

**United States Department of the Interior
National Park Service**

For NPS use only

**National Register of Historic Places
Inventory—Nomination Form**

received DEC 31 1985

date entered

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Wellesley Farms Railroad Station and Station Pond

and or common Wellesley Farms Railroad Station (preferred)

2. Location

street & number Croton Street Extension

N/A not for publication

city, town Wellesley

N/A vicinity of

state Massachusetts

code 025

county Norfolk

code 021

3. Classification

Category

- district
- building(s)
- structure
- site
- object

Ownership

- public
 - private
 - both
- Public Acquisition**
- N/A in process
 - being considered

Status

- occupied
 - unoccupied
 - work in progress
- Accessible**
- yes: restricted
 - yes: unrestricted
 - no

Present Use

- agriculture
 - commercial
 - educational
 - entertainment
 - government
 - industrial
 - military
- museum
 - park
 - private residence
 - religious
 - scientific
 - transportation
 - other:

4. Owner of Property

name Town of Wellesley

street & number 525 Washington Street

city, town Wellesley

N/A vicinity of

state Massachusetts

5. Location of Legal Description

courthouse, registry of deeds, etc. Norfolk County Registry of Deeds

street & number 650 High Street

city, town Dedham

state Massachusetts

6. Representation in Existing Surveys

title Inventory of the Historic Assets of
the Commonwealth of Massachusetts

has this property been determined eligible? yes no

date 1985 #368

federal state county local

depository for survey records Massachusetts Historical Commission

city, town Boston

state Massachusetts

7. Description

Wellesley Farms Railroad Station, Wellesley, Massachusetts

Condition		Check one	Check one
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved
<input checked="" type="checkbox"/> fair	<input type="checkbox"/> unexposed		date <u>N/A</u>

Describe the present and original (if known) physical appearance

The Wellesley Farms Railroad Station is a small granite building set on a two-acre lot with hardwood plantings and a small pond. The property is located in a residential neighborhood approximately two and a half miles northeast of Wellesley Center. Wellesley is a densely developed residential suburb some 11 miles west of Boston.

The property is bounded by Glen Road on the north, Croton Street Extension on the east, by a line of convenience on the south and by the Boston and Albany (now Conrail) right of way on the west. In addition to the station, the property also contains a one-acre pond, which the Town of Wellesley has designated as a park. South of the property is a large paved parking lot for commuter traffic.

The station is basically rectangular in plan with a small projection, containing the Ticket Office, in the northwest corner. One story in height, the station is dominated by its deep hipped roof, enclosing the waiting room and an inset porch on the track side. An open porte cochere with a smaller hipped roof intersects the building at its northeast corner. The building rests on a full basement which has been filled in. In 1969, a fire gutted the interior of the structure. None of the interior finish was replaced and the building is now maintained as an open shell.

The station is constructed of tan Milford granite with red Longmeadow sandstone trim. It rests on a low foundation of smooth-faced granite. Large blocks of rock-faced granite laid in coursed ashlar form the walls of the structure. Windows and doors are framed with rusticated sandstone surrounds. The hipped roof of the station rises to a short ridge, which is capped with copper coping. The roof is sheathed with rectangular dark grey slates laid in a regular pattern. A tall, rectangular chimney of rusticated granite pierces the south side of the roof. In the northwest corner, the roof is conically contoured to reflect a bowed window which originally occupied that corner.

The station is entered on the east side from Croton Street Extension. The east elevation is three bays wide. It contains a large double window in the central bay flanked by a narrow window to the south and a simple flat-arched entrance to the north. A hip-roofed porte-cochere, supported on square stone piers of smooth-faced granite, projects from the entrance.

The north elevation is two bays wide and incorporates a double window to the east and a large square single window to the west. The latter window, which features a projecting curved sill, once contained a bowed window and housed the station's ticket office. The shallow, conically contoured roof above further articulates the ticket office bay.

Continued

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Continuation sheet

Item number 7

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The west elevation faces the tracks and contains the ticket office and an open recessed porch to shelter commuters. The elevation is four bays wide. In the northwest corner is the ticket office bay, with its curved sill and corresponding contoured roofline. The porch extends the length of the building and is supported by a large, square, rock-faced granite pier on the southwest corner and by a massive oak beam resting on large curved oak brackets set into the wall. The porch shields the three remaining bays of the elevation. Centered in that section is a flat-arched entrance to the station. A single large window is set on either side of the entrance. The south elevation is two bays wide and contains the open entrance to the porch, at the southwest corner, two windows and a chimney. The station's chimney is centered on the south wall. To the west is a single large window lighting the waiting room. The window to the east, originally for the station's toilet and since bricked in, is small and narrow and set high up on the wall.

The station interior was gutted by fire in 1969. There are no remains of the station's original wood panelling, floor, windows, and trim. The interior walls are of unfinished brick and granite masonry. Because the original floor was unsafe following the 1969 fire, the basement was filled and a new concrete floor poured. Only the wooden roof framing remains of the original interior structure. Electric floodlights have been placed in a grilled enclosure at the roof's apex.

Of the station's original landscaping, however, much is extant. The station stands in an area of rocky highlands within the Charles River drainage. Numerous small ponds dot the town. Wight's Pond, just west of the station, is one of these. It is probable that the pond at the station was formed by the laying of the railroad bed across the eastern end of Wight's Pond. Two other shallow depressions, just east of the station, may also once have formed part of Wight's Pond.

The station pond is the focus of the lot's landscaping. The lot is relatively flat and is planted naturalistically with red oak, white pine, rhododendron and forsythia. Much of this grows from stock originally planted as part of Olmsted's scheme. Low evergreen shrubbery, of recent date, is planted around the station itself.

Croton Street Extension forms a looping S-curve from Croton Street, around the pond, in front of the station and up to Glen Road, an early east-west corridor from Newton Lower Falls to Weston. The station is set on this curve, some 300' from Croton Street. Directly before the station, Croton Street Extension makes its deepest curve. Originally, at this point, the road, on its outside curve, gave drive-through access to the station's porte-cochere; the installation of sidewalks has since eliminated vehicular access. Originally, too, it is assumed, the interior (eastern) curve of the road was laid parallel

Continued

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Wellesley Farms Railroad Station

Continuation sheet Wellesley, Massachusetts Item number 7

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to this. Subsequently, the east side was opened to allow additional parking. The pond and adjacent land are now owned by the Town of Wellesley and are used as a park.

8. Significance Wellesley Farms Railroad Station, Wellesley, Massachusetts

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input checked="" type="checkbox"/> community planning	<input checked="" type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input checked="" type="checkbox"/> other (specify)
				community development

Specific dates 1885; 1894

Builder/Architect H.H. Richardson (commissioned); Shepley, Ruten and Coolidge (designed); O. W. Norcross (builders); F. L. Olmsted (landscaping)

Statement of Significance (in one paragraph)

The Wellesley Farms Station and its grounds meet Criteria A and C of the National Register of Historic Places and retain integrity of location, design, setting, materials, feeling and association.

The Station is an excellent example of the Richardsonian Romanesque style of architecture, commissioned to Henry Hobson Richardson and Frederick Law Olmsted. Though gutted on the interior by fire in 1969, the station still conveys the critical elements of the Richardsonian style in its simplicity of detailing and form, extensive use of polychromatic, rock-faced masonry, broad roof planes and massiveness of construction. Constructed in 1894, under the supervision of the firm of Shepley, Ruten and Coolidge and built by the Norcross Brothers Construction Company, the station was commissioned in 1884 by the Boston and Albany Railroad Company to H.H. Richardson. While the extent of Richardson's direct involvement in the station's design was probably quite small, the Station nonetheless embodies the characteristics which made Richardson's railroad stations for the Boston and Albany models of their day.

Frederick Law Olmsted was responsible for the landscaping of the station, much of which remains intact. A curvilinear approach to the station takes advantage of a pond located on the site, while surviving stands of the original hardwoods and evergreens planted on the site provide a naturalistic setting for the suburban station. The Wellesley Farms Station is one of only two examples of the collaboration of H.H. Richardson and F.L. Olmsted in railroad stations that remain substantially intact and is the only such example remaining of the Boston and Albany Railroad Stations. For these reasons, the Wellesley Farms Station and its grounds meet National Register criteria on the State level of significance in architecture and landscape architecture.

In addition, the Wellesley Farms Station is locally significant in the areas of transportation, community planning and community development as the only substantially intact 19th century commuter rail station in the town, which developed as an affluent suburb of metropolitan Boston largely as a result of the introduction in 1834 of the Boston and Albany Railroad. The Boston and Albany was one of the earliest passenger rail lines in the country.

The first of H. H. Richardson's Boston and Albany commissions was for the Auburndale station in a section of Newton, Massachusetts, in 1881. Considered his finest by Henry-Russell Hitchcock, the Auburndale Station (demolished ca. 1960) was probably the only one of his suburban railroad stations designed completely by Richardson himself.

Continued

9. Major Bibliographical References

See continuation sheet.

10. Geographical Data

Acreeage of nominated property 2.08

Quadrangle name Natick

Quadrangle scale 1:25,000

UTM References

A

1	9	3	1	1	2	7	5	1	0	4	1	6	8	1	7	9	4	1	0
Zone		Easting					Northing												

B

Zone		Easting					Northing													

C

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D

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G

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H

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Verbal boundary description and justification

See continuation sheet.

List all states and counties for properties overlapping state or county boundaries

state N/A code county code

state N/A code county code

11. Form Prepared By

name/title Sarah Zimmerman, Director, Preservation Planning with Mathew A. Kierstead, Wellesley, MA

organization Massachusetts Historical Commission date October, 1985

street & number 80 Boylston Street telephone (617) 727-8470

city or town Boston state Massachusetts

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature Valerie A. Talmage

title Executive Director, Massachusetts Historical Commission date 12/20/85

For NPS use only

I hereby certify that this property is included in the National Register

William B. Bushay date 2/14/86
Keeper of the National Register

Attest: Beth L. Savage date 2-14-86
Chief of Registration

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Wellesley Farms Railroad Station

Continuation sheet Wellesley, Massachusetts

Item number 8

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By 1885, when three railroad stations for the town of Wellesley were commissioned to Richardson by the Boston and Albany Railroad, most of Richardson's designs were being developed from Richardson's sketches by his office staff. Prominent among that staff were Charles A. Coolidge (1858-1936), Charles H. Rutan (1851-1914) and George F. Shepley (1860-1903). Successors to Richardson's practice after his death in 1886, Shepley, Rutan and Coolidge were responsible for the construction of the three Wellesley Stations. These were built at Wellesley Farms, Wellesley Square and Wellesley Hills. The Wellesley Square station was demolished in 1961, while the Wellesley Hills station, converted to commercial use, has been substantially altered. With the exception of the interior, the original fabric of the Wellesley Farms Station remains essentially intact and unaltered.

Though not constructed until eight years after Richardson's death, the Wellesley Farms Station is nearly identical to one commissioned to Richardson in 1884 and completed in 1888. The Eliot station of the Highland branch of the Boston and Albany (demolished ca. 1960) exhibited porch and ticket bay features, massing and detailing nearly identical to Wellesley Farms. This suggests that the design for Wellesley Farms was substantially developed by 1888 and probably stems from concepts initiated by Richardson. Regardless of Richardson's actual involvement, the Wellesley Farms Station is today one of only two Massachusetts railroad stations in an intact setting that demonstrates the work of the master.

Richardson's collaboration with Frederick Law Olmsted was extensive and is well known. Richardson and Olmsted are known to have collaborated on at least ten railroad stations for the Boston and Albany Railroad. The Wellesley Stations (Farms, Hills and Square) are three of these. These were commissioned to Olmsted as Boston and Albany Job #647. Olmsted and Richardson also collaborated on the Old Colony Station (NR, 1972) in North Easton, Massachusetts. Of the ten Boston and Albany Stations, six have been demolished. Of the four stations still extant (Wellesley Farms, Wellesley Hills, Palmer, Framingham), only Wellesley Farms retains its landscaping.

Richardson and Olmsted's railroad stations were considered models of good design for their day. Mariana Griswold Van Rensselaer wrote of Richardson's Stations in 1885:

Their beauty is so seductive - so simple yet so picturesque, so dignified yet so rural looking - that it is hard to protest against them. In fact, our country railroad stations had so long been hideous makeshift or futile attempts at prettiness (and in either case synonyms for fragility and parsimony), that the massiveness of Richardson's seemed a protest which would have been less welcome had it been less emphatic. Nor was it often too emphatic. The majority of his stations are as simple and right in feature as they are appropriate in general effect, while none of them show more than a touch of decoration.

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Some seventeen years later, Charles Mulford Rubinson, the first professor of civic design in the country, remarked on the place of Richardson and Olmsted's stations on the design of railroad systems in general. In A Railroad Beautiful, published in the November, 1902 issue of Garden and Forest magazine, Mulford wrote:

Instead of a fadist's dream or the whimsical claim of the theorist, the purpose to beautify the railroad is a matter of common observation and knowledge, the principal systems of the country now having their landscape architect as certainly as their roadmaster. A pioneer in the work was the Boston and Albany road...of all the roads in the country, the Boston and Albany, by the degree to which it has developed the project...offers the most complete and perfect object lesson available of what "the railroad beautiful" may be...The stations, designed by H.H. Richardson, had created a new standard and had given birth to ideals that could not be satisfied with neglected or barren station yards. So... Frederick Law Olmsted was engaged to prepare the grounds.

The Wellesley Farms Station itself is further described in an April, 1904 House and Garden article by Robinson:

Beyond the Newton Circuit the Wellesleys are the first places reached. At Wellesley Farms, which is the first of the three, the highway is about parallel to the railroad, with the little station lying between. In the tract that separates highway and railroad there is a pond, and probably most railroad companies would promptly have filled it up. But once more a good landscape architect is glad to get not only hints, but all the help he can, from Nature; and when in this case she furnished so charming and unusual a feature as a pond on station grounds, he availed himself of the opportunity. There is certainly a sensible and widely practicable suggestion in this action. He has protected the little sheet of water by a tangled border, and since it was not in quite the most convenient place he has swung the highway sharply around so that, while skirting, it may not trespass upon the pond. The result? Wellesley Farms Station is unique, and to be remembered. It has the strong sort of individuality, as almost every site in nature would have if it were given a chance. You can have no doubt that people grow actually to love it, and can fancy little babies wheeled up and down there in their carriages - think of that, for a station on the main line of an important steam railroad! In this connection it should be observed, that as one comes to the station, the tracks, themselves are quite 'planted out.' It is not the landscape architect's business to advertise steel rails and cinders. He does better than that for his road.

It is interesting to note that station keepers of the Boston and Albany took an active interest in the upkeep of the landscaping: E.A. Richardson (no relation), one such station keeper, studied at the Arnold Arboretum, Boston,

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and was subsequently appointed Manager of the Boston and Albany horticultural nurseries.

The Boston and Albany Railroad was built in 1834 and was the sole rail route west from Boston to New York State. The railroad immediately began to influence the areas it served.

When travelers first began to pass through Wellesley - then West Needham, a Village of Needham - by rail, the area was noted for its natural beauty; its clean air, clear lakes and rolling hills. The Village soon became a popular convalescent area, particularly for individuals afflicted with consumption, and also became known as simply a "beautiful place to live".

By the 1850s, wealthy Bostonians began to settle in the Village, drawn by its beauty and the convenience of a forty minute rail commute to Boston. In 1852, a Bostonian, Horatio H. Hunnewell, built his mansion, "Wellesley", on the shores of Lake Waban in the Village. It is from the great volume of mail delivered to "Wellesley" through the railway Post Office that the Village became known popularly as Wellesley; and when the Village became a Township it adopted this name.

In 1875, Henry Fowle Durant, a wealthy relation of Horatio Hunnewell, founded Wellesley College. Dr. William Morton, discoverer of the anaesthetic properties of ether, was one of the many notables who took up residence in the Village. Thomas Alva Edison lived there for a short time.

By 1876, more than a hundred businesses had been established in the Village to serve its growing population. In that year, F. Diehl & Sons began their lumber supply and ice and coal operations in the Village. F. Diehl soon became the largese freight customer on the Boston and Albany Railroad. Their freight yard and coaling docks occupied the extensive area now known as the Linden Street shopping center in Wellesley.

The combination of existing waterways and the new railroad brought mill operations to the Lower Falls area of the Village and a paint factory and ice house to Lake Crossing, adjacent to the currently existing athletic fields at Wellesley College. The new industry was served by branch lines of the Boston and Albany Railroad.

In addition to new residents and new businesses, the Village attracted developers who sought to capitalize on its proximity to Boston and the convenience of its railway stops. The early railway stations served as the focus for several early land developments and subdivisions. In 1853, Daniel Ayers' "Bostonville" was planned, 306 lots in a 200 acre parcel near Rice's Crossing, now the Wellesley Farms Station. Another, more successful

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development at the site was the parceling of the Yotz family property. Stonework and waterworks of the "Brookway" development still exist in the Wellesley Farms area today, a feature of interest and evidence of the richness of the development proposed in the area.

In 1865, Isaac Sprague and Robert Albion Clapp purchased two parcels of land adjoining the Grantville (now Wellesley Hills) station. The land was successfully developed into the Belvedere and Cliff Estates, as they are now known.

The Village Square area, with its close proximity to F. Diehl & Sons, became the business focus of the Village and its development was of a mixed residential and commercial nature.

All three of the Village Stations served as Post Offices, as all mail was delivered to the Village by means of Railway Post Office cars.

The Boston and Albany railroad was instrumental in fostering the expansion and development of the Village of West Needham to the degree that it became a self-sufficient community. The Village population had swollen and it had its own churches, schools, post offices and libraries. The Village was served by its own railroad line and there were no convenient rail or water connections with Needham proper. The coming of the railroad brought new leadership, a changed economy and formal patterns of land use to the Village of West Needham, giving it an identity of its own. Ultimately, the Village split from Needham and was incorporated as the Town of Wellesley in 1881.

In 1885, the Boston and Albany Railroad commissioned H.H. Richardson and F.L. Olmsted to design, build and landscape three railroad stations in the new Town of Wellesley. The stations replaced dilapidated wooden structures then in place and were given new names that reflected their places within the new community: Wellesley Square, Wellesley Hills, and Wellesley Farms.

The Farms Station is the only remaining station in the town that still serves its original purpose as a shelter for railroad passengers. The station is no longer used for the sale of tickets or for freight or mail delivery purposes.

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date entered

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2. Hitchcock, Henry Russell. The Architecture of H.H. Richardson and His Times. M.I.T. Press, 1977, Cambridge, Mass.
3. Van Rensselaer, Mariana Griswold. Henry Hobson Richardson and His Works. Dover Publications, 1969, New York, New York.
4. Ochsner, Jeffrey Karl. H.H. Richardson: Complete Architectural Works. M.I.T. Press, 1982, Cambridge, Mass.
5. Robinson, Charles Mulford. "A Railroad Beautiful." House and Garden Magazine. November, 1902, H.T. Coates & Co. Philadelphia, PA.
6. Robinson, Charles Mulford, "Suburban Station Grounds." House and Garden Magazine. April, 1904. H.T. Coates & Co. Philadelphia, PA.
7. O'Gorman, James F., H.H. Richardson and the Architecture of the Commuter Railway Station. Essay appearing in "Around the Station: The Town and the Train - Focus of a New England Town's Growth". Danforth Museum, 1978, Framingham, MA.
8. Archives: Wellesley Historical Society, Wellesley, MA.
9. Archives: Wellesley Public Library, Wellesley, MA.
10. Archives: Shepley, Bulfinch, Richardson and Abbott, Boston, MA.
11. Archives: Houghton Library, Harvard University, Cambridge, MA.
12. Archives: Baker Library, Harvard Business School, Cambridge, MA.
13. Archives: Massachusetts Olmsted Historic Site, Brookline, MA.
14. Private Archives: Richard S. Bowers Jr. Esq., Elkhart, Ind.

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VERBAL BOUNDARY DESCRIPTION AND JUSTIFICATION

Refer to attached Assessors Map and Deed Descriptions. The property was sold to the Town of Wellesley in two parcels on two separate dates. Both parcels are now in Town ownership, and include all structures and plantings pertinent to this nomination.

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

86000259

Wellesley Farms Railroad Station
Norfolk County
MASSACHUSETTS

Substantive Review

Working No. DEC 31 1985
Fed. Reg. Date: 2-3-87
Date Due: 1/30/86 - 2/14/86
Action: ACCEPT 2-14-86
 RETURN
 REJECT
Federal Agency: _____

- resubmission
- nomination by person or local government
- owner objection
- appeal

Substantive Review: sample request appeal NR decision

Reviewer's comments:

The station and its grounds are significant as a rare surviving example of the collaboration of Henry Holson Richardson and Frederick Law Olmsted in the design of Boston and Albany Railroad Stations. Although the integrity of the station's interior has been damaged by fire, the building maintains its important historic relationship with the landscape and thus conveys its primary significance.

Recom./Criteria Accept A, C
Reviewer Savage
Discipline Architectural History
Date 2-14-86
see continuation sheet

Nomination returned for: technical corrections cited below
 substantive reasons discussed below

1. Name _____

2. Location _____

3. Classification

Category _____ Ownership _____ Status _____ Present Use _____
Public Acquisition Accessible

4. Owner of Property _____

5. Location of Legal Description _____

6. Representation in Existing Surveys

Has this property been determined eligible? yes no

7. Description

Condition excellent good fair deteriorated ruins unexposed unaltered altered original site moved date _____

Describe the present and original (if known) physical appearance

- summary paragraph
- completeness
- clarity
- alterations/integrity
- dates
- boundary selection

8. Significance

Period _____ Areas of Significance—Check and justify below

Specific dates _____ Builder/Architect _____
Statement of Significance (in one paragraph)

- summary paragraph
- completeness
- clarity
- applicable criteria
- justification of areas checked
- relating significance to the resource
- context
- relationship of integrity to significance
- justification of exception
- other

9. Major Bibliographical References

10. Geographical Data

Acreage of nominated property _____
Quadrangle name _____
UTM References _____

Verbal boundary description and justification _____

11. Form Prepared By

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

____ national ____ state ____ local

State Historic Preservation Officer signature _____

title _____ date _____

13. Other

- Maps
- Photographs
- Other

Questions concerning this nomination may be directed to _____

Signed _____ Date _____ Phone: _____



Property Name: Wellesley Farms Sta-
tion and Station Pond
Area

Street Address: Croton Street

Community: Wellesley, Mass.

Photographer and Date: Matthew Kier-
stead 4/84

Location of Negative: 6 Paine Street
Wellesley Hills, Mass.

Photo Number 1 of 47

Description of View: Station, North
Facade



Property Name: Wellesley Farms Sta-
tion and Station Pond
Area

Street Address: Croton Street

Community: Wellesley, Mass.

Photographer and Date: Matthew Kier-
stead 4/84

Location of Negative: 6 Paine Street
Wellesley Hills, Mass.

Photo Number 2 of ~~4~~ 7

Description of View: Station, West
Facade



Property Name: Wellesley Farms Sta-
tion and Station Pond
Area

Street Address: Croton Street

Community: Wellesley, Mass.

Photographer and Date: Matthew Kier-
stead. 4/84

Location of Negative: 6 Paine Street
Wellesley Hills, Mass.

Photo Number 3 of 47

Description of View: Station, South
Facade



Property Name: Wellesley Farms Station
and Station Pond Area
Street Address: Croton Street
Community: Wellesley, Mass.

Photographer and Date: Matthew Kier-
stead 4/84

Location of Negative: 6 Paine Street
Wellesley Hills, Mass.

Photo Number 4 of 47

Description of View: Station, East
Facade



Property Name: Wellesley Farms Station
and Station Pond Area
Street Address: Croton Street
Community: Wellesley, Mass.

Photographer and Date: Matthew Kier-
stead 11/84

Location of Negative: 6 Paine Street
Wellesley Hills, Mass.

Photo Number 5 of 7

Description of View: Station, with
Pond behind, looking South from Glen
Road Bridge.



Property Name: Wellesley Farms Station
and Station Pond Area

Street Address: Croton Street

Community: Wellesley, Mass.

Photographer and Date: Matthew Kier-
stead 11/84

Location of Negative: 6 Paine Street
Wellesley Hills, Mass.

Photo Number 6 of 7

Description of View: Station, looking
Northwest on Croton Street, with
Grounds and Pond on Left.



Property Name: Wellesley Farms Station
and Station Pond Area
Street Address: Croton Street
Community: Wellesley, Mass.

Photographer and Date: Matthew Kier-
stead 11/84

Location of Negative: 6 Paine Street
Wellesley Hills, Mass.

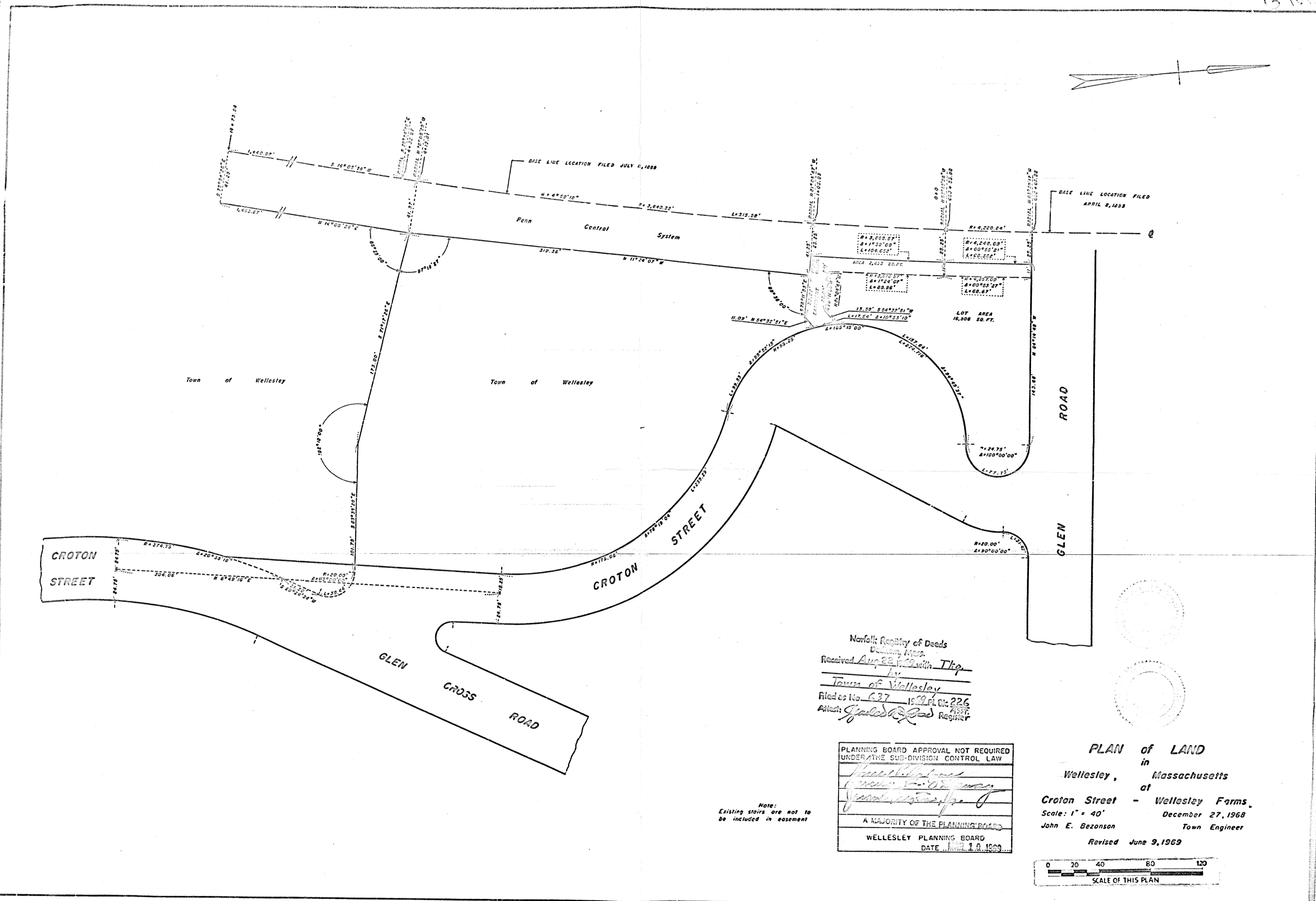
Photo Number: 7 of 7

Description of View: View of Station
from across the Pond, looking North

Wellesley Farms Station, Wellesley Mass.

1072

6102

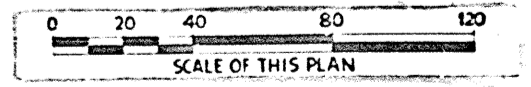


Norfolk Registry of Deeds
 Duxbury, Mass.
 Received Aug 28, 1969 with Thp
 by Town of Wellesley
 Filed as No. 637 in PLK 226
 Attest: [Signature] Registrar

PLANNING BOARD APPROVAL NOT REQUIRED
 UNDER THE SUB-DIVISION CONTROL LAW
[Signature]
[Signature]
 A MAJORITY OF THE PLANNING BOARD
 WELLESLEY PLANNING BOARD
 DATE June 9, 1969

Note:
 Existing stairs are not to
 be included in easement

PLAN of LAND
 in
 Wellesley, Massachusetts
 of
 Croton Street - Wellesley Farms.
 Scale: 1" = 40' December 27, 1968
 John E. Bezanson Town Engineer
 Revised June 9, 1969



ORIGINAL ON FILE

Wellesley Farms Railroad Station
 Croton Street Extension
 Wellesley, MA

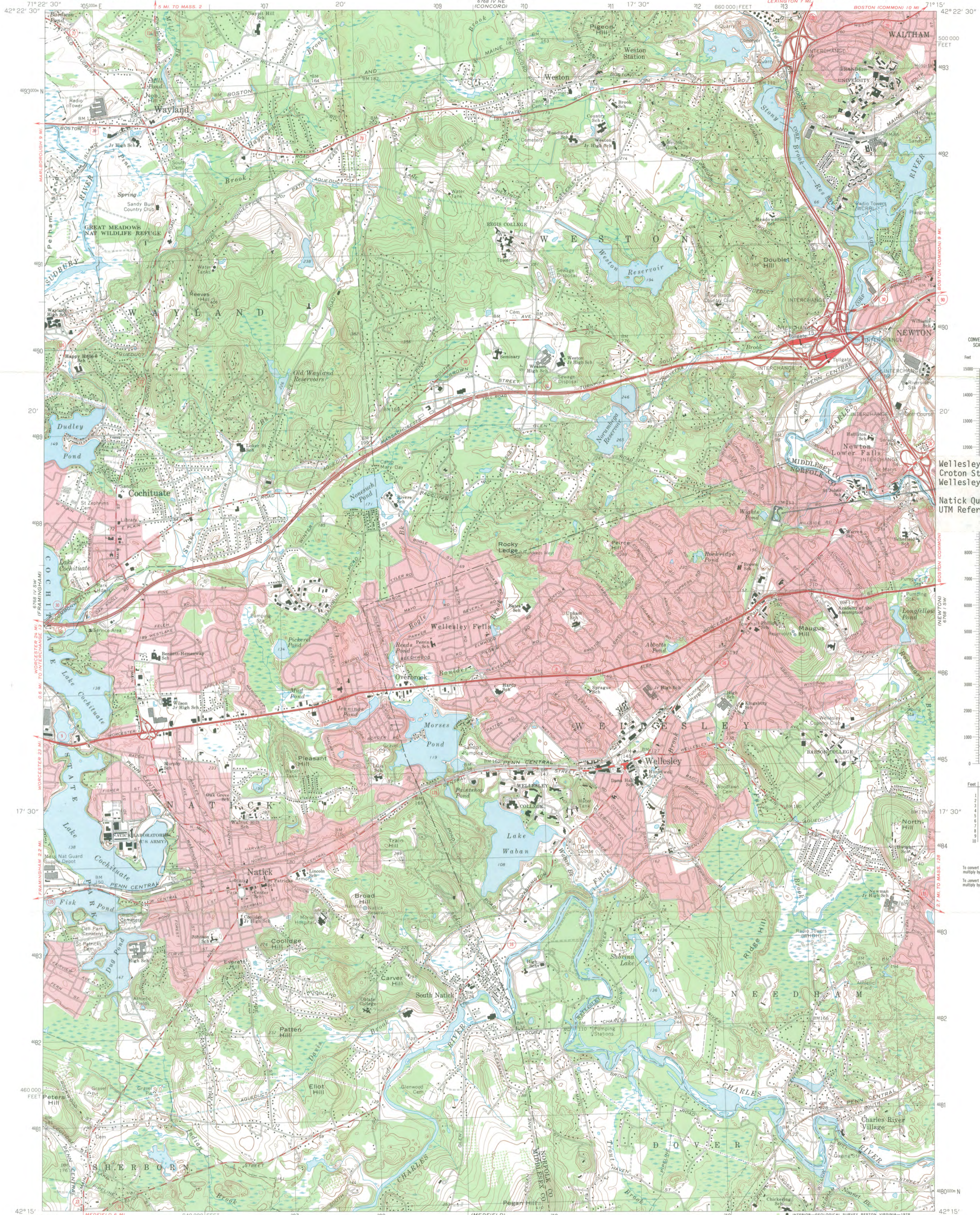
1072

Wellesley Farms Station + Grounds, Wellesley, Mass.

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

COMMONWEALTH OF MASSACHUSETTS
DEPARTMENT OF PUBLIC WORKS

NATICK QUADRANGLE
MASSACHUSETTS
7.5 MINUTE SERIES (TOPOGRAPHIC)

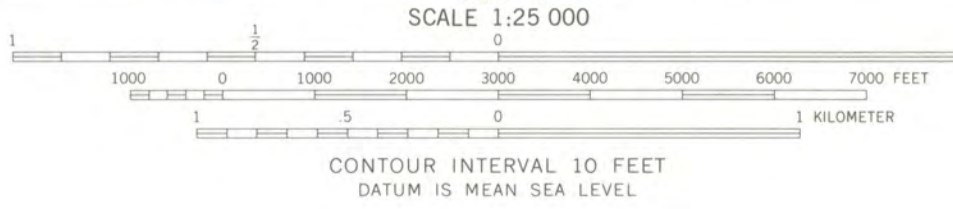
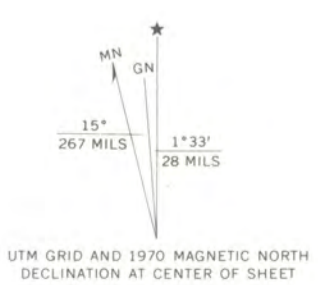


Wellesley Farms Railroad Station
Croton Street Extension
Wellesley, MA
Natick Quadrangle 1:25,000
UTM Reference: 19/312750/4687940



To convert feet to meters
multiply by 0.3048
To convert meters to feet
multiply by 3.2808

Mapped, edited, and published by the Geological Survey
Control by USGS, USC&GS and Massachusetts Geodetic Survey
Topography by planetable surveys 1940-1941
Revised from aerial photographs taken 1969. Field checked 1970
Polyconic projection. 1927 North American datum
10,000-foot grid based on Massachusetts coordinate system,
mainland zone
1000-meter Universal Transverse Mercator grid,
zone 19
Red tint indicates areas in which only landmark buildings are shown



ROAD CLASSIFICATION
Primary highway, hard surface
Secondary highway, hard surface
Light-duty road, hard or improved surface
Unimproved road
Interstate Route
U. S. Route
State Route

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY, RESTON, VIRGINIA 22092
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

NATICK, MASS.
N4215-W7115/7.5
1970
AMS 6768 IV SE-SERIES V814

TOWN OF WELLESLEY



MASSACHUSETTS

NATURAL RESOURCES COMMISSION
TOWN HALL, WELLESLEY, MASSACHUSETTS 02181

WETLANDS PROTECTION COMMITTEE
LANDSCAPE ADVISORY COMMITTEE
LONG RANGE PLANNING COMMITTEE

JUDITH A. NICOLSON
DIRECTOR
TELEPHONE: (617) 235-5167

December 19, 1984

Ms. Valerie Talmage
Executive Director
Massachusetts Historical Commission
80 Boylston Street
Boston, Massachusetts 02116

Dear Ms. Talmage:

The Wellesley Natural Resources Commission is pleased to support Matthew Kierstead's nomination of the Wellesley Farms Railroad Station and Grounds to the National Historic Register. The combination of the H.H. Richardson Railroad Station and Frederick Law Olmsted landscape is a unique open space feature in the Town of Wellesley. The area still retains the simplicity and tranquility intended in Richardson and Olmsted's original 1884 design. Listing the Station on the National Historic Register would help ensure the continued enjoyment of the area by future generations.

Matthew Kierstead's effort in researching the Station and in preparing the nomination papers is to be congratulated. His volunteer spirit and public interest represent the personal commitment the Commission feels toward preservation of this area.

The Natural Resources Commission strongly supports the Farms Station nomination and encourages you to act favorably on the application.

For the Commission:

A handwritten signature in cursive script, appearing to read "Charles B. Steward".

Charles B. Steward
Chairman

cc: M. Kierstead
P. Gardner, Chairman
Long Range Planning Committee
J. Fager, Chairman
Landscape Advisory Committee

TOWN OF WELLESLEY



MASSACHUSETTS

HISTORICAL COMMISSION

December 1984

Ms. Valerie Talmage, Executive Director of MHC
80 Boylston Street
Boston, Mass. 02116

Dear Ms. Talmage,

Matthew Kierstead worked alone for the most part in collecting data and pertinent material about this Richardsonian station and the surrounding landscape by Olmstead. He has done a thorough job with some guidance by a member of the Wellesley Historical Commission, June Price. He received encouragement from several sources in town---Natural Resources Comm. and Wellesley Historical Society.

Wellesley Historical Commission supports the nomination of the Wellesley Farms R.R. Station for enrollment in the National and State Registers of Historical Places. Inventory # 386 of the Farms Station has been filed recently with MHC.

Yours truly,

Mary C Fitzpatrick
Chr. Well. Hist. Comm.

TOWN OF WELLESLEY



MASSACHUSETTS

DESIGN REVIEW BOARD

Town Hall
Wellesley, MA 02181
Tel. 235-3134

SUSAN GLAZER
Design Review Administrator

January 16, 1985

Ms. Valerie Talmage
Executive Director
Massachusetts Historical Commission
80 Boylston Street
Boston, Ma. 02116

Dear Ms. Talmage,

The Design Review Board has endorsed the efforts of Mr. Matthew Kierstead and the Landscape Advisory Committee of the Natural Resources Commission to nominate the Wellesley Farms Station to the National Historic Register. The Wellesley Farms Station is one of the few H.H. Richardson and F.L. Olmstead collaborations. The presence of a pond next to the station makes the site unique. The landscaping and the natural features are essential to the site and should be restored to their former prestige.

The Design Review Board wholeheartedly supports efforts to do this restoration. Placing the Wellesley Farms Station on the National Historic Register will give the impetus to accomplish this goal.

Sincerely,

Susan Glazer
Design Review Administrator

cc: Matthew Kierstead, Landscape
Advisory Committee

Natural Resources Commission

82 TomFile

WELLESLEY HISTORICAL SOCIETY

229 Washington St., P.O. Box 142, Wellesley Hills, MA 02181



RECEIVED

FEB 4 1985

January 24, 1985

MASS. HIST. COMM.

Ms. Valerie Talmage
Executive Director
Massachusetts Historical Commission
80 Boylston Street
Boston, Massachusetts 02116

Dear Ms. Talmage:

The Wellesley Historical Society enthusiastically supports the nomination of the Wellesley Farms Railroad Station and grounds to the National Historic Register. The combination of the Richardson designed Railroad Station and the Olmsted landscape design is unique in the Town of Wellesley.

Matthew Kierstead's research of the station and grounds in preparing the nomination papers represents the volunteer commitment to the past that the Wellesley Historical Society seeks to foster.

We encourage you to act favorably on the application.

For the Society:

Pauline A. Gardner

Pauline A. Gardner
President

cc: Matthew Kierstead
Mary Fitzpatrick, Chairman
Wellesley Historic Commission
Wellesley Selectmen

TOWN OF WELLESLEY



MASSACHUSETTS

BOARD OF SELECTMEN
PHILLIPS BLDG. • 12 SEAWARD ROAD • WELLESLEY, MA 02181

PATRICIA J. PALMER, CHAIRMAN
FELIX JULIANI, VICE-CHAIRMAN
FRANCES P. O'LEARY, SECRETARY

THOMAS E. LEE
EXECUTIVE SECRETARY
TELEPHONE: 431-1019

April 4, 1985

Ms. Valerie Talmage
Executive Director
Massachusetts Historical Commission
80 Boylston Street
Boston, Massachusetts, 02116

Re: Nomination of Wellesley Farms Station and Grounds to the
National Register of Historic Places

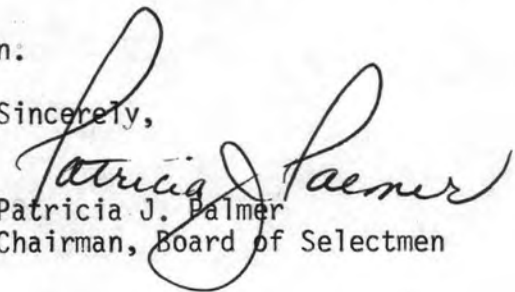
Dear Ms. Talmage:

On March 19, 1985 the Wellesley Board of Selectmen voted unanimously to support Matthew Kierstead's nomination of the Wellesley Farms Railroad Station and Grounds to the National Register of Historic Places. The station is located on Town of Wellesley land controlled by the Board of Selectmen. Commissioned by the Boston and Albany Railroad in 1885, just four years after Wellesley's incorporation as a Town, the simple beauty of the H. H. Richardson building situated in a Frederick Law Olmsted landscape represents the aesthetic quality on which Wellesley prides itself.

The Board of Selectmen feel that inclusion of the station on the National Register during the 100th year of its being commissioned is an appropriate birthday present to a building which generations of Wellesley residents have admired.

We urge your support of this nomination.

Sincerely,


Patricia J. Palmer
Chairman, Board of Selectmen



ROYALL H. SWITZLER
14TH NORFOLK DISTRICT
473 WASHINGTON STREET
WELLESLEY, MA 02181
BUSINESS TEL. (617) 235-1299

The Commonwealth of Massachusetts

House of Representatives

State House, Boston 02133

RECEIVED

JUL 12 1985

MASS HIST COMM

Committee on
State Administration
ROOM 35, STATE HOUSE
TEL. (617) 722-2320

June 11, 1985

Sarah Zimmerman
Director of Preservation Planning
Massachusetts Historical Commission
80 Boylston Street
Boston, MA 02116

Dear Ms. Zimmerman:

This letter is written in support of Mr. Matthew Kierstead's nomination of the Wellesley Farms Railroad Station and Grounds to the National Register of Historic Places.

The Wellesley Farms Station and accompanying landscape are an integral part of the scenic community that is Wellesley. It would be fitting to have the station included in the National Register of Historic Places in 1985, as this marks the one-hundredth anniversary of the commissioning of the station. Inclusion of the Farms Station in the Register now would also be timely in that the redevelopment of the commuter parking lot adjacent to the Station has been proposed, and it would be beneficial to the community to accomplish this redevelopment in a manner consistent with the historic nature of the Station.

Thus, the Wellesley Farms Station and its accompanying landscape, as one of the last intact examples of the Boston and Albany Railroad series involving a collaboration between H. H. Richardson and Frederick Law Olmsted, hold importance for both the Town of Wellesley and the Commonwealth of Massachusetts.

If I may provide further information on this matter, please do not hesitate to contact me.

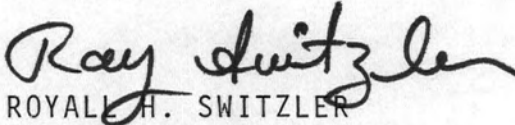
Sarah Zimmerman

2

June 11, 1985

With every good wish, I am,

Sincerely,


ROYAL H. SWITZLER
State Representative

RHS:jw

50% COTTON FIBER U.S.A.
2100 LAMORE BOND



MASS. HIST. COMM.

$\frac{11}{15}$
 $\frac{85}{85}$

Dear Valerie:

I am very much in favor of National Register status for the Wellesley Farms R/R Station. I support the efforts of Matt Kierstead to preserve the building + restore the grounds - both of which I've seen. The grounds are a shambles, but are not difficult to restore. Not too often do I endorse something in the suburbs, but the Farms sta. is worth it.

Richard Heath

Please put me down as in favor at MHC's Dec. 11th hearing.

Richard Heath
319 Forest Hills St.
Jamaica Plain, Mass. 02130

Thanks

V32
file w/WR



The Commonwealth of Massachusetts

House of Representatives

State House, Boston 02133

RECEIVED

DEC 5 1985

ROYALL H. SWITZLER
14TH NORFOLK DISTRICT
473 WASHINGTON STREET
WELLESLEY, MA 02181
BUSINESS TEL. (617) 235-1299

MASS. HIST. COMM. Committee on
State Administration
Legislative Research Council
ROOM 35, STATE HOUSE
TEL. (617) 722-2320

December 2, 1985

Ms. Sarah Zimmerman
Director of Preservation Planning
Massachusetts Historical Commission
80 Boylston Street
Boston, MA 02116

Dear Ms. Zimmerman:

This is to affirm my continued support for the inclusion of the Wellesley Farms Railroad Station in the 1985 National Register of Historic Places, and I wish to have this letter of support included in the December 11 hearing of the Historical Commission on this issue at the Charlestown Navy Yard, as I unfortunately cannot be present at the hearing due to a 1 p.m. session that day.

The idea of inclusion of the Wellesley Farms Station in the 1985 National Register enjoys community-wide support in Wellesley. Listing of this project in the 1985 Register is important for two reasons: it holds historical significance in that it marks the one hundredth anniversary of the station's commissioning; also, the act of being recognized in the Register would make the station eligible for state Olmstead grants, which would enable redevelopment of the commuter parking lot next to the station.

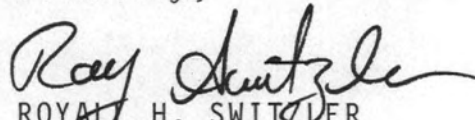
I realize that nomination of the Farms Station at the state level is the first important step in the process of including it in the 1985 Register. I am aware that the second step is to send the completed paperwork to the United States Department of the Interior, where it awaits a review that can take from 40 to 75 days. I would hope, then, that the initial step in this process could be completed as soon as possible, so that ultimately the Wellesley Farms Station would be able to be included in the National Register of Historic Places for 1985.

Ms. Sarah Zimmerman
December 2, 1985
Page 2

Thank you in advance for your consideration of this matter, and as always, if I may provide further information or assistance, please do not hesitate to contact me.

With every good wish, I am,

Sincerely,


ROYAL H. SWITZER
State Representative

25% COTTON FIBER USA

ST. PATRICK MORE BOND



P 157 781 086

The Commonwealth of Massachusetts

Office of the Secretary of State
Michael Joseph Connolly, Secretary

Massachusetts Historical Commission

Valerie A. Talmage

Executive Director

State Historic Preservation Officer

December 20, 1985

Carol Shull
National Register of Historic Places
Department of Interior
National Park Service
P.O. Box 37127
Washington, DC 20013-7127

Dear Ms. Shull:

Enclosed you will find the following nomination forms:

Boston (Hyde Park), Christ Church, 1220 River Street.

Cheshire, Stafford Hill Memorial, Stafford Hill Road.

Wellesley, Wellesley Farms Railroad Station, Croton Street Extension.

All have been voted eligible by the State Review Board and have been signed by the State Historic Preservation Officer. Owners were notified of pending State Review Board consideration 30-75 days before the meeting and were afforded the opportunity to comment. Comments received to date are attached to the nomination forms.

Sincerely,

A handwritten signature in cursive script that reads "Sarah Zimmerman".

Sarah Zimmerman
Director, Preservation Planning
Massachusetts Historical Commission

SZ/lis