

FORM F – STRUCTURE (BRIDGE)

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

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

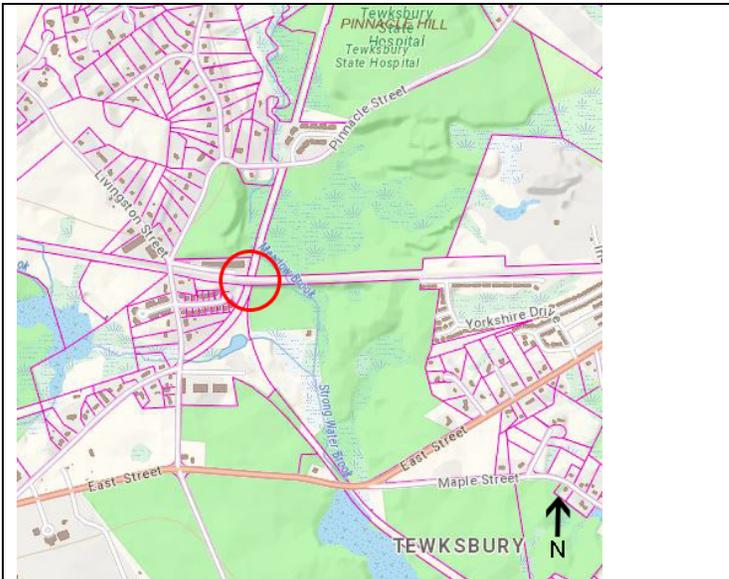
99 112 Wilmington TEW.962

Photograph



Photo 1. Former bridge abutments (Wyatt 2014).

Topographic or Assessor's Map



Coordinate Reference 42° 37'3.36" N 71° 12'44.21" W

Recorded by William J. Wyatt; V. Adams, G. Pineo, and J. Chin; PAL

Organization: Tewksbury Historical Commission

Date (month / year) January 2014; March 2021

Town: Tewksbury

Place (*neighborhood or village*)

Livingston Street, Tewksbury Junction

Street/Route: Boston & Maine Railroad

Carried over: Lowell & Lawrence Railroad

Historic/Common name:

Boston & Maine RR: Lowell & Lawrence Railroad Bridge

Ownership: Public – Commonwealth of Massachusetts

(Name of state agency or municipality)

Mass. Highway bridge no. : NA

Bridge type: Stone wall, unknown deck, railroad bridge

Bridge typology code: 0 7 1 0

Date of Construction: 1874

Source: *The Rail Lines of Southern New England* (Karr 1995)

Engineer/Designer: Daniel Mace

Bridge company/Contractor: Unknown

Material (s): Cut granite

Alterations (*with dates*): Filled in completely sometime after 1926 when this section of the rail line was abandoned.

Posted load limit (*if any*): N/A

Condition: Ruins

Moved **no** **yes** **Date:**

Acreage: 2.77

Setting: The opening through which the railroad passed is filled in and resembles the surrounding forest. Portions of the granite walls are still visible on each side of the bridge. The east side of the bridge is bordered by undeveloped land owned by the Commonwealth of Massachusetts. The west side is bordered by an industrial complex on the north side of the B&M line and by a residential neighborhood on the south side of the line.

STRUCTURE FORM (BRIDGE)

Superstructure

Overall length	30'	Deck width	15'	Skew	
Main unit: No. of spans	1	Span length	TBD		
Approaches: No. of spans	0	Span length			

Substructure (*structure below deck*)

Height above feature spanned	15'	Material of abutments or piers:	Cut granite
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ENGINEERING/DESIGN ASSESSMENT

This bridge was built in 1874 to carry the Boston & Maine branch line over the existing Lowell & Lawrence Railroad, which was then owned by the Boston and Lowell Railroad. The bridge abutments are constructed with cut pieces of granite that are stacked to form the walls on each side of the span. The construction of the span itself is unknown as the opening was filled sometime after 1926, when this section of the Lowell & Lawrence Railroad was officially abandoned. All that remains visible is a few feet of the granite abutment walls. Successional growth forest has overtaken much of the abutments and infill.

HISTORICAL NARRATIVE

The Lowell & Lawrence Railroad was an independent railroad chartered in 1846 to connect Lowell and Lawrence. Although its namesake cities were connected to Boston via the Middlesex Canal, which opened in 1803, the canal was unreliable during the cold New England winters. The railroad opened in 1848, carrying freight and passenger service. In 1848, the Lowell and Salem Railroad was chartered, and the line was built from Peabody to meet the Lowell & Lawrence line two miles east of Tewksbury Center. The confluence of the two lines formed a wye that became Tewksbury Junction.

In 1852, the Lowell & Lawrence Railroad began passenger service between Lowell and Boston by way of Wilmington Junction, where the Boston & Maine and Lowell & Salem Railroads met. The Boston and Lowell Railroad had been given a thirty-year monopoly on passenger service in 1835, and in 1855 the rail line sued the Lowell & Lawrence Railroad with the help of the firm's lawyer, the venerable Daniel Webster, for allowing the Boston & Maine Railroad to run passenger service from Wilmington to Lowell. In 1858, the Boston and Lowell Railroad won and took over the Lowell & Lawrence and the Lowell & Salem, controlled by the Lowell & Lawrence Railroad, to keep the Boston & Maine from acquiring it.

The Boston and Lowell's monopoly ran out in 1865, and in 1874 the Boston & Maine built its own line from Andover to Lowell passing just north of Tewksbury Junction. This branch line connected Lowell and Lawrence via Lowell Junction in Andover. The Boston and Maine took over the Boston and Lowell in 1877, making the Lowell & Lawrence and Lowell & Salem Railroads obsolete. By the 1920s, decreasing rail use due to the advent of the automobile forced the Boston and Maine Railroad to condense its numerous parallel branches that had been acquired over time. Among these were the Lowell & Lawrence line, which was parallel to a Boston & Maine Branch. The Lowell & Lawrence Branch was abandoned in stages, beginning with the section of track from Tewksbury Centre to Pikes Siding, just before South Lawrence, and South Lawrence and Lawrence, both in 1926; followed by the west end of the track between Bleachery and Wamesit west of Tewksbury in 1936, and Wamesit to Tewksbury in ca 1983. Following the abandonment of the track section between Tewksbury Centre and Pikes Siding, the subject bridge was infilled at an unknown time.

BIBLIOGRAPHY and/or REFERENCES

- Karr, Ronald D. (1995). *The Rail Lines of Southern New England*. Pepperell, MA: Branch Line Press.
- Karr, Ronald D. (2010). *Lost Railroads of New England*. Pepperell, MA: Branch Line Press.
- U.S. Geological Survey. Lawrence Quadrangle, Massachusetts [map], 1:62500, Topographic Quadrangle Map, Reston, VA 1888.

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

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TEW.962

PHOTOGRAPHS AND FIGURES



Photo 2. Portion of granite wall still visible on southeast side of B&M line (Wyatt 2014).



Photo 3. Portion of granite wall visible on northeast side of B&M line (Wyatt 2014).

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Photo 4. Portion of granite wall visible on southwest side of B&M line (Wyatt 2014).

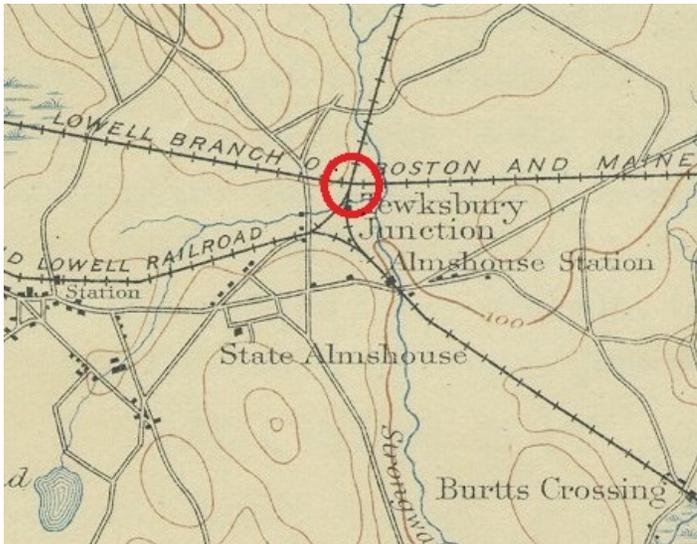


Figure 1. Approximate location of bridge (USGS 1888).