

Massachusetts Cultural Resource Information System

Scanned Record Cover Page

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|--------------------------------|-------------------------------------------------------------|
| Inventory No: | SBR.924 |
| Historic Name: | Boston and Albany Railroad Bridge #27.47 |
| Common Name: | B & A Railroad Bridge over Pedestrian Underpass |
| Address: | Conrail |
| City/Town: | Southborough |
| Village/Neighborhood: | Cordaville |
| Local No: | |
| Year Constructed: | r 1920 |
| Architect(s): | |
| Architectural Style(s): | Arch Barrel Dressed Voussoir |
| Use(s): | Other Engineering; Other Rail Related; Other Transportation |
| Significance: | Engineering; Transportation |
| Area(s): | SBR.C: Cordaville |
| Designation(s): | |
| Building Materials(s): | |



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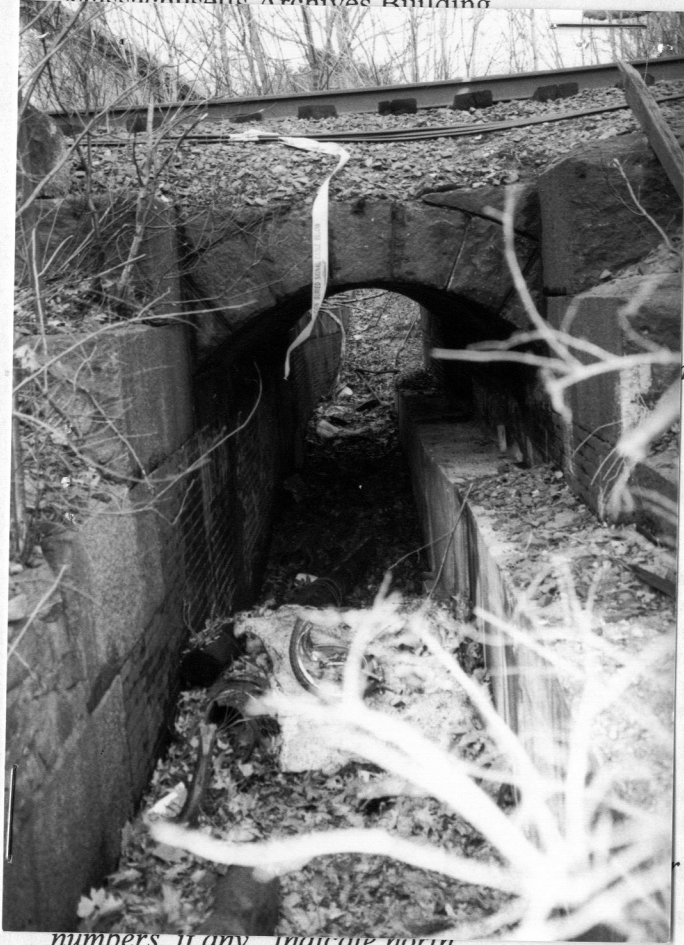
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Commonwealth of Massachusetts
Massachusetts Historical Commission
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www.sec.state.ma.us/mhc

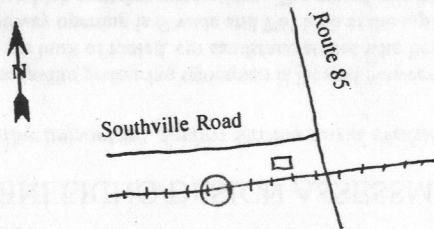
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numbers, if any. Indicate north.



UTM Reference 19/291170/4682120

Recorded by Sanford Johnson

Organization Timelines Inc.

Date 04/96

| | | | |
|--|-------------|---|-----|
| | Marlborough | C | 924 |
|--|-------------|---|-----|

Town SOUTHBOROUGH

Place (neighborhood or village)

A1-CORD

DEMOLISHED

Street/Route Conrail

Carried over Pedestrian underpass

(railroad, river, brook, canal, or road)

Historic/Common Name Boston & Albany R.R. Bridge No. 27.47

Ownership Conrail

(Name of state agency or municipality)

Mass. Highway Bridge No.

Bridge Type Pedestrian subway

Bridge Typology Code 01-00-01-23

Date of Construction Early twentieth century

Source WCRE Bridge Ratings

Engineer/Designer

Bridge Company/Contractor

Material(s) Cut sandstone; brick

Alteration (with dates)

Posted load limit (if any)

Condition

Poor

Moved ☒ no ☐ yes Date

Acreage

Setting Residential

STRUCTURE FORM (BRIDGE)

Superstructure:

Overall length 51'

Deck width 31' 5"

Skew:

Main unit: Number of Spans 1

Span length 4'

Approaches Number of Spans

Span length

Substructure (structure below deck):

Material of abutments or pier Stone/brick

Height above feature spanned 7'6"

ENGINEERING/DESIGN ASSESSMENT ☐ *see continuation sheet**Describe important design features and evaluate in terms of other bridges within the community or region.*

The Cordaville pedestrian underpass is located between the former site of the Cordaville Mills at the south and Southville Road at the north. The entry arches are built of tooled, cut sandstone arches with beaded and colored mortar joints. The ceiling of the barrel arch and walls of the tunnel are brick. The subway opening is 6' wide and 7'6" high at the top of the arch. A poured concrete box has been attached to the east wall of the interior of the subway which contains water pipes. The tunnel is in poor condition.

HISTORICAL NARRATIVE ☐ *see continuation sheet**Discuss the history of the bridge and how it relates to the development of the community.*

The Conrail/MBTA rail line was originally part of the Boston and Worcester R.R. (later the Boston and Albany R.R.), which was built in 1831-1835. The distance along the railroad between the two cities was 44.5 miles. The design provided for the construction of a second track which was built in the 1840s. The engineer responsible for determining the railroad's location was John Fessenden and the railroad agent responsible for buying the land and awarding the 75 construction contracts was William Jackson. Between Framingham and Worcester, the alignment passed through Ashland, Southborough, Westborough, Grafton and Millbury. The Boston and Worcester R.R. was one of the earliest railroads in America and has been in continuous use since its construction. The Boston and Worcester became the Boston and Albany Railroad in 1867. The B & A was leased for 99 years by the New York Central Railroad in 1898. This company merged with Penn Central in 1968 and became Conrail in 1976. The MBTA uses the track for passenger trains between Boston and Framingham. A state-appointed railroad commission was formed in 1869 and had as its goal safer rail operations, which included elimination of grade crossings. There were approximately 28 grade crossings between Framingham and Worcester in 1835. Under supervision of the commission, 15 crossings were eliminated between 1879 and 1889. A total of 65 bridges were built by 1897 and all grade crossings were planned for removal by 1901. The bridge-building campaign was funded by the railroad, the state and, to a small extent, the towns.

The pedestrian underpass was built to allow residents of the industrial village of Cordaville to walk between residences to the north and the mill buildings south of the tracks. Until the turn of the century, the crossing of Cordaville Road and the railroad was at grade. The Bridge Street bridge was constructed to minimize the risk of collision between trains and people and wagons. This was probably when the underpass was built. Pedestrian rail underpasses between Framingham and Worcester are located in the village of Cordaville in Southborough, New England Village in Grafton and on Water Street in Westborough. Of these, the Southborough underpass is the most ornate. All are in poor condition.

BIBLIOGRAPHY and/or REFERENCE ☐ *see continuation sheet*

Prior research by Barbara Putnam and Georgess McHargue for Timelines, Inc. 3/95.

Highway Bridge Report, MHC.

Massachusetts Historical Commission

1983 Reconnaissance Survey: Southborough. Massachusetts Historical Commission, Boston, MA.

Beers Atlas, 1870.

Journal of the Association of Engineering Societies, Vol. XXIX, November, 1902, "The Abolition of Grade Crossings in Massachusetts" by Edmund Turner, available at Tufts University engineering library.

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

TL-1/96

FORM F - STRUCTURE (BRIDGE)

Assessor's Number _____

USGS Quad _____

Area(s) _____

Form Number

Massachusetts Historical Commission
80 Boylston Street
Boston, Massachusetts 02116

Marlboro924Town SouthboroPlace (*neighborhood or village*) _____

Street/Route _____

Carried over Subway under Conrail line

(Railroad, river, brook, canal, or road)

Historic/Common Name Foot subwayMile marker 27.47Ownership Conrail

(Name of state agency or municipality)

Mass. Highway bridge no. _____

Bridge type Pedestrian subwayBridge typology code 01-00-01-23Date of construction Early twentieth centurySource WCRE Bridge Ratings

Engineer/Designer _____

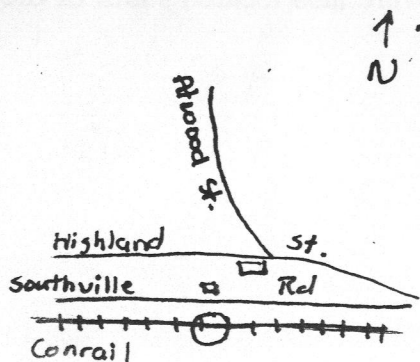
Bridge Company/Contractor _____

Material(s) Stone & brickAlterations (*with dates*) _____Posted load limit (*if any*) _____Condition PoorMoved ☐ no ☐ yes Date _____

Acreage _____

Setting Residential

natural feature. Label streets including route numbers, if any. Indicate north.



Northern hemisphere, zone 19
UTM Reference 291,170 - 4,682, 120

Recorded by B. Putnam & G. McHargueOrganization Timelines, Inc.Date (month/year) 3/95

STRUCTURE FORM (BRIDGE)

SBR.924

Superstructure:

Overall length _____ Deck width 31' 5" Skew _____Main unit: No. of spans 1 Span length _____

Approaches: No. of spans _____ Span length _____

Substructure (structure below deck):

Height above feature spanned _____ Material of abutments or piers Stone/brickENGINEERING/DESIGN ASSESSMENT ☐ see continuation sheet

Describe important design features and evaluate in terms of other bridges within the community or region.

Constructed in the early 1900s, this subway is a mortared stone and brick voussoir arch supporting an earth-filled deck which carries the rail line. The subway opening is 6' x 6', reaching 7' 6" at the crown. Along the pedestrian walkway, abutting the east wall of the tunnel, a poured-in-place concrete box has been added for the purpose of carrying water pipes through the subway. Both south and north portal walls are in poor condition, with missing stones or bricks. The subway is half full of trash and discarded water pipes, making it virtually impassable. Despite its neglected condition, the subway's stonework is of good quality. Particularly notable are the carefully cut spandrel pieces fitted around the curve of the arch. The comparatively high construction cost of this type of simple stone-arch bridge has been justified over time by its demonstrated durability.

HISTORICAL NARRATIVE ☐ see continuation sheet

Explain history of bridge and how it relates to the development of the community.

This Conrail line was originally part of the Boston and Worcester (later Boston & Albany) Railroad, constructed in the 1830s. The subway was built to allow residents of the industrial village at Cordaville to reach a pond along the Sudbury River, according to a local informant at the nearby Fitzgerald's Store. Various buildings of the mill complex were also located south of the railroad tracks.

BIBLIOGRAPHY and/or REFERENCES ☐ see continuation sheet

Highway Bridge Report, MHC

Massachusetts Historical Commission

1983 Reconnaissance Survey Report: Southborough. Massachusetts Historical Commission, Boston, MA.

No plans available in Massachusetts.

Beers Atlas, 1870.

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

The following bridges in Southborough are not individually eligible for National Register listing, but are considered eligible as contributing elements in the Cordaville Historic Area:

Conrail over Pedestrian Underpass (Boston & Albany Railroad Bridge No. 27.47)
Conrail over Route 85 (Boston & Albany Railroad Bridge No. 27.34)

The following bridges are ineligible for National Register Listing:

Ashland- Conrail over Indian Brook (Boston & Albany Railroad Bridge No. 25.84)
Conrail over Sudbury River (Boston & Albany Railroad Bridge No. 23.83)

Westborough- Conrail over Arch Street (Boston & Albany Railroad Bridge No. 34.73)
Conrail over East Main Street (Boston & Albany Railroad Bridge No. 31.99)
Fruit Street over Conrail (Boston & Albany Railroad Bridge No. 28.92)
Conrail over Maynard Street (Boston & Albany Railroad Bridge No. 33.18)
Conrail over Millpond (Boston & Albany Railroad Bridge No. 33.12)
Conrail over Water Street (Boston & Albany Railroad Bridge No. 32.22)

Grafton- Conrail over Blackstone River (Boston & Albany Railroad Bridge No. 38.24)
Conrail over Pedestrian Subway (Boston & Albany Railroad Bridge No. 37.82)
Conrail over Shrewsbury Street (Boston & Albany Railroad Bridge No. 37.90)

Worcester- Conrail over Putnam Avenue (Boston & Albany Railroad Bridge No. 43.31)
Conrail over Route 20 (Boston & Albany Railroad Bridge No. 39.92)
Conrail over Sunderland Road (Boston & Albany Railroad Bridge No. 40.23)
Conrail over Seasonal Stream (Boston & Albany Railroad Bridge No. 41.89)

Finally, MHC staff look forward to reviewing Volume IV on the Ashland, Southborough, and Westborough stations, and consulting on ways to avoid, minimize, or mitigate adverse effects to any significant historic or archaeological resources that may be affected by the project.

These comments are provided to assist in compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (36 CFR 800), Massachusetts General Laws, Chapter 9, Sec. 26-27c, as amended by Chapter 254 of the Acts of 1988 (950 CMR 71), MEPA (301 CMR 11), and the terms of the Process Memorandum of Agreement for this project.

If you have additional questions, please contact Allen Johnson or Edward L. Bell of this office.

Sincerely,

Judith B. McDonough
Executive Director
State Historic Preservation Officer
Massachusetts Historical Commission

cc: Local Historical Commissions
Michael Roberts, Timelines, Inc.
Leslie Donovan
James Herlihy, Edwards & Kelcey, Inc.
Jaqueline Wilkins, Rackemann Environmental Services, Inc.



The Commonwealth of Massachusetts
William Francis Galvin, Secretary of the Commonwealth
Massachusetts Historical Commission

September 9, 1996

Diana Parcon
Environmental Permitting Specialist
Massachusetts Bay Transportation
Authority
Ten Park Plaza
Boston, MA 02116-3974

RE: Cultural Resources Survey, Worcester Commuter Rail Extension Project; MHC #9415

Dear Ms. Parcon:

Staff of the Massachusetts Historical Commission have reviewed Volume II, "Historic Properties Survey For the Right-of-Way of the Worcester Commuter Rail Extension" which was submitted to this office together with original Area, Building, and Structure Forms. Please have two (2) additional copies of the final Volume II report submitted to the MHC to complete our files.

In general, the report is well-organized and comprehensive and MHC staff concur with the majority of the consultant's eligibility determinations for listing in the National Register of Historic Places and recommendations for further research. However, MHC staff do not agree that the right-of-way for the commuter rail extension constitutes a National Register-eligible entity; a fragment of the larger Boston & Worcester Railroad line, it retains insufficient integrity as an eligible property in its own right. After review and evaluation of this information, MHC staff have the following comments.

FRAMINGHAM

MHC staff concur that Lloyd's Diner (aka Worcester Lunch Car No. 749), 156 Fountain Street, is individually eligible for National Register listing.

The Fountain Street Area, a comparatively well-preserved complex of manufacturing and support buildings associated with the shoe, textiles, leather, and auto body manufacturing enterprises of Richard H. Long in the early 20th century, is National Register eligible.

The former Gossamer Rubber Company, 885 Waverly Street, appears to be eligible for listing for its associations with one of the oldest and largest rubber clothing manufacturers in the United States in the late 19th century; however, if National Register listing were to be pursued, additional information on construction dates and the physical development of the complex would be required.

FRAMINGHAM (cont.)

The following properties are ineligible for National Register listing:

Angier Company Building, 50 Fountain Street
 R.H. Long Car Showroom, 635 Waverly Street
 Residence, 949 Waverly Street
 Residence, 997 Waverly Street
 Residence, 1007 Waverly Street
 Residence, 1015 Waverly Street
 Residence, 1035 Waverly Street
 Residence, 1045 Waverly Street
 Residence, 1051 Waverly Street

ASHLAND

The Tilton Avenue/Cherry Street Area is eligible for National Register listing as part of a larger Ashland Center historic district.

The Kane/Ward Farmhouse, 34 Fountain Street, is individually eligible for National Register listing as a well-preserved example of a mid-19th century farmhouse with attached barn.

The former Telechron Watch Company, constructed in 1927 at 50 Homer Street is eligible for individual listing in the National Register as the only Moderne Style building in Ashland.

The following properties are ineligible for National Register listing:

Highway Department Garage, 80 Cherry Street
 Cloyes Farm, 2-4 High Street
 Residence, 15 Metcalf Street
 C.H. Tilton Shoe Factory, 60 Pleasant Street
 Saving Spring Company, 280 Pleasant Street
 Commercial/Professional Complex, 360 Pleasant Street
 Beckongreen Garden Center, 18 Waverly Street

SOUTHBOROUGH

The two mill villages of Cordaville and Southville, which developed in the mid-1800s in response to the 1830s construction of the Boston & Albany Railroad, are eligible for National Register listing. Although the mills at Cordaville are no longer extant, the community retains a significant collection of Early and Late Industrial residential architecture associated with industrial and commercial operations in the village.

The village of Southville also retains a diverse collection of housing stock constructed in the mid and late 19th century in association with no longer extant boot and shoe factories, woolen and cotton mills, and a grist mill. In addition to the residences, the village also contains a church, former railroad depot, and community hall. Historical archaeological deposits at Cordaville and Southville may retain sufficient integrity as archaeological sites to be found eligible under Criterion D. MHC staff expects that additional information will be forthcoming as the result of archaeological investigations being undertaken.

WESTBOROUGH

The properties at 25, 27, and 46 High Street Extension, 11, 13, and 15 State Street, 38, 43, and 49 Water Street, and 20 Willow Street are eligible for National Register listing as an extension of the existing West Main Street Historic District.

The Eliezer Rice House, 37 Maynard Street, is individually eligible for National Register listing as a remarkably well-preserved example of a circa 1830 Federal Style farmhouse with an earlier circa 1730 rear ell, and for its associations with Eliezer Rice, an early settler of Westborough.

The following properties are ineligible for National Register listing:

Corrugated Paper, 111 Milk Street
Bay State Abrasives, Union Street

GRAFTON

The Westborough Road Area, a grouping of moderately intact circa 1870 to 1900 single-family residences, appears to be eligible for National Register listing; however, if National Register listing were to be pursued, additional information would be required regarding the area's association with the nearby J.S. Nelson shoe factory.

The Wyman-Gordon Company Building, 244 Worcester Street, is not eligible for listing.

WORCESTER

The East Worcester Street Area is eligible for listing in the National Register as a well-preserved complex of industrial and public-works buildings associated with the late 19th and early 20th century development of the City of Worcester.

The following properties are ineligible for National Register listing:

Industrial Building, 1451 Grafton Street
Residence, 5 Hecla Street
Residence, 34 Nathaniel Street
White, Peavy & Dexter Co., Building, Putnam Lane
Industrial Building, 383 Shrewsbury Street

BRIDGES

The following bridges are individually eligible for listing in the National Register:

Ashland- Conrail over Stream (Boston & Albany Railroad Bridge No. 26.35)
Conrail over Sudbury River (Boston & Albany Railroad Bridge No. 23.54)

Southborough- Conrail over Ash Stream (Boston & Albany Railroad Bridge No. 27.29); also considered a contributing element in the Cordaville Historic Area

Westborough- Conrail over Millpond (Boston & Albany Railroad Bridge No. 33.12)