and is elevated on about 10 feet (ft) of fill. The area north and south of the railroad right-of-way is part of the State Hospital Conservation Area, which consists of a mix of wetlands, open fields, and mature trees. The cattle pass can be accessed by a walking trail that travels south from a parking area on Pinnacle Street, north of the Cattle Pass, and terminates at a parking area on the west side of Livingston Street, south of the Cattle Pass. The Cattle Pass is a roughly 6ft-wide stone box tunnel with an earthen floor. The structure consists of large granite block sidewalls with stepped, flared wingwalls and a reinforced rail bed concrete deck forming the roof. The line is electrified, and a metal tube enclosing wires is flush with the concrete decking. Both the north and south openings give way to a dirt walking trail that passes through the Cattle Pass under the rail line and leads to conservation lands on either side. The Cattle Pass retains integrity of function as it is actively used as a walking thoroughfare between the land north and south of the railroad; however, the land is no longer used for agricultural purposes. The Cattle Pass is typical of those constructed on railroads in Massachusetts and elsewhere during the latter half of the nineteenth century in its use of granite block construction, however, it was likely modified in the 20th century with the addition of a reinforced concrete deck.

HISTORICAL NARRATIVE

The Lowell & Andover Railroad Branch Cattle Pass (1873–1874) was likely built when the Boston & Maine Railroad Company extended railroad services between Lowell and Boston with the construction of the Lowell & Andover Branch (Appleton 1874; B&L 1875; Karr 1996). According to a rail-trail feasibility study, there were at least 23 other culverts built along the Lowell and Lawrence, Boston and Lowell, and Framingham and Lowell rail lines through Tewksbury, listed as stone boxes; none are listed in MACRIS (Fay, Spofford and Thorndike 2015:37; Appleton 1874).

The Lowell & Andover Branch was built after the Boston & Lowell Railroad's monopoly on travel between the two cities ended in 1865. The two railroad companies had a long-standing rivalry which began after the Boston & Maine Railroad Company rented track rights on the Boston & Lowell Corporation's main line to Wilmington. Traffic on Boston & Lowell's line was so heavy that Boston & Maine's trains often had to wait to operate on the line. This caused the Boston & Maine to construct their own rail line which spurred the conflict between the two companies. The line ran from Boston & Maine's main line at Lowell Junction in Andover, south of Ballardvale, to Lowell through Tewksbury (Karr 1996; B&L 1875).

During the late nineteenth century, the portion of Tewksbury north of the railroad remained agrarian, while south of the railroad was built up (Beers 1875). Historic maps do not indicate who may have owned or farmed the land that the railroad was built over. However, many farmers lived in the vicinity of the cattle pass, indicating it may have been in use by multiple farms. One such farmer was Patrick Clinton (b. 1845), an Irish immigrant who lived between East and Maple Streets in 1875 (Beers 1875; U.S. Census 1880). The cattle pass-type structures were generically known as culverts or stone boxes and were designed to accommodate the needs of property owners along railroads and other transportation corridors constructed in the early-to-mid-nineteenth century. Cattle passes were used to provide access between fields by livestock. They were often constructed with stone sidewalls and a stone arch or wood plank top, and, as use continued into the twentieth century, would be modified with a concrete top (Pineo 2018).

A late twentieth-century recreational walking trail, part of the State Hospital Conservation Restriction Area, currently uses the cattle pass to cross beneath the railroad. The current walking trail is part of a proposed extension of the Bay Circuit Trail, a recreation trail and greenway that extends through 37 towns in eastern Massachusetts that was created in the 1980s (Tewksbury Community Development n.d.; Bay Circuit 2021). The railroad remains in active use and is part of Pan Am Railways' freight line through Massachusetts (Karr 1996).

INVENTORY FORM F CONTINUATION SHEET TEWKSBURY LOWELL & ANDOVER RR BRANCH CATTLE PASS

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