

McGinley Hart & Associates
Architects & Planners
A.G. Lichtenstein & Associates
DMC Engineering
Jane Carolan

Historic Structure Inventory Form

MBTA Historical Property Survey, Phase II
MBTA Contract No. X2PS26

P.L. NILEY
10-11-11

LOCATION

Railroad route	Lexington	Milepost #	12.16	Val plan #	13.2/10
Location	East of Bedford St. at Public Works Building	Town/City	Lexington		
USGS quad	LEXINGTON	UTM Ref.	19.315900.4703210		

PHYSICAL CHARACTERISTICS

Structure type	I-Beam stringer	Bridge typology code	1 <input type="checkbox"/> 2 <input checked="" type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 11 <input type="checkbox"/>
Overall length	22-6	Width	12 ap
Spans	1	Span lengths	17-6
Tracks	1	Materials	Steel
Skew		Condition	Out of service
Height		B.D./O.D.	OO

HISTORICAL SUMMARY

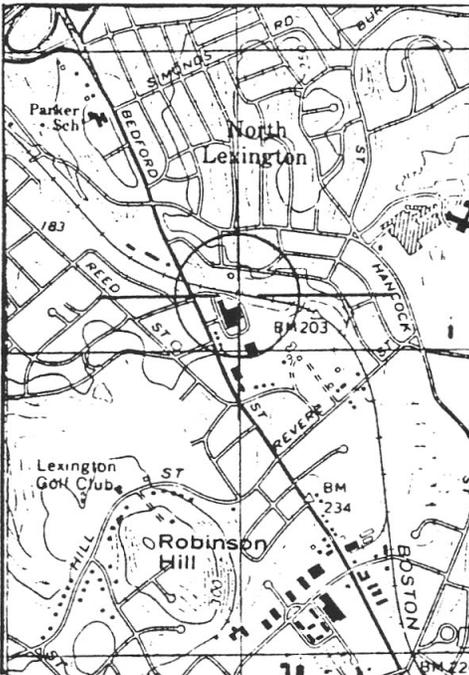
Date	1900	Date(s) rebuilt		Builder	Union Bridge Co.
Common Name (if any)		Designer			

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	

Not eligible. This bridge is an example of a common type of twentieth century bridge construction and does not possess enough historic or engineering significance to merit further research or documentation.

GRAPHICS



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Historic railroad name Lexington and West Cambridge Railroad

HISTORY & DESCRIPTION

Construction of the Lexington and West Cambridge Railroad, running between the connection with the Fitchburg Railroad at West Cambridge and Lexington Center, was completed on September 1, 1846. The line was operated by the Fitchburg Railroad. An extension of the line from Lexington to Concord was completed in 1873. Passenger service on this line ended in 1977, and the track has been removed in many places. The right-of-way is currently being rebuilt as the Minuteman Bike Trail.

Coursed, quarry-faced ashlar granite abutments carry a single track, open deck, I-beam stringer bridge. Three I-beam stringers, braced by steel diaphragms, are beneath each rail. Bridge has riveted gusset plates and upper lateral bracing. Bridge abutments appear to have been built to accommodate two tracks. Space where second track may have been is now occupied by a steel stringer pedestrian walkway. This bridge was built to permit the Lexington and Boston (later Middlesex and Boston) Street Railway to cross the Lexington branch undergrade.

Sources

Boston & Maine Railroad, Valuation Survey Reports for Interstate Commerce Commission. Valuation Fieldnotes: Account 6. Boston & Maine Railroad Historical Society Archives, University of Lowell.
Interview with Mr. Norton D. Clark, Boston, December 1987.

Surveyor Charles Scott

Reviewer AGL

Survey photographs

Survey date November 1987

Review date 11/23/87

34/20A

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