

Massachusetts Cultural Resource Information System

Scanned Record Cover Page

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| Inventory No: | WSN.905 |
| Historic Name: | Framingham Railroad Bridge (Milepost #10.96) |
| Common Name: | MBTA Historical Property Phase II Survey |
| Address: | Charles River |
| City/Town: | Weston |
| Village/Neighborhood: | |
| Local No: | |
| Year Constructed: | 1916 |
| Architect(s): | |
| Architectural Style(s): | Arch Barrel Concrete-Steel Monolithic |
| Use(s): | Other Rail Related; Other Transportation |
| Significance: | Engineering; Transportation |
| Area(s): | |
| Designation(s): | |
| Building Materials(s): | |



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Commonwealth of Massachusetts
Massachusetts Historical Commission
220 Morrissey Boulevard, Boston, Massachusetts 02125
www.sec.state.ma.us/mhc

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Historic Structure Inventory Form

MBTA Historical Property Survey, Phase II

MBTA Contract No. X2PS26

LOCATION

Railroad route Framingham

Location Charles River

USGS quad NATICK

Milepost # 10.96

Val plan # 1/11-12, 1B/10

Town/City Newton/Weston

UTM Ref. 19.314020.4689840

PHYSICAL CHARACTERISTICS

Structure type Concrete arch

Overall length 218-6

Width 62-0

Spans 1

Tracks 4 Skew 0 Materials Concrete

Bridge typology code 1 ☐ 2 ☒ 3 ☐ 4 ☒

Span lengths 76-0

B.D./O.D. BD

Condition In service

Height 36

HISTORICAL SUMMARY

Date 1916

Date(s) rebuilt

Builder

Common Name (If any)

Designer

CULTURAL RESOURCE EVALUATIONS

National Register status

Local landmark designation

HAER Doc. #

Type and date of HAER documentation

MDPW #

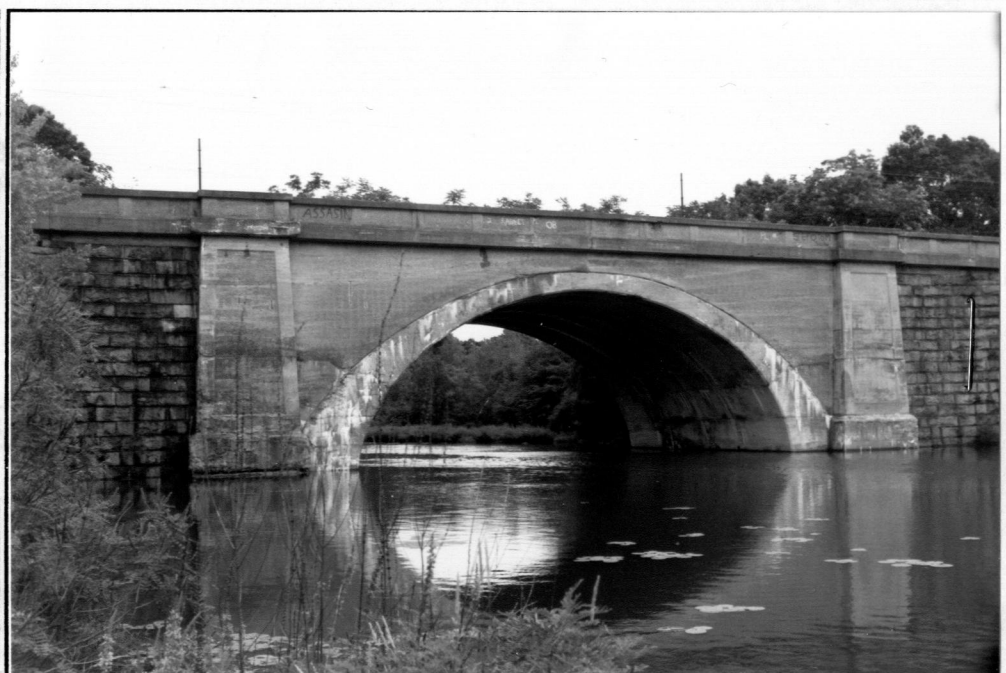
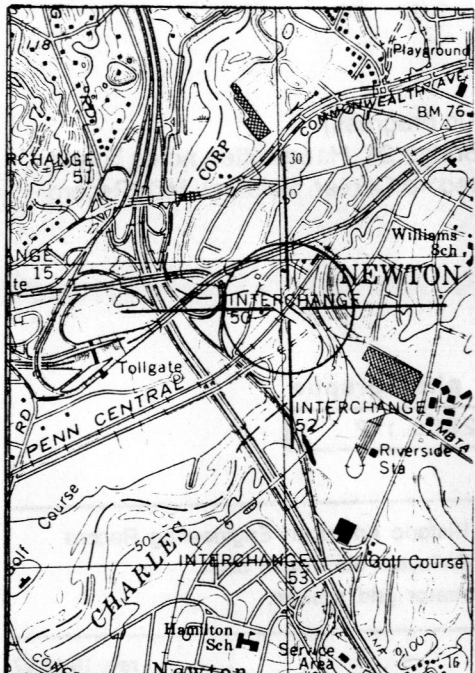
MHC finding

Date of finding

National Register recommendation

Eligible. The bridge is the longest single-span masonry arch in the MBTA survey and an important example of reinforced concrete construction from the period of its early maturity.

GRAPHICS



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Historic Structure Inventory Form

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Historic railroad name Boston and Worcester Railroad

HISTORY & DESCRIPTION

Construction of the Boston and Worcester Railroad began in Boston in August 1832. The line reached Worcester on July 3, 1835. A second track was in service by 1843. In 1867, the Boston and Worcester and the Western Railroads merged to form the Boston and Albany Railroad. The New York Central and Hudson River Railroad acquired control of the Boston and Albany Railroad in 1900. An expansion of the line to four tracks as far west as Framingham was completed in 1907.

The predecessor bridge at this location was a single-span deck lattice truss probably constructed in 1893, according to the 1916 ICC records. It was 114'-9" long, 60'-0" wide, and composed of six parallel trusses 12'-0" apart c-c. The base of the rail was 35'-6" from the level of the Charles River. A note in the ICC records dated 1/17/1916 refers to "plans in preparation for a reinforced concrete arch to replace the present steel work, using some abutments."

The present 76-foot span concrete arch was built to support four tracks. The filled spandrel arch bridge in turn is supported against the earlier bridge's ashlar granite abutments with concave wingwalls. Today only two of the four tracks are in use, the remaining tracks having been removed in the 1950s-'60s. The bridge has the longest masonry arch span of any structure in the MBTA system.

On the south side of the bridge are two steel tubular poles. These carried the trolley wires for the "Ping-Pong" electric railway to Newton Lower Falls. (This system was not used after 1926.)

Sources

Stott, Peter H., "A Guide to the Industrial Archeology of Eastern Massachusetts" (in progress).
Boston & Albany Valuation Engineer, Field Notes, Acct. 6, Valuation Section 1, Bridge 28. Handwritten notes bound with the records of the Interstate Commerce Commission, Washington National Record Center, Suitland, MD. Record Group 134, Accession No. 58A473, Box 276.

Surveyor Peter Stott

Reviewer PGM

Survey photographs

Survey date March 1988

Review date 12/6/88

31/8A--2860.1-2

GLOSSARY

| | | | |
|-------------------|---|-------------------|--------------------------------------|
| Val Plan: | Railroad property valuation plan. | HAER: | Historic American Engineering Record |
| USGS quad: | U.S. Geological Survey quadrangle map | B.D./O.D.: | Ballasted deck/open deck |
| UTM Ref.: | USGS map grid reference in the Universal Transverse Mercator grid system. | | |