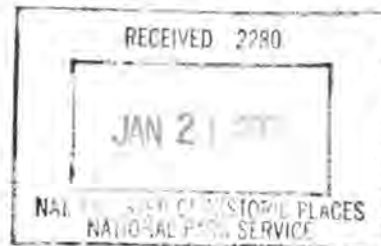


United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form



This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Railway Village Historic District (preferred)

other names/site number East Milton Historic District

2. Location

Adams, Brackett, Bunton, Eaton, Pierce and Washington Streets; Belcher Circle

street & number Bates Rd.; Granite and Church Places ☐ not for publication

city or town Milton

state Massachusetts code MA county Norfolk code 021 zip code 02186 vicinity

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this ☒ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☒ meets ☐ does not meet the National Register Criteria. I recommend that this property be considered significant ☐ nationally ☐ statewide ☒ locally. (☐ See continuation sheet for additional comments.)

Judith B. McDonough

Signature of certifying official/Title Judith B. McDonough, Executive Director
Massachusetts Historical Commission, State Historic Preservation Officer

1/5/00
Date

State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. (☐ See continuation sheet for additional Comments.)

Signature of certifying official/Title

Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

- ☒ entered in the National Register
 - ☐ See continuation sheet.
- ☐ determined eligible for the National Register
 - ☐ See continuation sheet.
- ☐ determined not eligible for the National Register
- ☐ removed from the National Register
- ☐ other (explain):

Signature of the Keeper Patrick Anderson

Date of Action 3/6/2000

Railway Village HD
Name of Property

Norfolk, Mass.
County and State

5. Classification

Ownership of Property

(Check as many boxes as apply)

☒ private
☒ public-local
☐ Public-State
☐ public-Federal

(Check only one box)

☐ building(s)
☒ district
☐ site
☐ structure
☐ object

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
177	12	building
1		sites
1		structures
		objects
179	12	Total

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing.)

n/a

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

DOMESTIC: single, multiple dwelling, secondary struct.

RELIGION: religious facility, church-related residence

RECREATION AND CULTURE: outdoor recreation

LANDSCAPE: park

AGRICULTURE: agricultural outbuilding

HEALTH CARE: hospital, sanitarium

Current Functions

(Enter categories from instructions)

DOMESTIC: single, multiple dwellings, secondary struct.

RELIGION: religious facility, church-related residence

RECREATION AND CULTURE: outdoor recreation

LANDSCAPE: park

7. Description

Architectural Classification

(Enter categories from instructions)

COLONIAL: New England Colonial

MID-19th CENTURY: Greek Revival

LATE VICTORIAN: Italianate, Queen Anne, Eclectic

LATE 19th/20th CENTURY REVIVALS: Colonial Revival

LATE 19th/20th CENTURY AMERICAN MOVEMENTS:

Craftsman

Materials

(Enter categories from instructions)

foundation stone, concrete

walls wood, stucco, synthetics, brick

roof asphalt, slate shingles

other

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

**United States Department of the Interior
National Park Service****National Register of Historic Places
Continuation Sheet****Railway Village Historic District
Milton (Norfolk), Mass.**Section number 7 Page 1**7. DESCRIPTION**

The Railway Village Historic District is a residential area in the eastern section of the Town of Milton, a suburb located just south of Boston between the Neponset River and the Blue Hills. The district is centered on Adams Street from its intersection with Mechanic and Church Streets in the west and with Washington Street in the east. It extends south to include Pierce Street and a section of Mechanic Street and north to include Granite Place, Bates Road, and Brackett and Eaton Streets, and sections of Belcher Circle, Washington and Bunton Streets, and Church Place.

The 30-acre district is a densely settled neighborhood that lies on a plain between East Milton Square in the west and the Milton-Quincy line in the east. Residential lots average one-quarter acre and are landscaped with varying degrees of foundation plantings. Sections of Adams Street, a major town thoroughfare dating to the 17th century are lined with 19th century stone walls and granite posts, which have been afforded a degree of protection through the town's Scenic Road Bylaw. Intersecting streets on the north and south are smaller in scale and lined with mature shade trees.

The district is abutted by residential subdivisions dating primarily from the 1920s along the northern and eastern boundaries and from the 1960s along the western and southern boundaries. The district is further defined in the west by East Milton Square, a major commercial area, in the east by the town line with Quincy and the altered 19th century streetscape on Washington Street at its intersection with Adams Street, and in the south by Pond Street. The 1940 Orrin Andrews playground lies on the northwestern border.

The district contains 191 resources: 189 buildings, a structure and a site, of which 177 buildings, the structure and the site contribute to its architectural and historical character and integrity. The contributing 104 single-family and 12 two-family residences are primarily oriented towards the street at the front of their lots with minimal front yards. The dwellings, in good condition, are characterized by 1 ½ to 2-½ story, wood-frame construction, originally sheathed with wood clapboard and wood shingle with several stucco examples. They present a range of styles and forms which define the district's period of significance, 1748-1949: Colonial, Greek Revival, Italianate, Victorian Eclectic, Queen Anne, Colonial Revival and craftsman. While synthetic siding has been applied to 40% of the residences, and additions have been made in the form of rear ell and roof dormers, significant period form and detail have remained intact. The 57 contributing outbuildings, traditionally sited to the rear and side of the dwellings, include 46 detached garages and 11 stables. They are 1 to 1 ½ story, wood-frame buildings, sheathed primarily with wood clapboard and wood shingle, enclosed by gable and hip roofs.

The district also contains 3 contributing nonresidential resources: a Colonial Revival church; a site, the 1.81-acre Crane Field, which is owned and maintained by the Town for passive recreation; and a structure, a system of stone walls and granite posts along Adams Street.

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Alterations during the period of significance have been primarily due to increased density through the subdivision of agricultural lands in the mid and late 19th century for housing. Under the impetus initially of the Granite Railway and later the Old Colony Railroad, the sparsely settled 18th century landscape developed into a 19th century village. Documented losses are 19th century resources, including six single-family dwellings, two small stores and one church.

Since 1950 alterations to the district have included the construction of three single-family dwellings, which are compatible in scale, materials and setback to the historic buildings. Two historic buildings, the Littlefield-Powell House, 114 Granite Place (Map #d; MHC #459) c. 1876, and the East Congregational Church, Old, 577 Adams Street (Map #A; MHC # 331), 1846, have been rendered noncontributing due to remodeling. The Littlefield-Powell House was severely damaged by fire in 1958 and underwent significant additions that obscured the historic main block and detail. In c. 1986 the Exterior of the Church was significantly altered upon its conversion to condominiums with the loss of Italianate detail to the stucco and half-timbered residing. One house, the John Delory House on Granite Place, has been demolished.

Descriptions of key and representative buildings follow in chronological order.

Colonial Period: 1675-1775

The Lancelot Pierce House, 631 Adams Street (Map #17; MHC #45, photo #1), built in 1748, is the district's oldest surviving dwelling and serves as an introduction to the district at the eastern end of Adams Street, the district's oldest road. The five-bay, center entrance, Colonial dwelling with an added rear lean-to is sited on a north-south axis at a slight angle to the street. Sheathed in clapboard, it rises 2 stories from an uncut stone foundation to an asphalt shingle, side gable roof with a saltbox profile. On the interior the original hall-parlor plan is extant with rooms arranged to either side of a massive central chimney that pierces the roof at the ridge. The center entrance is surrounded with a simple wood enframingent with a projecting cornice. Windows are also simply framed and contain predominately later 6/6 sash. The second story façade windows are framed into the cornice and now contain 1/1 sash installed in 1977. At the same time the second-story window on the western elevation was enlarged.

Federal Period: 1775-1830

The Federal Period is represented by two contributing houses in the district: the Glover-Adams-Gardner House, 594 Adams Street (Map #8; MHC #44, photo #2) and the Benjamin Beale House, 4 Brackett Street (Map #6, MHC #314). The Glover-Adams-Gardner House was built at the beginning of the period c. 1785, but reflects colonial sensibility in its form and plan. Located at the center of the district, the clapboard single-pile dwelling with a hall-parlor plan rises 1-½ stories from a cut granite foundation to an asphalt shingle, side gable roof with a large center

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chimney set on a ridge. The five-bay façade is organized around a center entrance with a sidelit enclosed entrance porch added during the 19th century. The windows are simply framed and contain 9/6 sash. The facade windows are framed into the cornice. Over the course of the 19th and early 20th centuries, the house has been extended in the rear. A 19th century cut granite wall with pointed arch posts define the property along Adams Street.

The 1-½ story, center entrance Benjamin Beale House was constructed in 1827 at the end of the period. Set on a cut granite foundation, it rises to an asphalt shingle, side gable roof with paired interior chimneys set just behind the ridge. The clapboard dwelling evolved over the 19th and early 20th centuries with the addition of a sidelit Greek Revival entrance, a Colonial Revival entrance porch with slender columns and through-cornice dormers, and the raising of the rear elevation to two stories. Windows are simply framed and contain 6/6 sash. In 1964 two façade windows were replaced by a bay window.

Early Industrial Period: 1830-1870

The Early Industrial period is represented by 19 contributing dwellings, 17 single-family and two two-family, built primarily in the Greek Revival style on Adams Street, as well as on three new roads, Granite Place, Mechanic and Pierce Streets. The center-hall, single-pile plan was retained from the previous period for the 1841 David Gordon House, 600 Adams Street (Map #10, MHC #330, photo #2), the 1840 Cummings-Wellington House, 599 Adams Street (Map #9, MHC #329, photo #3), located across the street from each other, and the 1840 Bates-Adams-Triggs House, 20 Mechanic Street (Map #94, MHC #441). The clapboard, 1 ½ story, single-family dwellings with added rear ells are set on cut granite foundations and enclosed by asphalt shingle, side gable roofs with paired interior chimneys before the ridge in the first two examples and on the ridge in the latter example. The gables of the Gordon and Cummings-Wellington Houses are fully enframed, while partial returns were used on the Bates-Adams-Triggs House. The five-bay facades are organized around center entrances framed by simple entablatures with sidelights. Additional Greek Revival trim includes corner pilasters and wide, divided cornice bands. Windows are simply framed and contain 6/6 sash. By the early 20th century, gable dormers had been added to the Gordon and Cummings-Wellington House. This property is defined by granite posts along the street.

The earliest Greek Revival dwelling, the single-family Turner-Grant House (Map #62, MHC #301) was constructed in 1836 at 20 Granite Place. The center-hall, single-pile house with rear ell rises 1-½ stories from a cut granite foundation to an asphalt shingle, side gable roof. The five-bay façade is organized around a sidelit center entrance and recessed behind a full-length Doric column porch. Windows are simply framed and contain 6/6 sash. The original chimney has been replaced by an exterior chimney on the rear elevation. The wooden clapboards were covered with vinyl siding in 1986, while the three historic façade dormers were replaced in 1975. To the rear and side of the house is pre-1940, front gable single-car garage.

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The 2 ½ story side gable Jesse Bunton House, 630 Adams Street (Map #16, MHC #388), 1841, was built according to the center-hall, double-pile plan and has evolved over time. Greek Revival detailing includes wood corner pilasters, a wide cornice band and enframed gables. Windows are simply framed and contain 6/6 sash. By the late 19th century, the full-length porch had been enclosed. In the early 20th century the house was updated with a Colonial Revival entrance, a column entrance porch and dormers. In 1945 a single-story wing was added to the eastern elevation for a doctor's office and in 1985 the wood clapboards were covered with vinyl siding. To the rear and side of the house is the oldest surviving stable (1841) in the district. Despite alterations upon its conversion to residential use, the 1-½ story front gable stable, which was originally attached to the rear of the dwelling, maintains its Greek Revival form. The Bunton dwelling is set back from the street and overlooks a substantial front yard defined by a cut granite wall along Adams Street.

In 1840 carpenter Samuel Marden introduced the side-hall plan to the district with the construction of his own house, the Marden-Skinner House (Map #93, MHC #324) at 15 Mechanic Street. The wood clapboard, three-bay dwelling with rear ell rises 1 ½ stories from a cut granite foundation to an asphalt shingle, front gable roof with partial returns. A single chimney rises from the southern slope. Windows are simply framed and contain 6/6 sash. Greek Revival detail includes corner pilasters, a wide divided band outlining the cornice and front gable, and the sidelit entrance. Historic additions include a one-story, full-length Queen Anne porch on the façade and a 2-story block on the northern elevation. The front door dates to c. 1900, while the sidelights have more recently been altered with the insertions of single panes of glass. The house was restored with new clapboards in 1994.

The Hall-Taylor House, 589 Adams Street (Map #7, MHC #3238, photo #3), also built in c. 1840 according to the side-hall plan, occupies a key site on Adams Street at the intersection with Pierce Street. Set upon a cut granite foundation, the wood clapboard, three-bay dwelling rises 2 ½ stories to an asphalt shingle, front gable roof with partial returns. A single chimney rises from each slope. Windows are simply framed and contain 6/6 sash. Greek Revival detail includes corner pilasters, a wide, divided band outlining the cornice and front gable, and a fully articulated sidelit entrance recessed behind a entablature enframingent. The 1998 addition of a front-gable, two-car garage with transomed entrances and cupola to the eastern elevation complements the house in scale, plan and materials. A stone wall defines the property at the Adams/Pierce Streets corner.

The 1850 _ (Map #76, MHC #303, photo #4) with later 1892 stable is sited on a small knoll and presents an intact 19th century setting at 74 Granite Place. The wood shingle, three-bay, side-hall plan dwelling with rear ell dwelling rises 1-½ stories from a cut granite foundation to an asphalt

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shingle, front gable roof with single off-center chimney. Greek Revival detail includes pedimented crowns for 6/6 sash windows and a pedimented door enframingent with full-length side lights. Gable dormers were added to the southern slope c. 1900. To the side and rear of the house is a 1-½ story, front gable stable built in 1892 by the then owner, John Polton, a carpenter.

Across the street, a trio of three-bay, side-hall plan dwellings, the Thomas Williams House, 75 Granite Place (Map #77, MHC #310, photo #5), the Novatus Cook House, 77 Granite Place (Map #78, MHC #309), and the David Ford House, 87 Granite Place (Map #82, MHC #308) were built on adjacent lots in 1840-41. Set on cut granite foundations, they rise 1-½ stories to asphalt shingle, front gable roofs. Historic additions have been made in the form of rear ells and roof dormers. The best-preserved Greek Revival detail is on the wood clapboard Ford House and includes an entrance framed by full-length sidelights and a pedimented lintel, a fully enframed gable, corner pilasters and a wide, divided cornice band. Windows are simply framed and contain 6/9 and 6/6 sash. The Williams House with surviving corner pilasters and partial returns and the Cook House with sidelit entrance and enframed gable have each lost some historic detail to pre-1933 wood shingle in the former case and c. 1990 vinyl siding in the latter. To the rear and side of the Williams House is a late 19th century 1-½ story, cross-gable stable with cupola. A wood fence with square-cut posts defines the Williams property along Granite Place. A noncontributing 1965 side gable, single-car garage and a contributing pre-1940 hip roof two-car garage are located to the rear of the Cook and Ford Houses, respectively, on the site of the former stables.

The Greek Revival Bates-Manning two-family house, 583-585 Adams Street (Map #5, MHC #347) occupies a key site on Adams Street at the intersection with Pierce Street. It was built by John Bates, Oren Bates' brother, and is the best preserved of the two earliest surviving double houses in the district, and in Milton. The plan is essentially two center-hall houses placed back to back. Set on a cut granite foundation, the dwelling rises 1-½ stories to a side gable roof with paired chimneys set at the ridge. The six-bay facades face east and west, while the four-bay enframed gabled end fronts on Adams Street. The facades are organized around Greek Revival entrances with full-length sidelights and entablature enframements. Extending from the sixth bay (rear) are one-story gable ells with secondary entrances and chimneys. Windows are simply framed and contain 6/6 sash. In 1940 the roof was raised on both facades to two stories. Since 1971 aluminum siding has covered the wood clapboards and corner pilasters. A stone wall defines the property at the Adams and Pierce Streets corner.

Finally the Italianate style was introduced into the district with the construction c. 1860 of the John Newcomb House at 603-05 Adams Street (Map #11, MHC #334, photo #3). This wood shingle, three-bay dwelling with rear ell rises 2 ½ stories from a cut granite foundation to an asphalt shingle, front gable roof with partial returns. Paired interior chimneys rise from the western slope. Full-length sidelights, retained from the Greek Revival style, define the entrance.

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Paired brackets that line the gable are evidence of the new Italianate style. Windows are simply framed and contain 6/6 sash. A two-story sun porch was added to the eastern elevation when the house was converted to a two-family dwelling c. 1945. Behind the house is the 1-½ story stable (c. 1860) with a wide band of trim outlining the side gables and cornice. A wooden picket fence with granite posts defines the property along Adams Street.

Late Industrial Period: 1870-1915

Residential development reached its height during this period with construction of 78 new dwellings, which represents two-thirds of the residences within the district. The 74 single-family and four two-family residences were built along seven new streets, Bracket, Bunton, Eaton and Washington Streets, Belcher Circle, Bates Road and Church Place as well as on the four established roads. Crane Field, the district's only contributing site, was also established during this period.

At the beginning of the period the Italianate style was used by carpenters Samuel Marden and Oren Bates for two key residences on Adams Street, the William Baxter House, 644 Adams Street (Map #18, MHC #300), 1872, and the Oren Bates House, 569-71 Adams Street (Map #2, MHC #332), c. 1880. The c. 1992 restored clapboard 2-½ story Baxter House is composed of a bracketed front-gable main block with gabled side wing. The main entrance is located on the western elevation and is sheltered by a bracketed porch with chamfered posts. Bracketed three-sided bay windows project from the first floor of the street and eastern elevations. The window frames containing 2/2 sash display decorative keystones and bracketed sills. The center-gable Bates House with rear ell rises 2 ½ stories from a cut granite foundation to an asphalt shingle, side gable with paired interior chimneys set on the ridge. While sided in asphalt shingle, the period wood detail has remained intact. The three-bay façade is organized around a center entrance with three-sided bay windows located to each side. Trim composed of dentil molding and pendant drop brackets line the cornice of the main block and bay windows and is repeated on the entrance porch supported by chamfered posts. A sunroom was added at the northwestern corner of the façade by 1945. To the rear of the property is a noncontributing front gable, two-car garage (1954).

Between 1870 and 1886 the streetscapes along Pierce Street and Granite Place were filled in with Italianate and Victorian Eclectic front-gable, side-hall dwellings with less elaborate detail. The wood clapboard Richard Pearce House (Map #98, MHC #319, photo #6) c. 1872, and the wood shingle John Martin House (Map #106, MHC #322), 1870 at 18 and 40 Pierce Street, respectively, are well-preserved examples. Their 1-½ story, three-bay facades are simply detailed with bracketed entrance hoods. To the rear of the Pearce House is a 1-½ story, front gable stable (c. 1872) sheathed in wood clapboard. The detail on the wood clapboard, 1 ½ story, two-bay façade of the James Craig House, 121 Granite Place (Map #91, MHC #307), 1877, has also been

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preserved and includes a bracketed entrance porch with turned posts and a three-sided bay window with patterned shingling. Examples of front-gable residences that rise 2 ½ stories are the 1980s restored wood clapboard Joseph Blake House (Map #74, MHC #311, photo #5), 1871, and the vinyl-sided (1988) Brackett-Simpson House (Map #67, MHC #313), 1881, at 67 and 35 Granite Place, respectively. The period detail on the former is located in the gable lined with paired pendant drop brackets, and on the latter on the entrance porch with turned posts and on canted bay window with stained glass. Michael Barry, a carpenter, built two residences for his family within the district. The Michael Barry Houses at 60 Pierce Street (Map #110, MHC #432), 1876, and at 51 Granite Place (Map #69, MHC #449), c. 1885 each retain their historic form. The former dwelling also has period detail in the three-sided bay window and bracketed entrance hood, while the latter has lots detail to re-siding with asbestos shingling and the enclosure of the front porch.

Brackett Street is the best-preserved Queen Anne streetscape in Milton. Anchored by the above-mentioned 1827 Benjamin Beale House at the corner of Brackett Street and Granite Place, nine single family residences were added between c. 1886 and 1901. While one-half of the dwellings have synthetic siding, the period detail has been retained. The 2 ½ story Queen Anne residences are characterized by canted bay windows, front porches, stained glass windows and period glass and panel doors. On the north side of the street the two-bay, ridge-hip, aluminum-sided Adams Moodie House (Map #44, MHC #645, photo #7), 1901, and the three-bay, front-gable, vinyl-sided Edward Wheeler House (Map #42, MHC #644, photo #7), 1893, at 30 and 24 Brackett Street respectively, are notable examples for their single-story, wraparound porches supported by period square-cut posts with fillets and lathe-turned posts and balustrades, respectively. Pre-1933, hip-roof two car garages are located at the rear of the properties. The two-bay, ridge-hip William Smith House (Map #37, MHC #639), 1897 at 10 Brackett Street, corner of Bunton Street, was restored in 1982 when the aluminum siding was replaced with cedar clapboard and shingle. On the south side of Brackett two front-gable residences with period porches, the wood clapboard Ira Hill House (Map #43, MHC #315, photo #7), c. 1896, and the recently restored clapboard Brackett-Koppmann House (Map #39, MHC #641, photo #7), c. 1886, at 27 and 17 Brackett Street, respectively are notable for their two-story façade towers, the former with decorative shingling and a conical tower and the latter with a paneled base and tent roof. To the rear of each property is a gabled 1 ½ story stable (c. 1896).

The section of Bunton Street, an L-shaped road, that intersects with Brackett Street was developed between 1897 and 1900. The second leg that intersects with Washington Street was developed after 1924 and is not included in this district. The wood clapboard and shingle, hip-roof, two-bay Stephen Wiley House (Map #49, MHC #647), 1899, and the vinyl-sided, hip-roof, three-bay Clarence Jackson House (Map #50, MHC #648), 1900 at 8 and 12 Bunton Street respectively, are the best preserved examples of the original six 2 ½ story, Queen Anne and Colonial Revival houses. Period detail includes bay windows with paneled bases, stained glass

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windows, and glass and panel entrance doors. The front porch of the Wiley House composed of turned posts and balustrade and pierced saw-cut brackets has been well preserved while that of the Jackson House is missing several of its paneled posts. To the side of the Jackson House is a hip-roof, two-car garage (pre-1933).

Eaton Street and the middle section of Washington Street were developed at the same period with comparable 2 ½ story Queen Anne and Colonial Revival single-family residences. The beginning and end sections of Washington Street are not included in the district because of significant alteration to the 19th century dwellings and post-1924 construction, respectively. The two-bay front gable William Doherty House at 47 Washington Street (Map #117, MHC #665, photo #8), 1898, is the best-preserved of the eleven residences built on Washington Street from 1885-1898 and occupies a key site at the intersection of Washington and Eaton Streets. The wood clapboard and shingle dwelling features a fully articulated Colonial Revival entrance enframingent composed of fluted pilasters, sidelights, and a dentil entablature, which is sheltered by a Tuscan porch. Window elaboration includes the Palladian window with Scamozzi columns and diamond-shaped panes on the second floor of the façade and the stained glass bay window on the southern elevation. At the rear of the property is a front gable, two-car garage (pre-1933).

The front-gable Edward Eaton House, 59 Washington Street (Map #120, MHC #316, photo #8), 1886, and the cross gable George Van Horne House at 31 Washington Street (Map #112, MHC #663), 1892, also occupy key positions in the neighborhood. The three-bay Eaton House, located on the opposite corner of the Washington and Eaton Streets intersection, features Queen Anne decorative shingling on the second floor and on the three-sided bay window on the first floor. The clapboards of the first floor have been covered with vinyl siding. The full-length porch retains its turned frieze and shingled front gable marking the entrance, although the balustrade has been filled in. In 1949 a two-car garage was added to the rear ell. The Queen Anne, two-bay Van Horne House, located across the intersection with Brackett Street, retains its wood clapboard and shingle exterior. A single story, full-length porch with front-facing gable marking its entrance is supported by Tuscan columns and a lathe-turned balustrade. The northern section was enclosed in 1963 for a doctor's office. Other features include a Palladian window with blind fan located in the front gable and a cutaway bay window on the southern elevation.

The clip-gable, three-bay James Crawford House (Map #113), 1885, located at 36 Washington Street at the corner of Brackett, represents the work of a local carpenter. While a serious 1996 fire destroyed the rear ell, the clapboard exterior with decorative wood shingling of the main block and Queen Anne entrance porch with chamfered posts and square-cut balustrade and frieze remain intact. During the 1997 restoration, a two-story ell was rebuilt.

The wood clapboard, cross-gable George Wilson House, 15 Eaton Street (Map #52, MHC #317), 1897, is the best preserved and most elaborate of the four Queen Anne residences built on Eaton

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Street during the 1890s. Period features on the street elevation include an entrance porch supported by turned posts and square-cut balustrade and frieze, a bracketed second floor porch capped by a hip roof tower, and a front gable filled with fish-scale shingles and a stained glass window. A paneled two-story bay window is located on the side eastern elevation. At the rear of the property is a front gable, two-car garage (pre-1933).

Between 1898 and 1903 sixteen 2 ½ story Queen Anne and Colonial Revival single-family dwellings were built in a ring around Crane Field along two new streets, Bates Road and Belcher Circle. One of the most notable examples is the front-gable, three-bay Herbert Robinson House (Map #20, MHC #657), 1899, at 11 Bates Road, which retains its wood clapboard sheathing and Queen Anne wraparound porch with turned posts and balustrade, square-cut frieze and lattice skirt. Another well-preserved example is the St. Claire-Burns House at 54 Granite Place (Map #70, MHC #450), 1899, located at the corner of Bates Road. The hip roof, three-bay residence, sheathed in wood shingle, presents a Colonial Revival porch with Tuscan columns which shelters the side-lit entrance. Both houses also retain period glass windows.

While one-half of the residences have been re-sided with synthetic materials, the period detail has been maintained. Both the hip roof, two-bay Asher Jacoby House at 46 Belcher Circle (Map #32, MHC #655), 1902, and the front-gable, three-bay Elmer Hubbard House, 50 Belcher Circle (Map #33, MHC #656), 1903, feature main entrances with glass and panel doors framed by leaded sidelights and entrance porches supported by clusters of square posts with fillets. Pre-1933 hip roof single-car garages are located at the rear of the properties.

Several residences, while retaining period sheathing, have altered front porches. The wood shingle, hip roof, two-bay Ernest Libby House, 16 Belcher Circle (Map #27, MHC #650), 1899, presents a side-lit entrance with glass and panel door and period bay windows, although the wrap-around porch has been altered with replaced posts, a solid balustrade and an enclosed side section. At the rear of the house is a pre-1933 front-gable, two-car garage.

Around the corner from Belcher Circle, one of the period's four two-family dwellings was built c. 1900. The Colonial Revival, wood clapboard Albert Brackett Two-Family House at 10-12 Church Place (Map #51) is a 2 ½ story, side gable residence with an interior plan composed of two units arranged side-by-side. The three bay façade is organized around a recessed center section with paired entrances and framed by three-sided bay windows. Porches are located on the rear of each unit.

At the end of the period the Craftsman style was introduced into the district with the construction of the Albert Hoxie House, 63 Granite Place (Map #73, MHC #312, photo #5) in 1909. The well-preserved 2 ½ story residence retains its wood shingle exterior. Exposed rafter tails line the eaves of the clip-gable roof. A shed roof porch supported by square shingled piers and a vertical board balustrade with punch-out designs runs the full length of the façade.

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Finally, Crane Field, between 24 and 54 Granite Place (Map #68, MHC #900, photo #9), is an informally landscaped park, established in 1913 by the town for passive recreation. It is a well-maintained, 1.8-acre, grassy area, defined by deciduous and evergreen trees and bordered by Granite Place, Belcher Circle and Bates Road.

Early Modern Period: 1915-1950

During the period seventeen residences and one new church were added to the established 19th century streetscapes. The eleven single-family houses were built primarily in the Colonial Revival style. The wood clapboard Edgar Powers House (Map #59) was built in 1924 at 30 Eaton Street on the Milton-Quincy line. It rises 2 ½ stories from a stone foundation to an asphalt shingle, side gable roof with deep boxed eaves. The windows are simply framed and contained 8/8 sash. The five-bay façade is organized with a sidelight entrance, sheltered by a front-gable portico with Tuscan columns. A sunroom is located on the western elevation. To the rear and side of the house is a front-gable, two-car garage (pre-1933).

Two 1 ½ story, side-gable dwellings, the wood shingle Edward Nyberg House at 99 Granite Place (Map #85, MHC #457), 1939, and the wood clapboard Charles Lewis House, 54 Washington Street (Map #119), 1940, echo in scale and form the Greek Revival, central-hall houses of a century before. Set on concrete foundations, the three-bay facades are organized around center entrances with fluted pilaster enframements. Windows are simply framed and contain 8/8 sash. The Nyberg house was the work of the Dedham builder Walter Carlson. At the rear of the property is a front-gable, single-car garage. The Lewis House features a sunroom on the southern elevation and an attached single-car garage on the northern elevation.

The pair of John Gallagher Two-Family Houses, 566-68 and 570-72 Adams Street (Map #1,3; MHC #434-35), 1919 are two of the six double houses built during this period. The stucco, three-bay residences rise 2 ½ stories from concrete foundations to asphalt shingle, ridge-hip roofs with deep boxed eaves. Two-story, canted bay windows project from the street and western elevations. While Colonial Revival in form, each dwelling features a Craftsman style full-length front porch with battered wood posts set on cut stone piers. Entrance is through paired doors on the façade. The units are horizontally arranged and placed on top of each other in contrast to the 19th century back-to-back and vertical plans.

The period concludes with the construction of a new church for the East Congregational Parish at the corner of Adams Street and Granite Place in 1950. The East Congregational Church, 618 Adams Street (Map #88, MHC #438, photos #2, 10) was designed by noted Boston architect Arland A. Dirlam in the Colonial Revival style. Set on a concrete foundation, the three-bay wide, five-bay deep brick church rises 1 ½ stories to a front gable roof with a wood two-stage octagonal

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steeple set on a square base. The street elevation is dominated by a wood full-façade portico. The recessed, flushboarded façade is centered around a double-door entrance set within a broken-pediment enframingent. The flushboard gable is embellished with an ocular window and scroll work. Extending across the rear is a gable wing used for the parish house.

Archaeological Description

While no prehistoric sites are recorded in the district, sites may be present. Two prehistoric sites are recorded in the general area (within one mile). Environmental characteristics of the area also represent some locational criteria (slope, soil drainage, distance to wetlands) that are favorable indicators for many types of prehistoric sites. Much of the district area is level to moderately sloped and was probably well drained prior to historic development. In general, however, the potential for locating prehistoric resources in the district area is low. The location of the district is over 1000 feet from the nearest wetlands, a factor that reduces the prehistoric sensitivity for the district area. Special purpose type sites, such as quarry sites, that focus on specific resources may be present in the area, however, evidence for these sites has yet to be identified.

A high potential exists for locating historic archaeological resources in the Railway Village Historic District. Adams Street, originally a Native American trail, developed as an important thoroughfare through the town during the 17th century. European settlement appeared on the south side of the Neponset River, north of the district, by 1634. Some settlement from this period occurred in the district locale as indicated by Crane's Plain, an open plain on which the district is located, which was named after Henry Crane who built a 17th century house (no longer extant) just outside the district at the site of 24 Washington Street. Thus, while specific 17th century sites cannot be identified in the district a potential for their recovery does exist. A similar, though increased potential exists for recovering evidence of 18th century or Colonial Period sites in the district. Milton remained largely agricultural with scattered farmsteads during the Colonial Period. East Milton was sparsely settled throughout this period. Only one documented building, the extant Lancelot Pierce House at 633 Adams Street, was built within the boundaries of the district. A portion of the Adams Homestead (1706) is also included in the western end of the district in the vicinity of Church Street, however, the Adams House was located outside the western district boundary. The above information indicates that while archaeological or historical evidence for Colonial Period residences has yet to be identified in the district, potential for their discovery does exist. Higher potential is present for the recovery of evidence from outbuildings and occupational related features (trash pits, privies, wells) that can be found with extant structures. During the 19th century settlement accelerated in the East Milton locale with the intersection of the railway and Adams Street first known in the mid 19th century as Railway Village then in the late 19th century as East Milton. A distinct religious, residential and commercial locus has existed in this area since the second quarter of the 19th century. Archaeological evidence may exist from the 1829 meetinghouse or Stone Church originally constructed at the corner of Adams and Church Streets and demolished in the 1840's. Structural

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evidence may survive from the Charles Pierce Jr. house built from the early to mid 19th century on the site of the extant William Chesley House (1890) at 26 Pine Street. Structural evidence might also survive from the Octavius Rogers House (1836) originally built on the site of the East Congregational Church at 620 Adams Street and demolished in 1945. Potential sites of 19th century residences in the district may also include the Hosea Flanders House (1836) originally located on the site of Crane's Field between 24 and 54 Granite Place, the Whitcher-Eaton House, demolished in 1856 at the site of the extant Whitcher-Shute House and the John DeLory House (1892) originally located next door to the Craig House at 119 Granite Place. Structural evidence might also survive with the Littlefield-Powell House (ca. 1876) which was significantly altered after being damaged by fire in 1958. Archaeological evidence from several 19th century commercial and industrial structures may also survive in the district. Structural evidence may survive from a small store located on the site of the East Congregational Church Parking lot until the early 20th century. Archaeological evidence from a small butcher shop, operated by William Root in the 1870's may also survive on the corner of Adams Street and Granite Place. Several archaeological sites may also survive that were originally associated with the Granite Railway Company, later known as the West Quincy Branch or Granite Branch of the Plymouth Line for the Old Colony Railroad. The right-of-way for the railroad might contain actual rails and/or evidence of alterations to the right-of-way in preparation for construction of the tracks. Archaeological evidence from a passenger depot, no longer extant, may be present in the area of East Milton Square at the crossing of the railroad with Adams Street. Structural evidence from an earlier hotel, the Railway House (ca. 1835) is also reported at the intersection of Adams Street and the railway on the site of the present East Milton Post Office. Structural remains from outbuildings and the contents of occupational related features may also contribute important commercial and industrial categories of information. Structural remains and related features may exist from stone cutting sheds associated granite processing from the many quarries located throughout the area.

(end)

Railway Village HD
Name of Property

Norfolk, MA
County and State

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- ☒ **A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ **B** Property is associated with the lives of persons significant in our past.
- ☒ **C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ **D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- ☐ **A** owned by religious institution or used for religious purposes.
- ☐ **B** removed from its original location.
- ☐ **C** a birthplace or grave.
- ☐ **D** a cemetery.
- ☐ **E** a reconstructed building, object, or structure.
- ☐ **F** a commemorative property.
- ☐ **G** less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey # _____
- ☐ recorded by Historic American Engineering Record # _____

Areas of Significance

(Enter categories from instructions)

Architecture

Community Planning and Development

Religion

Health and Medicine

Period of Significance

1748-1949

Significant Dates

N/a

Significant Person

(Complete if Criterion B is marked above)

Cultural Affiliation

N/a

Architect/Builder

See continuation sheet

Primary location of additional data:

- ☒ State Historic Preservation Office
- ☐ Other State agency
- ☐ Federal agency
- ☐ Local government
- ☐ University
- ☐ Other

Name of repository:

United States Department of the Interior
National Park Service

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ARCHITECT/ BUILDER

Architect: Arland A. Dirlam

Builders: Michael Barry, John Bates, Oren Bates, Oren F. Bates, Walter Carlson, James Crawford, Arthur Ellwood, Samuel Marden and John Polton.

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8. SIGNIFICANCE

The Railway Village Historic District in Milton, Massachusetts is a residential area containing a significant concentration of period architecture dating from 1748 to 1950. In 1826 a 3 1/2-mile railroad, designed by Gridley Bryant, was built from the West Quincy granite quarries through the easterly section of Milton to a wharf on the Neponset River. The purpose of the Granite Railway, the first commercial railroad in the United States, was to convey granite blocks to the nearest tidewater where they were towed to Charlestown for the construction of the Bunker Hill Monument. At the intersection of the Granite Railway with Adams Street, a settlement sprang up, referred to in the mid-18th century as the Railway Village, and, by the 19th century, as East Milton. Since the second quarter of the 19th century, East Milton has been a distinct residential as well as commercial section of Milton. The nominated residential district retains integrity of location, design, setting, materials, workmanship, feeling and association, and fulfills Criteria A and C of the National Register of Historic Places at the local level.

Plantation Period: 1620-1675

Milton was settled as part of the Township of Dorchester as early as 1634. The primary focus of the settlement was in the northern section of the town, along Adams Street on Milton Hill overlooking the headwaters and lower falls of the Neponset River. Adams Street, originally known as the Plymouth Road, was initially a native trail and improved as a regional highway from Boston (Roxbury), through East Milton and Braintree, to Plymouth by 1656. In 1634 Israel Stoughton constructed a foot bridge across the Neponset at the lower falls which was replaced in 1656 by a cart bridge. Settlement appeared for the first time south of the Neponset in 1634 when Richard Collicott (c. 1603-1686), a fur trader, built a house at Algerine Corner on the southwestern base of Milton Hill.

The settlement was called Unquityquisset, a name used by the Neponset tribe of the Massachusetts Indians, who had migrated seasonally from their fishing holes at the headwaters of the Neponset River and corn fields on Milton Hill in the north to their Blue Hills hunting grounds in the south during the Contact period (1500-1620). The epidemics of this period decimated the tribe to the extent that by the mid-17th century only a remnant remained, located primarily on a reservation in Canton.

Before Milton became a separate town in 1662, all its land had been allocated to Dorchester settlers, with the exception of 400 acres reserved for the support of the Church. Grants were made in the easterly section of Milton to Bray Rossiter and John Holman, Collicott's neighbor and business partner. The eastern section of Milton is roughly defined by the Quincy border on the east and south, the Neponset River in the north, and the base of Milton Hill at the intersection of Adams Street with Pleasant Street and Squantum Street in the west. The intersection of Adams

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and Pleasant Streets came to be called Algerine Corner. In 1635 the Rossiter land was bought by William Hutchinson (1586-1642), a stockholder in the Massachusetts Bay Company, who three years later was forced to leave the colony for Rhode Island upon the conviction and banishment of his wife Anne for heresy.

In 1656 Stephen Kingsley (d. 1673), who lived on Milton Hill, purchased a large tract of land from Hutchinson's heirs on which his sons-in-law, Anthony Gulliver (1619-1706) and Henry Crane (1621-1709), settled at opposite ends of Adams Street. While Gulliver resided on Squantum Street near Algerine Corner, Henry built a house (not extant) on the site of 24 Washington Street, just outside the boundaries of the district. He gave his name to the open plain, Crane's Plain, on which the Railway Village Residential District is located. Crane was an iron worker, who worked at the Furnace Brook Iron Foundry in Quincy, America's first iron foundry. Bog ore for these works was found in the lowland to the east and northwest of the district.

In 1662, upon the petition of its 250 inhabitants, the Unquityquisset settlement was incorporated into the Town of Milton. The community's eastern section was represented in town government by Gulliver and Crane, who alternately served as selectmen from 1671 to 1685.

Colonial Period: 1675-1775

The Colonial period saw the development of Milton as a relatively large and prosperous town of one thousand inhabitants living in about 125 houses. In 1712 the town increased in size with the annexation of Scott's Woods in the south along Hillside Street. The town center was permanently located on Academy Hill on Canton Avenue with the relocation of the meeting house in 1728. Milton Village in the northern section of town came into existence as the commercial center and as a major industrial complex on the Neponset River. An estate district was developing on Milton Hill with the establishment of a summer residence for Thomas Hutchinson, who became the last Royal Governor of the Province of Massachusetts Bay. However, Milton remained predominantly agricultural with scattered farmsteads.

Throughout the Colonial period East Milton remained sparsely settled with the construction of only a dozen farmhouses, primarily located near Algerine Corner. The only road in the Railway Village district until the 1830s was Adams Street. Only one documented dwelling was built within the boundaries of the district. The Lancelot Pierce House, 633 Adams Street (Map #7, MHC #45, photo #1), 1748, is significant architecturally as the oldest surviving house in East Milton documenting its agricultural origins and for its association with a pioneering Milton family. Lancelot Pierce (1724-1792) was born in Milton, the son of William Pierce III, on a farm off Pleasant Street in the southwestern section of East Milton. The Pierce name first appears in Milton town records in 1679 when his father Lanslet was appointed hay warden. In 1748

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Lancelot married Mehetable Vose (1726-1787) and settled on a section of open field that his father had bought in 1715 from the Holman family in the southeastern corner of East Milton. The homestead was bounded on the north by the "the country road," today's Adams Street, and extended east and south to Quincy (then Braintree). It remained in the possession of his descendants until the mid-19th century. About one-half acre of the original homestead with the Pierce house at 631 Adams Street and a 1963 noncontributing house at 625 Adams Street is included in the district. Lancelot also owned two other large tracts of land. One of these, a large portion of which is within the boundaries of the district, abutted his homestead in the south and extended to a section of land owned by John/Lemuel Adams at Mechanic Street in the west, and Granite Avenue and the Quincy line in the south. The second tract of five acres, on the north side of Adams Street, opposite his homestead, had been part of the Crane homestead and a portion is included in the eastern section of the district.

Lancelot's neighbors were John Adams (b. 1709) and later his son Lemuel (1748-1833), tanners. Edward, John's father, had established the homestead in 1706. While the house was located just outside the western boundary of the district on the north side of Adams Street, a portion of the homestead is included in the western section of the district at Church Street. Edward was descended from Edward, the fifth son of Henry Adams, who emigrated to Braintree in the second quarter of the 17th century, while President John Adams was descended from Joseph, the youngest son of Henry Adams.

Federal Period: 1775-1830

The first period of independence was a time of consolidation for Milton with the continuation of Colonial development patterns. Population grew slowly, reaching only 1,600 by 1830. The number of farms increased with many of the Brush Hill, Scott's Woods and upper Canton Avenue farms now producing for Boston markets rather than solely for their own subsistence. The Village was characterized by strong commercial and industrial activity, while the adjacent Milton Hill area became stabilized as an estate district for wealthy local and Boston merchants and professional men. By the end of the period only two dwellings, both of which survive, had been added to the Railway Village Residential District. However, with the construction of the Granite Railway in 1826, East Milton would soon be changed forever and come into its own as a significant residential and commercial area.

At the beginning of the period in c. 1725 the Glover-Adams-Gardner House at 594 Adams Street (Map #8, MHC #44, photo #2) was built as a tenant farmhouse on the Quincy/Milton Newbury Farmhouse of John Glover (1600-53), one of Dorchester's original 1630 settlers, by one of his descendants. In 1813 the dwelling with three acres of land was sold to John Adams (1780-1854), a butcher, who had grown up next door on the homestead of his father, Lemuel. His descendants

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would retain possession of the house until 1940. Both the Glover-Adams-Gardner House and the Lancelot Pierce House were built at the front of their lots directly facing Adams Street with narrow front yards, a pattern of development that continued as the Railway Village developed during the following periods.

Near the end of the period in 1824 Jonathan Beale (1762-1834) of Quincy bought 23 acres of land on the north side of Adams Street abutting the Glover-Adams-Gardner homestead. His two sons Jonathan Jr. (1795-1864) and Benjamin (1799-1884) were extensive Milton farmers and butchers, who lived near Algerine Corner, on the Milton Hill site of Richard Collicott's homestead. In 1827 Benjamin built a new tenant farmhouse, the Benjamin Beale House at 4 Brackett Street (Map #36, MHC #314), on the new tract of land back from Adams Street along a cart path over which Granite Place would be laid out in the next period.

Both the Glover-Adams-Gardner and Benjamin Beale Houses are significant for they, along with the Pierce House, serve to document the agricultural origins of the East Milton area. Additionally the Glover-Adams-Gardner House is significant for its associations with John Adams and his son-in-law, William Gardner (discussed below), prominent members of the East Milton community during the 19th century.

Throughout the period the Pierce family maintained its influence within the district. On the south side of Adams Street, Lancelot's son John (1765-1836) inherited his house with c. 15 acres of land upon Lancelot's death in 1792. At some point the abutting tract of land that Lancelot owned came into the possession of his grandson, Charles Jr. (1792-1868). Charles Jr. built a house on the site of the present 1890 William Chesley House at 26 Pierce Street (Map #101, MHC #321) and lived there with his sisters until his death.

On the north side of Adams Street Lancelot gave the five-acre lot across the street from his house to his son Charles Sr. (1748-1824) in 1785. Charles Sr. built a house (not extant) in front of the former Henry Crane House on the site of 650 Adams Street, just outside the boundaries of the district.

By the end of the 18th century, a large tract of the former Crane household surrounding the Charles Pierce Sr. lot came into the possession of Elisha Turner Sr. (d. 1806), a cordwainer. Turner lived at 707 Adams Street in Quincy, just over the town line; however his homestead extended into Milton along Adams Street to Granite Place and occupied the eastern section of the district.

The period concludes with the opening of the Granite Railway on October 7, 1826. During that year a 3 ½ mile railroad was built from the West Quincy granite quarries through the easterly section of Milton to a wharf on the Neponset River. The purpose of the Granite Railway, the first

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commercial railroad in the United States, was to convey granite blocks to the nearest tidewater where they were dressed and towed on sloops to Charlestown for the construction of the Bunker Hill Monument. The railway was designed by Gridley Bryant (1789-1867), a well-known Boston engineer and master mason. The monument was designed by Solomon Willard, a West Quincy resident, a built under the supervision of Bryant. Thomas Handasyd Perkins (1764-1854), a successful China trade merchant, was the primary financier of the project and served as the railroad's first president. His sister Margaret Perkins Forbes was the mother of the influential Forbes family on Milton Hill. At the intersection of the granite Railway with Adams Street a settlement began to spring up, referred to by the mid-19th century as the Railway Village and by the late 19th century as East Milton. The Railway Village Historic District is the best preserved section of the Railway Village. It is a residential area located to the south of the old railroad bed, which was destroyed by the construction of the Southeast Expressway in the 1950s.

Early Industrial Period: 1830-1870

Compared to other Boston-area towns, Milton as a whole continued to grow slowly during this period, reaching a population of 2,600 in 1870. Despite a relatively varied industrial base, the town's economy remained predominantly agricultural. The period, however, was one of transformation for East Milton with the development of the Railway Village.

By 1835 East Milton had grown to 14 houses, a grocery store (Babcock's), a meeting house (the Stone Church), a school house (the East School), and a hotel (the Railway House). The Railway House was constructed by the Granite Railway Company at the intersection of Adams Street and the Railway, the site of the present East Milton Post Office, in 1826 to serve as headquarters and to cater to visitors interested in seeing the Granite Railway in operation. Additionally there were workshops connected with the Railway. Willard Felt operated a blacksmith shop (extant as a dwelling) at the corner of Adams and Squantum Streets where he manufactured iron plates to face the Railway's wooden rails as well its first cars. Stone cutting sheds (not extant) were located until c. 1910 on Granite Avenue (then Willard Street), which paralleled the Railway at the base of Mechanic and Pierce Streets, just outside the boundaries of the district. The Granite Railway Company continued in the transportation business until 1870 when its franchise and right-of-way were sold to the Old Colony Railroad. The corporation continued its granite interests until 1945 when it was dissolved.

Adams Street, with three new roads, Granite Place on its north side and Mechanic and Pierce Street on its south side, formed the residential core of the Railway Village. It was a working-class community composed of stone cutters, blacksmiths, housewrights, and traders, who worked in the West Quincy quarries or provided services needed by a small village. New residents came from as far away as Ireland and as close as Quincy, with a sizeable number coming from Nova Scotia and New Hampshire. By the end of the period 24 houses had been built within the district for the new community, of which 20 remain.

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Development within the District began on the north side of Adams Street with the 1836 Beale subdivision along a new street, Granite Place. Beale sold the first lot in 1836 to Elisha Turner, Jr., a blacksmith from Quincy. In 1848 Turner sold the property with the Greek Revival dwelling, the Turner-Grant House, 20 Granite Place (Map #62, MHC #301) to stonecutter Clinton Grant. By 1850 six additional houses had been built on Granite Place by stone cutters, including: The David Ford House, 87 Granite Place (Map #82, MHC #308), 1840; the Novatus Cook House, 77 Granite Place (Map #78, MHC #309), 1841; the Thomas Williams House, 75 Granite Place (Map #77, MHC #310, photo #5), 1841; and the George Woodman House, 86 Granite Place (Map #81, MHC #304), 1850. The Greek Revival Ford, Cook and Williams Houses are located on adjoining lots and together are significant for their presentation of an intact mid-19th century streetscape built by men who worked in the West Quincy quarries. Additionally on the Williams property is one of twelve 19th century stables within the district. Not extant are the c. 1836 houses of Octavius Rogers (d. 1859), a West Quincy quarry owner, located on the site of the East Congregational Church, 618 Adams Street (Map #88, MHC #438) and demolished in 1945, and of stonecutter Hosea Flanders, located on the site of Crane's Field, Granite Place (MHC #900, map # 68) and demolished in 1898.

Beale also sold lots to men who would provide services for the developing village. In 1841 David Gordon (1799-1882), a trader/dealer in groceries and provisions, bought two lots on the western corner of granite Place and Adams Street. He built his home, the David Gordon House, 600 Adams Street (Map #10, MHC #330, photo #2), adjacent to the Glover-Adams-Gardner homestead. On the corner lot, today the site of the East Congregational Church parking lot, he built his small store, which existed into the first decades of the 20th century. The carpenter Greek Revival Gordon House is significant architecturally as among the best preserved of its size and type in Milton and for its association with a pioneering member of the Railway Village. In 1850 Samuel Littlefield, Jr. (d. 1885), a painter, constructed his house, the Samuel Littlefield, Jr. House (Map #76; MHC #303; photo #4) and workshop (not extant) at 74 Granite Place.

Joining Octavius Rogers on Adams Street was another West Quincy quarry owner, Jesse Bunton (1810-80). In 1841 Bunton bought a lot of land from his father-in-law Ezra Beals, and built his Greek Revival home the Jesse Bunton House at 630 Adams Street (Map #16, MHC #388), one of the larger houses within the district, on the lot adjacent to the Rogers property. In 1835 Beals has bought the former Elisha Turner House in Quincy with the extensive tract of land that extended into Milton to the Beale land on the east side of Granite Place. The Bunton House is significant for its association with a prominent member of the Railway Village.

Further down Adams Street Charles Adams (1787-1839), son of Lemuel Adams, had inherited his father's homestead and sold off a lot adjacent to the Glover-Adams-Gardner property to Joseph Whitcher (1815-62), a stonecutter, who built two houses, the Whitcher-Shute House, 580-82 Adams Street (Map #4, MHC #333), 1840/1885, and the Whitcher-Eaton House (site of John Gallagher House, 588 Adams Street, Map #6, MHC #433). One of Whitcher's most notable local

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projects was the granite façade of the 1844 Quincy Town House, today's City Hall. In 1869 the Whitcher-Shute House was bought by Isaac Shute (1819-94), a stonecutter from Quincy. He significantly updated the dwelling and during the next period expanded his homestead to include the Stone Church lot (discussed below) on the west at the corner of Church Street and on the east the Whitcher-Eaton House, which he demolished in 1886 after Edward Eaton moved to Washington Street.

Between 1837 and 1846 on the south side of Adams Street Charles Pierce Jr. began subdividing his tract of land, commonly referred to as his orchard, along two new roads, Mechanic and Pierce Streets, which ran from Adams Street to Granite Avenue (then Willard Street). He sold the first lots on Mechanic Street to two housewrights. Samuel Marden built his own home, the Marden-Skinner House (Map #93, MHC #324), 1840, at 15 Mechanic Street with his carpentry workshop (not extant) located behind the house. The only other documented buildings in Milton constructed by Marden are the 1872 William Baxter House, 644 Adams Street (Map #18, MHC #300) and the non-extant 1829 Stone Church. Marden lived in his house until 1865 when George Skinner, a butcher, and his wife Sarah, the daughter of baker Hezekiah Adams (1790-1864), bought the house. The Greek Revival house is significant architecturally and associationally as the residence of a pioneering member of the Railway Village.

Across the street Oren Bates (d. 1890) built two houses: his own house, the Oren Bates House (Map #92, MHC #323), 1837 at 4 Mechanic Street on the corner of Adams Street and the Bates-Adams-Triggs House (Map #94, MHC #441), 1840, next door at 20 Mechanic Street. Bates' own house remained in the possession of his descendants until 1997. Bates sold the second house in 1843 to Lemuel Adams, brother of Hezekiah Adams. Both Adamses are from a different line of the Adams family than the above-mentioned Edward-John-Lemuel-Charles Adams line. The two carpenter Greek Revival dwellings are architecturally and associationally significant as among the best preserved of their size and type in Milton and as examples of the work of Oren Bates, a pioneering member of the Railway Village.

During the 1840s and 1850s the rest of Mechanic Street continued to be developed with dwellings as well as the c. 1855 Tarbox Grocery Store. However, it is not included in the district because the buildings have been significantly altered.

Oren Bates' brother John (1814-95), was also a housewright. In 1846 he bought a lot from the Pierce family at the corner of Adams Street and a new road, Pierce Street, and built two two-family dwellings, the Bates-Manning Two-Family House, 583-85 Adams Street (Map #5, MHC #347) and John Bates Two-Family House, 7-9 Pierce Street (Map #96, MHC #424), as investment properties. The Greek Revival Bates-Manning House is architecturally significant as the best preserved of the two earliest surviving two-family dwellings in Milton.

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Before he died in 1868, Pierce, who lived at 26 Pierce Street sold off four more lots along the street. William Root, a stone cutter and later a butcher, Elizabeth Spaulding, John Martin, an employee on the Henry Kidder Milton Hill Estate, and laborer Patrick Watson each built dwellings of which the Root-Gallagher House, 23-25 Pierce Street and Stable (Map #s 100/102, MHC #s 320/462), 1853, the Spaulding-Walsh House at 15 Pierce Street (Map #97, MHC #425), 1852, and the John Martin House at 40 Pierce Street (Map #106, MHC #322), 1870, still survive.

Two new houses, the Hall-Taylor House, 589 Adams Street (Map #7, MHC #328, photo #3) and the Cummings-Wellington House, 599 Adams Street (Map #9, MHC #329, photo #3) were built in 1840 on the northeastern corner of Pierce and Adams Streets on land that had not been part of the Pierce homestead. James Hall (d. 1861) was one of the founders of East Milton's first church. His neighbor Noah Cummings (d. 1882) was a stonecutter. The carpenter Greek Revival houses are architecturally significant as among the best preserved of their scale and type in Milton and for their association with pioneering members of the Railway Village.

In 1857 Relief Adams, widow of John Adams, sold off seven acres of the back section of the Glover-Adams-Gardner homestead to John Bates, who added it to the Hosea Flanders homestead that he had bought the year before on Granite Place. Two years later she died and her daughter and son-in-law William Gardner moved into her house. From 1829 on they had lived in a house outside the boundaries of the district on the south side of Adams Street. Gardner (1804-90) was a stonemason who had worked on the Granite Railway and Bunker Hill Monument under Gridley Bryant and later on Paul's Bridge (1849) that crosses the Neponset River from Milton to Hyde Park, the Quincy Town House (1844), the Cemetery Chapel (1845) and the tomb of Solomon Willard in Mt. Auburn Cemetery, Cambridge.

In 1866 John Newcomb moved into the John Newcomb House, 603-605 Adams Street (Map #11, MHC #334, photo #3), c. 1860. Newcomb (1812-1900) was a butcher from Quincy. The Italianate house with accompanying stable is architecturally significant as an intact mid-19th century property. In the same year George Clapp (1822-78) moved into the George Clapp House, 611-613 Adams Street (Map #12, MHC #439), c. 1860. In the early 1960s the Clapp property was developed in the rear; outside the boundaries of this district, along a new road off Adams Street, Foster Lane (1962) and to the east, within the district, with the construction of the noncontributing house (1964) at 617 Adams Street (Map #B).

Upon the deaths of her husband John Pierce in 1836 and only son John L. Pierce in 1838, Jerusha Pierce inherited the c. 15-acre Lancelot Place homestead. When she remarried in 1839 and moved to Quincy, she rented out the house until 1865 when the homestead was sold. With the death three years later of Charles Pierce, the tenure of the Pierce family within the Railway Village district came to an end.

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Finally, to serve the spiritual needs of the growing community, a meeting house was built in 1829 at the corner of Adams and Church Streets on a section of Lemuel Adams' homestead, today the site of the two John Gallagher Two-Family Houses, 566-68 and 570-72 Adams Street (Map # 1,3; MHC #434, 435). Church Street defines the western boundary of the district, and was laid out between 1849 and 1876. The stone Gothic Revival church has been referred to as the Stone Church, Railway Church or the Railway Meeting House. It was designed by Boston architect Charles Hall and built by Samuel Marden. The original proprietors, James Hall, Willard Felt and Gridley Bryant, were from both Milton and West Quincy, underscoring the feeling of the time that while the two neighborhoods were in different towns, they often acted as a single community, bound together by the quarries and railroad. It was built under the aegis of the Unitarians, but ministers of various Protestant denominations occupied its pulpit. When the Protestant church had difficulties in the 1830s, the Railway Meeting House Society fell apart and disbanded in 1837. The church was demolished in the early 1840s and eventually the land became part of the adjoining Whitcher-Shute property. In 1843 the Second Congregational Church Society was organized. The Second Congregational Church, Old (Map #A, MHC #331) was built in 1846 across the street at 577 Adams Street and served the community until 1950 when the present East Congregational Church (Map #88, MHC #438) was constructed at 618 Adams Street. The noncontributing old church was significantly altered in the late 1980s upon its conversion to condominiums.

Late Industrial Period: 1870-1915

In 1870 the Old colony Railroad, which was incorporated in 1844 to link Boston to Plymouth, bought and rebuilt the Granite Railway trackage. On October 7, 1871 the West Quincy Branch or Granite Branch of the Plymouth line was opened up along the old roadbed and provided passenger and freight service to and from East Milton until 1940. A passenger depot (not extant) was built in East Milton Square at the crossing of the railroad with Adams Street while shipments from the West Quincy quarries continued to pass through East Milton.

Over the next 40 years East Milton Square grew as a commercial center with the addition of several commercial buildings and the Hose #2 fire house and the establishment of a post office (1872) and library (1883) in Babcock's Store. The surrounding residential areas expanded into middle-class neighborhoods within commuting distance to Boston. Within the district six new roads were laid out. In 1894 a larger schoolhouse was built for the East School to support the growing population. Renamed the Belcher School (demolished 1963), it was located on Church Street, outside the district's boundaries.

In 1874 Albert Brackett (1850-1906), son of Representative Charles Brackett of Quincy, married the daughter of Jesse Bunton, Lavinia (1852-1931) and built a house, the Albert Brackett House (Map #65, MHC #302) at 25-27 Granite Place on a tract of land abutting his father-in-law's homestead that had been part of the Octavius Rogers homestead. Brackett owned a leather

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business on South Street in Boston, and became a well-known Milton resident, serving both as local selectman and state representative in the period 1884-1904. He also completely changed the character of his mid-19th century neighborhood over a twenty-year period through his real estate investments.

Brackett began developing his neighborhood in 1881 when he bought a parcel of land between his property and a private way. Over the next five years he built four dwellings, two on Granite Place, the Brackett-Simpson House, 35 Granite Place (Map #67, MHC #313), 1881, and the Brackett-Sage House, 31 Granite Place (Map #66, MHC #448), 1881, and two on the private way, the Brackett-Bearce House at 15 Brackett Street (Map #38, MHC #640), c. 1886, and the Brackett-Koppmann House at 17 Brackett Street (Map #39, MHC #641, photo #7), c. 1886. J. Albert Simpson was the treasurer of the Granite Railroad Company and a prominent member of the Milton community, serving as selectmen in 1888-96 and again in 1899-1900.

In 1889 the private way became Brackett Street, connecting Granite Place and Washington Street, during the next eleven years Brackett bought the land on both sides of the road, including a large parcel from the Bunton homestead and Benjamin Beale property, and built six more residences. He sold the Queen Anne residences to Milton newcomers who worked in Boston: the William Smith House, 10 Brackett Street (Map #37, MHC #639), 1897 to a Boston clerk and bookkeeper at the S.S. Pierce provisions company; the Edward Wheeler House, 24 Brackett Street (Map #42, MHC #644, photo #7), 1893, to a Boston grocer and later an employee of a bank; the Adam Moodie House, 30 Brackett Street (Map #44, MHC #645, photo #7), 1901 to a salesman; and the Eliza Enderle House, 23 Brackett Street (Map #41, MHC #643, photo #7), 1893, to two sisters who worked as Boston bookkeepers. In 1921 they sold their house to the East Congregational Church to serve as a parsonage until 1956. Dr. John Stevens, a family doctor, lived at 18 Brackett Street (John Stevens House, Map #40, MHC #642), 1897, where he held office hours during the afternoon and evenings, and was connected to the pharmacy in East Milton Square by one of the first telephones in the neighborhood. Brackett Street is the best preserved Queen Anne streetscape in Milton. Additionally, two of the district's twelve 19th century stables are located on the Brackett-Koppmann and Ira Hill properties.

Between 1897-1900 Brackett also built six houses along a new road that intersected with Brackett Street. Bunton Place was originally a private way laid out by Jonathan Beale and renamed after Jesse Bunton. It ran parallel to Granite Place, along the back yards of 51, 57 and 67 Granite Place. Brackett bought and subdivided these properties, selling off the rear lots with new dwellings to Albert Candlin, a Quincy school teacher (Albert Candlin House, 6 Bunton Street, 1897, Map #47), Stephen Wiley, a Boston agent for Hormel Meat Company (Stephen Wiley House, 8 Bunton Street, 1899; Map #49, MHC #647) and Clarence Jackson, a Boston superintendent (Clarence Jackson House, 12 Bunton Street, 1900, Map #50, MHC #648). The houses across the street were sold to Littleton Bolton, a traveling salesman (Littleton Bolton House, 5 Bunton Street, 1900, Map #46), Elwood Pearce, a glass salesman (Elwood Pearce

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House, 7 Bunton Street, 1900, Map #48) and James Carter, an employee of F.W. Dodge in Boston (James Carter House, 9 Bunton Street, 1900, Map #123). In 1924 Bunton Place was renamed Bunton Street and extended to Washington Street, reaching its present L-shaped form. This later section, which is not included in the district, was part of the post-1924 development abutting the northern boundary of the district.

Brackett and Bunton Streets are located on the east side of Granite Place. Brackett also developed a tract of land on the west side of Granite Place, the eight-acre, 1857 John Bates farm. Upon Bates' death in 1895, Brackett bought the land three years later from his family, demolished his granite farmhouse, the Hosea Flanders House, and subdivided the property along new streets, Belcher Circle and Bates Road. He also connected the development to Church Street by a new road, Church Place. Over the next five years Brackett built a ring of 16 dwellings along one side of Belcher Circle and Bates Road. Financial difficulties prevented him from completing the Brackett Terrace subdivision before his death in 1906. In 1911 Quincy developer Dennis Crowley took over the project. In 1913 he sold the interior section, bordered by Bates Road, Granite Place and Belcher Circle to the Town of Milton for preservation as a park for passive recreation, the first instance of land conservation by the Town. The park was named Crane Field (between 24 and 54 Granite Place, 1913, Map #68, MHC #900, photo #9) after Henry Crane. During the 1920s Belcher Circle was extended northward towards Howe Street. This section, which is not included in the district, was part of the 1920s development abutting the northern boundary of the district.

Brackett Terrace's first house was built for John Bates' daughter, the Ida Bates Cates House (28 Belcher Circle, 1898; Map #29, MHC #652). In 1903 Brackett's other daughter Vina Parsons moved into the William Parsons House at 24 Granite Place, 1899 (Map #64, MHC #447) on the corner of Belcher Circle and across the street from her childhood home.

Other Belcher Circle residents included the Milton school superintendent (Asher Jacoby House, 46 Belcher Circle, 1902, Map #32, MHC #655), the druggist in East Milton Square (J. Ernest Quimby House, 12 Belcher Circle, 1899, Map #26, MHC #649), two men associated with each other in a Boston cutlery firm (Lewis Harlow House, 36 Belcher Circle, 1900, Map #31, MHC #654 and Ernest Libby House at 16 Belcher Circle, 1899, Map #27, MHC #650), a lamp manufacturer (Harry Dowden House, 24 Belcher Circle, 1899, Map #28, MHC #651), a West Quincy teacher (Austin Green House, 32 Belcher Circle, 1899, Map #30, MHC #653) and a manager of a Boston publishing company (Elmer Hubbard House, 50 Belcher Circle, 1903, Map #33, MHC #656).

Bates Road residents included salesmen at the Boston Grocers Exchange (Kirkman Perry House 27 Bates Road, 1901; Map #23, MHC #660) and for the Gilman Cracker Manufacturing Company in Somerville (Herbert Richardson House, 11 Bates Road, 1899, Map #20, MHC #657), and two

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businessmen, William Cross (William Cross House, 23 Bates Road, 1901, Map #22, MHC #659) and Harry Hammons (Harry Hammons House, 17 Bates Road, 1899, Map #21, MHC #658). Catherine Ingersoll lived at 31 Bates Road (Catherine Ingersoll House, 1901, Map #24, MHC #661) and by 1908 Millie Mooers lived at 39 Bates Road (Harry Thomas House, 1902, Map #25). She was the first woman to vote in Milton when suffrage was granted to women in 1920.

The Belcher Circle-Bates Road streetscape around Crane Field is architecturally significant as an intact turn-of-the-century single-family development. The Robinson and the St. Claire-Burns House at 54 Granite Place, 1899 (Map #70, MHC #450) are notable as the best preserved examples within the streetscape.

Brackett also built a double house at 10-12 Church Place, the Albert Brackett Two-Family House (Map #51), c. 1900. This Colonial Revival house is significant as a well-preserved example of the second stage of the evolution of this form of residence with an interior plan composed of two units arranged vertically or side by side.

In 1913 Dennis Crowley added two houses to Belcher Circle as investment properties when he took over the development: the Crowley-Prario House (54 Belcher Circle, 1913, Map #34, MHC #662) and the Crowley-Whittemore House (61 Belcher Circle, 1913, Map #35).

Further middle-class expansion was also undertaken by Brackett's neighbor, Nathaniel Beals (1824-93), the uncle of Brackett's wife and son of Ezra Beals. Beals lived in his father's house at 707 Adams Street in Quincy. In 1885 he subdivided a 15-acre section in Milton of his father's homestead along two roads, Washington and Eaton Streets. Washington ran from Adams Street in the south to the Quincy border in the north, paralleling Granite Place to which it was connected by Brackett Street. Eaton Street connected Washington Street to Beale Street in Quincy. Unlike Brackett, Beals sold his lots without buildings.

The first part of Washington Street from Adams Street to Bunton was developed over a thirteen-year period from 1885-98. The first section of this part, from Adams to Brackett Streets, has not been included in this district due to significant alterations to the 19th century streetscape. The Orrin Andrews House (37 Washington Street, 1885, Map #114, MHC #664) was the first house built on the street in 1885. Andrews (1848-1916) was the teacher and principal of the East, later Belcher, School from 1871 until his death in 1916. He was also active in community affairs as a Library trustee from 1889 to 1916. In 1940 the town named its new playground in his honor. The Orrin Andrews Playground is located on the northwestern boundary of this district. During the same year, James Farrell (1863-1909), an East Milton milk dealer, built a two-family house, the James Farrell Two-Family House at 61-63 Washington Street (Map #122), for his family.

George Van Horne, an employee of the Tubular Rivet Company in Wollaston, built two houses,

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at 42 Washington Street (George Van Horn House, 1885, Map #115) and at 31 Washington Street (George Van Horne House, 1892, Map #112, MHC #663). Local carpenter James Crawford (d. 1895?) also built two house, at 36 Washington Street (James Crawford House, 1885, Map #113) and 43 Washington Street (James Crawford House, 1893, Map #116). The former was built as his residence and despite a recent fire in the back ell, is architecturally significant as the best preserved example of his work.

In 1886 Edward Eaton moved from Adams Street to his new house (Edward Eaton House, 59 Washington Street, 1886, Map #130, MHC #316, photo #8) at the corner of Washington Street and Eaton Street, which was named for him. Eaton (1844-1918) owned the Eaton Ice Company in East Milton and Quincy. Benjamin Fuller (1885-1926), a West Quincy quarry owner and principal in the Fuller and Foley Granite Manufacturing Company, joined the neighborhood in 1891 (Benjamin Fuller House, 60 Washington Street, 1891, Map #121, MHC #667) and Leonard Elden (Leonard Elden House, 48 Washington Street, 1892, Map #118, MHC #666), an employee of the Granite Railway Company, a year later. William Doherty, a manager in Boston, arrived in 1898 (William Doherty House, 47 Washington Street, 1898, Map #117, MHC #665, photo #8). The latter is architecturally significant as the best preserved house on the street. The period closed with an additional house built by Stephen Wiley in 1914 when he moved from Bunton Street to 29 Washington Street (Stephen Wiley House, Map #111). During the post-1924 era Washington Street was developed along its northward extension towards the Milton-Quincy town line. This section is not included within the district.

During the 1890s four houses were built on Eaton Street. Isaac Shute of Adams Street built the first house, Isaac Shute House, 20 Eaton Street (Map #54) in 1890 as an investment property. Charles Whittemore, a Boston public accountant and his son George, a dentist, lived at 25 Eaton Street (Whittemore-Ellsworth House, 1893, Map #56, MHC #318) and 21 Eaton Street (George Whittemore House, 1899, Map #56, MHC #668), respectively. Their neighbor was George Wilson, a fireman at the Mattapan station (George Wilson House, 15 Eaton Street, 1897, Map #52, MHC #317). The Wilson House is one of the best-preserved Queen Anne residences within the district. In 1908, brick mason George Hathaway built a fifth house, the George Hathaway House, (Map #60) at 31 Eaton Street which straddles the Quincy/Milton line.

While new development was taking place on the north side of Adams Street, the established streetscapes along Adams Street, Granite Place and Pierce Street continued to be filled in. In 1872 Jesse Bunton gave a house, built by Samuel Marden, on the east side of his homestead, to his daughter Isadore, upon her marriage to William Baxter (William Baxter House, 644 Adams Street, 1872, Map #18, MHC #300). The house was the birthplace of their son, Jesse (1872-1954), a prominent member of the Milton community, who served as selectman in 1903-09 as well as a trustee of the Milton Hospital. In 1927 he became president of the Blue Hills National Bank in Milton Village. Today the house serves as the parsonage for the East Congregational Church.

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On the other side of Adams Street, Oren Bates along with his son, Oren F. Bates built a family house (Oren Bates House, 569-71 Adams Street, c. 1880, Map #2, MHC #32) on part of their property at 4 Mechanic Street. It remains in the possession of Bates' descendants today. Oren F. Bates also served as the first captain of the nearby Hose #2 Fire House in East Milton Square. The Baxter and Bates Houses are significant as well-preserved examples of the Italianate style as designed by two local carpenters as well as for their association with prominent East Milton families.

At the end of the previous period the Pierce family had left the district after 250 years of ownership. In 1872 the Lancelot Pierce homestead that Jerusha Pierce Thayer had sold in 1865 was subdivided. The Lancelot Pierce House was sold to tin peddler Nathan Buck (d. 1899). The remaining Milton portion of the homestead to the east was not developed until the 1920s and is outside the boundaries of the district. During the 1960s the remaining 1 1/4 acre was further subdivided in the south along the Pond Street Extension, and to the west with the inclusion of the 1963 house at 625 Adams Street (Map #C) in the district as a noncontributing resource.

In 1870 the heirs of Charles Pierce sold his homestead to William Chesley of Quincy. Chesley continued the subdivision of the homestead along Pierce Street and along a new road, Pond Street, at the southern edge of the district. The road was named for a pond, Pierce's Pond that was located on the homestead outside the boundaries of the district. The pond was filled in and the land developed in the 1940s.

Stonecutter Walter Drew (1849-1926) and blacksmiths Frank Kibble, Richard Pearce (1833-1921) and Richard McKay (1842-1901) each built houses on Pierce Street (Walter Drew House, 35 Pierce Street, c. 1890, Map #104, MHC #436; Frank Kibble House, 48 Pierce Street, 1873, Map #108, MHC #430; Richard Pearce House, 18 Pierce Street, c. 1872, Map #98, MHC #319, photo #6; and the Richard McKay Two-Family House, 41-43 Pierce Street, c. 1877, Map #107, MHC #429). McKay's shop was located nearby just outside the boundaries of the district along Granite Avenue at the base of Pierce Street. Pearce worked for the Granite Railway Company. Housewright Michael Barry (1848-1914) built two houses (Michael Barry Houses, 56 and 60 Pierce Street, 1876, Map #109, 110, MHC #431, 432). The Victorian Eclectic Pearce House with period stable is architecturally significant as an intact late 19th century property.

In 1873 William Root sold his house and barn at 23-27 Pierce Street to Henry Gallagher (1833-1904) who operated an express company between East Milton and Quincy and Boston. Root moved to the Rogers House on the corner of Adams Street and Granite Place. He built a small butcher shop (not extant) from which he operated his butcher's wagon.

By c. 1890 Chesley had torn down the old Pierce house and built the William Chesley House (26 Pierce Street, c. 1890, Map #101, MHC #321) on the old foundation. For a time the house was

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used as a rest home. In 1910 it was sold to William Nogher, who added a two-family house, the Nogher-Watson House, 38 Pierce Street (Map #105, MHC #428) to his property in 1912. Nogher's sister-in-law, registered nurse Sadie Gould, conducted a small hospital in the Chesley House from 1912 to 1915. She then moved to the Albert Brackett House at 25-27 Granite Place where she operated a maternity house until shortly before her death in 1937.

In addition to the five above-mentioned houses built by Brackett, 13 additional dwellings were constructed on Granite Place during this period. James Smith (1853-1936), a printer at the Boston Advertiser newspaper, moved to Granite Place in 1893 (James Smith House, 96 Granite Place, Map #84, MHC #305). His father was a stonecutter, who had moved to East Milton to work in the granite quarries in 1853. Behind the house, just outside the district's boundaries, Smith maintained a cow pasture on which the town established the Orrin Andrews playground in 1940. The dwelling remains in the possession of his descendants today and is significant as a well-preserved Queen Anne house.

Several years earlier, carpenter Michael Barry moved from Pierce Street to 51 Granite Place where he built a new home, the Michael Barry House, c. 1885 (Map #69, MHC #449). His neighbors were John Cross (John Cross House, 57 Granite Place, c. 1876, Map #71, MHC #451) and Joseph Blake, a coppersmith, who lived at 67 Granite Place (Joseph Blake House, 1871, Map #74, MHC #311, photo #5) and rented the Adams-Blake House, 120 Granite Place, 1871 (Map #90, MHC #461). James Craig, a stone polisher, bought a lot of land at the end of Granite Place and built his house, the James Craig House, 121 Granite Place, 1877 (Map #91, MHC #307). Two additional family homes were built on the property by his descendants: the James Craig, Jr. House, 115 Granite Place, 1910 (Map #89, MHC #460) and the noncontributing Craig House at 119 Granite Place, 1952 (Map #E). In 1892 John Delory (1853-1907), who delivered milk in East Milton, became the next door neighbor of James Craig. His house was demolished in the middle of the 20th century.

In 1891 John Polton (d. 1926) bought the Samuel Littlefield, Jr. House, 74 Granite Place. Polton was a carpenter, who had worked on the building of the Philadelphia Centennial Exposition in 1876. He built two additional houses on his property, the Polton-Jackson House, 60 Granite Place, 1910 (Map #72, MHC #452) and the John Polton House, 70 Granite Place, 1912 (Map #75, MHC #453).

By the late 19th century William Powell (1857-1924) had bought the noncontributing c. 1876 Littlefield-Powell House at 114 Granite Place (Map #D, MHC #459), which was significantly altered after a 1958 fire. Powell was one of the few African-Americans to live in Milton at the time. He was employed by the Tubular and Rivet Company in Wollaston and was a member of the East Milton Hose #2 Fire Company. At the turn of the century he built an additional house on his property, the William Powell House, 102 Granite Place, c. 1900 (Map #86, MHC #306), which was used by members of his family as well as renters.

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In 1902 James Gallagher, the son of Henry Gallagher and brother of Representative John Gallagher, moved to Granite Place (James Gallagher, 78 Granite Place, 1902, Map 379, MHC #454). Gallagher worked in a Boston trucking business and was active in town affairs as a member of the Warrant Committee and as the fire engineer. Albert Hoxie, a salesman, moved in across the street in 1909. The Albert Hoxie House at 63 Granite Place (Map #73, MHC #312) is significant as a well-preserved Craftsman-style house.

Early Modern Period: 1915-1950

During this period East Milton square continued to develop commercially. Two commercial blocks were added at the Adams Street and Granite Avenue intersection in 1916 and 1928, the site of the Lemuel Adams homestead. The new Milton Post Office was built in 1936 on the site of the former Railroad House. The Old Colony Railroad, which had been leased by the New Haven Railroad since 1893, continued to provide passenger and freight service to East Milton until 1940. After World War I passenger service began to decline due to competition from the automobile and public bus service. Granite quarrying in Quincy also declined due to competition from Vermont and foreign products and the last operation faded away in the mid 1960s. While the Old Colony railroad did not terminate all its services until 1959, the West Quincy branch was closed in September 1940. Within the Railway Village Historic District, eleven single-family and six two-family residences were added to the established 19th century streetscapes. The period closed with the construction of the new East Congregational Church.

The period opened with the construction of three residences by John Gallagher (1868-1945). Gallagher grew up on Pierce Street and became a prominent member of the East Milton community. In addition to owning several building materials companies, he was founder and president of the Milton Cooperative Bank in East Milton Square. In 1913 he was elected a state representative. In 1909 he had bought the Windsor-Shute House where he lived until 1919. In that year he developed the property with the construction of three new residences to either side of the old house: a new house for his family, the John Gallagher House, 588 Adams Street (Map #6, MHC #433), 1919, and two duplexes, the John Gallagher Two-Family House, 566-568 and 570-572 Adams Street (Map #s 1,3, MHC #s 434, 435), 1919, which he kept along with the Whitcher-Shute House as an investment properties. The former house was on the site of the Whitcher-Eaton House and the latter dwellings were on the site of the Stone Church, both demolished in the 19th century. The two-family houses are significant as representing the third stage of the evolution of this form of residence with an interior plan composed of two units arranged horizontally with one unit on top of the other.

Four additional two-family houses were constructed during this period and followed the form of the Gallagher House. John Forde, an East Milton painter, who had bought the George Woodman House in 1892, developed his property with the construction of the John Forde Two-Family

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House, 82 Granite Place (Map #80, MHC #455) in 1916. Sadie Gould, who ran a maternity hospital in the Albert Brackett House, also built a duplex, the Sadie Gould Two-Family House, 21-23 Granite Place (Map #63, MHC #446) on the site of the Brackett barn in 1923. William Nogler further developed his property on Pierce Street with the addition of a second two-family house, William Nogler Two-Family House, 32 Pierce Street, 1924 (Map # 102, MHC #462) as did his neighbor Harriet Dugan, who bought the well-preserved Craftsman Harriet Dugan Two-Family House, 4 Pierce Street (Map #95, MHC #423), 1926, behind her house, the Hall-Taylor House.

Single-family residences were also built along Pierce Street and Granite Place. Ermete Vespaiani, a shoe repairer, who was one of the first tenants in the new East Milton Square commercial block, moved to 19 Pierce Street (Ermete Vespaiani House, Map #99, MHC # 426), site of the former Patrick Watson House, in 1926. Ernest Jobling, an accountant, Henry Brown, a janitor, and brothers Arthur and Edward Nyberg, painters, built homes on Granite Place (Ernest Jobling House, 19 Granite Place, 1916, Map #61, MHC #445; Henry Brown House, 105 Granite Place, 1934, Map #87, MHC #458; Arthur Nyberg House, 95 Granite Place, 1931, Map #83, MHC #456; and Edward Nyberg House, 99 Granite Place, 1939, Map #85, MHC #457). The Nyberg homes were constructed by Dedham builder Walter Carlson.

The streetscapes along Washington and Eaton Street were completed with the addition of the Charles Lewis House, 54 Washington Street, 1940 (Map #119), the Harvey Holt House, 18 Eaton Street, 1916 (Map #53), the A. Gustave Lindbohn House, 26 Eaton Street, 1922 (Map #57), the Ruth Acherson House, 28 Eaton Street, 1922 (Map #58) and the Edgar Powers House, 30 Eaton Street, 1922 (Map #59), which straddles the Milton/Quincy line. Lewis was the sales manager at E.E. Wadsworth auto dealers in East Milton and Powers was the treasurer of the E.C. Powers Co. in Dorchester.

Finally in 1950 the cornerstone of the new East Congregational Church was laid at 618 Adams Street (Map #88, MHC #438, photos #2 and 10) on the corner of Granite Place, the site of the former Rogers House which was demolished in 1945. The Colonial Revival church is significant for its association with the Railway Village dating back to its beginnings in the 1840s and as well as architecturally. It is the only church in Milton to be designed by Arland A. Dirlam (1905-79), a noted church architect, and is representative of his style. A graduate of Tufts and Harvard Universities, Dirlam had established his own practice in 1931 in Boston. His work includes the Boston Bethany United Methodist Church (1941), the Lancaster Evangelical Congregational Church (1951), the Plymouth Congregational Church (1968) and the Northfield Trinitarian Congregational Church (1979). No information has been found on the builder, Arthur Ellwood.

(continued)

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East Milton continues to be an important residential and commercial section of Milton. Since 1950 the most significant development has been the construction of the Southeast Expressway through East Milton Square over the old Granite Railway roadbed in 1954-57. The Railway Village Historic District is significant as a well-preserved residential section of the East Milton area, representing its history, as well as the Town of Milton's history, from 1748 to 1950.

Archaeological Significance

Historic archaeological resources described above have the potential to provide detailed information on the social, cultural and economic growth of a working class community as it evolved from a sparsely settled 17th and 18th century agricultural landscape into a 19th century residential and commercial village. Further documentary research combined with a program of archaeological survey and testing can be used to intensify research efforts and focus for the identification of 17th century residential and agricultural resources in the district. These resources have yet to be identified, however, known settlement and land use in the area surrounding the district indicate they may be present. Similar research strategies can also be used to identify 18th century structural remains and occupational related features associated with residences and farmsteads that also likely existed in the district. The identification of 17th and 18th century residential and agricultural related resources can be used to further identify the locations of early settlement in the district that is poorly documented. The same resources can also help better understand the basis from which 19th century residential and commercial village growth occurred. Structural remains associated with 19th century residences and outbuildings can also contribute important information on the district's period of village growth. Archaeological resources may contribute information that details specific architectural features of residences no longer extant. Structural remains and construction features associated with existing and demolished structures can also contribute information that identifies 19th century construction technologies and renovations made to buildings over their periods of use. Archaeological resources can also be used to identify the types of utilities (water, gas, electric, telephone) available to homeowners and when they were used. Similar types of information may also exist for religious and commercial structures or their remains in the district. Any archaeological evidence that survives from the 1829 Stone Church could be significant by reconstructing one of the earliest civic and religious focal points of the village. Architectural details of the structure itself, outbuildings and the analysis of potential occupational related features may contribute valuable information relating to the social, cultural and economic composition of a 19th century working class community influenced by the granite industry. Historical and archaeological studies may also identify the extent that agriculture and the granite industry together influenced the growth of the Railway Village community and the point at which agriculture ceased to be economically important. The same analysis may also contribute information that identifies the extent to which subsistence agriculture may have been important to families and individuals employed in the granite industry. Archaeological resources in the district may also contribute important information relating to the

(continued)

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**Railway Village Historic District
Milton (Norfolk), Mass.**

growth and development of 19th century railroad facilities in the district. Because most components of the Granite Railway Company are no longer extant, archaeological resources may be important in reconstructing parts of the system that are poorly represented in documentary sources. Archaeological resources may be present that help better understand railway facilities and routes for passenger and granite transportation uses of the system and changes that occurred as these functions evolved over time.

(end)

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9. MAJOR BIBLIOGRAPHICAL SOURCES

Edwards, William Churchill. Historic Quincy, Massachusetts. Quincy: City of Quincy, 1954Hamilton, Edward Pierce. A History of Milton. Milton: Milton Historical Society, 1957Holly, H. Hobert. Quincy: 350 Years. Quincy: Quincy Heritage, Inc., 1974Massachusetts Historical Commission. Historic and Archaeological Resources of the Boston Area. Boston: Office of the Massachusetts Secretary of State, 1982Milton Historic Society. Deed, Map, Probate, Genealogical and Photographic Archives.
(Milton Public Library)*Milton News* newspaper: 1882-1904 and *Milton Record* newspaper: 1904-1950 (Milton
Public Library)Milton Records: Birth, Marriages and Deaths, 1682-1843. Boston: Mudge & Son, 1900

Milton Town Records: 1662-1809 (Milton Public Library)

Norfolk County Deed and Probate Records: 1793-1950 (Dedham, MA)

Teele, Albert K. Genealogy of Milton Families. Milton (1885) Milton Historical Society_____. The History of Milton, Massachusetts: 1640-1887. Boston: Rockwell & Churchill
Press, 1887.

Town of Milton Assessor's Records (Milton Town Hall)

Town of Milton Atlases. 1876, 1896, 1905 and 1917 (Milton Town Hall)

Town of Milton Building Records: 1938-1960

Town of Milton Directories: 1885-1950 (Milton Public Library)

Town of Milton Annual Reports (Milton Public Library)

(end)

Railway Village HD

Norfolk, MA

Name of Property

County, State

10. Geographical Data

Acreage of Property c. 30 acres

UTM References See continuation sheet.

(Place additional UTM references on a continuation sheet.)

1. 19 332120 4681620
Zone Easting Northing

3. 19 331890 4680820
Zone Easting Northing

2. 19 332530 4681320
Zone Easting Northing

4. 19 331520 4681060
Zone Easting Northing

See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Edith Clifford, Consultant, with Betsy Friedberg, NR Director, MHC

organization Massachusetts Historical Commission date January 2000

street & number 220 Morrissey Boulevard telephone 617-727-8470

city or town Boston state MA zip code 02125

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items (Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of the SHPO or FPO.)

name multiple

street & number _____ telephone _____

city or town _____ state _____ zip code _____

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

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10. GEOGRAPHIC DATA**Verbal Boundary Description**

The boundaries of the Railway Village Historic District are outlined on the enclosed assessor's maps (7 maps). The 30-acre district is centered on Adams Street from its intersection with Mechanic and Church Streets in the west end and with Washington Street in the east. It extends south to include Pierce Street and a section of Mechanic Street and north to include Granite Place, Bates Road, Brackett and Eaton Streets, and sections of Belcher Circle, Washington and Bunton Streets, and Church Place.

Boundary Justification

The boundaries of the Railway Village Historic District were drawn to include the significant concentration of the 18th, 19th, and early 20th century buildings that comprise the historic core of the Railway Village residential neighborhood and to exclude the surrounding post-World War I development.

(end)

**United States Department of the Interior
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**Railway Village Historic District
Milton (Norfolk), Mass.**

Section number photos Page

PHOTOGRAPHS

The identification information listed below pertains to all photographs

Photographer --- Nancy Roberts

Location of Negatives --- Milton Town Hall

Date of Photographs --- April 1998

1. Lancelot Pierce House (1748), 631 Adams Street (looking SW)
2. Glover-Adams-Gardner House (c. 1785), 594 Adams Street (looking NE)
David Gordon House (1841), 600 Adams Street
East Congregational Church (1950), 610 Adams Street
3. John Newcomb House (c. 1860), 603-605 Adams Street (looking SW)
Cummings-Wellington House (1840), 599 Adams Street
Hall - Taylor House (c. 1840), 589 Adams Street
4. Samuel Littlefield, Jr. House (1850), 74 Granite Place (looking W)
5. Thomas Williams House (1841), 75 Granite Place (looking NE)
6. Richard Pearce House (c. 1872), 18 Pierce Street (looking NE)
7. Brackett Streetscape (c. 1886-1901), 17, 23-31 Brackett Street (looking E)
8. Edward Eaton House (1886), 59 Washington St. (looking NE)
William Doherty House (1898), 47 Washington Street
9. Crane Field (1913), between 24-54 Granite Place (looking NW)
10. East Congregational Church (1950), 610 Adams Street (looking NE)

(end)

**RAILWAY VILLAGE HISTORIC DISTRICT
MILTON, MASSACHUSETTS
DISTRICT DATA SHEET**

MAP#	MHC#	HISTORIC NAME	STREET ADDRESS	DATE	STATUS	STYLE	RES	ASS#
1	434	John Gallagher Two-Family Hs.	566-568 Adams Street	1919	C	Colonial Revival/ Craftsman	B	G-8-5
2	332	Oren Bates House Garage	569-571 Adams Street	ca. 1880 1954	C NC	Italianate No Style	B B	H-5-2
3	435	John Gallagher Two-Family Hs.	570-572 Adams Street	1919	C	Colonial Revival/ Craftsman	B	G-8-4
A	331	East Congregational Church, Old	577 Adams Street	1846	NC	Altered	B	H-5-3
4	333	Whitcher-Shute House Garage	580-582 Adams Street	ca. 1840/1885 pre-1933	C C	Victorian Eclectic No Style	B	G-8-2
5	347	Bates-Manning Two-Family Hs.	583-585 Adams Street	1846	C	Greek Revival	B	H-5-4
6	433	John Gallagher House	588 Adams Street	1919	C	Colonial Revival	B	G-8-22
7	328	Hall-Taylor House	589 Adams Street	ca. 1840	C	Greek Revival	B	H-2-1B
8	44	Glover-Adams-Gardner Hs.	594 Adams Street	ca. 1785	C	Colonial	B	G-8-21
9	329	Cummings-Wellington Hs.	599 Adams Street	1840	C	Greek Revival	B	H-2-2
10	330	David Gordon House	600 Adams Street	1841	C	Greek Revival	B	G-8-20
11	334	John Newcomb House Stable	603-605 Adams Street	ca. 1860 ca. 1860	C C	Italianate Italianate	B B	H-2-3
88	438	East Congregational Church	618 Adams Street	1950	C	Colonial Revival	B	G-7-16

**RAILWAY VILLAGE HISTORIC DISTRICT
MILTON, MASSACHUSETTS
DISTRICT DATA SHEET**

MAP#	MHC#	HISTORIC NAME	STREET ADDRESS	DATE	STATUS	STYLE	RES	ASS#
12	439	George Clapp House	611-613 Adams Street	ca. 1860	C	Italianate	B	H-2-50
B		House	617 Adams Street	1964	NC	Post-war Traditional	B	H-2-51
C		House	625 Adams Street	1963	NC	Post-war Traditional	B	H-2-56
16	388	Jesse Bunton House	630 Adams Street	1841	C	Greek Revival	B	G-7-15
		Stable		1841	C	Greek Revival	B	
		Garage		pre-1933	C	No Style	B	
17	45	Lancelot Pierce House	631 Adams Street	1748	C	Colonial	B	H-2-57
18	300	William Baxter House	644 Adams Street	1872	C	Italianate	B	G-7-14
19		Stone Walls and Granite Posts	Adams Street	19th c.	C	N/A	S	
20	657	Herbert Robinson House	11 Bates Road	1899	C	Queen Anne	B	G-11-16
21	658	Harry Hammons House	17 Bates Road	1899	C	Queen Anne/Colonial Revival	B	G-11-17
		Stable		ca. 1905	C	No Style	B	
22	659	William Cross House	23 Bates Road	1901	C	Colonial Revival	B	G-11-18
		Garage		pre-1933	C	No Style	B	
23	660	Kirkman Perry House	27 Bates Road	1901	C	Queen Anne	B	G-11-19
24	661	Catherine Ingersoll House	31 Bates Road	1901	C	Queen Anne	B	G-11-20
25		Harry Thomas House	39 Bates Road	1902	C	Colonial Revival	B	G-11-21
		Garage		pre-1933	C	No Style	B	

**RAILWAY VILLAGE HISTORIC DISTRICT
MILTON, MASSACHUSETTS
DISTRICT DATA SHEET**

MAP#	MHC#	HISTORIC NAME	STREET ADDRESS	DATE	STATUS	STYLE	RES	ASS#
26	649	J. Ernest Quimby House	12 Belcher Circle	1899	C	Queen Anne	B	G-8-16
27	650	Ernest Libby House Garage	16 Belcher Circle	1899 pre-1933	C C	Queen Anne	B	G-8-15
28	651	Harry Dowden House Garage	24 Belcher Circle	1899 pre-1933	C C	Queen Anne No Style	B B	G-8-14
29	652	Ida Cates House Garage	28 Belcher Circle	1898 pre-1933	C C	No Style No Style	B B	G-8-13
30	653	Austin Green House Garage	32 Belcher Circle	1899 pre-1930	C C	Queen Anne/Colonial Revival No Style	B B	G-8-12
31	654	Louis Harlow House Garage	36 Belcher Circle	1900 pre-1946	C C	Queen Anne No Style	B B	G-8-11
32	655	Asher Jacoby House Garage	46 Belcher Circle	1902 pre-1933	C C	Colonial Revival No Style	B B	G-10-18
33	656	Elmer Hubbard House Garage	50 Belcher Circle	1903 pre-1933	C C	Queen Anne No Style	B B	G-10-17
34	662	Crowley-Prario House Garage	54 Belcher Circle	1913 pre-1933	C C	Colonial Revival No Style	B B	G-10-16
35		Crowley-Whittemore House Garage	61 Belcher Circle	1913 pre-1933	C C	Colonial Revival No Style	B B	G-11-22
36	314	Benjamin Beale House	4 Brackett Street	1827	C	No Style	B	G-5-5

**RAILWAY VILLAGE HISTORIC DISTRICT
MILTON, MASSACHUSETTS
DISTRICT DATA SHEET**

MAP#	MHC#	HISTORIC NAME	STREET ADDRESS	DATE	STATUS	STYLE	RES	ASS#
37	639	William Smith House	10 Brackett Street	1897	C	Queen Anne/Colonial Revival	B	G-5-4
38	640	Brackett-Bearce House Garage	15 Brackett Street	ca. 1886 1961	C NC	Queen Anne No Style	B B	G-7-5
39	641	Brackett-Koppmann House Stable	17 Brackett Street	ca. 1886 ca. 1896	C C	Queen Anne Victorian Eclectic	B B	G-7-6
40	642	John Stevens House Garage	18 Brackett Street	1901 pre-1933	C C	Queen Anne No Style	B B	G-6-3
41	643	Eliza Enderle House Garage	23 Brackett Street	1893 1992	C NC	Queen Anne No Style	B B	G-7-7
42	644	Edward Wheeler House Garage	24 Brackett Street	1893 pre-1933	C C	Queen Anne No Style	B B	G-6-2
43	315	Ira Hill House Stable	27 Brackett Street	ca. 1896 ca. 1896	C C	Queen Anne No Style	B B	G-7-8
44	645	Adam Moodie House Garage	30 Brackett Street	1901 pre-1933	C C	Queen Anne No Style	B B	G-6-1
45	646	Martin Kelsey House	31 Brackett Street	ca. 1896	C	Queen Anne	B	G-7-9
46		Littleton Bolton House Garage	5 Bunton Street	1900 1946	C C	Colonial Revival No Style	B B	G-6-4
47		Albert Candlin House	6 Bunton Street	1897	C	Queen Anne	B	G-5-3
48		Elwood Pearce House	7 Bunton Street	1900	C	Colonial Revival	B	G-6-5

**RAILWAY VILLAGE HISTORIC DISTRICT
MILTON, MASSACHUSETTS
DISTRICT DATA SHEET**

MAP#	MHC#	HISTORIC NAME	ADDRESS	DATE	STATUS	STYLE	RES	ASS#
49	647	Stephen Wiley House	8 Bunton Street	1899	C	Queen Anne	B	G-5-2
123		James Carter House	9 Bunton Street	1900	C	Col. Revival	B	G-6-6
50	648	Clarence Jackson House Garage	12 Bunton Street	1900 pre-1933	C C	Queen Anne no style	B B	G-5-1
51		Albert Brackett 2-fam.	10-12 Church Place	c.1900	C	Col. Revival	B	G-8-10
52	317	George Wilson House Garage	15 Eaton Street	1897 pre-1933	C C	Queen Anne no style	B B	G-1-9
53		J. Harvey Holt House Garage	18 Eaton Street	1916 pre-1933	C C	Craftsman no style	B B	G-2-4
54		Isaac Shute House Garage	20 Eaton Street	1890 pre-1933	C C	Queen Anne no style	B B	G-2-3
55	668	George Whittemore H. Garage	21 Eaton Street	1899 1963	C NC	Queen Anne no style	B B	G-1-10
56	318	Whittemore-Ellsworth H. Garage	25 Eaton Street	1893 pre-1933	C C	Queen Anne no style	B B	G-1-11
57		A.G. Lindbohm House Garage	26 Eaton Street	1922 pre-1933	C C	Col. Revival no style	B B	G-2-2
58		Ruth Acherson House	28 Eaton Street	1922	C	Col. Revival	B	G-2-1

**RAILWAY VILLAGE HISTORIC DISTRICT
MILTON, MASSACHUSETTS
DISTRICT DATA SHEET**

MAP#	MHC#	HISTORIC NAME	ADDRESS	DATE	STATUS	STYLE	RES	ASS#
59		Edgar Powers House	30 Eaton Street	1922	C	Col. Revival	B	G-2-18
		Garage		pre-1933	C	no style	B	
60		George Hathaway H.	31 Eaton Street	1908	C	Col. Revival	B	G-1-12
61	445	Ernest Jobling House	19 Granite Place	1916	C	Craftsman	B	G-7-1
62	301	Turner-Grant House	20 Granite Place	1836	C	Greek Reviv.	B	G-8-18
		Garage		pre-1940	C	no style	B	
63	446	Gould Two-Fam. H.	21-23 Granite P.	1923	C	Col. Revival	B	G-7-2A
		Garage		pre-1945	C	no style	B	
64	447	Wm. Parsons House	24 Granite Place	1899	C	Queen Anne	B	G-8-17
65	302	Al. Brackett House	25-27 Granite Place	1874	C	Italianate	B	G-7-2B
		Garage		pre-1940	C	no style	B	
66	448	Brackett-Sage House	31 Granite Place	1881	C	Vict. Eclectic	B	G-7-3
		Garage		pre-1940	C	no style	B	
67	313	Brackett-Simpson H.	35 Granite Place	1881	C	Vict. Eclectic	B	G-7-4
68	900	Crane Field	Granite Place	1913	C	N/A	Si	G-9-1
69	449	Michael Barry House	51 Granite Place	c. 1885	C	Vict. Eclectic	B	G-5-6
70	450	St. Claire-Burns Hse.	54 Granite place	1899	C	Colonial Rev.	B	G-11-15

**RAILWAY VILLAGE HISTORIC DISTRICT
MILTON, MASSACHUSETTS
DISTRICT DATA SHEET**

MAP#	MHC#	HISTORIC NAME	STREET ADDRESS	DATE	STATUS	STYLE	RES	ASS#
71	451	John Cross House Garage	57 Granite Place	ca. 1876 pre-1940	C C	Victorian Eclectic No Style	B B	G-5-7
72	452	Polton-Jackson House Garage	60 Granite Place	1910 pre-1933	C C	Craftsman No Style	B B	G-11-14
73	312	Albert Hoxie House	63 Granite Place	1909	C	Craftsman	B	G-5-8
74	311	Joseph Blake House	67 Granite Place	1871	C	Italianate	B	G-5-9
75	453	John Polton House Garage	70 Granite Place	1912 pre-1940	C C	Colonial Revival No Style	B B	G-11-13
76	303	Samuel Littlefield Jr. House Stable	74 Granite Place	1850 1892	C C	Greek Revival Victorian Eclectic	B B	G-11-12
77	310	Thomas Williams House Stable	75 Granite Place	1841 late 19th c.	C C	Greek Revival Victorian Eclectic	B B	G-5-10
78	309	Novatus Cook House Garage	77 Granite Place	1841 1965	C NC	Greek Revival No Style	B B	G-5-11
79	454	James Gallagher House Garage	78 Granite Place	1902 pre-1940	C C	Colonial Revival No Style	B B	G-11-11
80	455	John Forde Two-Family Hs. Stable	82 Granite Place mid/late 19th c.	1916 C	C No Style	Colonial Revival B	B	G-11-10A
81	304	George Woodman House	86 Granite Place	1850	C	Victorian Eclectic	B	G-11-10B

**RAILWAY VILLAGE HISTORIC DISTRICT
MILTON, MASSACHUSETTS
DISTRICT DATA SHEET**

MAP#	MHC#	HISTORIC NAME	STREET ADDRESS	DATE	STATUS	STYLE	RES	ASS#
82	308	David Ford House Garage	87 Granite Place	1840 pre-1940	C C	Greek Revival No Style	B B	G-5-22
83	456	Arthur Nyberg House Garage	95 Granite Place	1931 pre-1940	C C	Colonial Revival No Style	B B	G-4-23
84	305	James Smith House Garage	96 Granite Place	1893 pre-1940	C C	Queen Anne No Style	B B	G-11-9B
85	457	Edward Nyberg House Garage	99 Granite Place	1939 pre-1940	C C	Colonial Revival No Style	B B	G-4-24
86	306	William Powell House Garage	102 Granite Place	ca. 1900 pre-1945	C C	Queen Anne No Style	B B	G-11-9A
87	458	Henry Brown House Garage	105 Granite Place	1934 pre-1940	C C	Colonial Revival No Style	B B	G-4-25
D	459	Littlefield-Powell House	114 Granite Place	ca. 1876	NC	Altered	B	G-11-8
89	460	James Craig Jr. House Garage	115 Granite Place	1910 pre-1945	C C	Craftsman No Style	B B	G-4-1
E		Craig House Garage	119 Granite Place	1952 1952	NC NC	Post-War Traditional No Style	B B	G-4-2A
90	461	Adams-Blake House Garage	120 Granite Place	1871 pre-1940	C C	Victorian Eclectic No Style	B B	G-11-7
91	307	James Craig House	121 Granite Place	1877	C	Victorian Eclectic	B	G-4-2B

**RAILWAY VILLAGE HISTORIC DISTRICT
MILTON, MASSACHUSETTS
DISTRICT DATA SHEET**

MAP#	MHC#	HISTORIC NAME	STREET ADDRESS	DATE	STATUS	STYLE	RES	ASS#
92	323	Oren Bates House	4 Mechanic Street	1837	C	Greek Revival	B	H-5-1
93	324	Marden-Skinner House	15 Mechanic Street	1840	C	Greek Revival	B	H-6-4
94	441	Bates-Adams-Triggs Hs.	20 Mechanic Street	1840	C	Greek Revival	B	H-5-19
95	423	Harriet Duggan Two-Family Hs.	4 Pierce Street	1926	C	Craftsman	B	H-2-1A
96	424	John Bates Two-Family Hs.	7-9 Pierce Street	1846	C	Greek Revival	B	H-5-5
97	425	Spaulding-Walsh House	15 Pierce Street	1852	C	Greek Revival	B	H-5-6
98	319	Richard Pearce House Stable	18 Pierce Street	ca. 1872 ca. 1872	C C	Victorian Eclectic No Style	B B	H-2-23
99	426	Ermete Vespaziani House Garage	19 Pierce Street	1926 pre-1933	C C	Colonial Revival No Style	B B	H-5-7
100	320	Root-Gallagher House Garage	23-25 Pierce Street	1853 pre-1945	C C	Victorian Eclectic No Style	B B	H-5-8
101	321	William Chesley House Stable	26 Pierce Street	1890 19th c.	C C	Queen Anne Stable	B B	H-2-22B/C
102	462	Root-Gallagher Stable	27 Pierce Street	1853	C	No Style	B	H-5-9
103	427	William Nogher Two-Family Hs. Garage	32 Pierce Street	1924 1939	C C	Colonial Revival No Style	B B	H-2-22A

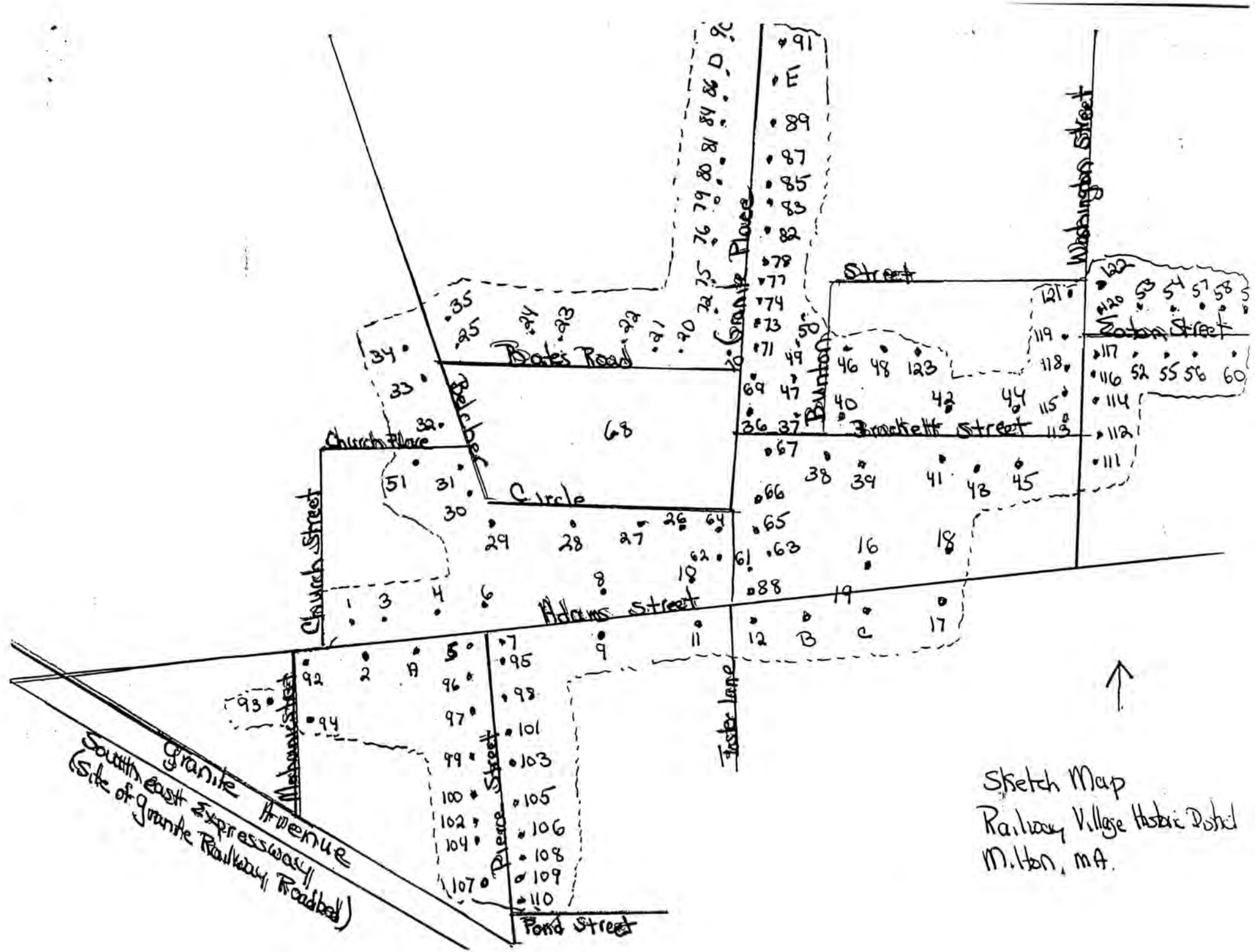
**RAILWAY VILLAGE HISTORIC DISTRICT
MILTON, MASSACHUSETTS
DISTRICT DATA SHEET**

MAP#	MHC#	HISTORIC NAME	STREET ADDRESS	DATE	STATUS	STYLE	RES	ASS#
104	436	Walter Drew House	35 Pierce Street	ca. 1890	C	Victorian Eclectic	B	H-5-10
105	428	Noghler-Watson Two-Family Hs.	38 Pierce Street	1912	C	Colonial Revival	B	H-2-21
106	322	John Martin House Garage	40 Pierce Street	1870 1989	C NC	Victorian Eclectic No Style	B B	H-2-20
107	429	Richard McKay Two-Family Hs.	41-43 Pierce Street	ca. 1877	C	Victorian Eclectic	B	H-5-11
108	430	Frank Kibble House Garage	48 Pierce Street	1873 pre-1945	C C	Italianate No Style	B B	H-2-19
109	431	Michael Barry House Garage	56 Pierce Street	1876 pre-1933	C C	Victorian Eclectic No Style	B B	H-2-18
110	432	Michael Barry House	60 Pierce Street	1876	C	Victorian Eclectic	B	H-2-17
111		Stephen Wiley House	29 Washington Street	1914	C	Colonial Revival	B	G-1-4
112	663	George Van Horne House	31 Washington Street	1892	C	Queen Anne	B	G-1-5
113		James Crawford House	36 Washington Street	1885	C	Queen Anne	B	G-6-15
114	664	Orrin Andrews House Garage	37 Washington Street	1885 pre-1933	C C	Queen Anne No Style	B B	G-1-6
115		George Van Horne House	42 Washington Street	1885	C	Victorian Eclectic	B	G-6-14

**RAILWAY VILLAGE HISTORIC DISTRICT
MILTON, MASSACHUSETTS
DISTRICT DATA SHEET**

MAP#	MHC#	HISTORIC NAME	STREET ADDRESS	DATE	STATUS	STYLE	RES	ASS#
116		James Crawford House Garage	43 Washington Street	1893 pre-1933	C C	Queen Anne No Style	B B	G-1-7
117	665	William Doherty House Garage	47 Washington Street	1898 pre-1933	C C	Queen Anne/Colonial Revival No Style	B B	G-1-8
118	666	Leonard Elden House Garage	48 Washington Street	1892 1947	C C	Queen Anne No Style	B B	G-6-13
119		Charles Lewis House	54 Washington Street	1940	C	Colonial Revival	B	G-6-12B
120	316	Edward Eaton House	59 Washington Street	1886	C	Queen Anne	B	G-2-5
121	667	Benjamin Fuller House	60 Washington Street	1891	C	Queen Anne	B	G-6-11
122		James Farrell Two-Family Hs. Stable	61-63 Washington Street	1885 ca. 1885	C C	Queen Anne No Style	B B	G-2-6

TOTAL RESOURCES:	Contributing:	179	Noncontributing:	12
	Contributing Buildings:	177	Noncontributing Buildings:	12
	Contributing Sites:	1		
	Contributing Structures:	1		



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

**National Register of Historic Places
Continuation Sheet**

Section number _____ Page _____

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: Railway Village Historic District

Date Listed: 3/6/00

Property Name: _____ County: _____ State: _____

Multiple Name

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

Patrick Andrews
Signature of the Keeper

3/6/00
Date of Action

Amended Items in Nomination:

This SLR amends the form to delete an Area of Significance. Under Criterion A, "Religion" has been selected as one of the Areas of Significance. The nomination form does not directly address why this historic district is considered to be significant for its association with religious history, so Religion has been deleted.

DISTRIBUTION:

National Register property file

Nominating Authority (without nomination attachment)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Railway Village Historic District
NAME:

MULTIPLE
NAME:

STATE & COUNTY: MASSACHUSETTS, Norfolk

DATE RECEIVED: 1/21/00 DATE OF PENDING LIST: 2/02/00
DATE OF 16TH DAY: 2/18/00 DATE OF 45TH DAY: 3/07/00
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 00000111

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: Y NATIONAL: N

COMMENT WAIVER: N

___ACCEPT ___RETURN ___REJECT ___DATE

ABSTRACT/SUMMARY COMMENTS:

*Historically & architecturally significant 18th/19th/early 20th
century residential district*

RECOM./CRITERIA accept A & C

REVIEWER Patricia Andrus DISCIPLINE Historian

TELEPHONE _____ DATE 3/6/00

DOCUMENTATION see attached comments Y/N see attached

SLR Y/N
316



The Lancelot Pierce House
631 Adams Street

Milton 1748

Railway Village Historic District
Norfolk County, MA

Nancy P. Roberts, Photographer

April 1998

Milton Town Hall

3/4 view, looking southwest

#1 of 10 photographs



(Left to right)

Glue-Helms-Gordner Hse (ca. 1785), 594 Adams St.
David Gordon Howe (1841), 600 Adams St.
East Congregational Church (1950), 610 Adams St.
Milton, Railway Village Historic Dist.
Norfolk County, MA.

Nancy P. Pabst, photographer
April 1998

Milton Town Hall

3/4 view, looking Northeast

2 of 10 photographs



(Left to right)

John Newcomb House (ca. 1860) 603-605 Adams St.
Cummings-Wellington House (1840), 599 Adams St.
Hall-Taylor House (ca. 1840), 589 Adams St.

Milton Railway Village Historic District
Norfolk County, MA

Nancy P. Roberts, photographer
April 1998

Milton Town Hall

3/4 view looking southwest

3 of 10 photographs



Samuel Littlefield House
74 Granite Place
Milton, 1950

Railway Village Historic District
Norfolk County, MA
Nancy P. Roberts, photographer
Apr. 1 1998

Milton Town Hall
facade, looking west
#4 & 10 photographs



(left to right)

Thomas Williams House (1841), 75 Granite Pl.
Joseph Balce House (1871), 67 Granite Pl.
Albert Hoxie House (1908), 63 Granite Pl.

M.Hr, Railway Village Historic District

Norfolk County, MA

Nancy P. Peabody, photographer

April 1998

M.Hr Town Hall

3/4 view, looking Northeast

#5 of 10 photographs



Richard Pearce House

18 Pine St.

Milton, Ca 1872

Railway Village Historic District

Norfolk County, MA

Nancy P. Roberts, photographer

April 1998

M. H. Jan Hall

3/4 view looking Northeast

#6 of 10 photographs



Brackett Streetscape
17 and 23-31 Brackett St.
M.Hn, ca. 1886-1901
Railway Village Historic District
Norfolk County, MA
Nancy P. Rebass, photographer
April 1998
M.Hn Jan Hall
3/4 view, looking east
#7 of 10 photographs



(Left to right)

Seward Soder Hs (1886), 59 Washington St.

William Dehety Hs (1896, 47 Washington St.

Milton, Railway Village Historic District

Norfolk County, MA

Nancy P. Robert, photographer

April 1998

Milton Town Hall

3/4 view, looking Northeast

#8 of 10 photographs



Crane Field

Btn 24 + 54 Grants Rd.

M.H. 1913

Railway Village Historic District

Norfolk County, MA

Nancy P. Roberts, photographer

April 1998

Milton Tarr Hall

looking north west towards Bates Rd

9 of 10 photographs



East Congregational Church
610 Adams St.

Milton, 1950

Railway Village Historic Dist.

Norfolk County, MA

Nancy P. Roberts

April 1998

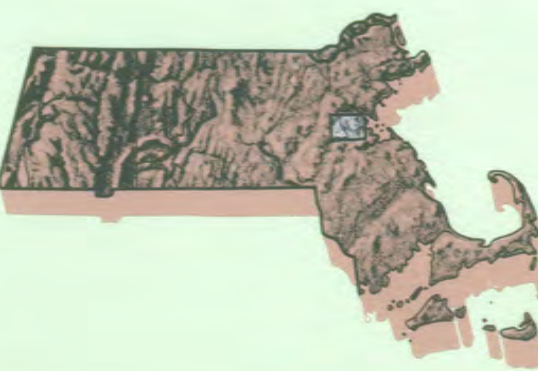
Milton Town Hall
facade; looking northeast
10 of 10 photographs

BOSTON SOUTH, MASSACHUSETTS



Boston South
MASSACHUSETTS

1:25 000-scale metric
topographic map



7.5 X 15 MINUTE QUADRANGLE
SHOWING

- Contours and elevations in meters
- Highways, roads and other manmade structures
- Water features
- Woodland areas
- Geographic names



GEOLOGICAL SURVEY

1987

Produced by the United States Geological Survey in cooperation with Massachusetts Department of Public Works
Control by USGS, NOS/NOAA, and Commonwealth of Massachusetts agencies
Compiled by photogrammetric data from NOS charts 13270 (1982) and 13272 (1982). This information is not intended for navigational purposes
Projection and 1000-meter grid: Universal Transverse Mercator, zone 19
10,000-foot grid ticks based on Massachusetts coordinate system, mainland zone
1927 North American Datum
To place on the predicted North American Datum 1983, move the projection lines 6 meters south and 42 meters west as shown by dashed corner ticks
There may be private inholdings within the boundaries of the National or State reservations shown on this map
CONTOUR INTERVAL 3 METERS
NATIONAL GEODETIC VERTICAL DATUM OF 1929
CONTROL ELEVATIONS SHOWN TO THE NEAREST 0.1 METER
OTHER ELEVATIONS SHOWN TO THE NEAREST 0.5 METER
DEPTH CURVES AND SOUNDINGS IN METERS
DATUM IS MEAN LOW WATER
THE RELATIONSHIP BETWEEN THE TWO DATUMS IS VARIABLE
SHORELINE SHOWN REPRESENTS THE APPROXIMATE LINE OF MEAN HIGH WATER
THE MEAN RANGE OF TIDE IS APPROXIMATELY 2.9 METERS
THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS

CONVERSION TABLE		DECLINATION DIAGRAM	ADJOINING MAPS			
Meters	Feet		1	2	3	
1	3.2808		1	2	3	
2	6.5617		4	5	6	
3	9.8425		7	8	9	
4	13.1234		10	11	12	
5	16.4042		13	14	15	
6	19.6850		16	17	18	
7	22.9658		19	20	21	
8	26.2467		22	23	24	
9	29.5275		25	26	27	
10	32.8084		28	29	30	
To convert meters to feet multiply by 3.2808 To convert feet to meters multiply by 0.3048		UTM grid convergence at center of map Diagram is approximate	1 Maynard 2 Boston North 3 Lynn 4 Framingham 5 Haverhill 6 Medford 7 Norwood 8 Weymouth			



Topographic Map Symbols

Primary highway, hard surface	Secondary highway, hard surface	Light-duty road, hard or improved surface	Unimproved road, trail	Road marker: Interstate, U.S., State	Railroad: standard gauge; narrow gauge	Bridge: drawbridge	Footbridge, overpass, underpass	Build-up area: only selected landmark buildings shown	House; barn; church; school; large structure	Boundary: National, with monument State County, parish Civil township; precinct, district Incorporated city, village, town National or State reservation; small park Land grant with monument; found section corner U.S. public lands survey; range, township, section Range, township, section line location approximate Fence or field line Power transmission line, located tower Dam; dam with lock Canary; grave Campaniform; stone area; U.S. location monument Windmill; water well; spring Mine shaft; prospect; adit or cave Control: horizontal station; vertical station; spot elevation Contours: index; intermediate; supplementary; depression Distorted surface: strip mine, lava, sand Soundings: depth curve Perennial lake and stream; intermittent lake and stream Reservoir, large and small; falls, large and small Submerged marsh; marsh, swamp Land subject to controlled inundation; woodland Scrub; mangrove Tributary; viaduct
-------------------------------	---------------------------------	---	------------------------	--------------------------------------	--	--------------------	---------------------------------	---	--	---

A pamphlet describing topographic maps is available on request

FOR SALE BY U.S. GEOLOGICAL SURVEY
DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092

BOSTON SOUTH, MASSACHUSETTS
42071-C1-TM-025
1987

Railway Village Historic Distr.
M. H. N. MA

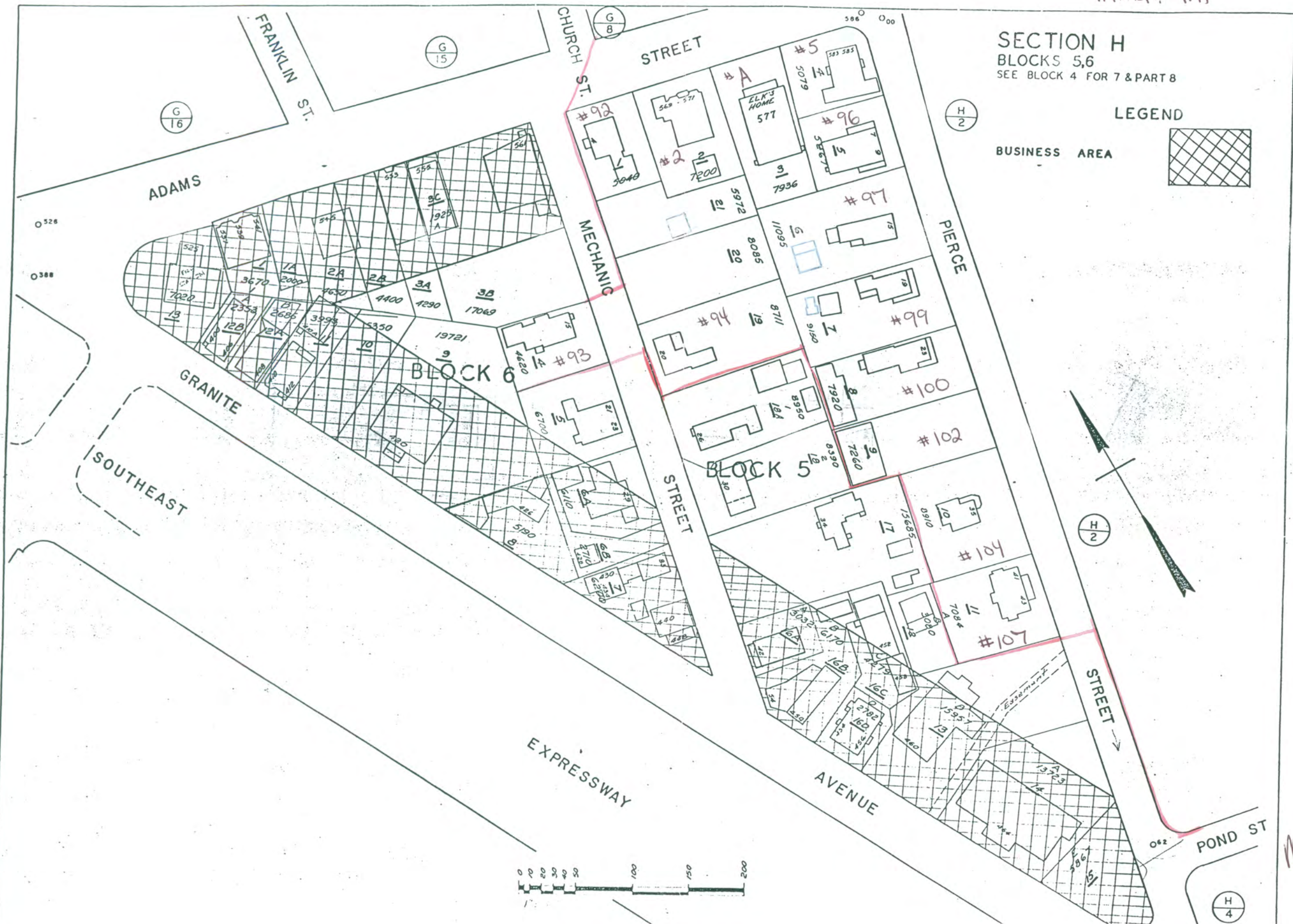
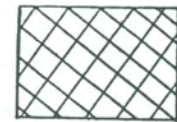
SECTION H

BLOCKS 5, 6

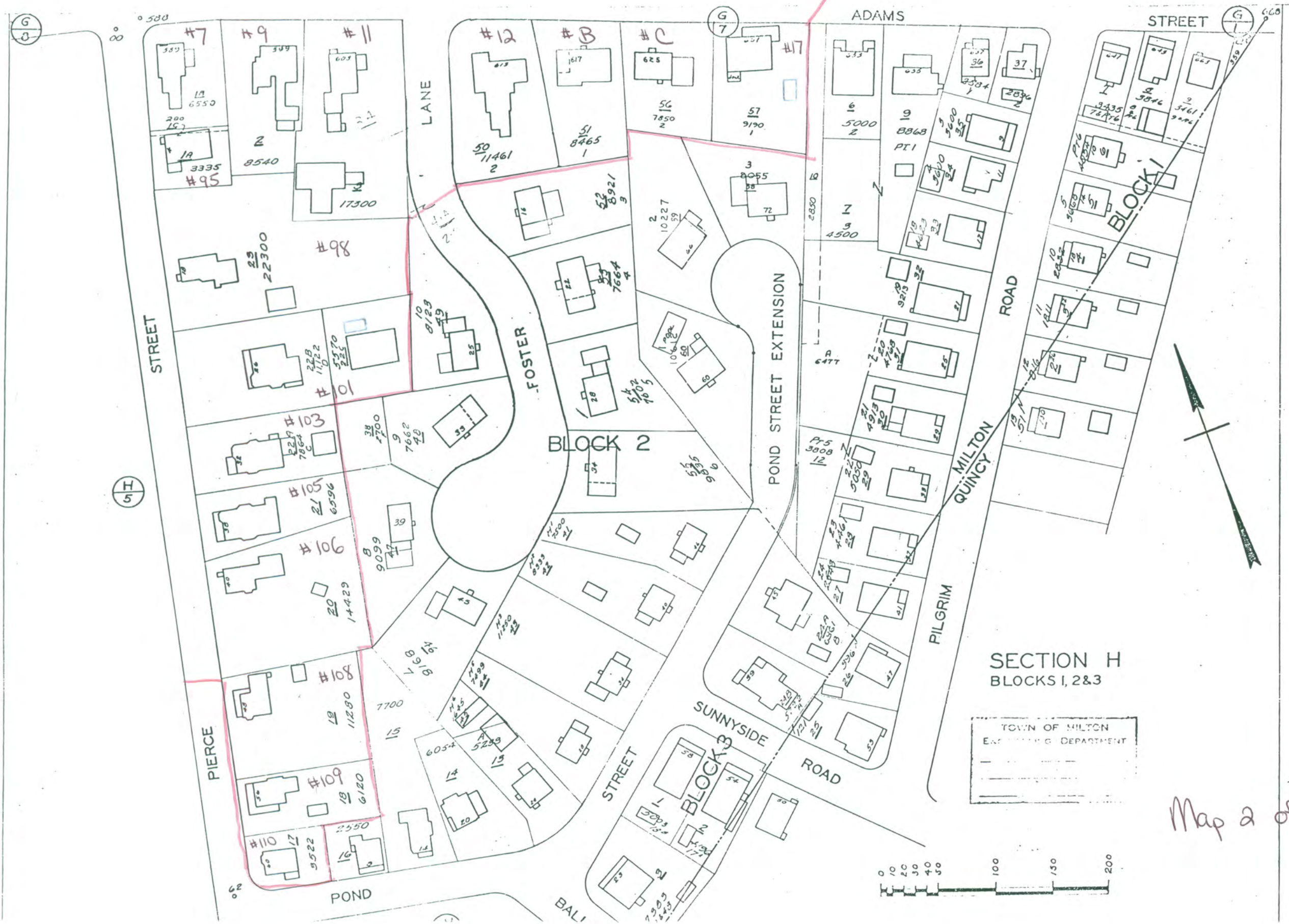
SEE BLOCK 4 FOR 7 & PART 8

LEGEND

BUSINESS AREA



Railway Village Historic Dist.
Milton, MA



SECTION H
BLOCKS 1, 2 & 3

TOWN OF MILTON
ENGINEERING DEPARTMENT

Map 2 of 7

Railway Village Historic District
Milton, MA

SECTION G
BLOCKS 8, 9 & 10



Map 3 of 7

SECTION G Railway Village Historic Dist.
BLOCK II M. H. A. Mt



MILTON
QUINCY

BLOCK 11

ORRIN A. ANDREWS PLAYGROUND

Map 4 of 7

Railway Village Historic Dist.
Milton, MA.

SECTION G
BLOCKS 3 & 4



Map 5 of 7

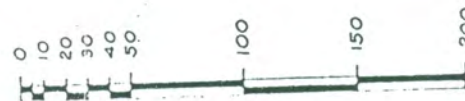
Railway Village Historic Dist.
M. 1st. 1A

SECTION G
BLOCKS 5, 6, & 7

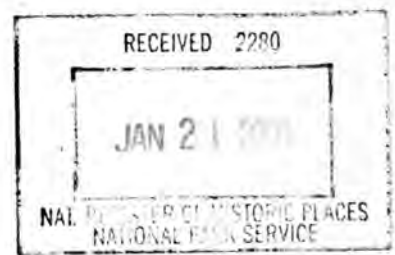


Map 6 of 7

SECTION G
BLOCKS 1 & 2



Map 7 of 7



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

January 11, 2000

Ms. Carol Shull
National Register of Historic Places
Department of the Interior
National Park Service
Mail Stop 2280, Suite 400
1849 C Street, NW
Washington, DC 20240

Dear Ms. Shull:

Enclosed please find the following nomination form:

Railway Village Historic District, Milton (Norfolk Co), MA

The nomination has been voted eligible by the State Review Board and has been signed by the State Historic Preservation Officer. The owners of properties in the district were notified of pending State Review Board consideration 30 to 45 days before the meeting and were afforded the opportunity to comment. Three letters of objection have been received.

Sincerely,

A handwritten signature in cursive script that reads "Betsy Friedberg".

Betsy Friedberg
National Register Director
Massachusetts Historical Commission

enclosure

cc: Frances Westerbeke, Chair, Milton Historical Commission
Edith Clifford, Preservation Consultant
Richard Neely, Chair, Milton Board of Selectmen
Bernard Lynch, Town Planner

BF

RECEIVED

NOV 19 1999

November 15, 1999

MASS. HIST. COMM.

Judith B. McDonough
State Historic Preservation Officer
Massachusetts Historical Commission
Massachusetts Archives Building
220 Morrissey Boulevard
Boston, MA 02125

Re: Railway Village HD Assessors Map G-7-2B

Dear Madam,

Please accept this notarized statement certifying that I am a partial owner of the private property:

25 Granite Place, Milton, MA 02186

This property is located within the boundaries of the proposed Railway Village Historic District, Milton, Massachusetts. This nomination will be put to consideration at a meeting of the Massachusetts Historical Commission on December 8, 1999.

In accordance with the National Historic Preservation Act and 36 CFR Part 60, please note this letter of OBJECTION to the proposed listing of the Railway Village Historic District to the National Register.

Sincerely,

F. Matthew Griswold III

F. Matthew Griswold III
25 Granite Place
Milton, MA 02186

*Sworn to and subscribed
before me this 17TH day
of November 1999
Michael [Signature]*

BF
RECEIVED PB

NOV 19 1999

MASS. HIST. COMM.

November 15, 1999

Judith B. McDonough
State Historic Preservation Officer
Massachusetts Historical Commission
Massachusetts Archives Building
220 Morrissey Boulevard
Boston, MA 02125

Re: Railway Village HD Assessors Map G-7-2B

Dear Madam,

Please accept this notarized statement certifying that I am a partial owner of the private property:

25 Granite Place, Milton, MA 02186

This property is located within the boundaries of the proposed Railway Village Historic District, Milton, Massachusetts. This nomination will be put to consideration at a meeting of the Massachusetts Historical Commission on December 8, 1999.

In accordance with the National Historic Preservation Act and 36 CFR Part 60, please note this letter of OBJECTION to the proposed listing of the Railway Village Historic District to the National Register.

Sincerely,

Kathleen Keating
Kathleen Keating
25 Granite Place
Milton, MA 02186

Sworn to and subscribed
before me this 15th day
of November 1999
Michael J. [Signature]

BF
PB

CARMELA ANSELMO
63 WASHINGTON STREET
MILTON, MA 02186

November 25, 1999

RECEIVED

NOV 26 1999

Ms. Judith B. McDonough
Executive Director
State Historic Preservation Officer
Massachusetts Historical Commission
MASS. HIST. COMM

Re: Railway Village HD
Assessors Map #G-2-6

Dear Ms. McDonough:

In response to your recent letter of November 9, 1999, I am the sole owner of the private property at 63 Washington Street, Milton, MA and I object to the listing of said property by the Massachusetts Historical Commission.

Sincerely,

Carmela Anselmo

Carmela Anselmo

Sheela Rynch

My Commission
Expires Jan. 7, 2005