

FORM F – STRUCTURE (BRIDGE)

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

99 112

Wilmington

TEW.963

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

Town: Tewksbury

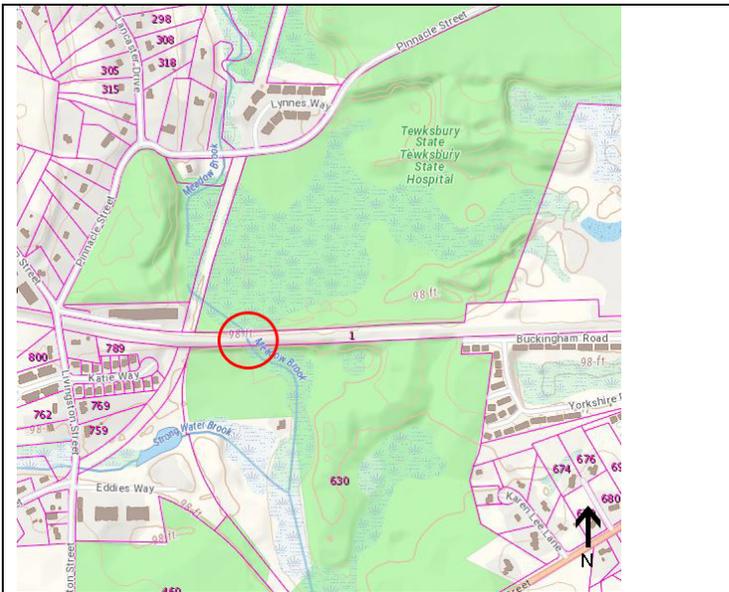
Place (*neighborhood or village*)
Livingston Street, Tewksbury Junction

Photograph



Photo 1. Opening on the north side of the Boston and Maine Line (Wyatt 2014).

Topographic or Assessor's Map



Coordinate Reference: 42°37'3.76"N 71°12'43.05"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

Street/Route: Boston & Maine Railroad

Carried over: Meadow Brook
(Railroad, river, brook, canal or road)

Historic/Common name:
Meadow Brook Culvert

Ownership: Public – Commonwealth of Massachusetts
(Name of state agency or municipality)

Mass. Highway bridge no.: N/A

Bridge type: Culvert

Bridge typology code 1 7 1 24/8

Date of Construction: 1874

Source: Karr 1995

Engineer/Designer: Daniel Mace

Bridge company/Contractor: Unknown

Material(s): Cut granite.

Alterations (*with dates*) None

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

Condition: Good

Moved no yes **Date**

Acreage: N/A

Setting: The culvert is located on land owned by the Commonwealth of Massachusetts and allows Meadow Brook to flow under the Boston and Maine Line. Meadow Brook flows south into Strong Water Brook which empties into the Shawsheen River. This area is undeveloped forest and wetlands.

STRUCTURE FORM (BRIDGE)

Superstructure

Overall length ~ 30'	Deck width ~ 15'	Skew 0
Main unit: No. of spans 1		Span length
Approaches: No. of spans		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 culvert was built in 1874 to carry the Boston & Maine Railroad branch line over Meadow Brook. It is constructed with cut pieces of granite. The opening through which the brook flows is circular with cut granite forming the voussoir arch supporting the rest of the culvert and flanking wing walls. Above the voussoirs shaping the arch are five courses of granite block topped with a capstone. The wing walls step down to near the water level,

HISTORICAL NARRATIVE

The Lowell & Lawrence Railroad was an independent railroad chartered in 1846 to connect Lowell and Lawrence. It opened in 1848, carrying freight and passenger service. 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. 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; Lawrence Junction and Salem Junction were also formed by this wye.

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 and in 1855, 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. The Boston and Lowell Railroad won and took over the Lowell & Lawrence and the Lowell & Salem, which the Lowell & Lawrence controlled, in 1858 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 in Tewksbury in 1936, and Wamesit to Tewksbury in ca 1983.

BIBLIOGRAPHY and/or REFERENCES

___ *see continuation sheet*

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.*

INVENTORY FORM CONTINUATION SHEET

TEWKSBURY

MEADOW BROOK CULVERT

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

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PHOTOGRAPHS AND FIGURES



Photo 2. Opening on the south side of the Boston and Maine line (Wyatt 2014).



Photo 3. Additional view from south showing the brook flowing into the culvert from the north side of the line (Wyatt 2014).

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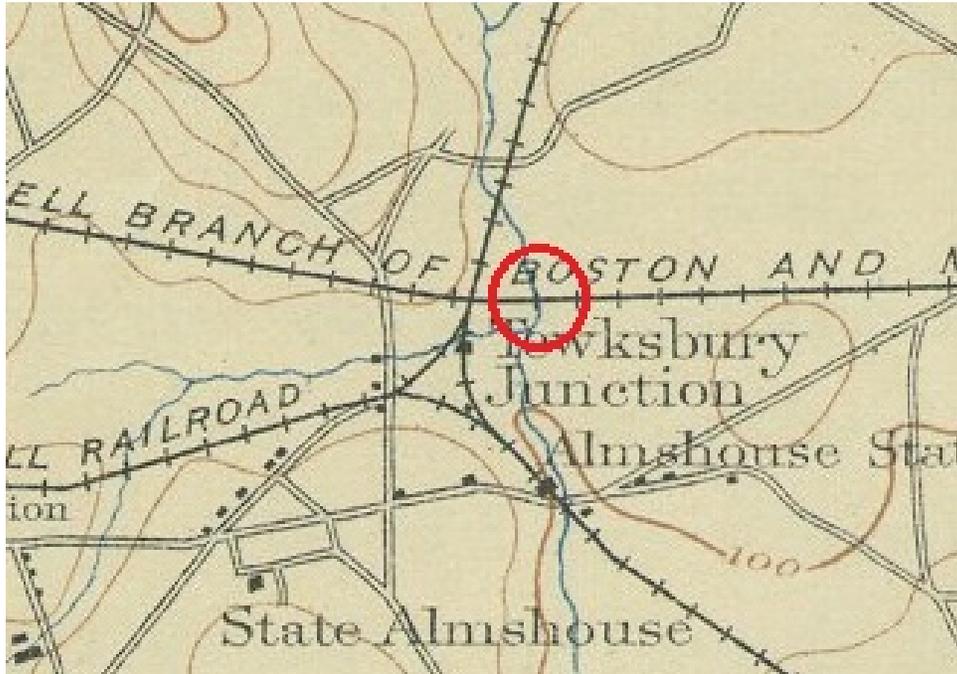


Figure 1. Approximate location of culvert (USGS 1888).