

NEWTON, MASSACHUSETTS MRA

HISTORIC DISTRICTS

Area A	Newton Upper Falls Historic District	90
Area B	Newton Highlands Historic District	47
Area C	Newton Lower Falls Historic District	15
Area D	Putnam Street Historic District	20
Area E	Webster Park Historic District	24
Area F	West Newton Hill Historic District	74
Area G	Newtonville Historic District	141
Area H	Our Lady Help of Christians Historic District	4
Area I	Hyde Avenue Historic District	5
Area J	Farlow & Kenrick Parks Historic District (Boundary Increase)	8
Area K	Crystal Lake & Pleasant Street Historic District	23
Area L	Union Street Historic District	5
Area M	Sumner & Gibbs Street Historic District	16
Area N	Lasell Neighborhood Historic District	59
Area O	Old Chestnut Hill Historic District	46
Area P	Newton Theological Institute Historic District	28
Area Q	Gray Cliff Historic District	8
TOTAL PROPERTIES WITHIN DISTRICTS		713
INDIVIDUALS (See Individual Data Sheet)		105
<u>TOTAL PROPERTIES IN MULTIPLE RESOURCE AREA NOMINATION</u>		818

Existing individual NR properties in Newton	13
Farlow & Kenrick Parks Historic District	164
GRAND TOTAL	995

Newton, Mass. Multiple Resource Area
DATA SHEET FOR INDIVIDUALS

Address	S-B-L	Historic Name	Date	Style	Village	Inven. #	Area (SF)
121 Adena Road	34-28-5	Henry Gane House	1860s	Mansard	WN	3201	7,404
473 Auburn St.	41-12-12	Whittemore's Tavern; Bourne House	c.1724	Georgian	AU	4255	12,243
400 Beacon St.	63-16-16	Dupee Estate	1880	Stick variant	CH	CH-9A, 10	364,199
945 Beacon St.	64-26-21		1893	Colonial Revival	Cen	NC-43	28,994
1008 Beacon St.	62-6-4		c.1897	Colonial Revival	Cen	NC-56	6,696
1615 Beacon St.	53-32-7	Staples-Craft House	mid 18th c.	Federal/Victorian	WA	W-10	31,055
1641-49 Beacon St.	53-29-2A	Strong's Block	c.1896	Dutch Col. Rev.	WA	W-11	54,198
1734 Beacon St.	55-12-7	Frederick Collins Hse.	c.1825	Greek Revival	WA	W-13	27,000
93 Bellevue St.	12-21-39,40	Riley Estate	1870, 1900	Classical Revival	Cor	1688	94,410
15 Bigelow Terrace	71-1-32	Henry Bigelow House	c.1845	Greek Revival	Cor	1194	5,100
15 Bracebridge Rd.	64-16-14A	Mount Pleasant	c.1850	Italianate	Cen	NC-97	55,213
1-3 Bridge St.	21-2-2	Bemis Mill	19th cent.	Industrial	NO	2095	41,215
215 Brookline St.	82-35-13	Ths. Hastings House	c.1693	Georgian	OH	OH-7	17,900
328 Brookline St.	82-21-23	King House	c.1710	Georgian	OH	OH-8	32,840
524 California St.	14-7-24	Celia Thaxter House	c.1856	Italianate/Late Victorian	NO	2016	16,144
56 Cedar St.	13-30-4		1877	Stick Style	Cen	NC-113	19,710
8 Central Ave.	23-15-34	Amos Judkins House	1884	Queen Anne	NV	2542	35,848
379 Central St.	43-29-18	Rev. Clark House	1895	Queen Anne	AU	4376	33,414
621 Centre St.	12-21-58		c.1850	Greek Revival	Cor	1683	30,310
645 Centre St.	13-11-2		c.1880	Queen Anne	Cor	N-2	26,640
770 Centre St.	73-1-1,4	Prescott Estate	c.1875	Queen Anne	Cor	N-4A	96,700
983 Centre St.	13-24-27	Joseph Gunderson House	c.1850	Greek Revival	Cen	NC-120	25,000
7 Channing St.	12-10-4	Sam'l Farquhar House	1860s	Mansard	Cor	1165	9,040
17 Channing St.	12-10-6	Thayer House	1860s	Gothic Revival	Cor	1163	8,704
23 Chapel St.	14-1-18	Evangelical Baptist Church	1873	Gothic Revival	NO	2091	33,633
1165-73 Chestnut	51-45-7	Willard Marcy House	1869	Mansard	UF	UF-14	30,360
7 Colman St.	31-21-55	Charles D. Elliott Hse.	1860s	Mansard	WN	3092,WN-40	11,640
219 Commonwealth Ave.	63-8-19	"The Chestnut Hill"	1899	Tudor Revival	CH	CH-28	10,347
2212 Commonwealth Ave.	41-13-5		1845	Gothic Revival	AU	4246	10,033
3 Davis Ave.	31-16-9		c.1853	Italianate	WN	3105	12,000
15 Davis Ave.	31-16-10		1850s	Italianate	WN	3104	10,097
391 Dedham St.	83-36-52	Ebenezer Stone Hse.	c.1788	Georgian	OH	NH-69	50,000
729 Dedham St.	83-36-5		c.1855	Greek Revival	OH	OH-11	15,074
30-32 Eden Ave.	31-15-5	Seth Davis House	1820s	Greek Revival	WN	3073	12,191
50 Fairlee Rd.	54-8-39	Woodward House	c.1686	Georgian	WA	W-39	52,060
16 Fairmont St.	13-12-5A	Bayley House	1883-84	Medieval Revival	Cor	N-7	35,255

Address	S-B-L	Historic Name	Date	Style	Village	Inven. #	Area (SF)
43 Fairmont St.	13-11-5	John Souther House	c.1883	Queen Anne	Cor	N-9	33,159
56 Fairmont St.	13-12-18	S. Curtis Smith House	c.1875	Queen Anne	Cor	N-9A	14,300
32 Farlow Road	72-34-1	Smith-Peterson House	1902	Georgian Revival	Cor	CH-42	57,376
81-83 Gardner St.	11-20-8		c.1850	Greek Revival	Cor	1029	4,870
27 George St.	72-25-10	Hyde House	c.1840	Greek Revival	Cor	N-14	10,190
156 Grant Ave.	61-22-27	Adams Claflin Est.	1890	Colonial Revival	Cen	NC-300	58,655
29 Greenwood St.	81-51-17	Gershom Hyde House	c.1744	Georgian	OH	OH-31	20,900
161-163 Grove St.	43-31-16	Walker Missionary Home	c.1850	Italianate	AU	4394	32,458
64 Hancock St.	43-17-10	Auburndale Cong. Church	1857	Romanesque	AU	4383	57,935
102 Highland St.	32-4-34	Galen Merriam House	1840s	Italianate	WN	3698	39,077
57 Hunnewell Ave.	71-25-7	Simpson House	1890s	Colonial Revival	Cor	1360	26,298
122 Islington Rd.	41-26-1	The Eminence	c.1853	Italianate	AU	4004	244,991
203 Islington Rd.	41-27-2A		c.1870	Victorian Gothic	AU	4003	15,870
125 Jackson St.	65-19-85	Jackson House	1768	Georgian	Cen	NC-358A	14,200
72 Jewett St.	11-26-10	Seth Adams House	c.1854	Italianate	Cor	1134	14,900
110 Jewett St.	12-6-20		c.1850	Greek Revival	Cor	1185	7,056
115 Jewett St.	12-5-10		1860s	Mansard	Cor	1072	6,390
47 Kirkstall Road	22-27-14	James Lorin Richards Hse.	1901	Shingle Style	NV	5686	28,884
22 Oakwood Rd	22-27-11	& carriage barn	1901	Shingle Style	NV	5685	15,902
85 Langley Rd.	61-37-1	Jonas Salisbury House	1847	Greek Revival	Cen	NC-403	16,126
307 Lexington St.	41-30-37		1860	Greek Revival	AU	4170	9,064
171 Lowell Ave.	21-32-41	John A. Fenno House	c.1854	Gothic Revival	NV	5119	6,531
68 Maple St.	71-10-3		1860s	Italianate	Cor	1262	10,119
230 Melrose St.	41-17-24		c.1850	Mansard	AU	4145	6,000
41 Middlesex Road	63-35-2		1894	Shingle Style	CH	CH-110	22,755
333 Nahanton St.	83-35-4	Working Boys Home	1896	Romanesque Revival	NH	NH-299	74,860
Needham St.	NA	Needham St. Bridge	1875	stone-arch bridge	UF	UF-98	
7 Norman Road	52-18-8	Peabody/Williams House	1891	Shingle style	NH	NH-216	12,670
59 North St.	21-13-2	Capt. Edward Fuller Farm	1775+	Federal	NV	NV-30	15,567
71 North St.	21-13-3	& barn	c.1800	Federal-period	NV		17,821
156 Oak St.	51-28-5	Saco-Pettee Machine Shops	1899+	Industrial	UF	UF 32-36	724,398
170 Otis St.	24-13-14		1870-71	Mansard	NV	5620,NV-34	50,427
37 Park St.	73-7-9,10,11	Amos Adams House	1888	Queen Anne	Cor	N-27A	44,459
26 Quinobequin Rd.	42-1-3	Allan Crocker Curtis House	1845	Greek Revival	LF	LF-42	87,868
27 Sargent St.	72-27-10		1879	Victorian Gothic	Cor	N-37	30,100
47 Sargent St.	72-27-1		1879	Stick Style	Cor	N-38	39,749
140 Sargent St.	73-1-5		1879	Stick Style	Cor	N-43A	39,636
102 Staniford Rd.	41-29-4		c.1869	Italianate	AU	4133	55,151
137 Suffolk Rd.	63-25-16	Kingsbury House	c.1700	Georgian	CH	CH-136A	12,067
152 Suffolk Rd.	63-16-8D		1900	Spanish Col. Revival	CH	CH-140	69,729

Address	S-B-L	Historic Name	Date	Style	Village	Inven. #	Area (SF)
77 Temple St.	32-12-5	Joseph L. Stone House	1881	Queen Anne/Stick Style	WN	3676	15,490
85 Temple St.	32-12-5A	(& carriage barn)	c.1881	Queen Anne/Stick Style	WN	3677	15,011
11 Thornton St.	12-8-1	Joshua Jennison House	1840s	Greek Revival	Cor	1146	5,300
41 Vernon St.	72-11-6	Rawson Estate	c.1860	Italianate	Cor	1403	26,676
33-35 Waban St.	12-7-18	John Buckingham House	c.1864	Mansard	Cor	1173	10,001
107 Waban Hill Rd.	63-38-12		c.1875	Italianate	CH	CH-145	38,412
62 Walnut Park	12-5-24	Jonas Salisbury House	c.1847	Greek Revival	Cor	1078	30,209
65-71 Walnut Park	12-3-4	Potter Estate	1860s	Mansard	Cor	1003	531,429
218 Walnut St.	23-23-13	Central Cong. Church	1895	Romanesque Revival	NV	5182a	33,098
294-304 Walnut St.	22-5-32	Masonic Building	1896	Renaissance Revival	NV	5391	11,718
1-6 Walnut Terr.	23-23-6		1887	Queen Anne/Shingle Style	NV	5239	17,780
309 Waltham St.	34-26-5		c.1835	Greek Revival	WN	3202	13,238
399 Waltham St.	33-30-39		c.1735	Georgian	WN	3196	46,318
121 Ward St.	63-5-5	Ephraim Ward House	1821	Federal period	CH	CH-150	7,480
175 Ward St.	73-38-13	Charles Hyde House	c.1801	Federal period	Gen	CH-152	11,406
184 Ward St.	73-39-10	John Ward House	c.1805	Federal period	Gen	CH-153	18,752
303 Ward St.	73-33-17A	John Harback House	c.1800	Federal period	Gen	NC-696	26,880
137 Washington St.	71-31-31	Sam'l Jackson House	c.1750	Georgian/Greek Revival	Cor	1415	9,470
1121 Washington	31-8-5	Newton St. Railway Car barn	1890	Industrial	WN	3042	30,600
1273-79 Washington	31-5-1	Railroad Hotel	1831	Federal/Greek Revival	WN	3069	13,540
1326 Washington	33-8-1	First Unitarian Church	1905-06	Neo-Gothic	WN	3117	58,432
1832 Washington	43-44-13	Old Shepard Farm	c.1740	Georgian	AU	4520	23,740
2330 Washington	42-31-18	William Curtis House	1839	Greek Revival	LF	128	28,277
2366-70 Washington	42-31-23	Boyden Hall	1867	Italianate	LF	LF-52	10,015
469-71 Watertown	14-8-10	Silver Lake Cordage Company	1867	Mansard	NO	2025	181,349
511 Watertown St.	23-7-5		1897	Colonial Revival	NO	2012	12,251
60 William St.	71-9-3		c.1850	Italianate	Cor	1256	8,572
230 Winchester St.	83-19-10 & 11		1873	Italian Villa	NH	NH 270	31,016
15 Winnetaska Rd.	55-6-1	Bartlett-Hawkes Hse.	c.1736,1820s	Georgian/Federal	WA	W-107	13,365
31 Woodbine St.	41-13-19		c.1845	Greek Revival	AU	4267	34,195
33 Woodland Rd.	43-23-1	Rufus Estabrook Hse.	c.1848	Greek Revival	AU	4363	43,470
401 Woodward St.	53-25-15	Eleazer Hyde House	c.1770	Georgian	WA	W-112	64,551

Village Key:	AU	Auburndale	LF	Newton Lower Falls	OH	Oak Hill
	Gen	Newton Centre	NH	Newton Highlands	UF	Newton Upper Falls
	CH	Chestnut Hill	NO	Nonantum	WA	Waban
	Cor	Newton Corner	NV	Newtonville	WN	West Newton

S-B-L: Assessor's Section, Block, and Lot Number for each property.

MULTIPLE RESOURCE NOMINATION

NEWTON, MASSACHUSETTS

ALPHABETICAL STREET LIST

Street address	Inventory #	District Name or Individual Status
295 Adams St.	2445	Our Lady Help of Christians H. D.
121 Adena Road	3201	INDIVIDUAL
48 Arlo Road/ 28 Richardson Rd.	188	Newton Upper Falls H.D.
473 Auburn St.	4255	INDIVIDUAL
400 Beacon St.	CH-9A, 10	INDIVIDUAL
848 Beacon St.	NR-4/15/82	First Baptist Church
908 Beacon St.		Crystal Lake & Pleasant St. H.D.
921 Beacon St.	NC-38	Crystal Lake & Pleasant St. H.D.
945 Beacon St.	NC-43	INDIVIDUAL
1008 Beacon St.	NC-56	INDIVIDUAL
1615 Beacon St.	W-10	INDIVIDUAL
1637-51 Beacon St.	W-11	INDIVIDUAL
1734 Beacon St.	W-13	INDIVIDUAL
93 Bellevue St.	1688	INDIVIDUAL
15 Bigelow Terrace	1194	INDIVIDUAL
4 Blithedale St.		Newtonville H.D.
87 Bowdoin St.		Newton Highlands H.D.
93 Bowdoin St.	NH-24	Newton Highlands H.D.
99 Bowdoin St.		Newton Highlands H.D.
1174 Boylston St.		Newton Upper Falls H.D.
1190 Boylston St.	UF-4	Newton Upper Falls H.D.
1206 Boylston St.	UF-5	Newton Upper Falls H.D.
1218 Boylston St.	UF-6	Newton Upper Falls H.D.
1224 Boylston St.	UF-7, 204	Newton Upper Falls H.D.
1235 Boylston St.	90	Newton Upper Falls H.D.
1240 Boylston St.		Newton Upper Falls H.D.
1267-69 Boylston St	91	Newton Upper Falls H.D.
1268 Boylston St.	96	Newton Upper Falls H.D.
1272 Boylston St.	93	Newton Upper Falls H.D.
1276-78 Boylston St	97	Newton Upper Falls H.D.
1284 Boylston St.	95	Newton Upper Falls H.D.
1295 Boylston St.		Newton Upper Falls H.D.
1302-1304 Boylston St.	101	Newton Upper Falls H.D.
Boylston St.		Newton Upper Falls H.D.
Boylston St.		Newton Upper Falls H.D.
Boylston St.		Newton Upper Falls H.D.
Boylston St.		Newton Upper Falls H.D.
Boylston St.		Newton Highlands H.D.
15 Bracebridge Rd.	NC-97	INDIVIDUAL
3 Briar Lane		Newtonville H.D.
4 Briar Lane		Newtonville H.D.
5 Briar Lane		Newtonville H.D.
6 Briar Lane		Newtonville H.D.
7 Briar Lane		Newtonville H.D.
8 Briar Lane		Newtonville H.D.
1-3 Bridge St.	2095	INDIVIDUAL
215 Brookline St.	OH-7	INDIVIDUAL
328 Brookline St.	OH-8	INDIVIDUAL

10 Burnham Road		West Newton Hill H.D.
22 Burnham Road	WNH-19	West Newton Hill H.D.
372 Cabot St.	5672	Newtonville H.D.
375 Cabot St.	5306	Newtonville H.D.
383 Cabot St.		Newtonville H.D.
524 California St.	2016	INDIVIDUAL
56 Cedar St.	NC-113	INDIVIDUAL
8 Central Ave.	2542	INDIVIDUAL
379 Central St.	4376	INDIVIDUAL
Centre & Cotton sts.	NR-11/23/83	East Parish Burying Ground
621 Centre St.	1683	INDIVIDUAL
645 Centre St.	N-2	INDIVIDUAL
770 Centre St.	N-4A	INDIVIDUAL
983 Centre St.	NC-120	INDIVIDUAL
7 Channing St.	1165	INDIVIDUAL
17 Channing St.	1163	INDIVIDUAL
23 Chapel St.	2091	INDIVIDUAL
70 Chase St.	NC-147	Newton Theological Inst. H.D.
432 Cherry St.	NR-1/3/85	Dr. Samuel Warren House
190 Chestnut Hill Rd.	CH-16	Old Chestnut Hill H.D.
206 Chestnut Hill Rd.	CH-17	Old Chestnut Hill H.D.
215 Chestnut Hill Rd.		Old Chestnut Hill H.D.
222 Chestnut Hill Rd.	CH-18	Old Chestnut Hill H.D.
231 Chestnut Hill Rd.	CH-20	Old Chestnut Hill H.D.
240 Chestnut Hill Rd.	CH-19	Old Chestnut Hill H.D.
245 Chestnut Hill Rd.	CH-21	Old Chestnut Hill H.D.
256 Chestnut Hill Rd.	CH-21	Old Chestnut Hill H.D.
274 Chestnut Hill Rd.		Old Chestnut Hill H.D.
Chestnut Hill Rd.		Old Chestnut Hill H.D.
Chestnut Hill Rd.		Old Chestnut Hill H.D.
Chestnut Hill Rd.		Old Chestnut Hill H.D.
Chestnut Hill Rd.		Old Chestnut Hill H.D.
88 Chestnut St.	NR-12/6/79	Peirce School
128 Chestnut St.	3710	West Newton Hill H.D.
152 Chestnut St.	3692, WNH-28	West Newton Hill H.D.
160 Chestnut St.	*	West Newton Hill H.D.
164 Chestnut St.		West Newton Hill H.D.
166 Chestnut St.		West Newton Hill H.D.
170 Chestnut St.	3690, WNH-28A	West Newton Hill H.D.
925 Chestnut St.		Newton Upper Falls H.D.
926-928 Chestnut St.		Newton Upper Falls H.D.
937 Chestnut St.	98	Newton Upper Falls H.D.
943 Chestnut St.	99	Newton Upper Falls H.D.
947-949 Chestnut St.	100	Newton Upper Falls H.D.
954 Chestnut St.	92	Newton Upper Falls H.D.
959 Chestnut St.	224	Newton Upper Falls H.D.
960 Chestnut St.	102	Newton Upper Falls H.D.
965-967 Chestnut St.	104	Newton Upper Falls H.D.
966 Chestnut St.	103	Newton Upper Falls H.D.
969-969 B Chestnut St.	106	Newton Upper Falls H.D.
970 Chestnut St.	105	Newton Upper Falls H.D.
973-975 Chestnut St.	107	Newton Upper Falls H.D.
977-979 Chestnut St.	108	Newton Upper Falls H.D.
981 Chestnut St.	109	Newton Upper Falls H.D.
983-989 Chestnut St.	110	Newton Upper Falls H.D.
984 Chestnut St.	111	Newton Upper Falls H.D.

992 Chestnut St.	112	Newton Upper Falls H.D.
993-997 Chestnut St.	113	Newton Upper Falls H.D.
996-998 Chestnut St.	114	Newton Upper Falls H.D.
999 Chestnut St.	115	Newton Upper Falls H.D.
1003-1009 Chestnut St.	116	Newton Upper Falls H.D.
1010 Chestnut St.	117	Newton Upper Falls H.D.
1012-1018 Chestnut St.	118	Newton Upper Falls H.D.
1020-1022 Chestnut St.	119	Newton Upper Falls H.D.
1024-1028 Chestnut St.	120	Newton Upper Falls H.D.
1030 Chestnut St.	121	Newton Upper Falls H.D.
1034 Chestnut St.	122	Newton Upper Falls H.D.
1036-1038 Chestnut St.	85	Newton Upper Falls H.D.
1044-1046 Chestnut St.	123	Newton Upper Falls H.D.
1173 Chestnut St.	UF-14	INDIVIDUAL
1225 Chestnut St.	UF-16, 238	Newton Upper Falls H.D.
1238-1254 Chestnut St.	UF 17-18	Newton Upper Falls H.D.
Chestnut St.	NR-4/9/80	Echo Bridge; Newton Upper Falls H.D.
Chestnut St.		Newton Upper Falls H.D.
Chestnut St.		Newton Upper Falls H.D.
Chestnut St.		Newton Upper Falls H.D.
Chestnut St.		Newton Upper Falls H.D.
Chestnut St., off		Newton Upper Falls H.D.
9-11 Chilton Place	149	Newton Upper Falls H.D.
15-17 Chilton Place	150	Newton Upper Falls H.D.
Chilton Place		Newton Upper Falls H.D.
3-5 Claflin Place		Newtonville H.D.
10 Cliff Road		Newton Upper Falls H.D.
11 Cliff Road		Newton Upper Falls H.D.
18 Cliff Road		Newton Upper Falls H.D.
22 Cliff Road	76	Newton Upper Falls H.D.
Cliff Road		Newton Upper Falls H.D.
10 Clyde St.	5657	Newtonville H.D.
14 Clyde St.	5656	Newtonville H.D.
20 Clyde St.	5655	Newtonville H.D.
28 Clyde St.	5654	Newtonville H.D.
31 Clyde St.	5653A	Newtonville H.D.
34 Clyde St.	5653	Newtonville H.D.
37 Clyde St.	5654A	Newtonville H.D.
40 Clyde St.	5652	Newtonville H.D.
43-45 Clyde St.	5655A*	Newtonville H.D.
46 Clyde St.	5651	Newtonville H.D.
49 Clyde St.	5656A	Newtonville H.D.
52 Clyde St.	5650	Newtonville H.D.
60 Clyde St.	5648	Newtonville H.D.
66 Clyde St.	5647	Newtonville H.D.
67 Clyde St.	5646	Newtonville H.D.
70-72 Clyde St.		Newtonville H.D.
Clyde St.		Newtonville H.D.
7 Colman St.	3092, WN-40	INDIVIDUAL
219 Commonwealth Ave.	CH-28	INDIVIDUAL
2212 Commonwealth Ave.	4246	INDIVIDUAL
250 Concord St.	NR-4/16/80	St. Mary's Church & Burying Ground (Newton Lower Falls H.D.)
260 Concord St.		Newton Lower Falls H.D.

Concord St.		Newton Lower Falls H.D.
68-70 Cottage St.		Newton Upper Falls H.D.
19 Crystal St.	NC-195	Crystal Lake & Pleasant St. H.D.
20 Crystal St.	NC-196	Crystal Lake & Pleasant St. H.D.
27 Crystal St.	NC-197	Crystal Lake & Pleasant St. H.D.
37 Crystal St.	NC-198	Crystal Lake & Pleasant St. H.D.
164 Cypress St.		Newton Theological Inst. H.D.
3 Davis Ave.	3105	INDIVIDUAL
15 Davis Ave.	3104	INDIVIDUAL
391 Dedham St.	NH-69	INDIVIDUAL
729 Dedham St.	OH-11	INDIVIDUAL
742 Dedham St.	NR-1/1/76	Bigelow House
32 Eden Ave.	3073	INDIVIDUAL
2-6 Elliot Place/ 324 Elliot St.	71	Newton Upper Falls H.D.
207-209 Elliot St.	83	Newton Upper Falls H.D.
216-218 Elliot St.	81	Newton Upper Falls H.D.
221-223 Elliot St.	82	Newton Upper Falls H.D.
224-226 Elliot St.	151	Newton Upper Falls H.D.
231 Elliot St.		Newton Upper Falls H.D.
232-234 Elliot St.	152	Newton Upper Falls H.D.
238-240 Elliot St.	80	Newton Upper Falls H.D.
248-248 A Elliot St.	79	Newton Upper Falls H.D.
254-256 Elliot St.	153	Newton Upper Falls H.D.
260 Elliot St.	77	Newton Upper Falls H.D.
270 Elliot St.	154	Newton Upper Falls H.D.
277 Elliot St.	78	Newton Upper Falls H.D.
280 Elliot St.	155	Newton Upper Falls H.D.
287-301 Elliot St.		Newton Upper Falls H.D.
300 Elliot St.	74	Newton Upper Falls H.D.
314 Elliot St.	73	Newton Upper Falls H.D.
319-321 Elliot St.	156	Newton Upper Falls H.D.
330-332 Elliot St.	UF-24	Newton Upper Falls H.D.
331 Elliot St.	157	Newton Upper Falls H.D.
335-337 Elliot St.	159	Newton Upper Falls H.D.
339 Elliot St.	158	Newton Upper Falls H.D.
347-349 Elliot St.	70	Newton Upper Falls H.D.
353-357 Elliot St.	160	Newton Upper Falls H.D.
381-385 Elliot St.	161	Newton Upper Falls H.D.
Elliot St. Bridge		Newton Upper Falls H.D.
Elliot St.		Newton Upper Falls H.D.
Elliot St.		Newton Upper Falls H.D.
Elliot St.		Newton Upper Falls H.D.
Elliot St.		Newton Upper Falls H.D.
Elliot St.		Newton Upper Falls H.D.
Elliot St.		Newton Upper Falls H.D.
Elliot St.		Newton Upper Falls H.D.
6-8 Ellis St.	163	Newton Upper Falls H.D.
14 Ellis St.		Newton Upper Falls H.D.
38 Ellis St.	162	Newton Upper Falls H.D.
65 Ellis St.	165	Newton Upper Falls H.D.
73 Ellis St.	67	Newton Upper Falls H.D.
Ellis St.		Newton Upper Falls H.D.
Ellis St.		Newton Upper Falls H.D.
19 Elmwood Park	5618	Newtonville H.D.
22 Erie Ave.	NH-80	Newton Highlands H.D.

28-30 Erie Ave.		Newton Highlands H.D.
34-36 Erie Ave.	NH-81	Newton Highlands H.D.
44 Erie Ave.	NH-82	Newton Highlands H.D.
48 Erie Ave.	NH-83	Newton Highlands H.D.
52 Erie Ave.	NH-84	Newton Highlands H.D.
Erie Ave.		Newton Highlands H.D.
16 Essex Rd.		Old Chestnut Hill H.D.
24 Essex Rd.		Old Chestnut Hill H.D.
52 Essex Rd.	CH-42A	Old Chestnut Hill H.D.
88 Essex Rd.	CH-44	Old Chestnut Hill H.D.
100 Essex Rd.	CH-45	Old Chestnut Hill H.D.
135 Essex Rd.		Old Chestnut Hill H.D.
142 Essex Rd.	CH-82A	Old Chestnut Hill H.D.
50 Fairlee Rd.	W-39	INDIVIDUAL
16 Fairmont Ave.	N-7	INDIVIDUAL
43 Fairmont Ave.	N-9	INDIVIDUAL
56 Fairmont Ave.	N-9A	INDIVIDUAL
32 Farlow Rd.	CH-42	INDIVIDUAL
15 Fountain St.	WNH-56	West Newton Hill H.D.
16 Fountain St.	*	West Newton Hill H.D.
24 Fountain St.	WNH-58	West Newton Hill H.D.
25 Fountain St.	WNH-59	West Newton Hill H.D.
33 Fountain St.	WNH-60	West Newton Hill H.D.
40 Fountain St.	WNH-110	West Newton Hill H.D.
66 Fountain St.		West Newton Hill H.D.
74 Fountain St.		West Newton Hill H.D.
79 Fountain St.	WNH-62	West Newton Hill H.D.
95 Fountain St.	WNH-63	West Newton Hill H.D.
Fountain St.		West Newton Hill H.D.
Fountain St. rear		West Newton Hill H.D.
Franklin & Park sts.&c	NR-7/8/82	Farlow & Kenrick Parks H.D.
81-83 Gardner St.	1029	INDIVIDUAL
27 George St.	N-14	INDIVIDUAL
184 Gibbs St.	NC-278	Sumner & Gibbs Sts. H.D.
7 Gibson Road		Newtonville H.D.
11 Gibson Road		Newtonville H.D.
17 Gibson Road	5649	Newtonville H.D.
156 Grant Ave.	NC-300	INDIVIDUAL
35 Gray Cliff Rd.	NC-305	Gray Cliff H.D.
39 Gray Cliff Rd.	NC-304	Gray Cliff H.D.
43 Gray Cliff Rd.		Gray Cliff H.D.
53 Gray Cliff Rd.	NC-306	Gray Cliff H.D.
54 Gray Cliff Rd.	NC-307	Gray Cliff H.D.
64 Gray Cliff Rd.	NC-308	Gray Cliff H.D.
65 Gray Cliff Rd.	NC-309	Gray Cliff H.D.
70 Gray Cliff Rd.	NC-310	Gray Cliff H.D.
29 Greenwood St.	OH-31	INDIVIDUAL
152 Grove St.		Lasell Neighborhood H.D.
160-62 Grove St.	4393	Lasell Neighborhood H.D.
161-163 Grove St.	4394	INDIVIDUAL
176 Grove St.	4392	Lasell Neighborhood H.D.
192 Grove St.	4391	Lasell Neighborhood H.D.
204 Grove St.	4390	Lasell Neighborhood H.D.
210 Grove St.		Lasell Neighborhood H.D.
216 Grove St.		Lasell Neighborhood H.D.
222 Grove St.	4387	Lasell Neighborhood H.D.

Grove St.		Lasell Neighborhood H.D.
640 Grove St.	LF-31	Newton Lower Falls H.D.
646 Grove St.	LF-32	Newton Lower Falls H.D.
650 Grove St.	LF-33	Newton Lower Falls H.D.
656 Grove St.	LF-34	Newton Lower Falls H.D.
660 Grove St.	LF-35	Newton Lower Falls H.D.
665 Grove St.	LF-36	Newton Lower Falls H.D.
666 Grove St.	LF-37	Newton Lower Falls H.D.
671 Grove St.	LF-38	Newton Lower Falls H.D.
672 Grove St.		Newton Lower Falls H.D.
676 Grove St.	LF-39	Newton Lower Falls H.D.
677 Grove St.	LF-40	Newton Lower Falls H.D.
7 Hale St./		
336 Elliot St.	213, UF-25	Newton Upper Falls H.D.
258 Hammond St.	CH-61	Old Chestnut Hill H.D.
263 Hammond St.	CH-62	Old Chestnut Hill H.D.
292 Hammond St.	CH-63	Old Chestnut Hill H.D.
300 Hammond St.	CH-64	Old Chestnut Hill H.D.
307 Hammond St.	CH-65	Old Chestnut Hill H.D.
314 Hammond St.	CH-66	Old Chestnut Hill H.D.
321 Hammond St.	CH-67	Old Chestnut Hill H.D.
326 Hammond St.		Old Chestnut Hill H.D.
329 Hammond St.		Old Chestnut Hill H.D.
334 Hammond St.	CH-69	Old Chestnut Hill H.D.
339 Hammond St.		Old Chestnut Hill H.D.
340 Hammond St.	CH-70	Old Chestnut Hill H.D.
352 Hammond St.	CH-71	Old Chestnut Hill H.D.
355 Hammond St.	CH-73	Old Chestnut Hill H.D.
360 Hammond St.	CH-72	Old Chestnut Hill H.D.
365-375 Hammond St.		Old Chestnut Hill H.D.
374 Hammond St.		Old Chestnut Hill H.D.
381 Hammond St.		Old Chestnut Hill H.D.
382 Hammond St.	CH-78	Old Chestnut Hill H.D.
391-393 Hammond St.		Old Chestnut Hill H.D.
394 Hammond St.	CH-79	Old Chestnut Hill H.D.
399 Hammond St.		Old Chestnut Hill H.D.
408 Hammond St.	CH-77	Old Chestnut Hill H.D.
413 Hammond St.	CH-81	Old Chestnut Hill H.D.
481 Hammond St.		Old Chestnut Hill H.D.
64 Hancock St.	4383	INDIVIDUAL
20 Hartford St.	NH-130	Newton Highlands H.D.
26 Hartford St.	NH-131	Newton Highlands H.D.
34 Hartford St.		Newton Highlands H.D.
40 Hartford St.		Newton Highlands H.D.
44 Hartford St.		Newton Highlands H.D.
50 Hartford St.	NH-132	Newton Highlands H.D.
51 Hartford St.	NH-133	Newton Highlands H.D.
56 Hartford St.	NH-134	Newton Highlands H.D.
59 Hartford St.	NH-135	Newton Highlands H.D.
62 Hartford St.	NH-136	Newton Highlands H.D.
68 Hartford St.	NH-137	Newton Highlands H.D.
Hartford St.		Newton Highlands H.D.
6 Hawthorne St.		Lasell Neighborhood H.D.
15 Hawthorne St.		Lasell Neighborhood H.D.
18 Hawthorne St.		Lasell Neighborhood H.D.
19 Hawthorne St.		Lasell Neighborhood H.D.

24 Hawthorne St.	4497	Lasell Neighborhood H.D.
25 Hawthorne St.	4418	Lasell Neighborhood H.D.
29 Hawthorne St.		Lasell Neighborhood H.D.
30 Hawthorne St.		Lasell Neighborhood H.D.
39 Hawthorne St.	4419	Lasell Neighborhood H.D.
51 Hawthorne St.	4420	Lasell Neighborhood H.D.
57 Hawthorne St.		Lasell Neighborhood H.D.
63 Hawthorne St.	4421	Lasell Neighborhood H.D.
7 Hereward St.	NR-10/23/84	Weeks Junior High School
17-31 Herrick Rd.	NC-316	Union St. H.D.
63 A Herrick Rd.		Newton Theological Inst. H.D.
63 Herrick Rd.	NC-317	Newton Theological Inst. H.D.
73 Herrick Rd.		Newton Theological Inst. H.D.
83 Herrick Rd.		Newton Theological Inst. H.D.
91 Herrick Rd.	NC-320	Newton Theological Inst. H.D.
97-99 Herrick Rd.		Newton Theological Inst. H.D.
102 Herrick Rd.	NC-320A	Newton Theological Inst. H.D.
109-111 Herrick Rd.		Newton Theological Inst. H.D.
112 Herrick Rd.		Newton Theological Inst. H.D.
120 Herrick Rd.	NC-320B	Newton Theological Inst. H.D.
125 Herrick Rd.		Newton Theological Inst. H.D.
128 Herrick Rd.		Newton Theological Inst. H.D.
141 Herrick Rd.	NR-1/30/78	Colby Hall; Newton Theological Inst. H.D.
144 Herrick Rd.		Newton Theological Inst. H.D.
157 Herrick Rd.		Newton Theological Inst. H.D.
165 Herrick Rd.		Newton Theological Inst. H.D.
169 Herrick Rd.		Newton Theological Inst. H.D.
196 Herrick Rd.		Newton Theological Inst. H.D.
197 Herrick Rd.		Newton Theological Inst. H.D.
210 Herrick Rd.		Newton Theological Inst. H.D.
211 Herrick Rd.		Newton Theological Inst. H.D.
215 Herrick Rd.		Newton Theological Inst. H.D.
225 Herrick Rd.		Newton Theological Inst. H.D.
230 Herrick Rd.		Newton Theological Inst. H.D.
235 Herrick Rd.		Newton Theological Inst. H.D.
239 Herrick Rd.		Newton Theological Inst. H.D.
240 Herrick Rd.		Newton Theological Inst. H.D.
23 High St.	180	Newton Upper Falls H.D.
34 High St.	181	Newton Upper Falls H.D.
36-38 High St.	182	Newton Upper Falls H.D.
37 High St.	183	Newton Upper Falls H.D.
43-45 High St.	225	Newton Upper Falls H.D.
44-46 High St.	166	Newton Upper Falls H.D.
48-50 High St.	167	Newton Upper Falls H.D.
51-53 High St.	226	Newton Upper Falls H.D.
54 High St.	227	Newton Upper Falls H.D.
58-60 High St.	229	Newton Upper Falls H.D.
59 High St.	228	Newton Upper Falls H.D.
65 High St.	230	Newton Upper Falls H.D.
68 High St.	168	Newton Upper Falls H.D.
70-72 High St.	169	Newton Upper Falls H.D.
71 High St.	231	Newton Upper Falls H.D.
75 High St.	170	Newton Upper Falls H.D.
80-82 High St.	171	Newton Upper Falls H.D.
83 High St.	232	Newton Upper Falls H.D.
85 High St.	233	Newton Upper Falls H.D.

86 High St.	172	Newton Upper Falls H.D.
88 High St.	173	Newton Upper Falls H.D.
91 High St.	175	Newton Upper Falls H.D.
92 High St.	174	Newton Upper Falls H.D.
99 High St.	176	Newton Upper Falls H.D.
103 High St.	177	Newton Upper Falls H.D.
109 High St.	234	Newton Upper Falls H.D.
114 High St.	178	Newton Upper Falls H.D.
117 High St.	179	Newton Upper Falls H.D.
120 High St.	203	Newton Upper Falls H.D.
124 High St.	204	Newton Upper Falls H.D.
125 High St.	235	Newton Upper Falls H.D.
131 High St.	201	Newton Upper Falls H.D.
132 High St.	202	Newton Upper Falls H.D.
139 High St.		Newton Upper Falls H.D.
19 Highland Ave.	5421	Newtonville H.D.
25-31 Highland Ave.	5420	Newtonville H.D.
30 Highland Ave.	5422	Newtonville H.D.
33-35 Highland Ave.	5419	Newtonville H.D.
34 Highland Ave.		Newtonville H.D.
40 Highland Ave.	5423	Newtonville H.D.
43 Highland Ave.	5418*	Newtonville H.D.
50 Highland Ave.	5424	Newtonville H.D.
55 Highland Ave.	5414	Newtonville H.D.
58-60 Highland Ave.	5425	Newtonville H.D.
59-61 Highland Ave.	5407*	Newtonville H.D.
63 Highland Ave.	5406	Newtonville H.D.
66 Highland Ave.	5426	Newtonville H.D.
69 Highland Ave.	5405	Newtonville H.D.
76-78 Highland Ave.	5427	Newtonville H.D.
77 Highland Ave.	5404	Newtonville H.D.
80 Highland Ave.	5428	Newtonville H.D.
90 Highland Ave.	5582	Newtonville H.D.
95 Highland Ave.	5583	Newtonville H.D.
101 Highland Ave.	5584	Newtonville H.D.
104 Highland Ave.	5586	Newtonville H.D.
109 Highland Ave.	5585	Newtonville H.D.
9 Highland Park	5413	Newtonville H.D.
10 Highland Park	5408*	Newtonville H.D.
11-15 Highland Park	5412*	Newtonville H.D.
14 Highland Park	5409	Newtonville H.D.
16 Highland Park	5410	Newtonville H.D.
17 Highland Park	5411	Newtonville H.D.
102 Highland St.	3698	INDIVIDUAL
200 Highland St.		West Newton Hill H.D.
216 Highland St.	WNH-77	West Newton Hill H.D.
235 Highland St.		West Newton Hill H.D.
240 Highland St.	WNH-78	West Newton Hill H.D.
249 Highland St.		West Newton Hill H.D.
256 Highland St.	WNH-79	West Newton Hill H.D.
269 Highland St.	*	West Newton Hill H.D.
276 Highland St.	WNH-81	West Newton Hill H.D.
300 Highland St.	WNH-82	West Newton Hill H.D.
Highland St.		West Newton Hill H.D.
2 Highland Terrace	5415	Newtonville H.D.
57 Hunnewell Ave.	1360	INDIVIDUAL

36 Hyde Ave.	N-17	Hyde Avenue H.D.
42 Hyde Ave.	N-18	Hyde Avenue H.D.
52 Hyde Ave.	N-19	Hyde Avenue H.D.
59 Hyde Ave.	N-20	Hyde Avenue H.D.
62 Hyde Ave.	N-21	Hyde Avenue H.D.
122 Islington Rd.	4004	INDIVIDUAL
203 Islington Rd.	4003	INDIVIDUAL
125 Jackson St.	NC-358A	INDIVIDUAL
72 Jewett St.	1134	INDIVIDUAL
110 Jewett St.	1185	INDIVIDUAL
115-117 Jewett St.	1072	INDIVIDUAL
11 Kimball Terrace	5565	Newtonville H.D.
12 Kimball Terrace		Newtonville H.D.
15 Kimball Terrace	5566*	Newtonville H.D.
16 Kimball Terrace		Newtonville H.D.
21 Kimball Terrace	5567	Newtonville H.D.
25 Kimball Terrace	5568	Newtonville H.D.
8 Kirkstall Road		Newtonville H.D.
47 Kirkstall Road	5686	INDIVIDUAL
3 Lake Ave.		Crystal Lake & Pleasant St. H.D.
21 Lake Ave.	NC-381	Crystal Lake & Pleasant St. H.D.
30 Lake Ave.		Crystal Lake & Pleasant St. H.D.
38 Lake Ave.	NC-382	Crystal Lake & Pleasant St. H.D.
51 Lake Ave.		Crystal Lake & Pleasant St. H.D.
53 Lake Ave.	NC-383	Crystal Lake & Pleasant St. H.D.
57 Lake Ave.	NC-384	Crystal Lake & Pleasant St. H.D.
63 Lake Ave.		Crystal Lake & Pleasant St. H.D.
69 Lake Ave.	NC-385	Crystal Lake & Pleasant St. H.D.
77 Lake Ave.		Crystal Lake & Pleasant St. H.D.
97 Lake Ave.	NC-387	Crystal Lake & Pleasant St. H.D.
22 Lake St.		Lasell Neighborhood H.D.
30 Lake St.		Lasell Neighborhood H.D.
Lake St.		Lasell Neighborhood H.D.
85 Langley Rd.	NC-403	INDIVIDUAL
21 Lenox St.		West Newton Hill H.D.
22 Lenox St.	WNH-106	West Newton Hill H.D.
28 Lenox St.	WNH-107	West Newton Hill H.D.
32 Lenox St.	WNH-108	West Newton Hill H.D.
35 Lenox St.	WNH-109	West Newton Hill H.D.
40 Lenox St.	WNH-110	West Newton Hill H.D.
41 Lenox St.		West Newton Hill H.D.
49 Lenox St.		West Newton Hill H.D.
62 Lenox St.	WNH-111	West Newton Hill H.D.
65 Lenox St.		West Newton Hill H.D.
82 Lenox St.	WNH-112	West Newton Hill H.D.
83 Lenox St.	WNH-113	West Newton Hill H.D.
91 Lenox St.	WNH-80	West Newton Hill H.D.
96 Lenox St.	WNH-115	West Newton Hill H.D.
102 Lenox St.	WNH-116	West Newton Hill H.D.
307 Lexington St.	4170	INDIVIDUAL
54 Lincoln St.	NH-188	Newton Highlands H.D.
68 Lincoln St.	NH-189	Newton Highlands H.D.
75 Lincoln St.	NH-191	Newton Highlands H.D.
76 Lincoln St.	NH-190	Newton Highlands H.D.
87 Lincoln St.	NH-192	Newton Highlands H.D.
95 Lincoln St.	NH-193	Newton Highlands H.D.

111 Lincoln St.	NH-194	Newton Highlands H.D.
119 Lincoln St.		Newton Highlands H.D.
122 Lincoln St.	NH-195	Newton Highlands H.D.
125 Lincoln St.		Newton Highlands H.D.
126 Lincoln St.		Newton Highlands H.D.
130 Lincoln St.		Newton Highlands H.D.
135 Lincoln St.	NH-196	Newton Highlands H.D.
138 Lincoln St.	NH-197	Newton Highlands H.D.
143 Lincoln St.		Newton Highlands H.D.
146 Lincoln St.	NH-198	Newton Highlands H.D.
151-153 Lincoln St.	NH-199	Newton Highlands H.D.
154 Lincoln St.		Newton Highlands H.D.
157 Lincoln St.	NH-200	Newton Highlands H.D.
160 Lincoln St.	NH-201	Newton Highlands H.D.
163 Lincoln St.	NH-202	Newton Highlands H.D.
166 Lincoln St.	NH-203	Newton Highlands H.D.
170 Lincoln St.	NH-204	Newton Highlands H.D.
173 Lincoln St.	NH-205	Newton Highlands H.D.
Lincoln St.		Newton Highlands H.D.
20 Linden St.		Newton Upper Falls H.D.
26 Linden St.		Newton Upper Falls H.D.
29 Linden St.	219	Newton Upper Falls H.D.
34 Linden St.	220, UF-27	Newton Upper Falls H.D.
37-39 Linden St.	218, UF-28	Newton Upper Falls H.D.
43 Linden St.		Newton Upper Falls H.D.
47 Linden St.		Newton Upper Falls H.D.
51 Linden St.		Newton Upper Falls H.D.
53 Linden St.		Newton Upper Falls H.D.
171 Lowell Ave.	5119	INDIVIDUAL
218-222 Lowell Ave.	5403	Newtonville H.D.
256 Lowell Ave.	5429	Newtonville H.D.
258 Lowell Ave.	5430*	Newtonville H.D.
264 Lowell Ave.	5431	Newtonville H.D.
270 Lowell Ave.	5432*	Newtonville H.D.
297 Lowell Ave.	5621, NV-22	Newtonville H.D.
Lowell Ave.		Newtonville H.D.
7 Lucille Place		Newton Upper Falls H.D.
68 Maple St.	1262	INDIVIDUAL
15-17 Mechanic St.		Newton Upper Falls H.D.
230 Melrose St.	4145	INDIVIDUAL
41 Middlesex Rd.	CH-110	INDIVIDUAL
288 Mill St.	5682, NC-458	Newtonville H.D.
299 Mill St.		Newtonville H.D.
10 Myrtle Ave.		Lasell Neighborhood H.D.
18 Myrtle Ave.	4427	Lasell Neighborhood H.D.
40 Myrtle Ave.	4425	Lasell Neighborhood H.D.
45 Myrtle Ave.	4426 ⁴	Lasell Neighborhood H.D.
333 Nahanton St.	NH-299	INDIVIDUAL
Needham St. Bridge	UF-98	INDIVIDUAL
7 Norman Road	NH-216	INDIVIDUAL
59 North St.	NV-30	INDIVIDUAL
71 North St.		INDIVIDUAL
15 Oak St.	185	Newton Upper Falls H.D.
23-23 A Oak St.	184	Newton Upper Falls H.D.
29-31 Oak St.	UF-29	Newton Upper Falls H.D.
35 Oak St.	UF-30	Newton Upper Falls H.D.

38-44 Oak St.	75	Newton Upper Falls H.D.
43 Oak St.		Newton Upper Falls H.D.
50 Oak St.		Newton Upper Falls H.D.
51 Oak St.		Newton Upper Falls H.D.
58 Oak St.		Newton Upper Falls H.D.
64 Oak St.		Newton Upper Falls H.D.
65 Oak St.	UF-31	Newton Upper Falls H.D.
156 Oak St.	UF 32	INDIVIDUAL
Oak St.		Newton Upper Falls H.D.
Oak St.		Newton Upper Falls H.D.
22 Oakwood Road	5685	INDIVIDUAL
9 Old Orchard Rd.	CH-121	Old Chestnut Hill H.D.
14 Old Orchard Rd.		Old Chestnut Hill H.D.
7 Ossipee Road		Newton Upper Falls H.D.
Ossipee Road		Newton Upper Falls H.D.
15 Otis Park	5448	Newtonville H.D.
11 Otis Place		Newtonville H.D.
15 Otis Place	5437	Newtonville H.D.
23 Otis Place	5438	Newtonville H.D.
17 Otis St.	5551	Newtonville H.D.
23 Otis St.	5550*	Newtonville H.D.
27 Otis St.	5449	Newtonville H.D.
28 Otis St.	5447	Newtonville H.D.
34 Otis St.	5446	Newtonville H.D.
35 Otis St.		Newtonville H.D.
38 Otis St.	5445	Newtonville H.D.
43 Otis St.	5444	Newtonville H.D.
44-46 Otis St.	5443*	Newtonville H.D.
51 Otis St.	5443A	Newtonville H.D.
54 Otis St.	5442	Newtonville H.D.
59 Otis St.	5440*	Newtonville H.D.
60 Otis St.	5441	Newtonville H.D.
62 Otis St.		Newtonville H.D.
63 Otis St.	5439*	Newtonville H.D.
69 Otis St.		Newtonville H.D.
76 Otis St.	5436	Newtonville H.D.
77 Otis St.	5435	Newtonville H.D.
82 Otis St.		Newtonville H.D.
85 Otis St.	5433	Newtonville H.D.
88 Otis St.	5434	Newtonville H.D.
170 Otis St.	5620, NV-34	INDIVIDUAL
273 Otis St.	3752	West Newton Hill H.D.
274 Otis St.	3765, WNH-118	West Newton Hill H.D.
281 Otis St.	3753	West Newton Hill H.D.
291 Otis St.	3754	West Newton Hill H.D.
292 Otis St.	3764, WNH-119	West Newton Hill H.D.
301 Otis St.	3755	West Newton Hill H.D.
304 Otis St.	3763, WNH-120	West Newton Hill H.D.
314 Otis St.	3762, WNH-121	West Newton Hill H.D.
320 Otis St.	3761, WNH-122	West Newton Hill H.D.
333 Otis St.	3756	West Newton Hill H.D.
334 Otis St.	3694, WNH-123	West Newton Hill H.D.
342 Otis St.	3693, WNH-124	West Newton Hill H.D.
343 Otis St.	3757	West Newton Hill H.D.
346 Otis St.		West Newton Hill H.D.
351 Otis St.	3758	West Newton Hill H.D.

354 Otis St.		West Newton Hill H.D.
359 Otis St.	3759	West Newton Hill H.D.
367 Otis St.	3760	West Newton Hill H.D.
Otis St.		Newtonville H.D.
37 Park Ave.	N-27A	INDIVIDUAL
223 Park St.		Farlow & Kenrick Parks H.D. Expansion
226 Park St.	N-29	Farlow & Kenrick Parks H.D. Expansion
234 Park St.	N-30	Farlow & Kenrick Parks H.D. Expansion
237 Park St.	N-31	Farlow & Kenrick Parks H.D. Expansion
242 Park St.	N-32	Farlow & Kenrick Parks H.D. Expansion
243 Park St.	N-33	Farlow & Kenrick Parks H.D. Expansion
248 Park St.	N-34	Farlow & Kenrick Parks H.D. Expansion
256 Park St.	N-35	Farlow & Kenrick Parks H.D. Expansion
44 Pettee St.		Newton Upper Falls H.D.
48 Pettee St.		Newton Upper Falls H.D.
50 Pettee St.		Newton Upper Falls H.D.
51 Pettee St./5 High St.		Newton Upper Falls H.D.
54 Pettee St.		Newton Upper Falls H.D.
Pettee St.		Newton Upper Falls H.D.
Pettee St.		Newton Upper Falls H.D.
106 Pleasant St.	NC-593	Crystal Lake & Pleasant St. H.D.
112 Pleasant St.	NC-594	Crystal Lake & Pleasant St. H.D.
120 Pleasant St.	NC-595	Crystal Lake & Pleasant St. H.D.
126 Pleasant St.		Crystal Lake & Pleasant St. H.D.
132 Pleasant St.		Crystal Lake & Pleasant St. H.D.
140 Pleasant St.	NC-598	Crystal Lake & Pleasant St. H.D.
38 Putnam St.	3660	Putnam St. H.D.
39 Putnam St.	3652	Putnam St. H.D.
44 Putnam St.	3659	Putnam St. H.D.
50 Putnam St.	3658	Putnam St. H.D.
56 Putnam St.		Putnam St. H.D.
64 Putnam St.	3657	Putnam St. H.D.
67 Putnam St.		Putnam St. H.D.
74 Putnam St.	3656	Putnam St. H.D.
26 Quinobequin Road	LF-42	INDIVIDUAL
744 Quinobequin Road	65	Newton Upper Falls H.D.
Quinobequin Road		Newton Upper Falls H.D.
9 Regent St.		West Newton Hill H.D.
10 Regent St.	WNH-154	West Newton Hill H.D.
16 Regent St.	WNH-155	West Newton Hill H.D.
19 Regent St.		West Newton Hill H.D.
22 Regent St.	WNH-156	West Newton Hill H.D.
27 Regent St.	WNH-157	West Newton Hill H.D.
28 Regent St.	WNH-158	West Newton Hill H.D.
36 Regent St.	WNH-159	West Newton Hill H.D.
12 Richardson Road	186	Newton Upper Falls H.D.
16 Richardson Road	187	Newton Upper Falls H.D.
49 Rockland Place	208, UF-37	Newton Upper Falls H.D.
56 Rockland Place	UF-38	Newton Upper Falls H.D.
63 Rockland Place		Newton Upper Falls H.D.
66 Rockland Place		Newton Upper Falls H.D.
69 Rockland Place	UF-39	Newton Upper Falls H.D.
73 Rockland Place	UF-40	Newton Upper Falls H.D.
74-76 Rockland Place	210, UF-41	Newton Upper Falls H.D.
84 Rockland Place		Newton Upper Falls H.D.

87 Rockland Place	UF-42	Newton Upper Falls H.D.
11 Russell Court	5563*	Newtonville H.D.
23 Russell Court	5564*	Newtonville H.D.
27 Sargent St.	N-37	INDIVIDUAL
47 Sargent St.	N-38	INDIVIDUAL
140 Sargent St.	N-43A	INDIVIDUAL
49 Seminary Ave.	4423	Lasell Neighborhood H.D.
73 Seminary Ave.	4424	Lasell Neighborhood H.D.
113 Seminary Ave.	4389	Lasell Neighborhood H.D.
Seminary Ave.		Lasell Neighborhood H.D.
Seminary Ave.		Lasell Neighborhood H.D.
Seminary Ave.		Lasell Neighborhood H.D.
50 Shaw St.	3641	Putnam St. H.D.
4 Shawmut Park		Newton Upper Falls H.D.
7 Shawmut Park		Newton Upper Falls H.D.
12 Shawmut Park		Newton Upper Falls H.D.
15 Shawmut Park		Newton Upper Falls H.D.
16 Shawmut Park		Newton Upper Falls H.D.
20 Shawmut Park		Newton Upper Falls H.D.
12 Spring St.	189	Newton Upper Falls H.D.
102 Staniford St.	4133	INDIVIDUAL
18 Station Ave.	NR-6/3/76	Newton Highlands RR Sta.
21 Studio Rd.	4506	Lasell Neighborhood H.D.
29 Studio Rd.	4507	Lasell Neighborhood H.D.
35 Studio Rd.	4508	Lasell Neighborhood H.D.
71 Studio Rd.	4510	Lasell Neighborhood H.D.
Studio Rd.		Lasell Neighborhood H.D.
Studio Rd.		Lasell Neighborhood H.D.
17 Suffolk Rd.	CH-130	Old Chestnut Hill H.D.
137 Suffolk Rd.	CH-136A	INDIVIDUAL
152 Suffolk Rd.	CH-140	INDIVIDUAL
Suffolk Rd.		Old Chestnut Hill H.D.
16 Sullivan Ave.	194	Newton Upper Falls H.D.
17 Sullivan Ave.	193	Newton Upper Falls H.D.
24-26 Sullivan Ave.	192	Newton Upper Falls H.D.
33-35 Sullivan Ave.	191	Newton Upper Falls H.D.
36-38 Sullivan Ave.	190	Newton Upper Falls H.D.
Sullivan Ave.		Newton Upper Falls H.D.
Sullivan Ave.		Newton Upper Falls H.D.
3-5 Summer St.		Newton Upper Falls H.D.
6 Summer St.	68	Newton Upper Falls H.D.
14 Summer St.	69	Newton Upper Falls H.D.
15-21 Summer St.	66	Newton Upper Falls H.D.
20 Summer St.	195	Newton Upper Falls H.D.
24 Summer St.	196	Newton Upper Falls H.D.
105 Sumner St.	NC-649	Sumner & Gibbs Sts. H.D.
106 Sumner St.	NC-648	Sumner & Gibbs Sts. H.D.
115 Sumner St.	NC-650	Sumner & Gibbs Sts. H.D.
120 Sumner St.	NC-651	Sumner & Gibbs Sts. H.D.
123 Sumner St.		Sumner & Gibbs Sts. H.D.
126 Sumner St.	NC-653	Sumner & Gibbs Sts. H.D.
131 Sumner St.	NC-655	Sumner & Gibbs Sts. H.D.
134 Sumner St.	NC-654	Sumner & Gibbs Sts. H.D.
139 Sumner St.		Sumner & Gibbs Sts. H.D.
140 Sumner St.	NC-656	Sumner & Gibbs Sts. H.D.
147 Sumner St.	NC-658	Sumner & Gibbs Sts. H.D.

148 Sumner St.	NC-659	Sumner & Gibbs Sts. H.D.
155 Sumner St.	NC-660	Sumner & Gibbs Sts. H.D.
156 Sumner St.	NC-661	Sumner & Gibbs Sts. H.D.
166 Sumner St.	NC-663	Sumner & Gibbs Sts. H.D.
34 Temple St.	3687, WNH-175	Putnam St. H.D.
35 Temple St.	3672	Putnam St. H.D.
77 Temple St.	3676	INDIVIDUAL
85 Temple St.	3677	INDIVIDUAL
11 Thornton St.	1146	INDIVIDUAL
49-63 Union St.		Union St. H.D.
65-73 Union St.	NC-680	Union St. H.D.
68-72 Union St.		Union St. H.D. (RR Station NR-1976)
75-105 Union St.	NC-678	Union St. H.D.
Union St.		Union St. H.D.
Union St.		Union St. H.D.
Union St.		Union St. H.D.
Union St.		Union St. H.D.
Union St.		Union St. H.D.
12 Valentine St.	WNH-185	West Newton Hill H.D.
56 Valentine St.	WNH-186*	West Newton Hill H.D.
70 Valentine St.	WNH-187	West Newton Hill H.D.
84 Valentine St.		West Newton Hill H.D.
100 Valentine St.	WNH-187A	West Newton Hill H.D.
41 Vernon St.	1430	INDIVIDUAL
5 Vista Ave.	4505	Lasell Neighborhood H.D.
15 Vista Ave.	4504	Lasell Neighborhood H.D.
20 Vista Ave.	4503	Lasell Neighborhood H.D.
21 Vista Ave.		Lasell Neighborhood H.D.
30 Vista Ave.	4502	Lasell Neighborhood H.D.
31 Vista Ave.		Lasell Neighborhood H.D.
38 Vista Ave.		Lasell Neighborhood H.D.
46 Vista Ave.		Lasell Neighborhood H.D.
53 Vista Ave.	NR-10/25/79	Winslow-Haskell Mansion; L.N.H.D.
62 Vista Ave.	4499	Lasell Neighborhood H.D.
74 Vista Ave.	4498	Lasell Neighborhood H.D.
Vista Ave.		Lasell Neighborhood H.D.
45 Waban Hill Rd.	NR-1/7/76	Reginald Fessenden House
107 Waban Hill Rd.	CH-145	INDIVIDUAL
33-35 Waban St.	1173	INDIVIDUAL
62 Walnut Park	1078	INDIVIDUAL
65-71 Walnut Park	1003	INDIVIDUAL
22 Walnut Place	5556	Newtonville H.D.
25 Walnut Place	5557	Newtonville H.D.
26 Walnut Place	5558	Newtonville H.D.
28 Walnut Place	5559	Newtonville H.D.
32 Walnut Place	5560*	Newtonville H.D.
38 Walnut Place	5561	Newtonville H.D.
218 Walnut St.	5182a	INDIVIDUAL
294-304 Walnut St.	5391*	INDIVIDUAL
355 Walnut St.	5555	Newtonville H.D.
363 Walnut St.	5554	Newtonville H.D.
369 Walnut St.	5553	Newtonville H.D.
377 Walnut St.	5552	Newtonville H.D.
378 Walnut St.	5333	Newtonville H.D.
391 Walnut St.		Newtonville H.D.
398 Walnut St.	5673	Newtonville H.D.

403 Walnut St.	5562	Newtonville H.D.
406 Walnut St.	5674	Newtonville H.D.
414 Walnut St.	5675	Newtonville H.D.
424 Walnut St.	5676	Newtonville H.D.
430 Walnut St.		Newtonville H.D.
442 Walnut St.	5645	Newtonville H.D.
454 Walnut St.	5644	Newtonville H.D.
462 Walnut St.	5643	Newtonville H.D.
472 Walnut St.	5637	Newtonville H.D.
479 Walnut St.	5572	Newtonville H.D.
480 Walnut St.	5636	Newtonville H.D.
486 Walnut St.		Newtonville H.D.
489 Walnut St.	5573	Newtonville H.D.
495 Walnut St.	5574*	Newtonville H.D.
503 Walnut St.	5575	Newtonville H.D.
508 Walnut St.		Newtonville H.D.
515 Walnut St.	5630	Newtonville H.D.
518 Walnut St.	5678	Newtonville H.D.
525 Walnut St.	5629	Newtonville H.D.
536 Walnut St.	5680	Newtonville H.D.
542-544 Walnut St.	5681	Newtonville H.D.
543 Walnut St.		Newtonville H.D.
553 Walnut St.	5628	Newtonville H.D.
1-6 Walnut Terrace	5239	INDIVIDUAL
309 Waltham St.	3202	INDIVIDUAL
399 Waltham St.	3196	INDIVIDUAL
121 Ward St.	CH-150	INDIVIDUAL
173-175 Ward St.	CH-152	INDIVIDUAL
184 Ward St.	CH-153	INDIVIDUAL
303 Ward St.	NC-696	INDIVIDUAL
105 Washington Park	5341	Newtonville H.D.
110-112 Washington Park	NR-8/16/84	Claflin School; Newtonville H.D.
137 Washington St.	1415	INDIVIDUAL
527 Washington St.	NR-6/4/73	Jackson Homestead
563 Washington St.	2445	Our Lady Help of Christians H. D.
573 Washington St.	2445	Our Lady Help of Christians H. D.
575 Washington St.	2445	Our Lady Help of Christians H. D.
Washington St.		Our Lady Help of Christians H. D.
Washington St.		Our Lady Help of Christians H. D.
1121 Washington St.	3042	INDIVIDUAL
1273-79 Washington St.	3069	INDIVIDUAL
1326 Washington St.	3117	INDIVIDUAL
1832 Washington St.	4520	INDIVIDUAL
1897 Washington St.	NR-6/3/76	Woodland RR Sta.
2276 Washington St.	NR-5/22/78	Ware Paper Mill
2330 Washington St.	128	INDIVIDUAL
2345 Washington St.	LF-51	Newton Lower Falls H.D.
2366-70 Washington St.	LF-52	INDIVIDUAL
469-471 Watertown St.	2025	INDIVIDUAL
511 Watertown St.	2012	INDIVIDUAL
286 Waverly Ave.	NR-5/13/76	Durant House
69 Webster Park	3456	Webster Park H.D.
76 Webster Park		Webster Park H.D.
79 Webster Park	3455	Webster Park H.D.
80 Webster Park	3457	Webster Park H.D.
87 Webster Park	3454	Webster Park H.D.

92 Webster Park	3458	Webster Park H.D.
95 Webster Park		Webster Park H.D.
102 Webster Park	3459	Webster Park H.D.
103 Webster Park	3453	Webster Park H.D.
111 Webster Park	3452	Webster Park H.D.
Webster Park		Webster Park H.D.
Webster Park		Webster Park H.D.
25 Webster St.	NR-1/9/78	N.T. Allen Homestead
102-104 Webster St.	3530	Webster Park H.D.
110-112 Webster St.	3529	Webster Park H.D.
115 Webster St.	3468	Webster Park H.D.
120 Webster St.	3528	Webster Park H.D.
125 Webster St.	3467	Webster Park H.D.
126-128 Webster St.	3527	Webster Park H.D.
133 Webster St.	3463	Webster Park H.D.
141 Webster St.	3462	Webster Park H.D.
144 Webster St.	3526	Webster Park H.D.
152 Webster St.	3525	Webster Park H.D.
153 Webster St.	3461	Webster Park H.D.
155-157 Webster St.	3460	Webster Park H.D.
166 Webster St.	3524	Webster Park H.D.
Webster St.		Webster Park H.D.
60 William St.	1256	INDIVIDUAL
230 Winchester St.	NH-270	INDIVIDUAL
15 Winnetaska Rd.	W-107	INDIVIDUAL
1 Winter St.	197	Newton Upper Falls H.D.
7 Winter St.	198	Newton Upper Falls H.D.
13-15 Winter St.	199	Newton Upper Falls H.D.
16-20 Winter St.	84	Newton Upper Falls H.D.
23-25 Winter St.	200	Newton Upper Falls H.D.
3 Winthrop St.	3651	Putnam St. H.D.
4 Winthrop St.	3649	Putnam St. H.D.
14 Winthrop St.	3648	Putnam St. H.D.
17 Winthrop St.	3650	Putnam St. H.D.
22 Winthrop St.	3647	Putnam St. H.D.
34 Winthrop St.	3646	Putnam St. H.D.
44 Winthrop St.	3645	Putnam St. H.D.
52 Winthrop St.	3644	Putnam St. H.D.
58 Winthrop St.	3643	Putnam St. H.D.
31 Woodbine St.	4267	INDIVIDUAL
33 Woodland Rd.	4363	INDIVIDUAL
117 Woodland Rd.	4416	Lasell Neighborhood H.D.
120 Woodland Rd.	4414	Lasell Neighborhood H.D.
132 Woodland Rd.	4413	Lasell Neighborhood H.D.
142 Woodland Rd.		Lasell Neighborhood H.D.
145 Woodland Rd.	4417	Lasell Neighborhood H.D.
150 Woodland Rd.	4412	Lasell Neighborhood H.D.
155 Woodland Rd.	4411	Lasell Neighborhood H.D.
167 Woodland Rd.		Lasell Neighborhood H.D.
173 Woodland Rd.	4410	Lasell Neighborhood H.D.
174 Woodland Rd.	4481	Lasell Neighborhood H.D.
188 Woodland Rd.	4480	Lasell Neighborhood H.D.
195 Woodland Rd.	4496	Lasell Neighborhood H.D.
204 Woodland Rd.	4479	Lasell Neighborhood H.D.
221 Woodland Rd.	4495	Lasell Neighborhood H.D.
Woodland Rd.	4494	Lasell Neighborhood H.D.

Woodland Rd.
Woodland Rd.
Woodland Rd.
9 Woodman Rd.
10 Woodman Rd.
41 Woodward St.
47 Woodward St.
401 Woodward St.

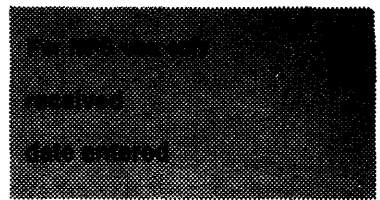
NH-276

W-112

Lasell Neighborhood H.D.
Lasell Neighborhood H.D.
Lasell Neighborhood H.D.
Old Chestnut Hill H.D.
Old Chestnut Hill H.D.
Newton Highlands H.D.
Newton Highlands H.D.
INDIVIDUAL

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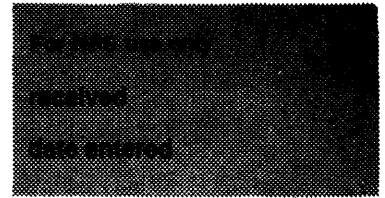
connections to the established church at Cambridge, or which led to communities further inland. Colonial houses are still found in some numbers along these thoroughfares. By 1660, Newton settlers had tired of traveling to Cambridge for worship, so a meetinghouse was constructed at the site of the present East Parish Burying Ground (NR-11/23/83) at Cotton and Centre streets. The newly emerging community was known as Cambridge Village in 1688, when the General Court granted it full independence from Cambridge; in 1691 the new community became officially known as Newton. Newton was incorporated as a city in 1873.

Today, Newton is a relatively affluent suburban community located on the primary western access of metropolitan Boston (I-90, Massachusetts Turnpike) and on the area's circumferential highway (I-93 and 95; state route 128). During the 17th and 18th centuries, Newton was a sparsely populated agrarian community with settlement dispersed along early roads, rather than being concentrated at Newton Centre, where the meetinghouse was located. It was not until the 19th century, that Newton began to assume its distinctive village form with Upper and Lower Falls emerging as industrial nodes, with Newton Centre and West Newton vying for the position of civic center, and with the Washington Street axis in Newton Corner and West Newton developing as a commercial area. Despite location of the Worcester Turnpike (Rte. 9) through southern Newton in 1808, substantial suburban growth did not occur until after 1834, when the Boston & Worcester Railroad (one of the first three rail lines in the state) was introduced along the present Massachusetts Turnpike corridor, providing passenger service to the north-side villages. Ten years later, regular commuter service triggered a period of growth, which, particularly after the Civil War, contributed to the substantial suburban residential expansion of the villages of Newton Corner and West Newton and the establishment of the new railroad-oriented villages of Newtonville and Auburndale. Development took the form of construction by individuals as well as creation of subdivisions, three of which were designed around small parks created by noted landscape architect Alexander Wadsworth. The growth of central and southern Newton, which also depended upon transportation improvements, occurred somewhat later. The Charles River Railroad began operation in 1852, but the line was used mainly by industries at Upper Falls and for the transportation of fill for the Back Bay in Boston (NR-8/14/73). Although passenger service improved after the completion of the Back Bay project, suburban development of the central and southern villages remained slow until the line became part of the commuter-oriented Circuit Railroad in 1886, stimulating development of Waban, Newton Highlands, Newton Centre, and Chestnut Hill. North and west of Newton Centre, from Waban Hill at the Boston line to West Newton Hill, lay open farm land. Development did not spill over into this area until the 1890s, when the construction of Commonwealth Avenue and the proliferation of street railways stimulated building and boosted land values in previously inaccessible areas. South of Newton Centre, Oak Hill was not to witness significant development until after the Great South Meadow was drained and the automobile emerged as the dominant means of transportation in America. Newton's 20th-century growth has been dramatic, and building has generally met the high quality established in the 19th century. A detailed survey of 20th-century resources is planned to document and interpret this important period in Newton's history.

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II. COMMUNITY DEVELOPMENT PATTERNS

FIRST SETTLEMENT/AGRICULTURAL PERIOD (1636-1774)

The first permanent settlement of the area which is now Newton occurred by 1639 when the first farm was established near the Brighton (Boston) line. The first families came one by one, however, rather than in groups, and the growth of the town was slow. When the first church was formed in 1660, there were reportedly only 20 families. The pattern of settlement was one of dispersed farmsteads, initially in the eastern part of the town. Newton Corner, Newton Centre, and Chestnut Hill were the earliest areas to be settled.

Although the first European settlement of Newton did not occur until the late 1630s, native trails may have been adopted by European colonists as cartways by the early part of the decade. The earliest was probably the Dedham Road (from the Watertown ford to Dedham via Centre and Dedham streets), over which Watertown residents moved on their way to farms in the Dedham Grant by 1636. Both the "Sherborn Road" (Florence-Jackson-Clark-Woodward-Beacon-Washington sts.) and the "Natick Path" (Washington Street) crossed the Charles River at the ford at Lower Falls. Though the dates of their laying out are still unclear, both appear to have been in use by the end of the third quarter of the 17th century. As these roads improved, farmsteads were developed along them, and along connecting routes.

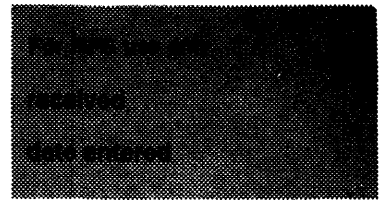
By the end of the 17th century, settlement had spread throughout the town, and many farms were located in outlying areas. The Auburndale area was first settled in the 1670s; Waban, in the 1680s; and Oak Hill, in the 1690s. Despite this spread, however, the majority of settlement was in the eastern section. Some reflection of the concentration of settlement is found in the organization of Newton's two schools in 1701 at the Centre and at Oak Hill. The schoolmaster was to employ two thirds of his time at the Centre school and the remaining one third at Oak Hill.

It may have been in the early 18th century, that the lower, Natick Road (Washington Street) began to supplant the Sherborn Road as the principal western axis. By the 1750s at least two taverns operated along its length: Oakes Angier's 1731 inn at Angier's (now Newton) Corner; and Phineas Bond's tavern in West Newton. The Whittemore Tavern (#4255), which operated for a few years at a slightly later date, was just off the Natick Road on the way to the Weston bridge. With the growing commerce along this route, the population of the west district expanded. In the 1720s a school was established in West Newton, serving what is today West Newton, Auburndale, Waban, and Newtonville. Not until the 1760s were the residents of the western part of Newton numerous enough to demand a separate parish. Even then, the new west parish was still sparsely populated: in the 1760s the west and southern sections of the town were thought to have contained only 35-40 families, compared to approximately 180 in the first parish.

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Industrial activity in the Agricultural period was primarily limited to those processes directly related to the needs of a farming community. Thus the earliest mill was a grist mill built in 1664 at the outlet of Bullough's Pond. At Upper Falls, a sawmill was put in operation in 1688. In the 18th century, mill activity expanded at both Upper and Lower Falls with grist and fulling mills, and a small iron works operation. At neither location, however, was there evidence of a definable village until the close of the 18th century.

INDUSTRIAL DEVELOPMENT PERIOD (1774-1834)

The Industrial Development period saw increasing dispersion of settlement across Newton, with the simultaneous development of three well-defined villages: at the Charles River mill locations of Upper and Lower Falls, and at Newton Corner. Although the civic center of the town remained at the Centre, further emphasized by the establishment of the Theological Institution in 1826, commercial activities had begun the shift to the Washington Street corridor -- even before the coming of the railroad.

Although both Upper and Lower Falls had been established as mill locations since the early 18th century, it was not until after 1800 that they saw significant growth. By 1830 these villages had become the two largest population centers in Newton. In part, Upper Falls was advanced by the construction of the Worcester Turnpike in 1808, which offered an easy transportation route to Boston and to the west. But the turnpike was not a financial success. It was turned over to the county in 1833, and appears to have had relatively little impact on Newton's growth in this period.

Instead, it was the parallel route to the north, Washington Street, where the chief rise in commercial activity took place. Angier's Corner (later renamed Newton Corner by the Boston & Worcester Railroad), at the intersection of Centre and Washington streets, had only 12 houses within a half mile in 1800. By 1830, this number had doubled. West Newton, at the intersection of roads to Waltham and Watertown, and which, like Angier's Corner, boasted an important tavern, was also expanding with the growing traffic along the Natick Road.

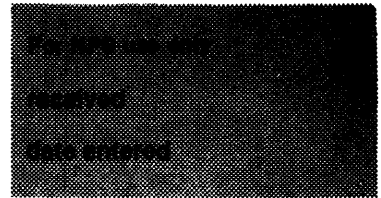
The organization of the school districts was a reflection of the dispersed settlement across the length and breadth of Newton. In 1808, eight school districts were created. By 1830, in addition to the schools previously established at the Centre, Oak Hill, and West Newton, Woodward & Ward's Map of Newton shows district schools at Lower Falls, Upper Falls, Newtonville (Crafts Street), Newton Corner (Washington Street), and East Newton (the area now known as Chestnut Hill).

Nevertheless, despite the formation of the West Parish, the civic focus of the town remained at Newton Centre. In 1781, the Baptists built their own meetinghouse on the edge of Crystal Lake (for many years thereafter known as Baptist Pond). Adding to the prominence of the Centre was the formation of the Newton Theological Institution, the first institution of higher learning in Newton, and now the oldest Protestant graduate school of theology in the U.S.

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EARLY SUBURBAN PERIOD (1834-1885)

Although the early 19th-century industrial development of Upper and Lower Falls in large part determined the character of those villages, it was the arrival of the Boston and Worcester Railroad in 1834 that made the most profound changes to the growth of the city and its settlement pattern.

In the 51 years encompassed by this period, Newton grew from a town of 2500 to a city of nearly 20,000 residents. The coming of the railroad shifted the population center to the Washington Street/Boston & Worcester Railroad corridor. West Newton's primacy in the town, long contested, was confirmed in 1848 with the move of the municipal offices to the village, where they remained for nearly a century. The location of the town's first high school was another issue debated at length. Although Newtonville was the last of the four railroad-corridor villages to be developed, its central location between the rapidly expanding villages of West Newton and Newton Corner made it the logical site for a high school in 1859.

The railroad also brought a radical change in the way land was sold and houses built. The first large-scale subdivisions were introduced in the vicinity of the railroad, initially by adjacent landowners, but quickly by residents-turned-speculators. The earliest, occasionally designed by well-known landscape architects like Alexander Wadsworth, often included a small residential park as a focal point in a picturesque layout. At East Newton in the 1850s, along the new Charles River Railroad, the Lee family laid out new curvilinear roads and large houselots in promotion of the new community of "Chestnut Hill." In later years, however, many subdivisions simply perpetuated street grids. Subdivisions alone were responsible for creating the new village of Auburndale about 1847, as they transformed much of Newton Corner and West Newton Hill. Newtonville, by contrast, developed in smaller parcels, without the larger schemes that transformed the open farmland of Auburndale.

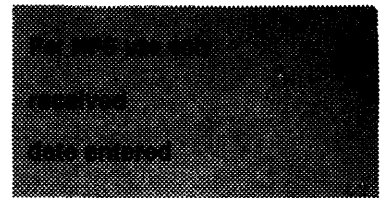
The railroads also introduced a sizeable commuter population, made up of middle-class businessmen, many of whom worked in Boston and were now able to commute to homes in West Newton and Newton Corner. In the North Village (now Nonantum) and Upper and Lower Falls, industrial growth stimulated the growth of a distinct working class, as domestics, mill hands, or laborers, increasingly immigrant and Catholic, moved into the area. Many of the latter group came to work on one of the two big engineering projects of the day: the construction of the Boston & Worcester Railroad itself, or the building of Boston's new water supply, the Cochituate Aqueduct. Irish immigrants made up the vast majority of this new working-class population: by 1865, 17% of Newton's population had been born in Ireland.

Irish immigrants were especially concentrated in Nonantum, where steam power was responsible for the growth of the village, and at "Cork City" and "Kerry's Cross" -- two working class communities that developed in the vicinity of Cold Spring Swamp. The first Catholic parish in Newton, St. Mary's, was organized in Upper Falls, followed by St. Bernard's in West Newton. In 1873 the parish of St. Brendan's was organized in the North Village area, soon renamed Our Lady Help of Christians (Area H). By 1870, the North Village had three major textile-related factories and well over 100 Irish families, who themselves were largely responsible for the development of the village in this period.

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In 1869, improved suburban service on the Boston & Albany's main line gave a tremendous boost to real-estate development in the 1870s. Limited passenger service on the Hartford & Erie Railroad (the former Charles River Railroad through Newton Centre and Newton Highlands) began in the early 1870s. In a single decade, 1865-1875, Newton's population nearly doubled. In no other single decade before or since was the city able to show such a growth rate, rising from 8,975 in 1865 to 16,105 ten years later. In 1873, the town was given its charter as a city. Simultaneously, however, the city, like much of the rest of the country, was hit by the financial depression of 1872-74. Its most visible affect was on the new building activity that had begun in the post-Civil War years in Newton Highlands, Newtonville, and elsewhere. In both places, building activity dropped sharply after 1874, regaining its earlier momentum only in the early 1880s.

Both Newton Centre and Newton Highlands began to be developed in the early 1870s. In the Highlands, a large development in 1870 established a street grid which formed the pattern of the village's development for the next fifty years. By contrast, in the Centre, where a larger population had broken up large parcels by an earlier date, large subdivisions were rare.

One of the earliest actions of the new city government was the establishment of a municipal water system, constructing a pumping station in Upper Falls in 1876, the same year that the city of Boston built its new Sudbury River Aqueduct (Echo Bridge, NR-4/9/80).

LATE SUBURBAN PERIOD (1886-1907)

Two major transportation improvements defined the development of Newton in this period: the first, in 1886, was the improvement of the old Charles River Railroad and its extension, as the Boston & Albany's Highland Branch, to Riverside; and the second was the introduction of the electric streetcar, or trolley, beginning in 1889.

The Highland Branch allowed the Centre and the Highlands to experience the growth that the more northern villages had seen 20 years before. In Waban, whose establishment was entirely due to the new commuter line, several large and picturesque landscaped subdivisions were produced. The electric streetcar, linking all the villages (but Oak Hill) with each other, opened up much of the interior of Newton for development. Between 1895 and 1905, 250 houses were built in Auburndale (as opposed to 75 in the period 1875-1885), a rise that has been attributed as much to the opening of the Circuit Railroad through Auburndale and Riverside as to the completion of the streetcar line on Commonwealth Avenue in 1896. Between 1895 and 1900, more people moved into Newton than at any time until the 1920s, amounting to an average of 1200 new residents a year.

Streetcar service also benefited Nonantum, but for other reasons the 1890s were also a land-boom period for that village. Large numbers of French Canadians, and later Italian factory workers began moving into the village to work in the mills. With soaring real-estate prices, much of the construction in Nonantum in this period consisted of two-family dwellings, in contrast to the dominance of single-family residences elsewhere.

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Many of Newton's largest and most expansive civic works were constructed in this period. Of these, probably the largest was the depression of the Boston & Albany Railroad tracks, with a combination of state, railroad, and city money. Other projects included the acquisition of riverfront parkland by both the City and the Metropolitan Park Commission. Newton's oldest surviving schools date from this period: the Claflin School (1889, NR-8/16/84); the Hyde School (1895, Area B); Peirce School (1896, NR-12/6/79); and the Emerson School of 1905 (Area A). Fire houses, city stables, and police stations were also built in this period. In 1889 Newton agreed to become part of the new Metropolitan Sewage District, and much of Newton was connected to the main Charles River interceptor in the early 1890s.

By 1907, all villages except Chestnut Hill and Oak Hill had established village cores. In Oak Hill, the only district to remain without transportation improvements, land values were much slower to rise, and open farms and large residential estates predominated. Both the Catholic Church and the City built or relocated institutions on land that was still not attractive for residential development. The Church constructed the Working Boys Home here in 1896, and, as if to make up for its isolated location, the builders chose a monumental building form that could be seen for miles. Next to it, in 1900, the City relocated the Poor Farm, moved out of Waban as land values in that village made its operation there uneconomic.

TWENTIETH-CENTURY DEVELOPMENT

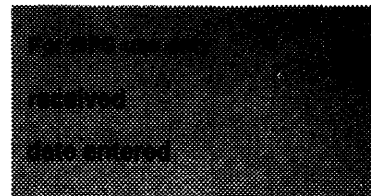
The automobile, like the streetcar before it, brought a substantial readjustment to Newton's growth pattern. Areas that had previously been neglected or only recently become accessible saw the greatest increases in population. Oak Hill and Waban saw some of the most significant increases, though substantial infill housing took place in all parts of the city. One result was the 1929 relocation of city hall to a more central location on Walnut Street at Commonwealth Avenue.

As in many suburban Boston communities, Newton's boom period occurred in the 1920s. Population grew by nearly 42% between 1920 and 1930. By the latter date, the city's population stood at 65,276. Halted during the Depression, this growth again picked up during World War II. Newton reached its peak population in 1960, with a total of 92,384 -- more than twice its population in 1915. Since then, the city's population has declined, in 1985 numbering 82,925. Its largest employers are institutions (Newton-Wellesley Hospital and Boston College), with retail and service companies making up most of the rest of the list of top seven employers. The city has retained its village character in the dispersed nature of its residences: of the 29,090 housing units, 82% are in detached single-family or two-family houses. Its largest multi-family units have been constructed along Route 9, following a band of commercial development that has existed since the earliest days of the automobile traffic. Here also Newton's principal shopping malls were constructed in the 1960s and '70s.

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The widening and improvement of Route 9 in the 1930s was only one of three major limited-access highway projects that have had a substantial impact on the Newton's growth, the others being the construction of Route 128 (the Circumferential Highway) in the 1950s and '60s; and the construction of the Massachusetts Turnpike Extension along the Boston & Albany right-of-way in the 1960s.

The completion of Route 128 has stimulated commercial development along Needham Street, now the most heavily used of Newton's interchanges with the highway. The Circumferential Highway has also accelerated growth in the city's principal industrial park in the southwestern part of Newton, in close proximity to Route 128. The "Newton Industrial Center," developed beginning in 1946, was the first industrial park in the Boston area, and its success, especially after the construction of the circumferential highway, has been a model for many communities.

The influence of the Mass. Pike Extension has been equally profound: with its construction it erased substantial portions of the historic village centers of Auburndale, West Newton, Newtonville, and Newton Corner. Its effects are still being felt in Newton Corner, where an interchange with local streets has resulted in urban-scale commercial construction, and one of the first uses of highway air rights in the state. The city has commissioned studies for both Newtonville and Newton Corner examining ways to minimize the turnpike's impact on the surviving village character.

III. ARCHITECTURE

Introduction

This section, on Newton's architecture, is organized by building type. Its first and longest subsection examines the residential structures which form the bulk of Newton's historic building stock; this section has a secondary stylistic organization due to its length. Discussions on ecclesiastical, commercial, private and public institutional, and industrial buildings follow. When specific nominated examples are referred to, their address and construction date are provided. The observations in this section are based on the results of the Newton survey and the conclusions of the state survey team's report on the Boston region, in addition to the field evaluations of the present consultants.

Residential Buildings

Most of Newton's pre-1907 housing stock was created in the second half of the 19th century, although numerous earlier examples exist. Single-family wood-frame dwellings predominate, although masonry and multi-family dwellings are found as well. Residential areas of Newton are characterized by large lots and tree-lined streets which follow both curvilinear and grid patterns; some are the result of planned sub-divisions, while others reflect a more informal development process. Because of the dispersed nature of Newton's 17th and 18th-century development, Colonial and Federal-period structures are interspersed with their later Victorian neighbors. Thus, on a single street in Newton, one can find a remarkably complete review of three centuries of American architecture.

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While most of Newton's early dwellings are vernacular in character, several from the later 18th and early 19th centuries are definitely classified as high-style or innovative. Many of the earlier structures of this character have already been listed in the National Register of Historic Places, while a collection of elaborate temple-front Greek Revivals are included in this nomination.

The Newton Upper Falls Historic District best represents the vernacular or contemporary building tradition in the early 19th century, with one of the largest and most intact collections of single- and multiple-unit Federal-period workers' housing in the state.

In the second half of the 19th century, Newton witnessed tremendous population growth, accompanied by a high volume of residential construction. The volume and quality of this construction led the State Survey Team to cite Newton for retention of "the finest and most comprehensive collection of late 19th and early 20th-century suburban residential architecture in the [Boston Area] study unit, with a wide range of building types, materials, and styles." While wood remains as the dominant construction material, it was cut, sawn, and turned into the variety of shapes demanded by the picturesque styles of that period. Plain and patterned slate roofs also came into common usage. Numerous dwellings not only retain their original architectural features, but also retain well-detailed carriage houses as well.

Newton is a unique city architecturally, with a wide range of examples dating from the seventeenth century to the 1907 limit of the survey. Within Newton's approximately eighteen square miles exists a remarkably complete review of three centuries of American architecture. Architectural sophistication ranges from simple vernacular Georgian farmhouses to elaborate high-style Victorian residences. Newton owes its abundance of architectural styles to its proximity to Boston. Once Newton developed as a railroad suburb, new styles were quickly taken up by local architects. Despite the great number of obviously architect-designed residences, surprisingly few have been attributed to specific architects. Their high level of craftsmanship and sophistication links these houses to the mainstream of Boston architecture. Numerous local builders, carpenters, and architects advertised in the local directories during the latter half of the 19th century, and the city contains works by nationally prominent architects such as Henry Hobson Richardson, Peabody & Stearns, Hartwell & Richardson, and Cram, Wentworth & Goodhue. Portions of the Newton landscape were designed and laid out by such notable landscape architects as Frederick Law Olmsted and Alexander Wadsworth.

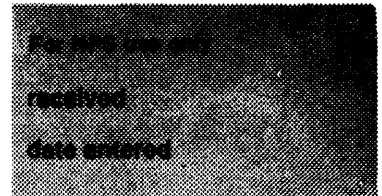
SETTLEMENT PERIOD (1648-1775)

The earliest settlement in Newton occurred circa 1640 near present-day Newton Corner and spread along the colonial footpaths. By the end of the 17th century farms were located throughout many of the outlying areas of the town. A number of these early farmsteads survive, with a particularly high concentration located in Oak Hill and others scattered throughout the city. These early houses were built by farmers of limited means and conservative taste.

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Houses built during the initial period of building in Newton followed a standard plan and type of construction. Borrowing from English medieval building tradition, most structures were either one-room, end-chimney or two-room, center-chimney plans. Many modest one-room and end-chimney houses were later expanded into two-room, center-chimney dwellings. These early homes were constructed of massive hand-hewn timbers and clad with clapboards. Windows of the second story were framed into the cornice.

The latest English building technology reached Newton through a long process: originating in England, travelling to this country in memory or pattern books, through the mercantile society of colonial Boston, and finally reaching Newton. In Newton it was interpreted by housewrights and yeomen farmers. The lag in this diffusion of architectural style and practice was over fifty years during the 17th century. As transportation and communication improved by the early 1800s, the lag was somewhat shortened.

The Kingsbury House (c.1700, #CH-136A) dates from the settlement period and is one of the oldest extant structures in the city. The Kingsbury House is representative of Newton's earliest dwellings. It once stood in the relative isolation of the rural landscape, and, like other houses of this period, was located in a peripheral area along an early colonial route. Despite certain alterations, the Kingsbury House retains the compact lines, massive central chimney, and five-bay facade organization of a traditional early farmhouse. The doorway and fenestration reflect 18th-century changes.

The John Woodward House (1686, #W-39) is another important example of this early house type. It was built by John Woodward, a prolific early settler whose descendants were active in state and local politics and occupied the house continuously for eight generations. The Woodward House is a two-and-a-half-story, gable-roofed dwelling built as a half-house and later expanded to the two-room center-chimney form. The roof was raised during the early 18th century, re-using the original massive timbers of the 17th-century house.

The initial 125 years of housebuilding in Newton were marked by the transformation from English medieval to colonial American building practices. By 1730 the agricultural frontier in Newton began to vanish and residential architecture began to adopt the Georgian style then popular in Boston and Salem.

GEORGIAN PERIOD (1725-1776)

Newton's limited 18th-century rural prosperity is reflected in its modest Georgian houses which were conservative in style and plan and continued to follow earlier building precedents. Only one local example is a substantial residence: the Lowell House (1727). The Lowell House is sited facing east, an early practice designed to maximize exposure to the winter sun. It has a five-bay facade and retains a number of early features, including the narrow pedimented entrance with fluted pilasters and narrow windows with crown mouldings. While not on a par with the Georgian mansions along Brattle Street in Cambridge, the Lowell House does have certain high-style aspirations.

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Most Newton houses of the Georgian period continued to be based upon the two-room central-chimney plan, which had been common during the 17th and early 18th centuries. However, after 1750 a more stylish two-room central-hall, rear-chimney house plan began to appear, particularly in the houses of more prosperous residents. The Eleazer Hyde House (c.1770, #W-112) is an example of this trend. Characteristic are the pilastered, pedimented entrance and twin rear-wall chimneys.

Examples of Early Georgian vernacular dwellings of the pre-Revolutionary period in Newton include the Samuel Jackson House (c.1770, #1415) and the Samuel Wheat House (c.1735, #3196). The Jackson House is a rectangular-plan dwelling with a low-pitched hip roof, windows framed into the cornice and twin, rear-wall chimneys. Its mid-19th-century alterations include full-length entrance sidelights and an entrance porch with fluted Doric columns, both Greek Revival features. The Samuel Wheat House is one of the two surviving gambrel-roofed Georgian residences in Newton. Of conservative design and size, the building's high, narrow profile and small dimensions exemplify the dwellings of the early 18th century.

FEDERAL PERIOD (1790-1835)

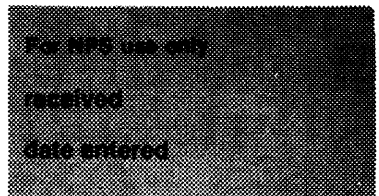
After the Revolutionary War, commerce was introduced into the previously agricultural economy. Building in Newton during the pre-war period had been mostly limited to farmhouses and other structures related to the rural economy. After the Revolution there was a surge of residential building. Architectural styles began to follow the Classical fashion that had prevailed in London during the 1760s. The Federal style was introduced in Boston and given impetus there by Charles Bulfinch (1763-1844), and in Salem by Samuel McIntyre (1757-1811). It was described as Federal in recognition of the new American nation. There was a shift away from the solid robust forms of the Georgian style to more finely drawn geometric lines. Decorative ornament became refined and classically-derived. Chimney placement changed from double interior to double end-wall location, although the center-chimney plan remained in use for one- and two-room cottages. Houses of this plan are simple and often distinguishable from 18th-century predecessors only by the use of Federal details such as door surrounds with three-quarter sidelights and flat entablatures. A modest neighborhood of such workers' cottages survives in the Upper Falls Historic District (Area A). Several Federal-period cottages on Elliot and Chestnut streets were all built by the Elliot Manufacturing Company, early local manufacturers of cotton goods. During the 1830s, Otis Pettee had additional workers' cottages built on Elliot Street to house his textile mill operatives at the Pettee Machine Works. These numerous examples all reflect the modest scale of early millworkers' housing. They were owned by the mills and provided affordable housing for the laborers.

The Federal style in Newton was often modified into a simple rural vernacular. Most country builders were influenced by building manuals containing illustrations of decorative ornament and building plans. These were widely circulated and among the best known was Asher Benjamin's American Builder's Companion. The Jackson Homestead (1809, NR-6/4/76) is a fine example of the double-pile end-chimney Federal house. Built as a two-family residence for Timothy Jackson and his youngest son, the Jackson Homestead is a blocky rectangular mass with a hip roof of low pitch and an absence of

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distracting projections. The five-bay facade is organized around a central entrance. Outer windows are grouped in pairs, with the center window aligned with the gracefully proportioned entrance. The entrance is crowned by an elliptical fanlight with leaded tracery and half-sidelights. The double-pile end chimneys are set within brick end walls. The property is bounded by an elaborate wooden fence with urn finials. The Jackson Homestead is the Newton City museum and serves as a repository for architectural and historical archives.

Four Federal-period residences are located along Ward Street, an early thoroughfare extending from Chestnut Hill west to Newton Centre. Three of the four houses are associated with the Ward family: 303 Ward Street (c.1800, #NC-696) is a five-bay center-entrance dwelling of boxy proportions with a truncated hip roof; the Charles Hyde House (c.1801, #CH-152) has characteristic elongated windows, a door surround consisting of slender applied pilasters and narrow sidelights, and twin rear-wall chimneys; and the John Ward House (c.1805, #CH-153) is a square-plan design with a five-bay facade on each elevation and a truncated hip roof. The pedimented entrance on the east elevation contains elongated applied pilasters.

GREEK REVIVAL (1830-1865)

The Greek Revival style was the most commonly used style in pre-Civil War Newton. The opening of commuter railroad service to Boston in 1834 transformed Newton from a rural hinterland to a series of linked suburban neighborhoods. This change brought with it new housing forms, most notably the side-hall, two-room plan type, but the earlier two- and four-room center-hall plans continued to be used. During the years of the Greek Revival style's popularity there were relatively few residential subdivisions in the city; therefore many examples are located on major thoroughfares. Much workers' housing, in the form of traditional twin-chimney double cottages, appeared at Upper and Lower Falls. Elsewhere in the city well-detailed suburban residences and small clusters of more ambitious houses from this period were built in increasing numbers.

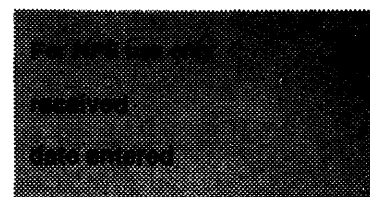
Pattern books contributed to the widespread popularity of the Greek Revival style. Minard Lafever (1798-1854) authored two of the best-known works of the period: The Modern Builder's Guide (1833) and The Beauties of Modern Architecture (1835). The style originated in England where a renewed interest in ancient civilization had been triggered by archaeological discoveries. The classical temple form greatly appealed to Americans, who associated it with the democratic ideals of ancient Greece.

The temple form of ancient Greek masonry buildings was adapted to smaller-scale wood-frame residences on which builders employed pedimented gable ends, wide corner boards, and symmetrically arranged windows and doors. One- or two-story porticoes contained classical columns with Doric or Ionic capitals. In Newton, Greek Revival houses appear in a variety of residential forms, ranging from simple one-and-a-half-story cottages to elaborate mansions. In certain examples, the transition from the Federal to the Greek Revival style is obvious: a five-bay facade is organized around a center Doric entrance porch. Other typical features include a gable roof, wide frieze and twin end chimneys. One example of this transitional type is the William Curtis House (1839, #128). The residence of a prosperous early paper

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manufacturer in Lower Falls, the Curtis House is the work of William Lyon, a local housewright. Distinctive features of the house include the classical entablature, wide corner pilasters, and the sidelighted entrance with a portico of fluted Doric columns.

Another example of the transitional Federal-Greek Revival mode is the Seth Davis House (1820s, #3073). Highly unusual for its use of brick, the Davis residence has one-story Doric porticos on the west and south facades. The wide pilasters which divide the facade into five bays and the dentils in the gable are articulated in brick. Seth Davis (1787-1888), a wealthy property owner with extensive local holdings, was also the builder of the Railroad Hotel at the junction of Watertown and Waltham Street (to be discussed under Commercial Buildings).

Another variation of the Greek Revival style can be seen in the one-and-a-half-story sidehall cottage at 307 Lexington Street, Auburndale (c.1860, #4170). It illustrates the miniaturization of the Greek Revival style for small dwellings. The gable end forms a deep overhang supported by the columns of the one-story portico. The pedimented gable roof consists of a classical entablature resting on fluted Doric columns. An earlier example of this form is 83 High Street (1830s) in the Newton Upper Falls Historic District (Area A).

Another type of Greek Revival house is based on a sidehall plan with the gable end to the street in an attempt to achieve the silhouette of the pedimented Greek temple. A fine example exists at 7 Thornton Street, Newton Corner (c.1840s, #1146). The facade is flushboarded in an attempt to simulate the ashlar masonry of the Greek temple prototype. A two-sided veranda with Doric columns encircles the lower story. 110 Jewett Street, Newton Corner (c.1850, #1185) is a well-preserved example of a sidehall workers' cottage with an offset, recessed entry.

More ambitious houses had monumental porticos commonly located either across the main facade or along a side elevation. Numerous well-preserved examples of the temple-front type of Greek Revival house exist in Newton. They include the Allen Curtis House (1845, #LF-42); the Frederick Collins House (1825-31, #W-13); the Jonas Salisbury House (c.1847, #1078); the Samuel Whitney House (1838, Area A); 309 Walnut Street (c.1835, #3202); 621 Centre Street (c.1850, #1683); and the William Ellis House (1828, Area A).

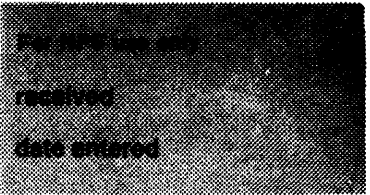
A second Greek Revival style residence built by Jonas Salisbury is located at 85 Langley Road (1847, #NC-403). Although a house of modest pretensions, this structure is notable for the detailed building contract dated 1846 which survives.

An important variation of the Greek Revival style is the broad-pilastered design. Few examples were built outside of Boston (although a number of examples exist near Portland, Maine). Two fine wide-pilastered houses exist in Newton. 983 Centre Street (c.1850, #NC-120) is a design of great academic clarity. Recessed panels alternate with projecting sections of wall that read as very wide pilasters lacking capitals. The original cube-like mass of the house was modified by the addition of an entrance porch. This idiom of the Greek Revival style was inspired by earlier Regency architecture in England. The use of lavish cast-iron balconies is in keeping with the Regency mode.

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A second example of Regency-inspired Greek Revival architecture is 488 Centre Street (c.1846) in the Farlow & Kenrick Parks National Register District (NR-7/8/82). The house exhibits an unusual degree of sophistication with its stark, planar, facade relieved only by the cap mouldings of the first-story windows.

GOTHIC REVIVAL (1840-1880)

The Georgian and Federal concept of symmetry eventually yielded to the asymmetrical, irregular lines of 19th-century Romantic revivals. A widespread shift to the sidehall plan with its offset entrance occurred. When the Gothic Revival style emerged in America, it was modified by second-hand knowledge of the English prototypes, and also because Gothic ideals were unrelated to Yankee traditions. The first attempts at Gothic in this country looked vaguely medieval simply because they employed pointed arches. Detail and ornament were Gothic-derived, but form and plan continued to follow sidehall precedents. Picturesque cottages were popularized by the publications of Andrew Jackson Downing (1815-1852). Newton has few examples of this mode of architecture. One, at 2212 Commonwealth Avenue, Auburndale (c.1845, #4246), bears resemblance to Design VII in Downing's The Architecture of Country Houses. Notable features are the board-and-batten siding and crenelated entrance porch. A second rare example of a board-and-batten house is located at 276 Franklin Street (1845), in the Farlow & Kenrick Parks Historic District. Sheathed with the typical vertical siding of wood-frame "Carpenter Gothic" versions of the style, the house contains a modest amount of medieval-inspired ornamentation, including vergeboards at the eaves and the pointed arches of the porch supports. Both porch and vergeboards are decorated with three- and four-part keyhole-shaped openings based on medieval trefoils and quatrefoils.

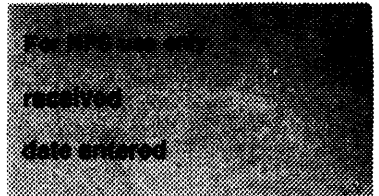
The unusual one-and-a-half-story Carpenter Gothic cottage at 17 Channing Street (1860s, #1163) has three steeply-pitched gables of equal size adorning the facade. Scroll-sawn trim appears over the windows and in the gables. The corner pilasters have unusual capitals of ribbon-like bands of curved metal trim.

A cohesive cluster of nearly identical, small-scale Gothic cottages which are quite suburban in character exists in the Webster Park Historic District (Area E). Webster Park was laid out in 1844 by the noted landscape architect Alexander Wadsworth as a residential enclave for railroad commuters. A number of the cottages were arranged around the oval park, and all have central shed dormers flanked by smaller steeply pitched gabled dormers. These cottages were designed by a Boston architect, Edward Shaw (b. 1784), the author of a popular pattern book, Civic Architecture (1831), widely used by contemporary builders. A second cluster of Carpenter Gothic houses, dating from the 1860s, is located in the Crystal Lake & Pleasant Street Historic District (Area K). Notable structures include 921 Beacon Street, and 106, 120, and 140 Pleasant Street. All are adorned with fanciful scroll-sawn vergeboards and irregular silhouettes.

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Admiration for Gothic prototypes continued well beyond the 1830s and 1840s. However, the manner in which medieval forms were interpreted changed from decade to decade. Variants of the style exist in Auburndale in two Ruskin-inspired High Victorian Gothic residences. The first, "The Castle" (also known as the Winslow-Haskell Mansion, NR-10/25/79), was built in 1870 atop Vista Hill, in the Lasell Neighborhood Historic District (Area N). The focal point of the design is a three-story tower. A polychromatic effect is achieved by the use of colored roof slates and walls of a buff-colored composition stone. The voussoirs of the pointed-arch windows are of alternating colors. Ornatly trimmed porches stand on each elevation. The vergeboards are pierced with quatrefoil designs. Edwin B. Haskell (1837-1907) was a co-owner of the Boston Herald.

The other Ruskin-inspired house in Auburndale, 203 Islington Road (c.1870, #4003) was one of several buildings comprising an estate on Islington Point on the Charles River. This property, which belonged to Royal M. Pulsifer (1834-1888), a mayor of Newton and another owner of the Boston Herald, was constructed of the same buff-colored stone as "The Castle." Darker brick is used for belt courses, and the windows are set within pointed arches trimmed with voussoirs of alternating colors. The facade is organized around a shallow projecting entrance pavilion crowned by a jerkin-head gable. The entrance and slender paired windows are set within pointed arch openings, each beneath an ornate panel of wooden carving in imitation of Gothic tracery.

The John A. Fenno House (c.1854, #5119) achieves the characteristic overall verticality of Gothic Revival houses, with steeply-pitched gable windows and narrow polygonal bays. Gothic decorative motifs of this house include diamond-shaped gable windows and eared window labels.

27 Sargent Street (1879, #N-37) is exceptional for its lavish use of applied Gothic ornamentation. It exemplifies the zenith reached by the Gothic mode, with its projecting wings, steep, complex roofline, and ornate wooden detail. An irregular silhouette is achieved by the varied size and placement of the dormers and gables.

ITALIANATE (1840-1880)

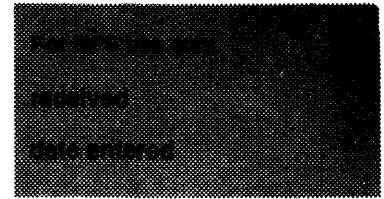
During the middle of the 19th century, significant changes took place in American architecture. Buildings became irregular in outline, upright in proportion, and florid in ornamentation. Architects consulted pattern books and historical sources for inspiration. Many different styles of architecture emerged, and often distinctions between styles became obscured.

The Bracketed Italianate style was an important new mode which was widely employed in Newton from the 1840s until about 1875. The style, too, was promoted in architectural publications by Andrew Jackson Downing and his contemporaries as ideal for the scenic, rural landscape. The "Italian villa" was a new kind of suburban house: asymmetrical, towered, irregular in mass, and replete with porches, balconies, and bay windows. Despite its name, the style was inspired by the English country houses of the early 19th century.

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Auburndale has two textbook examples of the "Italian villa" style, one early and one late in date, and both in well-preserved condition. "The Eminence" (c.1853, #4004) was designed by architect Hammatt Billings (1818-1874) as his own house. It is the only mansion house to survive in a neighborhood once dotted with country estates. The focal point of the design is its square pyramidal hip-roofed tower. It features other characteristics of the style such as round-headed six-over-six windows and a bracketed veranda. 62 Vista Avenue (c.1879, Area N) is a late, but pure example of the style. This L-plan house is distinguished by an ornate square tower, polychrome roof slates, and elaborate applied wooden ornament, including sawn eave brackets and chamfered porch posts. A towered slate-roofed carriage barn still stands to the rear of the house. 60 William Street (c.1850, #1256) is unusual in its use of the Italian villa mode for a small dwelling. In diminutive proportions, it imitates 62 Vista Avenue; it aspires to the grand silhouette of the rural Italian villa. The L-plan design has a three-story tower with round-headed windows. The deep cornices and gable returns are typical of early Italianate houses.

The contrast between high-styled and vernacular interpretations of Italianate designs is further illustrated by 107 Waban Hill Road (c.1875, #CH-145) and 68 Maple Avenue (1860s, #1262). Both exhibit a boxlike rectangular form capped by a low-pitched hip roof. 107 Waban Hill Road occupies a site at the crest of Waban Hill and once commanded a spectacular view of the neighborhood. It is one of the city's finest high-styled Italianate residences. Notable features include wooden quoins and a square cupola with an elaborate finial. 68 Maple Avenue is a dwelling of modest size with somewhat grand pretensions. Despite its square mass, the builder endowed this house with fanciful wooden embellishment in the form of over-scaled acanthus-decorated console brackets at the eaves, porch, and bay. As with the house on Waban Hill Road, 68 Maple Avenue is clad with scored flush-boarding in an attempt to simulate ashlar masonry. This house is sited upon a slope overlooking the Charles River, a spot no doubt chosen for its picturesque qualities.

A pair of nearly identical Italianate sidehall houses in West Newton at 3 Davis Avenue (c.1853, #3105) and 15 Davis Avenue (c.1850s, #3104) exhibit exceptional detailing for small dwellings of this period. The ornament includes paired eave brackets, bracketed window lintels and sills, and transomed entries with sidelights. 3 Davis Avenue has applied wooden blocks imitating quoins; 15 Davis Avenue has panelled corner pilasters.

The Rawson Estate (c.1858-62, #1430) is a well-preserved center-gable Italianate residence which makes a conservative architectural statement. It features end gables, strict symmetry, and the center-gabled entrance pavilion associated with academic examples of this style. The house's most distinctive feature is a rear corner tower capped with iron cresting. The Rawson Estate grounds include ornamental granite posts carved with the initial "R" at the entrance to a formal drive leading to the carriage house.

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MANSARD (1855-1880)

A trend toward more formal architectural tastes was expressed by the Mansard style. This movement subscribed to principles of strict symmetry and the use of ornament to accent openings, eaves, and corners. An important stylistic feature is the mansard roof. The practical advantage of the mansard roof was its provision of additional headroom in the attic story.

The mansard roof was based on a 17th-century French prototype popularized by a family of architects whose surname was Mansart. American use of this roof form, and an affinity for French academic ornament fashionable under Louis Napoleon, led to the term Second Empire style. The term, which is appropriate for monumental civic buildings such as Old City Hall in Boston, is less aptly applied to vernacular wooden structures in suburbs such as Newton.

The Mansard style in Newton prevailed during the Civil War years. Although it is found as early as 1853, it did not become widespread until the 1860s, and then it lingered on until the 1870s. Found in all parts of Newton, mansard-roofed houses were concentrated in neighborhoods which flourished during post-Civil War prosperity.

The city's finest example of the Mansard style is the John Sanborn House (c.1870, Area P). This elaborate residence at the foot of Institution Hill reflects the wealth of Boston suburbanites living in Newton Centre. The focal point of the Sanborn House is the towered center entrance pavilion. A secondary tower rises at the rear corner of the house. Other features include the bellcast mansard roof of patterned slate, a modillion cornice, rope mouldings, and segmental dormers. The corner site of this house makes possible its two formal facades.

Another important Mansard house, because of the extremely academic basis of its design, is 7 Coleman Street (1860s, #3092). It borrows freely from classical architecture. The house is a symmetrical, boxy form with a shallow center pavilion and is capped by a low mansard roof. Details include pedimented dormers, bracketed eaves, and dentil courses. The focal point of this design is the full-width porch with its clustered, banded columns derived from a French 17th-century order.

115-117 Jewett Street (1870s, #1072) is yet another fine academic example of the Mansard style. The house's design, with its projecting end pavilions and a recessed center bay, reflect another arrangement favored in academic interpretations of this style. Well-preserved detailing on the house and carriage barn include modillion cornices and dormers with scroll bases.

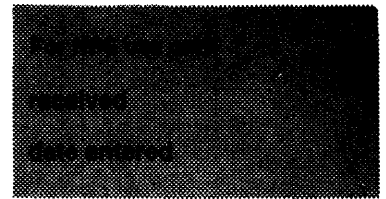
The John Buckingham House (c.1864, #1173) is an exceptionally well-preserved Mansard house. The bellcast roof is clad with slates laid in a fishscale pattern. The roof is further embellished with segmental dormers and a denticular cornice. An ornate Mansard carriage house is located at the rear of the grounds, which are encircled by an arcaded iron fence cast at a Waltham foundry.

230 Melrose Street (c.1850, #4145) is a Mansard cottage displaying great originality in its decorative detail. The steep, straight-sided profile of the roof is broken only by the mansard roof of the towered entrance pavilion. The full-width front

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porch has stick decoration, a feature not generally seen on Mansard houses until the early 1870s. The small Mansard cottage is a version of the style which is well represented in Newton. A second example exists at 7 Channing Street (late 1860s, #1165). This cottage was owned by Samuel Farquhar, a local slater whose skill is demonstrated in the elaborately patterned red, yellow, and black bands of roof slate. This mode of roof decoration was rarely used before 1868. The house has a rear corner tower with a polygonal roof capped by wrought-iron cresting.

QUEEN ANNE (1875-1890s)

The Queen Anne movement consisted of a family of architectural styles characterized by originality, inventiveness, good craftsmanship, and a fondness for irregular silhouettes and a profusion of ornament. The popularity of the Queen Anne style during the 1870s and 1880s was a reaction to the architectural academicism of the Civil War era.

Early Queen Anne work (1875-1885) includes work in the Stick Style as well as in a Ruskin-inspired Medieval Revival style. The Stick Style flourished in the late 1860s and was partly influenced by the Swiss chalet and partly by half-timbered medieval designs. The hallmark of the style is a decorative system of wooden framing applied to a building's exterior wall surfaces. Although intended to reflect the structural system of framing, in fact the stickwork is purely decorative.

140 Sargent Street (1879, #N-43A) demonstrates the Stick Style preference for tall, vertically proportioned forms, steep roofs, and sharp, angular gables. Inventiveness is shown in the open wooden bracing of the gables, entrance porch, and bay windows. Another example of a house designed in the Stick Style is 908 Beacon Street (1880s, Area K). It exhibits elaborate and well-preserved detailing. A richly ornamented Stick Style cottage at 56 Cedar Street (1877, #NC-113) has a jerkin-head facade gable embellished with a band of patterned stickwork, as well as chamfered porch posts decorated with rosettes.

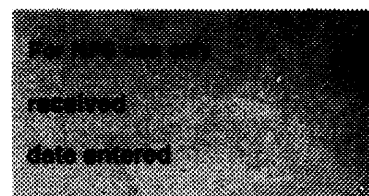
The second aspect of early Queen Anne architecture is the quasi-medieval manner influenced by John Ruskin. The Bayley House (1883-84, #N-7), possibly by Peabody & Stearns, exemplifies this mode. Queen Anne characteristics are the irregular mass and broken roof line. Ruskinian Gothic overtones include the polychromatic masonry in which bands of brownstone contrast with red pressed brick, and the half-timbered gables. Each of the ground-floor reception rooms was designed in the style of a different period.

Another example of the Ruskinian-inspired Queen Anne mode is 400 Beacon Street (1880-81, #CH-9A & 10), designed by Peabody & Stearns. In this estate house, the Stick Style is translated into masonry construction. Few masonry houses of this period exist in Newton. 400 Beacon Street, also known as the Dupee Estate, exhibits overall irregularity of mass. The roofline is punctuated by numerous gabled wall dormers. The stone and brick exterior provides a variety of colors and textures. A Ruskinian overtone of this design is the use of blunt, pointed arches for the window openings. The Dupee house was once owned by Mary Baker Eddy, founder of the Christian Science Church.

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The Henry Ross House (c.1882, Area G) is one of the city's most elaborate Queen Anne residences. A picturesque effect is achieved by the irregular silhouette and the use of a wide variety of colors and textures in the choice of building materials. These include granite and glazed red and black tar-dipped brick on the first story, and pargetted gable fields. The roof is of red slate with standing copper seams and copper downspouts. The chimney is embellished with terra cotta panels. A ten-stall carriage barn with a caretaker's apartment above stands to the rear of the main house.

One of Newton's best examples of a large, architect-designed Queen Anne house is 303 Franklin Street (1887) in the Farlow & Kenrick Parks Historic District (NR-7/8/82). Designed by a local architect, George Meacham, for Levi Gay, the house epitomizes the freeform approach to Queen Anne design. In addition to the use of numerous materials, the house displays characteristic Queen Anne inventiveness in the varied size and placement of its many windows, porches, and balconies. The wood trim is chiseled, gouged, hand-carved, and lathe-turned with remarkable originality.

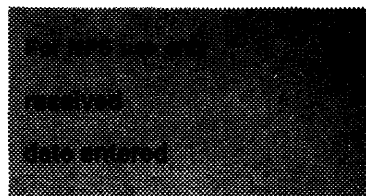
Another, more mainstream Queen Anne design, is 56 Fairmount Street (c.1875, #N-9A). It features irregular massing, variety in window size and placement, and varied materials, including stained glass, brick, and patterned cut wood shingles. Among the house's more picturesque details are the porch spindle frieze and the octagonal turret with ogival roof.

The Shingle Style, which prevailed throughout the 1880s until after the turn of the century, may be said to have represented the core of the Queen Anne movement. However, it is represented by relatively few structures in Newton. Shingle architecture is a sequel to the originality and exuberance of the 1870s. The Shingle Style sheathes the walls and roofs entirely in wood shingles and often the corners, porch posts, bracketing, and contoured sides of window openings were clad in shingles as well. Rough-surfaced stone, a material that complemented the natural texture of wood shingles, was sometimes used in the first story of Shingle Style buildings, as in the Reverend Francis Clark House (1895, Area N). The basic geometry of the Clark House is simple: an oblong box capped by a hip roof and augmented by a conical corner tower. Geometric accents include the dormers, chimney stacks, and broad hip roof of the entrance porch.

Newton's most celebrated example of the Shingle Style is the Bigelow House (1886, NR-1/1/76). Designed by Henry Hobson Richardson, America's foremost architect of the 1870s and 1880s, the Bigelow House was one of the architect's last commissions before his death in 1886.

One of Newton's few clusters of Shingle Style houses stands in the Gray Cliff Historic District (Area Q) in Newton Centre. The houses are sited among the craggy rock outcroppings and winding turns of Gray Cliff Road (possibly laid out by Frederick Law Olmsted). An especially fine example of the style is 53 Gray Cliff Road (1889). The contoured window enframements affirm the flexibility of shingle construction, and broad areas of roof emerge in accordion-like stages.

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Another group of Shingle Style residences was built along Lenox Street (Area F) in the late 1880s and early 1890s. The earliest of these houses, and probably the inspiration for those which followed, was built in 1887 at the corner of Lenox and Highland streets, 300 Highland Street. It eschews the gambrel roof in favor of a long gable roof, punctuated by cross gables and high eyebrow dormers. In its juxtaposition of rounded bays and gabled pavilions along its principal facade, it takes its inspiration from H.H. Richardson's Stoughton House of 1882 in Cambridge, and has been called one of the finest examples of the Shingle Style in Newton. The first of a substantial group of houses at the southern end of the Lenox Street was 82 Lenox Street (1892), designed by the architect Eugene L. Clark for his own home, and illustrated in an issue of the American Architect and Building News. Other substantial Shingle Style examples included 32, 62, 83, and 91 Lenox Street, built between 1889 and 1895.

Another example of the Shingle Style -- 41 Middlesex Road (1894, #CH-110) -- uses dark stained shingles on the upper story and fieldstone for the lower story, exterior chimneys, and porch posts. Characteristic of the style are the swept roof of the conical bay and the veranda.

COLONIAL REVIVAL (1890-1910)

By the 1890s designers were abandoning the flowing Shingle Style surfaces in favor of the boxy forms, strict symmetry, and classical ornament of the Colonial Revival style. This mode of architecture was inspired by 18th-century Georgian models. Designers of the Colonial Revival were also influenced by the picturesqueness and inventive qualities of the Queen Anne style. Traditional forms were enhanced by elegant details including large slender pilasters, columns, oval windows, elaborate cornices, balustrades, urns, and Palladian windows. The Colonial Revival style occurred as a reaction to the lack of discipline in architectural form that had reached its apex during the Queen Anne period.

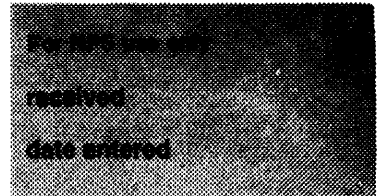
The Adams Claflin House (1890, #NC-300) was designed by local architect Samuel J. Brown (1853-1926). The house exhibits Queen Anne tendencies in its asymmetry of plan and mass and its irregular placement of fenestration including a Palladian window. Another feature of this primarily Colonial Revival style house is the enormous gambrel roof. The house demonstrates how the 19th-century Colonial Revival architect produced buildings quite different from those which inspired him. The availability of abundant machine-sawn ornament further enabled architects to achieve this end.

Excellent Colonial Revival residences abound throughout Newton. 57 Hunnewell Avenue (late 1890s, #1360) is an outstanding high-styled Colonial Revival residence, rich in architectural detail. The house's overall form is boxy with corner projections and a roofline punctuated by dormers. The overhanging attic story is typical of the design liberties taken by Colonial Revival architects. A long veranda on a fieldstone base, Ionic columns, and an attached porte-cochere dominate the facade. An elaborate carriage house stands to the rear.

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Other textbook examples of the Colonial Revival style are 170 Lincoln Street (1896, Area B) and 511 Watertown Street (c.1898, #2012). Both are symmetrically composed around a center hall and represent the best aspects of late 19th-century design. Typical are the hip roof with dormers, boxy rectilinear massing, and full-height elliptical bays flanking a center, columned entrance porch. Both designs are enriched by abundant classical detailing.

By 1900 the Colonial Revival had begun to run its course. It was followed by architectural work of more archaeological tendencies. Instead of originality, architects sought authenticity, often to the point of copying entire houses of the 18th century. This movement was called the Georgian Revival, and it was overwhelmingly accepted for residential building throughout Newton. 134 Sumner Street (1891, Area M) is an excellent example of Georgian Revival design. In quality of workmanship and range of fine materials, it illustrates the high point reached by American building before World War I. After the war, labor and materials were in short supply. This necessitated cutting corners, a practice still in effect. 134 Sumner Street is a house of unusually good design with all the characteristic formality of Georgian architecture. The use of brick was relatively rare in Newton before 1900. The boxy form is capped by a truncated hip roof with a deck balustrade. The focal point of the three-bay facade is the center entrance with leaded glass fanlight and sidelights. Details include splayed window lintels and a modillion cornice.

MULTI-FAMILY HOUSING

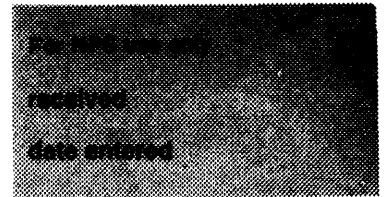
As its name "The Garden City" suggests, Newton was envisioned as an area of primarily single and two-family residences. Few apartment buildings were erected prior to World War I. One of the very few 19th-century examples is the block built by Newtonville real estate developer William Claflin in 1887, 1-6 Walnut Terrace (#5239). Designed in the Shingle Style, the 2-1/2-story building is divided into four sections by three stepped brick firewalls. Two front-gabled end sections are linked by a long, flank gable roof punctured by four dormers. The staggered butt shingles which clad the dormer facades probably indicate the original wall covering of the lower stories, now sheathed in asbestos shingles. Semi-circular and rectangular bay windows add variety to the long facade of the building, and the recessed entrances display Queen Anne style doors with sidelights and transoms. Vernon Court (1905), located near the Newton Corner business district in the Farlow & Kenrick Parks Historic District, was one of the first large brick apartment blocks erected in the city. The six-story building is faced with buff brick and embellished with elaborate Beaux Arts decorative motifs.

Another fine apartment block is "The Chestnut Hill" (1889, #CH-28), possibly designed by Francis Chandler. It may have originally been intended for use as a hotel. The building was financed by Dana Estes, a major figure in the Newton Boulevard Syndicate, which was responsible for extending Commonwealth Avenue westward through the city to Auburndale. The design of this three-story Tudor Revival style building near Waban Hill is symmetrically arranged around a steeply gabled center entrance. The lower story is of dressed random fieldstone with upper stories of elaborately

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patterned half-timbering. The boxlike form is flanked by steep, half-timbered gabled end pavilions. The attic story projects at the end walls and rests on curvilinear consoles. At the second story, elaborate foliated mastic ornament embellishes the wall surfaces.

RELIGIOUS ARCHITECTURE

In addition to its many fine residential buildings, Newton contains a number of churches of outstanding architectural quality. St. Mary's Episcopal Church (1813, NR-4/16/80) is the oldest surviving church building in Newton. It is a simple, end-gabled Federal/Greek Revival structure with a two-stage square belfry. During the 19th century, the two-part entrance was remodeled with Gothic Revival lancet labels and tracery above the door.

After 1850 the Romanesque Revival style was preferred by church architects, particularly for Congregational churches. The Auburndale Congregational Church (1857, #4383) is an outstanding local example. It was designed by architect Charles Edward Parker (1826-1890), a local resident with a Boston office. Parker was also responsible for the design of Nonantum's Evangelical Baptist Church (1873, #2091). Other works include several Amherst College buildings and the town halls in Chicopee and Easthampton, Massachusetts.

The Auburndale Congregational Church follows the established Federal meetinghouse form, of two-story gable end church with a three-stage belfry. This was the dominant church form throughout suburban Boston during the 1850s. The Auburndale Congregational Church exhibits Romanesque-inspired corbelled cornices and round-headed windows. The heavily-scaled detailing includes the compound arched entrance and spiral colonnettes with cushion, crocket, and stiff-leaf Romanesque capitals.

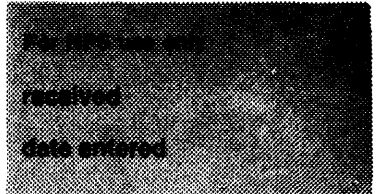
Grace Episcopal Church (1872) in the Farlow & Kenrick Parks Historic District (NR-7/8/82) was designed by the noted architect Alexander Esty (1826-1881). Esty was trained in the office of Gridley J.F. Bryant, one of Boston's most prominent 19th-century architects. Other local buildings designed by Esty include the Newton Free Library (1870) in the Farlow & Kenrick Parks District (see section on Public Institutional Buildings); and Boyden Hall (1867, #LF-52).

Grace Church appeared at the midpoint of Esty's career and is considered one of his major works. Its design was influenced by the English Gothic Revival. The building follows a cruciform plan with an offset corner tower. The steep gable end has a gable-roofed side entrance which extends beyond the main block. The entrance tower rises to an open belfry trimmed with Gothic arches, tracery and colonnettes, and a polygonal stone spire. A minimum of detail and large expanses of wall material emphasize the tower's height. The church was constructed of conglomerate stone laid in a random pattern. Door and window openings were trimmed with red and yellow dressed sandstone in alternating blocks.

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Geometric forms and rock-faced stonework distinguish Immanuel Baptist Church (1885) in the Farlow & Kenrick Parks Historic District. Designed by H.H. Richardson (1838-1886), America's foremost architect of the 1870s and 1880s, Immanuel Baptist Church is typical of his church designs. The widely imitated Richardsonian Romanesque style was derived from the architect's interest in the buildings of southern France and Spain.

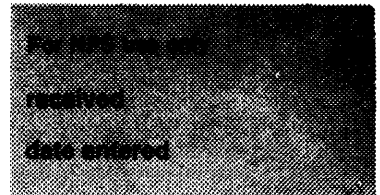
Immanuel Baptist Church was a late work, executed the year before Richardson's death. Most of the design was probably prepared by his office, not by Richardson himself. According to Henry-Russell Hitchcock, the preliminary plans were drawn by Charles Coolidge, later a principal in Richardson's successor firm of Shepley, Rutan, and Coolidge.

The massing and detail are simple in design. Built of Longmeadow sandstone, the church is based on a cruciform plan with short transepts and an apsidal baptistry to the rear. The focal point of the design is the large square tower at the crossing. The front wing features compound arches at the entry and massive foot tables extending from the cornice. Romanesque-derived window trim consists of semicircular and stilted arches with wide voussoirs.

Another important example of the Richardsonian Romanesque style in Newton is the First Baptist Church (1887-89, NR-4/15/1982). The church, designed by John Lyman Faxon, features the use of heavy Syrian arches and polychrome bands of stone, showing an awareness of contemporary Ruskinian ideals in England. The church has a traditional apse and a three-gabled transept. A gable wing extends from the northwest corner. The focal point of the design is the open octagonal corner belfry, which flanks the compound arch entrance porch. Other features of the northwest wing are a turret, a subsidiary porch, and gabled roof dormers. Unity of the complex design is achieved by the overall surface decoration of rough-hewn Gloucester granite and red sandstone in geometric patterns.

The Swedenborgian Church in Newtonville (Area G) is one of the earliest works of Ralph Adams Cram (1863-1942), designed while in partnership with Charles Wentworth. In his later life, Cram became the nation's leading exponent of Gothic architecture in the 20th century. His most celebrated work was the Cathedral Church of St. John the Divine, but he and his partners were responsible for churches and chapels, as well as residential and academic buildings all over the country. Cram's devotion to the Perpendicular phase of English Gothic architecture governed virtually all of his designs, and the Swedenborgian Church, completed in 1894, is no exception. The great west window displays the verticality and flowing tracery which characterized the style (the east window is a later 1916 replacement), as did the four-centered arch of the entrance. In plan, the church consists of a principal nave parallel to the street, with a projecting gable-roofed chancel at the east end. The principal entrance is through the base of a crenelated belfry positioned at the west end of the elevation. At one corner of the belfry, a small octagonal stair tower rises to a few feet above the crenelation of the belfry. The local stone, known as "Roxbury conglomerate" or "Brighton stone," is used throughout, giving a rugged appearance to the uncoursed exterior masonry. Carved limestone is used in the door and window trim. To the rear, an open loggia links the building to church offices and social hall, a smaller stone structure built in 1886-88 when the organization's original wood-frame chapel stood on the adjoining lot.

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Another of Cram's Newton commissions was the First Unitarian Church of West Newton (#3117). Completed in 1906 to the designs of Cram, Goodhue and Ferguson, as the firm was then styled, this building is considered one of their most important early works. Employing a select group of highly-skilled artisans, Cram produced a number of early 20th-century churches outstanding for their high level of craftsmanship. The firm was also responsible for the furnishings, including interior wood fittings, pulpit carvings, and stained glass of the First Unitarian Church. Frederick Law Olmsted, Jr. provided the landscape plans. The granite church and attached parish house are grouped about a central courtyard entered through a portal tower. As in the Swedenborgian Church, the gabled nave and flanking tower combine bold rectilinear forms, a manner prevalent in stone churches until the 1940s. The minimal detailing consists of wide Gothic arches and pier buttresses. Large expanses of wall surface emphasize the church's massing. The tower is capped by corner pinnacles and crenellation. Flanking the church is the U-plan parish house, based on Elizabethan town architectural prototypes. The brick half-timbered hall contrasts in style and materials with the granite church building with its offset tower. Its features include mullion windows and timber and plaster walls.

COMMERCIAL ARCHITECTURE

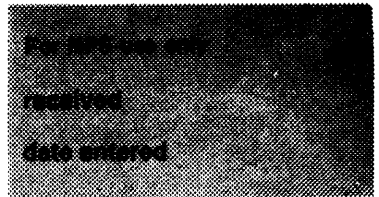
Inns, taverns, and hotels were among the earliest commercial buildings, and their appearance was related to improvements in transportation. Most taverns and hotels operated from private residences. One early local example is Whittemore's Tavern (c.1724, #4255), on a road laid out by 1729. Whittemore's Tavern is one of few surviving 18th-century buildings in Auburndale. It is often called the Bourne House, after a later occupant. Built by William Robinson, Jr., one of Auburndale's earliest documented settlers, it is a typical early Georgian vernacular dwelling of the pre-Revolutionary period. For a brief period during the 1760s, a tavern operated out of the house. Whittemore's Tavern is a two and one-half story gable roofed frame dwelling with two wings on the north elevation. It may have been built as a half-house and later expanded into its present form. The door and window openings are of characteristically tall, narrow proportions.

Restaurants and hotels were not widely built until the Federal period. The Davis Hotel (1831, #3069) is among the earliest surviving hotels in the Boston area. Often referred to as the Railroad Hotel, it served passengers connecting to other forms of transportation from the Boston & Worcester Railroad. It is located at the intersection of West Newton's primary arteries, Watertown and Washington streets. Many of the Davis Hotel's original architectural features remain despite certain ground-level alterations. Its steep, symmetrical chimneys have been removed and certain changes made to the patterns of fenestration. The building's most distinguished features are the louvered Gothic lancet windows in the end gables. Constructed of hand-made red brick, the building represented a major capital investment in the small village of West Newton at the time of its construction. Seth Davis (1787-1888), the owner, was a prominent resident and one of the city's wealthiest men.

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Bray's Block or Bray's Hall (1893, Area L), an L-plan commercial block, is roundly contoured at the angle, conforming to the intersection of Union Street and Herrick Road. Bray's Block is two and one-half stories in height and constructed of buff-colored brick with a copper-clad hip roof and heavy modillion cornice. The segmental wall dormers of the attic story are also articulated in copper. The building originally contained a large assembly hall, a bowling alley, offices, and storefronts. Bray's Block stands opposite the Newton Centre Railroad Station in the Newton Centre Union Street Commercial District, one of Newton's only intact clusters of pre-1907 commercial structures.

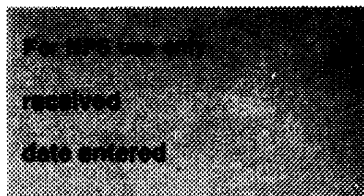
Strong's Block (1896, #W-11) is a fine example of a stylish neighborhood storeblock. A two and one-half story building of red brick, Strong's Block is crowned by a slate gable roof with stepped parapet end gables. The second-story windows of the center entrance bay have round arched upper panels of patterned brick. Flanking windows are set within jack arches. Strong's Block was designed by a local architect, Lewis Bacon, of the firm of Hill & Bacon. The building was a project of William Strong, a prominent local resident. During the 1880s, Strong was among those instrumental in the construction of the Circuit Railroad through this area, which later became known as Waban. Strong built this block adjacent to the tracks to serve the needs of the growing village. The upper floors were apartments, with storefronts on the ground level.

Perhaps most notable among Newton's 19th-century commercial structures were its commuter railroad stations. Beginning in 1881, major innovations in suburban railroad depot design occurred, and this trend continued until the turn of the century. In 1884 the Boston & Albany Railroad purchased a section of land stretching from the Fenway area of Boston to Newton Highlands for eventual use as a commuter line. H.H. Richardson and F.L. Olmsted, the country's foremost architect and landscape architect respectively, were commissioned to design the stations for the railroad's Highland Branch. Only three of the original stations remain: the Newton Highlands Station, the Newton Centre Station, and Woodland Station (all, NR-3/25/76).

Woodland Station is the smallest of the three surviving stations, the only one known to be a Richardson original, and the last of Richardson's small commuter stations in Newton. Construction of this station was completed in 1886, after Richardson's death. The station is based on a rectangular plan and constructed of granite and brownstone, with a steep hipped roof of slate. The interior was comprised of a large waiting room, two restrooms, and a baggage room at one end. Two porches were inset on either side of the ticket office on the track side.

The Newton Highlands Station and the Newton Centre Station were also completed after Richardson's death, by his successor firm, Shepley, Rutan, and Coolidge. The Newton Highlands Station resembles many of the larger stations built by Richardson. Characteristic features include the granite and brownstone construction and large overhanging slate roof, as well as a covered platform on the trackside which was added in 1906. On the street facade a dormer projects from the center of the hip roof. The widely overhanging eaves are supported by wooden braces to form a shelter for passengers. The handsome woodwork of the interior has been preserved, despite the building's present use as an auto parts store.

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The Newton Centre Station is similar to the Newton Highlands Station with the addition of a covered platform on the track side of the building. The roof is broad and massive. On each slope of the roof are two eyebrow windows. A stone chimney rises between the two dormers on the street side. The hip roof flares at the eaves which are supported by wooden braces. The companion Baggage & Express Building which stood next to the station was demolished in 1985.

PRIVATE INSTITUTIONAL BUILDINGS

The Newton Theological Institution (1825, Area P) was one of several important cultural and educational institutions which flourished in Newton during the 19th century. At first classes were held in a private home, but by 1829 the school assumed a prominent location atop Institution Hill on the site of the Peck Estate in Newton Centre. (The school merged with the Andover Theological Seminary [1807] in 1931 to form the Andover-Newton Theological Seminary.) It was the first institution of higher learning established in Newton and is the oldest Protestant graduate school of theology in the United States. The earliest building to be constructed was Farwell Hall (1829), a typical Federal-period institutional building, architecturally related to Harvard University's early structures. The basic form of Farwell Hall and its window proportions recall its Federal origins. In 1857 a third story and Mansard roof were added. Farwell Hall, named for Levi Farwell, an early benefactor of the school, is located in the Newton Theological District (Area P) along Herrick Road in Newton Centre.

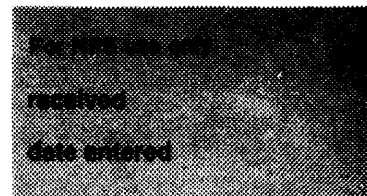
Another of the Andover-Newton Theological School's notable structures is Colby Hall (1866, NR-1/30/78), built to accommodate the growing number of students at the seminary. Colby Hall contained offices, classrooms, and the library. It is an imposing two and one-half story edifice of quarry-faced granite with a steep, straight-edged Mansard roof punctuated by recessed pedimented dormers. The recessed entrance is set within a round arch. The focal point of the design is the square tower with a pyramidal roof offset to the left of the entrance. The corners of the tower are canted at the second-story level. Fenestration consists of single and double windows in tall, slender round-arched openings. The library is a one-story octagonal wing with a steeply pitched roof.

The Lasell Female Seminary (now Lasell Jr. College, Area N) was founded in 1851 as one of the first four-year women's colleges in the United States, with an academic, rather than "finishing school" orientation. The founding of the school during the 1850s coincided with Auburndale's early period of suburbanization and the introduction of regular passenger rail service. Not coincidentally, many of the founders and board members of the Lasell Female Seminary (such as Messrs. Partridge, Walworth, Johnson, Pigeon, and Woodbridge) were also active real estate speculators and land dealers. It was their belief that the school would further enhance real estate values and lend respectability to the area. The Seminary's founders were also active in the Auburndale Congregational Church and the Walker Missionary Home, the other major social force in Auburndale during the second half of the 19th century.

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The original building of the Female Seminary (now demolished) was designed and constructed by the architectural firm of Billings & Sleeper of Boston. It was a three-story, frame building based on an L-plan and designed in the Italianate style. The building contained classrooms and living quarters and was known as Bragdon Hall after the school's first principal.

A second building erected by the Seminary was Carter Hall (1882), a 2-1/2-story Queen Anne building situated adjacent to Bragdon Hall. Carter Hall contained a gymnasium, indoor swimming pool, staff housing, and bowling alley. Carter Hall is a gable-roofed, L-plan building with characteristic Queen Anne variety in window size and placement. The projecting upper sections of the steep roof gables contain paneled gable screens. The focal point of the design is the polygonal corner stair tower. Wall surfaces are clad in clapboards and patterned wood shingles.

After 1900 numerous residences along Woodland Road and adjacent side streets were acquired by Lasell to accommodate the school's growing enrollment. Among these are examples of most 19th-century styles, including several exceptional Queen Anne and Colonial Revival residences.

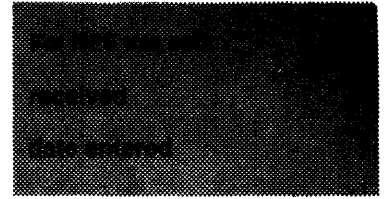
Most of Newton's remaining private institutional structures date from the period 1870 to 1907. They correspondingly reflect the affluence and sophistication of the period. The Romanesque-influenced Working Boys' Home (1896, #NH-299) was designed by William H. and John A. McGintly of Boston for the Roman Catholic Archdiocese of Boston. It provided housing, education, and employment for homeless boys. This imposing four and one-half story, H-plan building has a seven-story square tower with a pyramidal roof at the front right wing. The elaborate tower has corner tourelles of copper and an ornate balcony on copper consoles. The building's thirteen-bay facade is arranged in a two-nine-two configuration with projecting end pavilions. The building is constructed of red brick with granite trim and a slate roof with a corbeled cornice. The main entrance is located in the right wing and consists of a round arch supported by Corinthian colonnettes. The entrance is approached by a double stair of quarry-faced granite.

A local chapter of the Masons was organized in Newtonville during the 1860s. Toward the end of the 19th century, several subgroups of the Free and Accepted Masons, including the Dalhousie Lodge, the Gethsemane Commandery, and the Newton Royal Arch Chapter, erected a building for their headquarters. The architectural firm of Hartwell & Richardson was hired to design Masonic Hall (1896, #5391), the first non-residential or ecclesiastical building south of the railroad in Newtonville except for the Newton High School. William C. Richardson (1854-1935), one of the partners, maintained an office in Boston and lived in a house of his own design at 109 Highland Avenue (Area G). The firm of Hartwell & Richardson also designed the Newton Club (1892, demolished 1939), the Central Congregational Church (1895, #5182), and several Newton schools: the Hyde School, the old Newton High School, the Bigelow School, the Mason School, the Horace Mann School, and the Ralph Waldo Emerson School. The Hyde School (1895, Area B), and the Emerson School (1905, Area A) are the only schools still standing.

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Masonic Hall is a four and one-half story brick structure which occupies a prominent corner lot. The focal point of the design is a square tower with a steeply pitched slate roof crowned by a finial. The main block of the structure has a hip roof punctuated by dormers trimmed in copper and embellished with finials. Decorative detail includes terra cotta panels and brackets and dentils at the architrave. The ground floor consisted of storefronts, with offices and the meeting rooms of the fraternal organization occupying the upper floors.

INDUSTRIAL BUILDINGS

Newton's earliest surviving industrial buildings date from the Federal period, when the rise of the textile industry led to innovations in the design of industrial structures. The use of large, power-driven machinery required sturdy factory construction. Also required were large expanses of open floor space and adequate light. The typical features of Federal-period industrial buildings included a rectilinear plan, monitor windows for added light, exterior stair towers for access between floors, and a belfry to summon the workers. Small grist and sawmills, paper mills, and textile spinning mills were generally of wood-frame construction. Not until the establishment of the nearby Boston Manufacturing Company in Waltham (1816), did textile mills in the Boston area begin to be constructed of brick, though otherwise copying the wood-frame spinning mills of Rhode Island and the Blackstone Valley.

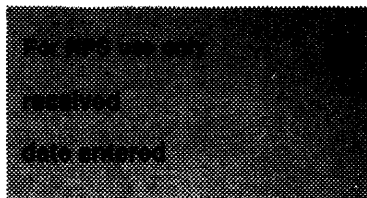
Newton's oldest industrial building is such a brick textile mill, built in 1821 by the Elliot Manufacturing Company in Upper Falls for the manufacture of cotton goods. The Elliot Mill complex (Area A), arranged around a central courtyard, is a focal point of the Upper Falls Historic District. The original 1821 3-1/2-story brick mill still stands, and, with its clerestory monitor roof intact, is a very rare example of its type in the state. Mill No. 2, the two-story pitched roof thread mill, was constructed along the river two years later, and extended to its present length in 1853, when Mill No. 3 was also constructed, facing it. In use for the manufacture of textiles into the 1950s, the complex today houses a restaurant, shops, and offices.

In Lower Falls, dominated by paper mills, stone came to be the building material of choice in the 1830s, and late 19th-century views of the village show a landscape dominated by the stone mills of the Crehore and Curtis companies as well as significant stone workers' housing. The earliest mill, however, built by John Ware in 1790, was probably of wood-frame construction, more typical of paper mills which were still utilizing hand processes in the manufacture of their product. Masonry construction only became necessary with the introduction of the new Fourdrinier machines in the late 1820s and 1830s. The first stone paper mill in Lower Falls may have been the Curtis Mill, built in 1834 as an open one and two-story quadrangle (now demolished but for fragments of the walls incorporated into a 20th-century building on the site). The only remaining industrial building in Newton Lower Falls, a single-story gable-roofed stone structure listed in the National Register 5/22/78, was identified as the "Ware Mill" of 1790; this is now thought to be incorrect. The building was probably built as a subsidiary structure for the larger Crehore mills in

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the 1820s or 1830s. Constructed of random rubble with heavy quoins and stone lintels, the building is three bays wide and six bays deep. Fenestration is 8/8. During the 19th century, a single-story rear wing of brick with a low pitched roof was added.

Steam power allowed manufacturers to move their factories away from the river and permitted greater flexibility in design. After the 1850s most factories employed Romanesque elements in their design, such as corbeled cornices, round-arched spandrels, and elaborate stair-tower belfries. One of the most architecturally distinguished buildings in the Boston area was built for the Silver Lake Cordage Company (#2025) in 1867. Organized the year before, the company manufactured solid braided cord, sash cords, steam packing, and later trolley pulls and clothesline.

Architect for the original 1867 center section was the Newton Corner resident George F. Meacham (1831-1917), responsible for several key buildings in the Farlow & Kenrick Parks Historic District including the Channing Church (1881, now Newton Presbyterian) and the Levi Gay House, 303 Franklin Street. The Mansard-roofed center section of the factory has a towered center pavilion capped by a cupola. Recessed dormers with curved jambs and bracketing appear above each bay. The end bays are capped by Mansard roofs. The bays are divided by brick piers rising to the second story, with pilasters at the upper level abutting a corbelled cornice. The six-over-six segmental windows are set beneath projecting labels of brick with corbeled stops. In 1880 an addition was built flanking the north side of the main block. The new section repeats the window treatment and bay divisions of the original building. A similar wing was added to the south side in 1918, identical on the exterior, but using the new technology of a reinforced concrete-frame on the interior, with mushroom columns. The original Mansard-roofed power plant stands to the rear of the main block, flanked by a tall chimney stack. The factory was built beside Silver Lake, a pond which has been almost completely filled and developed for light industry, warehousing, and parking.

Newton also has examples of steel-frame factory construction at Upper Falls, where both the Saco-Pettee machine shops (#UF-32) and the later buildings of the Gamewell Fire Alarm & Telegraph Company (Area A) were designed by the leading mill engineers in Boston, Lockwood, Greene & Company.

PUBLIC INSTITUTIONAL BUILDINGS

Included in the Multiple Resource Nomination from this category are a library, a fire station, and a number of school buildings. The earliest remaining public institutional structure in the city is the Newton Free Library (1868) in the Farlow & Kenrick Parks Historic District. Although it was not until the 1870s that the public library concept became accepted outside of Boston, the desire for a public library in Newton was recorded as early as the 1840s. In 1866 a library building fund set up, with several local citizens serving as trustees.

Dedicated in 1870, the Newton Free Public Library was designed in the Gothic Revival style by Alexander R. Esty (1826-1881). The rubble walls of the Newton Free Library were constructed of Newton Centre stone, trimmed with granite. The roof is hung in a

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polychrome pattern of red and gray slate, a favorite decorative device of the High Victorian Gothic period. Narrow arched windows, with simple wood tracery appear throughout. The design is symmetrically organized with a hipped front pavilion and end gables. Iron cresting, which has been removed, once embellished the deck of the library's truncated hip roof.

The library was transferred to city ownership in 1876 and still serves as the main branch in Newton's library system. The John Chaffin House, located nearby at 124 Vernon Street, was acquired for use as a children's library in 1934.

Hose House Number 6 (1900, Area C) is important as one of the city's few surviving historic-period fire stations, once numerous throughout the city. Typical of the many neighborhood fire stations was Hose House No. 6, designed in the Renaissance Revival style, as were most turn-of-the-century fire stations built in Boston's suburban periphery. The Renaissance Revival style was favored by fire station architects because the campanile or bell-tower form provided a convenient design feature for the fire station hose drying towers. After the turn of the century, new technology rendered the distinctive tower obsolete.

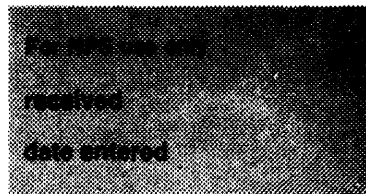
A two-story, L-plan structure of brick masonry construction, the fire station is crowned by a steep hip roof of slate. The wall dormer of the north facade contains an elliptical window. The eaves project beyond the wall on all sides and are detailed with brick dentils and corbelling. The tower with its bronze bell is the focal point of the design. The rear ell is capped by a cupola. The garage bay of the facade has a copper-clad wooden lintel.

The population of school-age children in Newton increased substantially during the decade from 1880-1890, necessitating the construction of a number of additional school buildings. By the late 19th century, concern for public safety resulted in the recommendation that the city's twenty-four wood-frame school buildings be replaced by new structures of brick. Four of these first brick schools remain: the Peirce School in West Newton, the Hyde School in Newton Highlands, the Ralph Waldo Emerson School in Newton Upper Falls, and the Claflin School in Newtonville.

The Peirce School (1894-95, NR-12/6/79) is a two-story Georgian Revival structure based on a rectangular plan. Of red brick, the building has a low-pitched hip roof of slate. It is set on a raised granite foundation. Features articulated in brownstone include the watertable, belt courses, window sills, and entry enframements. The main facade consists of three sections: a seven-bay central section flanked by projecting three-bay end pavilions. Designed by the firm of Stickney & Austin in 1894-95, the school was named for Cyrus Peirce, a prominent 19th-century educator.

The Hyde School (1895, Area B) was designed in the Romanesque Revival style by the noted architectural firm of Hartwell & Richardson. As built, the building featured a broad slate hipped roof, augmented by symmetrically balanced broad projecting hipped-roof pavilions. Single-story, round-arched entrance porches at opposite ends of the street facade extend the pavilion depth to the edge of the facade. Wall surfaces are rich with pattern and texture: brick string courses appearing as dentils sectionalize the elevations, while red and buff brick set in a diaper pattern add

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visual interest to the upper story. These features are also characteristic of two of Hartwell & Richardson's other Newton landmarks, the Masonic Hall in Newtonville (#5391), completed a year after the Hyde School; and the Ralph Waldo Emerson School in Newton Upper Falls. A fire in 1981 destroyed the roof of the Hyde School, but strong community support for the building's retention has led to plans unveiled in the spring of 1886 for restoration of the roof and the sympathetic conversion of the structure to accommodate senior citizen housing.

Hartwell & Richardson's Ralph Waldo Emerson School (1905, Area A) is a three-story rectangular-plan building of red brick. Notable features include patterned panel brick work, brick pilasters, and brick window surrounds. The low pitched hip roof of slate is punctuated by gabled wall dormers. The school was recently converted to condominiums.

The Claflin Grammar School (1891, NR-8/16/1984) is the city's oldest school building. The building exhibits a blend of the Richardsonian Romanesque and High Victorian Gothic styles. It was designed by the local architect J. Merrill Brown (1853-1909), who was known for his school and residential designs in late 19th-century suburban Boston. Brown was one of the early architecture students at M.I.T. and worked in the offices of H.H. Richardson and Peabody & Stearns for many years before opening his own practice. The Claflin School was named for William Claflin (1818-1906), Newtonville resident, real estate developer, and Governor of Massachusetts 1869-1871. The Claflin School is based on a rectangular plan and rises three stories to a complex roofline punctuated by two prominent chimneys and transverse gables of varying sizes. The red brick building rests on a granite foundation, and the steeply pitched roof has copper ridges. The Claflin School has abundant decorative detail, including brick corbeling, a brownstone watertable, and window trim of buff brick and brownstone. Windows are in groups of three, with rectangular and round-arched openings and 1/1 sash. The main facade consists of a main, gabled pavilion flanked by secondary gabled pavilions. The two principal entrances are enframed by rusticated brownstone blocks and voussoirs of yellow brick.

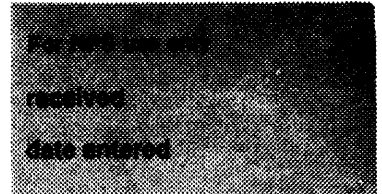
BRIDGES

Newton is surrounded on most of two sides by the Charles River, and bridges have been a necessity since the construction of the Great Bridge (now wholly in Watertown) to Watertown Square in the 1630s. By 1830, nine bridges crossed the Charles, between the Bemis Bridge in Nonantum and "Kendrick's Bridge" where Nahanton Street now crosses the Charles south of Newton Highlands. Newton's most famous arch, Echo Bridge (NR-4/9/80) was designed to carry only water, the Sudbury River Aqueduct completed in 1876. For many years, however, its 130-foot span was the second longest masonry arch span in the nation. Today, in addition to Echo Bridge, twenty more structures span the Charles, including several footbridges, railroad spans, the Cochituate Aqueduct bridge of 1848 (subject of a pending thematic nomination of the Metropolitan District Commission's water supply facilities), and numerous road bridges. Newton retains only two historic road bridges, both stone-arch structures in Upper Falls.

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Bridges of the 17th and 18th centuries were often named after the owner of the nearest house or farmstead. Cook's Bridge (Area A), carrying Elliot Street over the Charles, was named after Eliakim Cook, who owned a farm on the Needham side of the Charles at Upper Falls. Although the original bridge at the site was constructed in 1742, when a committee was appointed "to finish the rebuilding one half of the cart bridge over Charles River near Eliakim Cook's," the present three-span stone arch bridge is thought to have been constructed in the 1840s. In 1897, the bridge was widened for the Boston & Newton Street Railway by rebuilding the upstream, southern face twelve feet further upstream. In the 20th century, a sidewalk was built on the downstream side, cantilevered out from the face. Originally 25 feet wide, the 80-foot long roadway is carried by three stone arches, each with a span length of 24 feet.

To the extent that Cook's Bridge represents an earlier tradition of bridge building as a craft, the Needham Street Bridge (1875, #UF-98) represents the entrance of the engineering profession into bridge building, like its more famous neighbor downstream, Echo Bridge, under construction at the same time. The bridge was the work of two young civil engineers from Concord, Mass., Hiram Blaisdell and William Wheeler, both just starting out on their careers. In addition to several Concord bridges, the firm was also responsible for Lyons Bridge between Needham and Dedham, completed the following year. In 1877, Blaisdell designed Waltham's Newton Street Bridge. The 95-foot overall length of the Needham Street Bridge is supported by three elliptical stone arches, each with a 27-foot span. In the center of the downstream side is carved the date, "A.D. 1875." The bridge is one of the best examples of stone-arch highway bridges in the Boston area.

IV. ARCHAEOLOGY

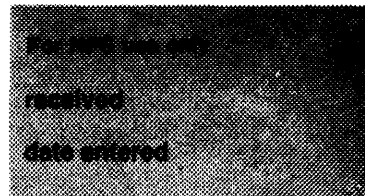
Despite its intense development during the 19th and 20th centuries, Newton retains the potential for significant prehistoric sites. At present, twelve sites are currently recorded within the city. The majority of these are located along the margins of the Charles River. Current evidence indicates that native Americans occupied sites along the Charles from Middle Archaic times (ca. 8,000 B.P.) until European contact early in the 17th century. Site potential still exists in four areas: Nonantum - Lemon Brook (location of the first fall line); from Auburndale to Lower Falls; from Lower Falls through Hemlock Gorge to Upper Falls; and from Upper Falls to Sawmill Brook. While fewer sites have been reported in interior sections of the city, significant potential remains around Crystal Lake and Hammond Pond. Rockshelters also exist in the rugged upland conservation lands adjacent to Hammond Pond.

There is also a potential for significant historical archaeological sites. Archaeological survey and testing could assist in documenting the location and extent of early settlement as well as provide confirmation on the location and size of significant buildings which are no longer extant, such as the first meeting house (ca.1660).

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In addition to documenting the presence of buildings which no longer stand and the construction sequences for extant buildings, archaeological investigation has a great potential for reconstructing the social, cultural, and economic patterns that characterized Newton's residences over a period of nearly two centuries. Occupation-related features (pits, privies, and wells) are likely around most residences built prior to 1850. Careful sampling and analysis of these features can provide extremely detailed information on the people who built and used them. Such features are also likely around commercial structures, such as the Whittemore Tavern, and institutional buildings, such as Farwell Hall (Newton Theological Institution).

V. METHODOLOGY

The Newton Multiple Resource nomination is based on an intensive survey carried out by several preservation consultants over the eight-year period 1976-1983. Primarily architectural in scope, the survey identified 6,473 properties built before 1907 and ranked each according to a four-tier system of significance. The survey was carried out on a village basis, with each consultant making preliminary recommendations for both individual and district nominations to the National Register of Historic Places. The cut-off date of 1907 was chosen to make the scope of the survey manageable and because a comprehensive atlas was published that year. Due to the constraints of the survey, buildings constructed after 1907 are designated as non-contributing components of proposed districts. A twentieth-century survey, planned for 1986, will not only identify additional individual properties and districts which merit National Register listing, but will also change the non-contributing status of many 20th-century buildings included in districts which are part of this nomination.

The preservation consulting team of Candace Jenkins, Peter Stott, and Harriet White was hired in the summer of 1985 to synthesize the work of the previous consultants and to prepare this Multiple Resource Area nomination. The consultants reviewed all the properties previously recommended for nomination, as well as those evaluated in the top two tiers. Properties and areas which appeared to meet National Register criteria were field checked to determine integrity and appropriate boundaries.

In general, selections were based on architectural, and to a lesser extent, historical significance. Properties and areas in the latter category evidenced a strong relationship to important local, state, or national events, patterns, or persons. Architectural significance was based on excellence of design and retention of original materials, features, and setting, including open space, outbuildings, fencing, plantings, etc. Viewing the city as a whole, rather than on a village basis, allowed for a more wholistic approach and thus allowed the present consultants to be more selective than their predecessors.

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More specifically, properties were evaluated in terms of their relationship to the major themes and periods underlying Newton's historical development. These themes, which are more fully explained in the introduction to Section 8, include the Early Settlement/Agricultural Period (1636-1775), the Industrial Development Period (1776-1833), the Early Suburban Period (1834-1886), and the Late Suburban Period (1886-1907).

A relatively small number of properties, all of which are individual residences, exist from the first period, due to the sparse and dispersed nature of Newton's development at that time. Evaluation of these residences was based largely on integrity with special emphasis on materials and setting. Thus, properties which had been heavily altered or over-restored were not judged to be eligible, while those which retained some sense of their original agrarian setting (i.e., outbuildings, open space) were given special consideration.

The Industrial Period is better represented in Newton's existing building stock, reflecting a general expansion of the population and economy. Individual buildings continued to be evaluated largely in terms of architectural integrity and range from vernacular interpretations of the Federal and Greek Revival styles to a few elaborate expressions of each, such as the double-pile Jackson Homestead (1809; NR-6/4/76) in Newton Corner, and the early temple-front Greek Revival style residence at 1734 Beacon Street (c.1825, #W-13) in Waban. The earliest grouping of period buildings is located at Newton Upper Falls (Area A), an area of workers' cottages, mills, and institutional structures important as much for their historical associations as their architectural qualities. Integrity of individual structures was less important here, as the focus was on the ensemble. Nevertheless, integrity tended to be high, due to the area's local historic district status.

Evaluation became more difficult in the Early Suburban Period, as the relative number of properties began to increase sharply. The northern villages, made attractive to commuters (and thus developers) by the opening of the Boston & Worcester Railroad in 1834, contain the greatest concentration of buildings from this period. Integrity and architectural excellence became even more important in evaluating individual structures, which represent both vernacular and high-style expressions of the Greek Revival, Gothic Revival, Italianate, Second Empire, and Victorian Gothic styles. For the first time, subdivisions laid out around small parks appeared; due to spotty initial development and later alteration, only two parks remain as intact examples. One is Kenrick Park, included in the existing Farlow & Kenrick Parks Historic District (NR-7/8/82). The other is Webster Park (Area E), located just off Washington Street in West Newton, and characterized by several identical Gothic Revival cottages. A few more non-residential properties such as churches, mills, and bridges appeared as well and were evaluated in terms of their architectural integrity and historical associations.

The Late Suburban Period introduced many fine residential examples of the Queen Anne, Colonial Revival, Romanesque Revival, Shingle, and various period revival styles in all of the city's villages. Increasing numbers of non-residential buildings were introduced as well to serve the growing population. Numerous neighborhoods of fine late 19th-century dwellings exist, with only the most intact and well developed being suggested for National Register district status.

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Following the initial formation of selections by the consultants, several intensive meetings with the members of the Newton Historical Commission (recently designated as a Certified Local Government) were held to refine the list of properties being proposed for nomination. Field work with staff from the Massachusetts Historical Commission (SHPO) was also undertaken to finalize the list of properties and districts proposed for nomination to the National Register.

In the preparation of Area forms for historic districts, some additional research was conducted. In particular, the date and architectural style of each non-contributing, post-1907 structure was determined. Records maintained by the city water department since the 1870s were consulted for these structures, as well as for others about which there had been some uncertainty.

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dominated Newton's development in the mid-late 19th century, and that have been called "the finest and most comprehensive collection of late 19th and early 20th-century suburban residential architecture in the [Boston Area] study unit" (MHC Reconnaissance Survey, 1981). Properties and districts included in this nomination were selected primarily for their architectural excellence and integrity with a secondary focus on historical significance. Archaeological sites and twentieth-century resources are not included due to the limits of the survey upon which this nomination is based. A separate nomination is being prepared to nominate portions of the metropolitan water system, which includes several aqueducts and individual structures in Newton. The Newton Multiple Resource Area possesses integrity of location, design, setting, materials, and workmanship. As a whole, the city and its pre-1907 architectural resources are judged to be of local/state/national significance.

II. COMMUNITY DEVELOPMENT

FIRST SETTLEMENT/AGRICULTURAL PERIOD (1636-1774)

Although the first European settlement of Newton did not begin until the late 1630s, the area around the Watertown ford (Galen Street, Watertown) had been a native American fishing site for many years prior to European contact. In 1646, John Eliot, the famed "Apostle to the Indians," began preaching to a small group of natives of the Massachusetts tribe, establishing a small village of "praying Indians" on Nonantum Hill. This early settlement was the prototype for Eliot's later "Praying Towns," of which the largest and most successful was Natick, established in 1651 by the relocation of the Nonantum natives.

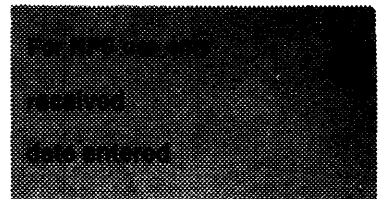
The exact date for the first European settlement in Newton is unclear. Although Deacon John Jackson (1602?-1675) is often credited with the first permanent settlement in 1639 on what is today Washington Street, between Newton Corner and the Brighton line, he purchased an existing house, one of several that had already been constructed in the vicinity. Similarly, large grants, to Watertown's John Haynes, to Thomas Mayhew, and to others, may have had smaller tenant farms on them by the middle 1630s.

The pattern of dispersed farmsteads that characterized Newton's growth in the first 150 years was in part established by the earliest settlers, who established large farms. Thomas Hammond, who came from Hingham about 1650, bought all the land between Brookline and Newton Centre. (One of his houses, 9 Old Orchard Road [Area O], built about 1662, is believed to be the oldest house still standing in the city.) Richard Park acquired 600 acres of Newtonville in 1647, building a house along the river. Much of what is today Newtonville, West Newton, and Waltham was part of John Fuller's 1000-acre farm purchased between 1644 and 1653. The perpetuation of this dispersed settlement pattern well into the 19th century prevented the establishment of a strong town center, as Seth Davis noted in his argument for the division of the town in 1848.

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By law required to attend weekly church services, Newton's earliest settlers found the long trips to Cambridge each Sunday an arduous requirement. As early as 1654 they had begun holding services on the south side of the river. In 1660, on land given by John Jackson, the community built its first meetinghouse, on the site now the East Parish Burying Ground on Centre Street (NR-11/23/83). This move compelled the Cambridge ministry to release them from support of the Cambridge meetinghouse in 1661, the first step toward complete independence from Cambridge. John Eliot, Jr., son of the "Apostle to the Indians," was chosen as the First Church's first minister.

Residents living on the south side of the river, however, still paid taxes to support the school on the north side, for repairs to the Great Bridge, and for "maintenance of a town representative to the General Court directed to vote against them" (Ritter & Fleishman: ix-x). Repeated petitions in the 1670s and 1680s finally won the town complete independence from Cambridge in 1688. Three years later, the General Court accepted "Newton" as the name of the new town.

Administrative functions of the new town developed slowly. Assessors, fence viewers, tithingmen, town clerk, and treasurer were elected officers by 1694. Not until 1701 were schools established, when, after the usual controversy over location, two were instituted, at the Centre and at Oak Hill, with the schoolmaster directed to spend two-thirds of his time at the Centre and one third at Oak Hill.

By the end of the 17th century, settlement had spread throughout the town, and many farms were located in outlying areas. William Robinson initiated Auburndale's first settlement in the 1670s; in Waban John Woodward built a house off the Sherborn Road on land he had been given in 1681 as a wedding present (Woodward House, 1686, #W-39). Oak Hill, though located on the Dedham Road, did not see its first settlement until the 1690s. (Brookline Street was laid out in 1693, and the Thomas Hastings House [#OH-7] constructed about that time.)

The earliest move away from a strictly agricultural community must have followed the growing traffic through Newton from the west. The Natick Road (now Washington Street) developed much of its present alignment in the 18th century, as Boston-bound cattle and farm wagons sought out a more direct, level route than the winding Sherborn Road, which took a hillier route through Newton Highlands and Waban. Oakes Angier (1696-1782) established an inn for travelers at Angier's Corner (renamed Newton Corner by the railroad) in 1731. By 1750, another had been established by Phineas Bond (born 1725) where the road to Watertown branched off the Boston-Natick Road at what is today West Newton. John Whitmore (born 1730) was licensed in 1766 to keep a tavern (#4255) on the road to the Weston bridge.

New farms must have followed this improved communication. At least two residences, the Samuel Warren House (1716, NR-1/3/85) and the Samuel Wheat House on Waltham Street (c.1735, #3196) were built in the West Newton area, both two-story gambrel-roof structures a single room deep. The tavern John Whitmore operated in 1766 was originally constructed in 1724 as a farmhouse by William Robinson.

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The expanding community and its growing through traffic demanded new services in the second and third quarters of the 18th century. The western part of Newton was given its own school in the 1720s; in 1733, the town's first workhouse for the betterment and upkeep "of idle and disorderly persons" was organized. Bridges to the new towns of Weston and Waltham were built in 1743 and 1761 respectively. A new stone pound was constructed at Newton Centre in 1755. By 1761 the town had organized a grammar school to teach Latin and Greek, and to prepare students for the college.

We pass over the events of the 1760s and 1770s which so convulsed the colonies. Newton historians record that town residents, in town meeting assembled, expressed their abhorrence of the riots which were taking place in Boston and the lawless destruction of Governor Hutchinson's house in Milton. Nevertheless, when war came, many Newton residents, including representatives from most of the her founding families, were found among the Revolutionary war soldiers. "Newton men formed a part of every army and expedition, fought in almost every battle and skirmish, throughout the contest" (Jackson, quoted in Hurd III: 25).

INDUSTRIAL DEVELOPMENT PERIOD (1774-1834)

More than any other single factor, industrial development, primarily at Upper and Lower Falls, characterized Newton's growth in the early 19th century. Although Upper Falls had been established as a mill location since the end of the 17th century and industry had been started in Lower Falls not long after, it was not until after 1800 that either community saw significant growth.

In 1800, Newton Lower Falls still contained only 13 houses. Papermaking, which as an industry would dominate the village until the 20th century, was begun here by John Ware in 1790. The oldest extant feature of the village which developed around the mills is St. Mary's Episcopal Church (NR-4/16/80), built in 1813 on land donated by the paper-mill owner, Samuel Brown. The industry, and the growth of the village, took its major impetus, however, from the introduction of the continuous-feed Fourdrinier paper-making machine, of which the first U.S. examples are said to have been installed in the Curtis mills. For many years the products of the Curtis mills won national awards and recognition. Today, these mills are represented only by the high-style Greek Revival residences of the two Curtis brothers, William Curtis (1839, #128) and Allen Crocker Curtis (1845, #LF-42); and by the more modest residences of paper-mill employees and village craftsmen built along Grove Street in the 1840s and 1850s (Newton Lower Falls Historic District, Area C).

Stone characterized much of the mill-related construction in Lower Falls at this time. The new Curtis mills themselves, rebuilt in stone in 1834 as an open one- and two-storied quadrangle, were the largest mills in the village. Associated with them were at least two stone 2-1/2-story blocks of gable-roofed end-chimneyed tenement houses for employees. (A late 19th-century photograph of the village has more the appearance of an English north Midlands industrial village than a Boston suburb.) Today all that remains of this stone legacy on the Newton side of the river is a small building from the contemporary Crehore Mills ("Ware Mill", NR-5/22/78).

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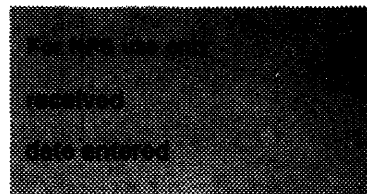
Newton Upper Falls took longer to develop a major industry. With the cessation of British trade during the Revolution, Boston tobacco merchant Simon Elliot erected extensive snuff mills. Newton Factories, established by Jonathan and Rufus Ellis in 1799 at the lower dam to manufacture nails, would eventually become one of the largest and most advanced nail producers in the region. But in 1800, few families resided in Upper Falls. The community's major growth was due to the formation in 1823 of the Elliot Manufacturing Company, by Simon Elliot's son-in-law, Thomas Handasyd Perkins. Under the direction of Foxborough mechanic Otis Pettee (1795-1853), the company constructed cotton and thread mills. The earliest two-story brick mill with a clerestory monitor roof (1823) is a key feature of the Newton Upper Falls Historic District (Area A), which includes a substantial number of Federal-period workers' cottages, as well as the First United Methodist Church on Summer Street, built jointly in 1827 by Newton Factories and the Elliot Mfg. Company. Pettee's invention of the double-speeder in 1825 in the company's machine shop brought considerable success to the firm, and in 1831, Pettee established his own machine shop at a location south of the cotton mill, on South Meadow Brook. By the late 19th century, the Saco-Pettee works (#UF-32) had become one of the largest industrial employers in Newton.

In part, Upper Falls was advanced by the construction of the Worcester Turnpike in 1808, which offered an easy transportation route to Boston and the west. The turnpike had at least one successful spinoff, the Ellis, or Manufacturers, Hotel, built to accommodate travelers on the turnpike as well as visitors to Upper Falls. But the turnpike was not a financial success. It was turned over to the county in 1833 and appears to have had relatively little impact on Newton's growth in this period.

Instead, it was the parallel route to the north, the old Natick Road, where the chief rise in commercial activity took place. By the early 19th century, the newly-renamed Washington Street had become the principal thoroughfare for stages to the west. From "Wilde's" in Boston, stages left daily stopping in Newton, Needham, Natick, Sherburne, Holliston, Milford, Mendon, and Uxbridge. By 1820, both Angier's (now Newton) Corner and Lower Falls were post-office villages compelling stops by the mail stages. "There was much teaming," M. F. Sweetser wrote about this period, "on the great east-and-west route running through the place; and many a wagon from Berkshire or from the remote wilderness of the Genesee country creaked its slow way past the elm-embowered farm-houses that stretched from Little Cambridge to Needham, like beads on a long-drawn rosary" (Sweetser: 41). "Madison's Ships," the great, lumbering, four-horse wagons that replaced coastal trade during the War of 1812, passed along the old Natick Road on their way from Boston to New York and elsewhere. This was also the period when the great cattle herds began to be driven into the nearby Brighton market over Washington Street. Just west of Angier's Corner along Washington Street, in 1809 Timothy Jackson (1756-1814) built a new, more fashionable house (Jackson Homestead, NR-6/4/73) to replace his old saltbox.

West Newton, which, like Angier's Corner, boasted an important tavern, was also expanding with the growing traffic along Washington Street, and as the intersection of roads to Watertown and Waltham. Seth Davis (1787-1888) had begun to teach in the district school by 1810. Dissatisfied with the school, he organized the Davis Academy (1817-1839), the first of a series of innovative educational institutions

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which would bring notice to West Newton. In 1831, he constructed the Davis Hotel (#3069), a three-story Federal/Greek Revival brick tavern with Gothic Revival lancet windows, probably the most significant surviving commercial building in Newton from this period.

The early 19th century also saw the start of the North Village, or Nonantum, as it is known as today. About 1780 David Bemis constructed a dam, a bridge to Watertown, and a small paper mill at this location. Later his sons expanded the factories, producing at various times, the first U.S. made cotton duck, chocolate, dyes, drugs, and snuff. But, although Bemis owned much of the land near the mills, most of the activity, including a community of workers' housing, grew up on the Watertown side of the river. Not until the coming of the Aetna woolen mills in the 1860s did the mill privilege have a significant impact on Newton.

EARLY SUBURBAN PERIOD (1834-1885)

The arrival of the Boston & Worcester Railroad in 1834 changed Newton from a farming community to a suburban community. One of the men most responsible for that change was William Jackson (1783-1855). It was Jackson who, when the Boston & Worcester had been refused permission to run a more northern route through Watertown, Waltham, and Weston, promoted the railroad in Newton. It was also due to his influence in 1844 that regular and frequent passenger service between Boston and Newton was introduced.

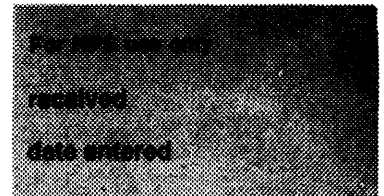
The introduction of frequent service was the key event that set real estate developments in motion. Subdivisions were begun that year, simultaneously in Newton Corner (renamed from Angier's Corner by the Boston & Worcester) and West Newton. On his own land, Jackson commissioned Alexander Wadsworth (1806-1898) to design Walnut Park, followed the next year by Waban Place. A well-known Boston surveyor, Wadsworth's most significant claim to fame was his 1831 design for the nation's first rural cemetery, Mount Auburn, although Boston's Jacob Bigelow is credited with its concept. Mount Auburn Cemetery was the precursor of other large urban rural cemeteries and the picturesque park movement as a whole. Wadsworth's subdivision designs, however, like those of his contemporaries, were modest, only occasionally departing from a regular grid pattern of intersecting streets and rectangular lots. Most of Wadsworth's designs in Newton utilized a small oval park as a focal point. His designs for Webster Park in West Newton (Area E) and Kenrick Park (NR-7/8/82) in Newton Corner, both executed in 1844, were typical. Although late 19th-century development included larger and more elaborate parks and landscaping, visible today in Commonwealth Avenue, Waban, Riverside, and other places, Newton's reputation as a Garden City has antecedents in these first planned subdivisions, often organized by surveyors or landscape architects around small residential parks. Alexander Wadsworth was one of the most prominent. Unfortunately, few of these survive in anything approaching their original condition.

Jackson's success at Newton Corner led him and eleven associates to form the North Auburn Dale Land Company in 1847, purchasing 120 acres adjacent to the Boston & Worcester in what would become the new village of Auburndale. Much of the south side of the tracks was developed by Abijah S. Johnson, introduced to the area by Jackson.

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The railroad also encouraged institutions to locate in Newton. The same year that regular service was introduced on the Boston & Worcester, Horace Mann brought the Normal School to West Newton from Lexington. Although the school moved to Framingham eight years later, it left its legacy in its principal, Nathaniel Topliff Allen (1823-1903), who founded the West Newton English and Classical School, known as the Allen School (NR-1/9/78). Its experimental curriculum, innovative teaching methodology, and advanced administrative practices won it a national reputation, attracting students from all over the U.S.

In Auburndale, builder/developer Abijah Johnson and others were instrumental in organizing the Auburndale Female Seminary in 1851, later renamed Lasell, after the prominent Mount Holyoke educator, Edward Lasell, whose innovative curriculum was adapted by the young institution. By 1855, while Auburndale itself had only 75 families, 100 women were engaged in courses at the seminary.

For much of the 19th century, Auburndale and the highland elevations of Newton were praised for their restful attributes, while combining easy access to Boston. In what is now Waban, the Children's Aid Society of Boston established in 1864 the Pine School Farm for wayward boys, free of the poisonous environment of the metropolis. Auburndale itself won an early reputation as "Saint's Rest," due to the number of clergymen who retired there. In 1868, the Walker Missionary Home was begun in Auburndale by the widow of a missionary who died in his calling in Turkey. The Woodland Park Hotel (no longer standing), founded in 1882 in Auburndale, was billed as a retreat from the crowded and noxious conditions of the city.

Civic functions of the town also moved to the railroad corridor. Newton Centre lost the battle to retain the town offices, and four years after the beginning of regular passenger service, the old West Parish meetinghouse in West Newton was purchased and remodeled as a town hall. In 1859, Newtonville, the newest of the railroad villages, was given the high school, possibly through the efforts of its most prominent resident, William Claflin (1818-1905).

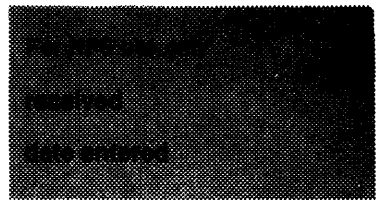
Claflin had moved to Newtonville in 1855, on the completion of his new home, "The Old Elms" (now moved and significantly altered). A state legislator, prominent anti-slavery advocate, and governor between 1869 and 1871, Claflin quickly took an active role in village real-estate development. Early in his residency in Newtonville, he acquired numerous parcels on which he later constructed commercial and apartment blocks, in addition to private dwellings. By the 1880s, Claflin was the owner of numerous rental properties.

Unlike the other villages north of the railroad, the North Village (now Nonantum) was the only village to develop a substantial working-class community. Although the Bemis family had operated mills here since the late 18th century, the development of the village did not begin until the 1850s, when the Englishman Thomas Dalby founded a hosiery company on Chapel Street. Bought out by the Nonantum Worsted Company about 1880, this steam-powered factory became the center of the village's growing textile industry and gave its name to the area. At its peak the mill employed over 600 workers. (Though portions of the Dalby and Nonantum mills survive today, they retain little architectural or organizational integrity.) The Aetna Woolen Company, which

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in the 1860s had purchased the old Bemis mills on the Watertown side of the Charles River, also became a large employer of large numbers of Watertown and Nonantum residents. In the 1870s the woolen company took over Bemis's original logwood mill (#2095) on the Newton side and used it to provide mechanical power for the woolen mills across the river. The third major Nonantum employer to be established in this period was the Silver Lake Cordage Company (#2025), a manufacturer of steam packing, industrial-gauge rope, sash cord, and trolley pulls. Much of Nonantum's physical development occurred in this period.

In the years 1865-1875, Newton's population nearly doubled, reaching 16,105 in the latter year. A large part of this boom was due to the railroad improvements instituted by the new Boston & Albany Railroad beginning in 1869. After long negotiations, the Boston & Worcester Railroad and the Western Railroad, linking Springfield and Albany, were combined under one management. One of its earliest decisions was to improve suburban service. New stations were constructed, new cars put on, and faster and more frequent service ordered. (In the 1880s, the line was upgraded again with a new series of stations and the four-tracking of the line as far as the Charles River.)

Much of West Newton Hill, Auburndale, Newtonville, and Newton Corner was built up in this post-Civil War era. By 1884, Newton Corner alone had a population of 4,251 residents -- nearly a quarter of the entire population of the town at that time. The village was widely known as a "pleasant, prosperous suburb ... of attractive homes, gardens, and new millionaire residents." Some of Newton's most exceptional residential architecture is located in the Newton Corner district that surrounds the park donated by John Farlow, a wealthy railroad entrepreneur (NR-7/8/82).

To serve the new housing market, lumber dealers and mill-working shops sprang up along the railroad. One of the most prominent was that of Henry F. Ross (1846-1912), who moved to Newtonville in 1872 to start a contracting business. The Ross mill and lumberyard on Crafts Street employed 150 people at its peak. Ross built one- and two-family houses throughout Newtonville, but much of his speculative work occurred in the 1890s after the electric streetcar had made its appearance in Newtonville.

LATE SUBURBAN PERIOD (1886-1907)

Two events characterized Newton's development in the Late Suburban period: the completion of the Circuit Railroad in 1886, and the introduction of the electric streetcar, beginning in 1889.

The Circuit Railroad, later the Boston & Albany's Highland Branch, was largely the work of one individual, James F.C. Hyde (1825-1898), a descendent of one of Newton's founding families, and Newton's first mayor when the city was incorporated in 1873. After threatening to build an independent line, Hyde successfully persuaded the Boston & Albany to acquire the existing single-track line of the old Charles River Railroad and extend it to meet the B & A main line at Riverside, in Auburndale. In

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the course of this work, new stations were built at Chestnut Hill, Newton Centre, Newton Highlands, Eliot, Waban, and Woodland, designed by Henry Hobson Richardson and his successor firm, Shepley, Rutan, and Coolidge. (The three survivors have all been listed in the National Register, NR-6/3/76.)

The Boston & Albany was one of the first railroads in the country to systematically landscape their right-of-way, in large part through the influence of Charles S. Sargent, a Boston & Albany director who was also the first director of the Arnold Arboretum (NHL-10/15/66). The "Newton Circuit" was just being opened, and the Auburndale and Chestnut Hill stations designed by H. H. Richardson were widely recognized as providing a new standard of way-station construction. These ideals, Sargent, argued, could hardly be satisfied with "neglected or barren station yards." As a result, Frederick Law Olmsted was engaged to lay out the grounds around the stations. By 1906, the railroad had adopted landscape plans for forty other station yards and had developed its own nurseries.

Developers worked closely with the railroad in planning the route. At Eliot in Newton Highlands, where Benjamin Dickerman had laid out 12 acres in association with Hyde, the developer gave the railroad both the right-of-way and land for the station. At Waban, developers William C. Strong and Edward L. Collins built the earliest commercial blocks in association with the new station. One of the largest single subdivisions laid out in the late suburban period was undertaken soon after the Highland Branch reached Waban. In 1889, on the high bluff overlooking the Charles River, three large estates were parceled into smaller lots in a complex of winding roads and broad frontages. Like the noted landscape architect, F.L. Olmsted, civil engineer Ernest Bowditch accepted the theory that successful landscape designs should eschew long unchanging vistas in favor of prospects that constantly changed as one moved along.

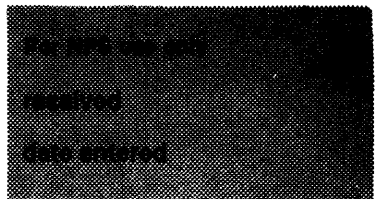
In 1889, M.F. Sweetser could write: "On all sides are heard the sounds of carpentry, where new groups of houses are being prepared for the incoming families of the next year and the coming decades" (Sweetser: 268).

Equally significant for the development of Newton was the introduction of the electric streetcar, beginning in 1889. The West End Street Railway had introduced electric motive power to Boston in January 1889. By the end of the same year, the Newton Street Railway had energized its own lines. The immediate success of the system led to its rapid expansion. The easy grades of Walnut Street provided the first streetcar access into Newton Highlands and, via Homer and Centre streets, into Newton Centre. By way of Lincoln, Woodward, and Eliot streets lines were extended to Upper Falls. One development not connected to the existing street network was Commonwealth Avenue -- a brand new boulevard through the sparsely developed farmland of Newton Centre, the Highlands, and Waban, with a built-in streetcar line. At its terminus in Auburndale, the street railway company built Norumbega Park, "the ideal family recreation area." Completed in 1896 to designs of Newtonville architect, Samuel J. Brown (1853-1926), Norumbega was the culmination of waterside activities in Auburndale, which made the village a favorite recreation area between 1875 and 1930. But Riverside, one of the suburban stops on the Boston & Albany's main line, had been a popular resort as early as the 1870s, when both the Boston Canoe Club and the

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Newton Boat Club had constructed boat houses at Riverside. The first racing canoe in New England was put in the water at Riverside in 1893; and by 1897, 4200 canoes were reported moored in the vicinity. Norumbega Park survived for several decades after the ending of the streetcar line, finally closing in 1959; the last of its buildings burned in the following decade.

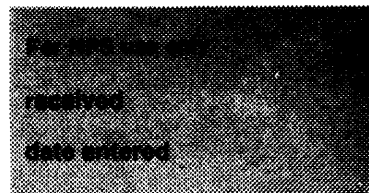
The work of the developers was aided by the village improvement associations. The Newton Centre Improvement Association, founded in 1880, undertook improvements to Crystal Lake and arranged the acquisition of the Newton Centre Playground in the 1890s. Through the efforts of the Waban Improvement Society, formed two years after the railroad reached the village, the village's first commercial block, Waban Hall, was constructed; the group was also responsible for the erection of the village's first church, the Church of the Good Shepard in 1896. In Newton Highlands, as elsewhere, the improvement society campaigned successfully for the abolition of grade crossings in the village.

Architects, like builders, moved to Newton and participated in the building campaigns. Of these one of the most prominent was probably the Hartwell & Richardson partner and Newtonville resident, William C. Richardson (1854-1935), whose impressive Romanesque structures, the Central Congregational Church (#5182) and Masonic Hall (#5391), are still Newtonville landmarks. His firm was also responsible for a whole series of Newton schools in the 1890s and 1900s, including the Hyde School (Area B) and the Emerson School (Area A). In the last half of the 19th century, one of the best known architects of Newton Corner was George F. Meacham (1831-1917); in addition to designing several key buildings of the Farlow & Kenrick Parks District (NR-7/8/82), he was the architect behind the 1869 Newton Cemetery gateway and the 1874 remodeling of city hall (both demolished). Perhaps his most unusual surviving commission is the 1867 Silver Lake Cordage Company Building in Nonantum (#2025). Auburndale's Charles Edward Parker (1826-1890) was responsible for the Congregational Church in his own village (1857, #4383), as well as the first Eliot Church at Newton Corner (1859; demolished) and the Evangelical Baptist Church in Nonantum (1873, #2091). In Waban, H. Langford Warren (1857-1917), for five years an assistant to H.H. Richardson, was well known for his Medieval Revival style architecture, which he used with success in that village. Samuel J. Brown (1853-1926), the Norumbega architect known for his shingle-style buildings, lived in Newtonville, not far from his street railway patron, James Lorin Richards, a director of six street railway companies and president of the Norumbega Park Company. Bertrand E. Taylor (1855-1909), of the Boston firm of Rand & Taylor, lived at 238 Grant Avenue and was responsible for several residences using Queen Anne and Shingle-style motifs. Strong's Block (c.1896, #W-11), the Dutch Colonial Revival commercial building in Waban, was the work of Waban's Lewis Bacon, who, along with another Waban resident, Clinton Hill, were partners in the Boston firm of Hill & Bacon.

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III. PRESERVATION ACTIVITIES

The citizens of Newton have demonstrated a long-standing interest in local history, coupled with a commitment to preserve, record and interpret historic structures. The efforts by Newton citizens to control and direct development of their city may be said to originate in the late 19th century with the formation of Village Improvement Societies in Newton Centre, Waban, Auburndale, Newton Highlands, and Newtonville. Like other such groups nationwide, these private associations acquired land, constructed public buildings and generally sought to improve their physical and social environment. Private efforts were augmented by the city in the 1920's with the initiation of city-wide planning activities.

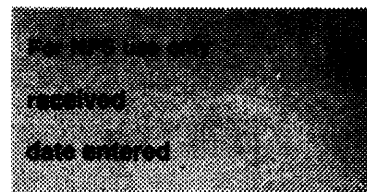
Efforts focused specifically on the preservation of historic buildings began in the early 20th century and were typically directed at isolated, early houses of special architectural or historical interest. The first instance of such an effort occurred in 1917 when the Lucy Jackson Chapter of the D.A.R. bought and restored the Baury House at 2349 Washington Street, Newton Lower Falls (#Area C). Built in 1750 as a 1 1/2 story cottage, the Baury House was enlarged to its present three story, hip roofed Federal period form in 1813. The D.A.R. maintained the house until the early 1970's when it was taken by the Newton Redevelopment Authority. In 1976 it was sold to private developers who turned it 1/4 way on its site to face Concord Street and sensitively converted it to office use.

The next major instance of single building preservation occurred in 1949 when members of the Jackson Family donated their family homestead at 527 Washington Street, Newton Corner (NR-6/4/76), to the city. It was decided to use the elaborate Federal period residence as an historical center and a Board of Trustees was immediately appointed. In 1953 a group of volunteer citizens formed the Friends of the Jackson Homestead to 1) appropriately furnish the house and restore its interior, to 2) collect information about the Jackson family, and to 3) assist in developing interpretive programs for adults and children. The Friends quickly expanded their activities to embrace the history of the entire city, thus assuming the general functions of a local historical society.

In addition to collecting information about historic houses, families and memorials, the Friends initiated active outreach programs. These included bus tours of historic sites and buildings, lectures, and local history classes for children. Additionally, they published a brief entitled "Some of the Older Houses and other Historical Spots in Newton" in 1967. This was followed by a series of booklets beginning in 1971 entitled "Newton's Older Houses". Organized by village, the eight booklets in the series provide historical/architectural synopses of buildings pre-dating 1856. The Friends were renamed in 1981 as the Newton Historical Society at the Jackson Homestead to better describe the scope of their activities. The city continues to pay for maintenance, staff, etc. at the Homestead.

The next instance of a building preservation campaign began in 1966 when attempts were made to organize a private non-profit group to restore the Samuel F. Smith House on Centre Street in Newton Centre. Smith is noted as the author of "My Country 'tis of Thee". Unfortunately the house burned in 1969 before sufficient funds could be raised to save it.

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In the 1970s, efforts to save a single building were substantially more successful. The Newton Historic Preservation Association (NHPA) was organized in 1975 as a private non-profit citizen action group for the purpose of preserving the Dr. Henry J. Bigelow House (NR-1/1/76) at 742 Dedham Street, Oak Hill. The Bigelow House was designed by nationally acclaimed architect, Henry Hobson Richardson. At that time the house was vacant, vandalized, controlled by the city, and slated for demolition. Previously the house had been owned by the Peabody Home for Crippled Children and used as a residence for nurses. The city had leased the house with an option to buy in 1965, and had used it as a public school for seriously learning disabled children. Chapter 766 forced the city to close the school in 1973 and absorb the children into the regular school system.

When NHPA was formed, demolition plans were put on hold and some CETA funds were assigned to the project. In 1976 NHPA secured a \$15,000 grant from the National Trust for Historic Preservation's Consulting Services Program to develop a new use for the structure along with design guidelines. In the meantime the NHPA, along with the Newton Historical Commission obtained National Register listing for the house (1/1/76) and attended hundreds of public meetings before securing permission to purchase the house, carriage house and five acres in 1980. The plan was to convert the property into four condominiums and use the sale proceeds to establish a city-wide revolving fund.

In 1980 a joint venture agreement between NHPA and WGBH-TV (public television) was signed to develop the property into five condominiums and to film the project for a six-month television series entitled "This Old House"; the series is still running, many buildings later. The city retained a preservation restriction on the facade and a conservation restriction on the land, both to be managed by the NHC. WGBH granted \$50,000 to NHPA to establish a revolving fund; the funds have not yet been used due to the difficulty of finding another project in an era of inflated real estate prices.

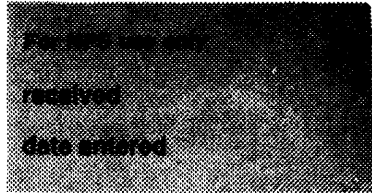
In 1977 the Allen House and School Preservation Association (AHSPA) was formed to purchase the Nathaniel Topliff Allen House (NR-1/9/78) in West Newton. This enormous and elaborate Greek Revival style house had been part of a well-known progressive, integrated school serving blacks and whites, as well as males and females; the school was in operation from 1854-c.1900 with an international student body. Later it was willed to Trinity Church, Boston; Radcliffe and Smith Colleges; and the Unitarian church in West Newton, who allowed it to deteriorate severely over the years.

The Conservation Commission and the AHSPA persuaded the legatees to sell the property for \$52,000 including the house contents among which were the priceless Allen papers and records. A grant of \$25,000 was then received from the Mabel Louise Riley Foundation to purchase a mortgage; NHPA became the mortgagee on the basis of their experience with the Bigelow House. Additionally, a \$3000 long term, no-interest loan was donated by John Howard to pay taxes for one year. Community volunteers helped to ready two apartments for occupancy to temporarily help defray expenses, and because of their commitment, another \$25,000 was received from the Riley foundation. At this

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point the city became involved, assigning both Community Development Block Grant funds and Newton Housing Rehab Funds to rehabilitate seven or eight units of subsidized housing. Some rooms and a gym were retained for community use. In 1980 special permission to keep the house in multi-family usage was obtained from the city who retained a preservation restriction on the facade and a conservation restriction on the land as a condition. As was the case with the Bigelow House, both restrictions are managed by the Newton Historical Commission.

A final example of single building preservation occurred in 1980 when the Newton Lower Falls Community Development Corporation restored the Upper Falls Railroad Station (Area A) and rehabilitated the surrounding Pettee Square.

In the 1960s and 1970s more broadly based, publically supported activities were initiated. The first of these was establishment of the Newton Historical Commission under the provisions of Chapter 40, Section 8D of the Massachusetts General Laws. Formation of the commission had been initiated by Alderman Harry Whalen in response to the destruction of some of the oldest areas of Newton Lower Falls by the Newton Redevelopment Authority. The commission did not assume an active role, however, until 1974 when the mayor began reorganization by appointing the energetic Elsie M. Husher as member and chairman. Mrs. Husher, who served as chairman until 1980, and member until 1985, deserves much of the credit for the commission's many successes during that period. In 1976 the Historical Commission was placed under the Planning and Community Development Department as part of a general city-wide government reorganization. Its membership was expanded to five regular and five alternate members with two additional members and alternates serving when the commission acted in its alternate role as historic district commission.

The local historic district referred to above is the Newton Upper Falls Historic District, established in 1976 under Chapter 40C of the Massachusetts General Laws; the district was enlarged in 1978 and again in 1985; the most recent boundaries are those selected for this National Register nomination (Area A). After formation of the district, the Newton Community Development Program established funding for rehabilitation of buildings within the district under supervision of the NHC. This funding, which continued for over five years, allowed owners to obtain 1/3, 2/3, or all of their costs depending on income level; in some cases these funds could be augmented by funds from the Newton Housing Rehab Fund; interior work was excluded. Three booklets for owners were prepared with funding from the Newton Community Development Program and from the National Park Service through the Massachusetts Historical Commission. These were 1) Historic Districts, Their Benefits, Procedures and Regulations; 2) Newton Upper Falls Historic District; and 3) Home Improvement and Repair Standards.

The Newton Historical Commission has initiated numerous diverse preservation projects since 1974. The most ambitious of these was the town-wide, building-by-building survey of pre-1907 structures begun in 1976 with funding from the Newton Community Development Program and the National Park Service through the Massachusetts Historical Commission. The 1907 cut-off date was chosen because a city-wide atlas was published in that year, because it signaled the end of the Victorian period, and because of the sheer number of Newton's late 19th- and

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20th-century resources (a survey of post-1907 resources is planned for 1986 following completion of this Multiple Resource Area Nomination). The survey was conducted over a five-year period on a village basis and resulted in the publication of booklets and walking tour guides as well as inventory forms. In the first year Newton Corner and Nonantum were surveyed; in the second, West Newton; in the third, Auburndale and Newtonville; in the fourth, Newton Upper and Lower Falls, Waban and Newton Highlands; and in the fifth, Newton Centre, Chestnut Hill, Oak Hill and the Commonwealth Avenue corridor.

Another project initiated in 1976 was a Lecture Series at City Hall to raise public awareness of Newton's architectural and historical heritage. It consisted of seven slide lectures of approximately 600 slides including old graphic materials to tell the story of the development of Newton. The slides and lecture notes were later donated to the Jackson Homestead where they have been used many times since. At the same time, a \$1000 grant from the Massachusetts Bicentennial Committee funded the reproduction of early Newton scenes and maps as photo-murals for the City Hall hallways.

In 1977 a Municipal Archives Project was undertaken "to organize, inventory, catalog and treat for restoration 300 years of Newton's public records". Most of these were found in the various City Hall departments, but some were located in other municipal buildings as well. This three-year project was funded by a \$15,000 grant from the Mutual Bank for Savings and a \$22,000 grant from the National Historical Publications and Records Commission. Priscilla Ritter, a professional archivist, was hired to undertake the project which was so successful that the city was convinced to create a permanent position of City Archivist. The use of volunteers was built into the project; they were to 1) assist in opening and cataloguing records, 2) to be trained in simple document conservation techniques at the New England Document Conservation Center in Andover, Mass. so that they could assist in washing, deacidifying, and mending single documents in a special laboratory set up in the city (approximately 10,000 documents were treated), 3) to help prepare the publication, "A Biographical Directory, Newton, Massachusetts 1679-1779" for publication by the New England Historic Genealogical Society. Many old record books, some from the 1690s on, were treated for preservation and rebound professionally. In 1983 the project was extended to include preservation of glass plate negatives; these were micro-filmed or photographed as 35mm slides.

A project to record and preserve Newton's older burial grounds was initiated in 1980. Funded by interest from the Archives project, burial ground walking tours, and small grants from the Newton Centre Women's Club, the project included photographing many of the stones and considerable clean-up of the grounds. The project is long-term and on-going.

Numerous ongoing activities of the Newton Historical Commission have included National Register nominations for twenty individual properties (as well as one determination of eligibility due to the owner's objection) and one historic district. The commission has also made wide use of preservation restrictions which are imposed whenever the owner requests a special permit from the city. The commission also supervised restoration of the Jackson Homestead in 1983-84.

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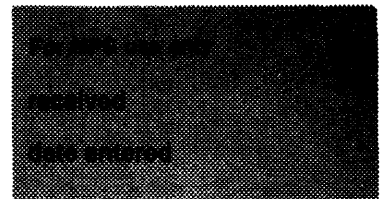
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One last preservation initiative must be mentioned: the formation of Historic Newton, Inc. in 1977 as a private non-profit group with identical membership to that of the historical commission. Its purpose was to have a means to seek, receive and manage grants, gifts, bequests, etc. and to purchase materials, property, etc.; and to carry out the work of the Newton Historical Commission. Formation of a private non-profit meant that non-government grants could be invested at interest until needed for the project, a tactic not allowed to the historical commission as a body of city government. Grants have been received from the Massachusetts Historical Commission, the Massachusetts Council for Arts and Humanities, Newton community Development Program, Mutual Bank for Savings, Newton Real Estate Board and individual realtors, General Cinema Corp., National Historical and Publication Commission, and the Newton Centre Women's Club.

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Historic Functions

Social / Meeting Hall
Government / Post Office; Fire Station; Police Station; Town Hall
Religion / Religious Structure; Church School; Church-related Residence
Education / School; College; Library
Health Care / Hospital

Current Functions

Government / Post Office; Fire Station; Police Station; Town Hall
Religion / Religious Structure; Church School; Church-related Residence
Education / School; College; Library
Health Care / Hospital
Social / Meeting Hall

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subdivisions to the Waban area in the southwest part of Newton and the subdivision of spectacular old estates such as the Farlow Estate at Newton Corner and the Bishop Estate in Newton Centre. Empty lots along Windsor Road (1886: W-L) and Pine Ridge Road (1886:W-I) were being filled, as were lots in the older Waban Village area, laid out by Ernest Bowditch, south of Beacon Street. On the north side of Beacon Street, several new areas were subdivided including the Harrington Estate (1915). In 1907, the late John Farlow's seventy acre estate on Farlow Hill was subdivided, creating an extraordinary site in the highly developed Newton Corner area. A sophisticated street plan, which emphasized the contours of the hillside and spared many of the fine specimen trees planted by Farlow, developed a subdivision (N-C) which would soon become one of Newton's most desirable residential areas. The subdivision of the Bishop Estate began in the late 19th century with the planning of the Gray Cliff District (NR: 9-4-86) on a hillside area containing interesting geological outcroppings.¹ After the turn-of-the-century, the Bishop Estate was further subdivided with the laying out of Ledges Road (NC-0) in 1907.

New developments in outlying areas north of Watertown Street and south of Boylston Street were also plotted in the 'teens with expansion and growth continuing well into the 1950s and 1960s. West Newton Terraces (1910) and the Adelman subdivision of the former Bemis property in Nonantum (1913) were the largest north-side developments. South of Boylston Street, the Walnut Hill (1915) and Charlemont subdivisions (1920-22) overlooked the Charles River. Both the Adelman and Walnut Hill plans featured keyed maps showing the location of public transportation, demonstrating their dependence on the railroad and street railway as a means of attracting buyers.

Newton's only enclave of worker housing (NUF-B) was also built in this period by the Saco-Lowell Shops of Newton Upper Falls. Built in 1919, at the peak of the reform movement in worker housing, the enclave featured a series of small brick Colonial Revival houses fitted in among older houses on Oak, Saco, and Butts Streets, near the Saco-Lowell factory (NR: 9-4-86).

In the 1890s, the Newton and Roxbury Street Railway had been granted a franchise for a line on Dedham Street, but it never materialized. With neither railroad nor street railway connections, Oak Hill's farms and large estates remained undeveloped throughout the nineteenth century. Drainage of the Great South Meadow had also begun in the late 1890s and completion of that project was an important factor affecting later development. The area included in the drainage project lay between Bald Pate Hill and Crystal Lake and extended from Langley Road and the Brookline town line to the Charles River, in all a total of 1,770 acres. Although this and related drainage projects improved large areas of land, suburban development of Oak Hill did not actually begin until the 1920s, making it the only section of the city to be laid out after passage of the zoning ordinance in December 1922.

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As development increased, the park and playground movements encouraged the acquisition of land for passive and recreational use. By 1907, Newton had 173 acres of city parks and playgrounds and 118 acres of Metropolitan parkland, increasing to 232 acres by 1922. Several city parks were acquired in this period, including Nye Park (1908) in Auburndale (destroyed by construction of the Massachusetts Turnpike in 1962), Edmunds Park (1912) in Newton Corner, and a number of playgrounds such as Burr Park (1920) in Newton Corner. In the same period, the Metropolitan Park system added 115 acres, which included land at Hammond Pond for the reservation and parkway.

Several private country clubs also preserved large areas of open space in the city. The major ones such as Brae-Burn, Woodland, and Commonwealth, which all began in the late 1890s, consolidated their holdings in this period. The two largest, Brae Burn and Woodland, each owned about 150 acres of land in the western part of the city, while the Commonwealth Country Club in Chestnut Hill had only thirty acres. The Albemarle Golf Club, which also began at the same time, owned and leased contiguous properties including land belonging to the Fessenden School in West Newton. The new Charles River Country Club which opened in 1922 and preserved the old Levi Wade estate in Oak Hill, became the largest landholder with slightly more than 200 acres of land.

In 1907 Newton had almost 200 miles of streets. Eighty-three miles were surfaced with Telford or Macadam and sixty-six with gravel. The remaining forty-eight miles were dirt roads. New construction added about thirty miles of streets in this period and surfacing techniques began to improve. In 1922 seventy miles were surfaced with gravel and there were still over six miles of dirt roads. As automobile useage increased, greater emphasis was put on improved road construction and surfacing, all of which was systematically photographed by the city engineering department. Although major thoroughfares were generally well surfaced, a newspaper article in 1919 reports that fire apparatus on the way to a fire in Oak Hill got stuck in mud on Parker Street forcing firemen to go the rest of the way on foot.

Automobile usage rose rapidly in this period. In 1910, Newton residents owned fewer the 600 cars. In 1915, there were over 1,700 cars and by 1922 more than 5,000, one car for every eight persons in the city. Traffic counts taken in 1915 showed Commonwealth Avenue with the largest volume of automobile traffic - 3,298 cars per day. Nonantum Square, the intersection of Centre and Washington Street in Newton Corner, was the most congested: 2,030 autos per day, over 1,200 street cars, and 497 horse-drawn vehicles -- an average of 643 per day.

Certain streets became principal automobile routes linking the adjacent communities, cities and towns in the western part of the state. A very early proposal, drawn in 1908 by Herbert J. Kellaway, called for a system of

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parkways to link areas of the Metropolitan Park System. Implementation of a portion of this plan was begun with the acquisition of land at Hammond Pond in the 'teens, but the parkway was not actually built until the 1930s. The Weston Bridge, which was an important link in the route between Boston and Worcester and Springfield and New York was replaced in 1916. In the same year, a plan was made to connect Nonantum Road (also known as the Charles River Basin Road) to Maple Street in Newton Corner to improve driving time to Boston. Although announced with great excitement, this project was not completed until the 1930s. Another proposal, made in 1919, sought to create a new boulevard on a north-south axis between West Roxbury and Waltham. The plan, which included widening Dedham and Walnut Streets, was intended to open up a "gateway" form West Roxbury. However, land taking along Dedham Street was not pursued. Portions of Walnut Street were widened according to earlier plans including a center reservation for eventual street railway use, but the effect fell short of the creation of another Commonwealth Avenue. Proponents of this plan had yet to grasp the significance and implications of the growing use of the automobile.

As automobile usage increased, the street railway system began its slow decline, although it remained a major source of public transportation throughout this period. At its height, the Middlesex and Boston Street railway, which in 1907 had consolidated a number of smaller lines, served more than 27 miles of track in Newton and connected with a vast network of lines throughout the state. Nonantum Square in Newton Corner was a major intersection for cars to Boston and the Air Line of Boylston ran to Framingham and beyond. The Commonwealth Avenue line ran to Auburndale where Norumbega Park was built by railway investors to encourage ridership. Use of the street railways peaked in 1913 and declined thereafter as automobile ownership continued to increase.

The Boston and Albany Railroad and the famous Circuit Railroad established in the nineteenth century, were an accepted and well patronized factor in the development of Newton, but further railroad development was not encouraged by Newton residents. In 1912 the Southern New England Railroad Corporation, otherwise known as the Grand Trunk Railway was authorized by the state legislature to construct a line from Dedham through Newton and Watertown. Although initially favored by some in Newton, the new line was strongly rejected by the community when a proposed route through Oak Hill and residential areas of Newton Highlands and Newtonville was actually staked out. The pros and cons of Newton as an industrial city or a residential city were hotly debated at this time and the project died from public opposition.

As it had in the 1870s when it acquired Dorchester, Roxbury, Brighton etc., Boston tried numerous times in the first quarter of the twentieth century to increase its area by the annexation of Newton. Prosperous suburban

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communities such as Newton were included in a variety of annexation proposals put before the legislature in this period. Newton had chosen incorporation in 1873 and continued throughout the period to reject all attempts at annexation.

Early Modern Period: 1923 to 1940

Newton's population increased 46% in this period, bringing the total population to 69,625 in 1940. The number of building permits issued reached highs for the period in 1925 and 1928 when large numbers of subdivisions were plotted. Development of individual subdivisions were not always instantaneous however, and many continued to be built up well into the 1930s and beyond. Private construction came to a virtual standstill during the Depression, and revived in the late 1930s, although the number of subdivisions plotted in that decade were much smaller than those in the 1920s. New construction and new subdivisions were found in every part of the city and with the dramatic increase in automobile use, development was no longer bound by the proximity of public transportation.

Subdivision layouts were quite varied and there were very few grid designs. For the most part, they featured irregular street patterns laid out between existing streets. Short cul-de-sacs, known as keyhole streets, were used as a means of maximizing smaller properties. Although some were smaller and many were much larger, lots of seven to 10,000 square feet were common. Layouts averaged fifty lots per subdivision with very few having more the one hundred lots.

Much of the new construction was centered along the east/west Commonwealth Avenue corridor. Major developments included the Country Club Estates (1929), Fellsmere Road (1926), the Goddard Estate (1929) and Monadnock Road adjacent to and including the Liggett Estate (1923; CH-F). Further out Commonwealth Avenue, at Chestnut Street, the subdivision of the Day Estate (1928:WN-A) set an example for the subdivision of those large estates on West Newton Hill with frontage on Commonwealth Avenue. Today, only the Edwin M. Richards House (1916, 350 Chestnut Street), on the corner opposite the Day Estate, remains with its original lot intact. The subdivisions along the corridor were generally laid out on new streets like Fellsmere or Mandalay Road off Commonwealth Avenue or the extension of existing streets like Monadnock Road or Dartmouth Street. More modest developments at the intersection of Commonwealth Avenue and Washington Street, included Bonmar Circle (1925) and the Day Street subdivision including Angier Circle (1926). Both Bonmar and Angier Circle were keyhole plans.

Substantial subdivisions were located between Commonwealth Avenue and Washington Street in Newton Corner and Newtonville. The largest was the Towle Estate (1925) which was sited the south side of Cabot Street. Others included

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the Converse Estate (1923) north of Cabot Street and Beaumont (1927) between Otis and Highland Streets. Similar subdivisions were also located south of Commonwealth Avenue in Newton Centre, Newton Highlands, Waban, and around Locksley Park (1924), Plymouth Road (1926) and Howard Park (1926). Although development in Waban was generally strong, Howard Park (off Chestnut at Boylston Street), was quite slow to develop.

The extremes of land use and density of development can be seen by comparing two subdivisions, one on the north side and one on the south side. Parmenter Park (1923) was laid out as a grid with almost half of its 237 lots, averaging 5,000 square feet, in Waltham. On the south side of the city, part of the more than 200 acres owned by Arnold Hartmann was laid out as Cedar Grove in Oak Hill Village (1924), the first subdivision in the Great South Meadow area. The roads and the lots, which were at least twice the size of those in Parmenter Park, were laid out around a landscaped center green. In general, densely developed subdivisions, such as Parmenter Park, were situated near the industries on the Charles River, which wraps around the city to the north and west, and in the older village areas along the north side of the Boston and Albany corridor.

Subdivisions from the 1930s were generally small and widely scattered. Those between Washington and Boylston Streets were small and very often just short streets, such as Overlook Park in Newton Centre or Lockwood and Tennyson Roads in West Newton. Larger subdivisions could be found north of Washington Street or south of Boylston Street where more land remained available for development. In Auburndale, an extension of Islington Road (1939) was laid out along the Charles River.

As land values in West Newton increased, Fairway Drive (1936) was laid out between Randlett Park and Warwick Road on land previously used by Albemarle Golf Club. On the southside, Roundwood Road (1939) in Newton Upper Falls, Stoney Brae Estates (1934) in Newton Highlands and Old Field Road (1931) in Oak Hill, were laid out near Boylston Street. Growth of the Walnut Hill subdivision (1915) and other adjacent areas was strong in this period.

Growth in the city's village centers, particularly in the 'teens and twenties, was also significant as commercial activity increased to meet the demands of the expanding population during this period of intense suburban development. One story commercial blocks, with a series of five to seven store fronts, replaced wood-frame domestic and commercial structures. These one story blocks can be found in all the village centers, with one of the best at 43-53 Lincoln Street in Newton Highlands (1916, NH-D). Two story brick blocks were constructed on prominent corner sites, including the Stuart Building (1928) in Newton Centre at the corner of Beacon and Centre Streets and the Columbus Block (1925) in Nonantum at the corner of Watertown and Adams Streets (1925).

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Individual bank buildings, new and important looking, were constructed by the Newton Trust in West Newton (1915), Newtonville (1915, NV-G) and Newton Centre (1920), and by the West Newton Savings Bank (1933) in West Newton. Five branch libraries - West Newton (1925), Newton Centre (1927, NC-040), Auburndale (1927, A-03), Waban (1929, W-0101), and Newtonville (1938, NV-081) - all, with the exception of Newtonville, being built entirely by community subscription, added distinction the village centers. After the dedication of the new City Hall and War Memorial (1932, NC-041) on Commonwealth Avenue, the West Newton Village center (WN-J) was radically changed by the demolition of the old City Hall and annex (formerly the Second Church). A park marks the site of the Old City Hall while a new Police Station and Court House, adjacent to the park, now provide a focus for the village center.

In the midst of all this development activity, the city was able to acquire over 186 acres of additional park and playground land, including a gift from Edwin Webster of 7.3 acres for playground purposes between Newton Centre and Chestnut Hill. Victory Field in Nonantum, Cold Springs Park in Newton Highlands and the Albemarle Playground in Newtonville were among others added at this time. Metropolitan park holdings were reduced by about twenty acres as some park property reverted to the city's jurisdiction. Most prominent was the park in front of the new City Hall and War Memorial (1932: NC-041), designed by the Olmsted Brothers in conjunction with construction of the City Hall. Previously a swamp surrounded by a few tenements and garages, the transformed site was a visible manifestation of the success and pride felt by the citizens of West Newton.

Predictably, the total number of miles of streets in the city increased. By 1940, 45 miles of new streets had been built, primarily on new residential subdivisions. Hammond Pond Parkway, also built at this time as part of a plan first issued in 1908, was to create a series of parkways linking the Metropolitan park system. Land for Hammond Pond Parkway had been acquired in the 'teens and plans for its construction were authorized by the legislature in 1929. Last minute proposals for an alternate route delayed construction, but were approved and the Parkway was completed in 1934.

The heavy demands of automobile traffic necessitated a number of improvements to existing thoroughfares and bridges. In 1929, the Washington Street bridge at Newton Lower Falls was replaced and in 1932 Washington Street, from Bacon Place in Newton Corner to the Boston & Albany bridge at West Newton, was reconstructed as a "through route." In the same year, Boylston Street, the old Worcester Turnpike, was laid out as a State Highway and became Route 9. It was widened to ninety feet and a grass center strip was added, making it the first divided highway in the area. Bridges, either overpasses or underpasses, were constructed at Quinobequin Road, Chestnut, Centre and Parker Streets, and Hammond Pond Parkway to facilitate through traffic on Boylston

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Street. It was in this period that the other state route designations - Route 16 (Washington Street), Route 30 (Commonwealth Avenue), and Route 128 (portions of Walnut Street and other connecting streets) also came into use.

Nonantum Square in Newton Corner was by far the most congested area of the city. Traffic studies made in 1935 show that Washington Street was used by 17,093 automobiles per year and Centre Street by 8,510. This constituted a six fold increase since 1914. Efforts to improve the flow of traffic continued, but never fully resolved the problems which continue even today. Heavy traffic on other major thoroughfares such as Walnut Street (the first Route 128), which was the major north-south route through Newton, was also a cause for concern. Initial planning for the "circumferential highway" (the present Route 128) began as early as 1929, but construction was delayed by the onset of World War II.

After World War I, the street railway system faced serious problems as ridership continued to decline and deteriorating equipment and complaints about noisy cars increased. In the early 1920s, motor buses began to be substituted on an experimental basis and by the end of the decade Newton's 27 miles of street railway track had shrunk to 9.5 miles. The last trolleys ran on Commonwealth Avenue in 1930 and on Boylston Street in 1932, leaving less than a mile of track in Newton Corner, part of the West End System. One car barn remains on Washington Street as a reminder of the once extensive street railway system (NR: 9/4/86). Removal of tracks effectively increased street widths and was expected to improve property values along affected streets.

Automobile ownership in Newton reached 27,542 in 1940, one car for every 2.5 persons. Although ownership in villages such as Newton Upper Falls was much lower than in Waban for example, the impact is clear and the effect of the car was visible in every part of the city. Although many people added garages, very often pre-fabricated, to their own properties, there were also a number of public garages for the storage of automobiles. Parking was a problem and in 1936 businessmen in Newton Centre contemplated using the Newton Centre Green for a parking lot.

Post War: 1941-1950

Newton's population in 1950 was 81,376, up 11,751 or 17% from 1940. Although there was very little construction in 1940 and 1941, development then and after World War II was generally located either north of Washington Street, south of Boylston Street in Newton Highlands and Oak Hill, or between Beacon Street and Commonwealth Avenue behind the Newton Cemetery where drainage of Alcock's swamp opened land for development. After the war there was also a great deal of additional development in older subdivisions and along existing streets.

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Subdivisions such as Albemarle Village (1940) in Newtonville and Rolling Acres (1941; no houses before 1950) in Oak Hill were plotted before the war but few houses were built. War-time bans on housing construction and post-war shortages of materials created a severe housing shortage in the city, and returning veterans were particularly hard hit. Young couples lived with parents and there was continual discussion of the need to convert large older houses to multi-family use. Although initially slow to respond to this housing crisis, in 1948 the City of Newton planned and built Oak Hill Park. Four hundred and twelve new homes were constructed for Newton's veterans in what became the largest subdivision in the city.

Except in the area south of Boylston Street, land for development was becoming scarce and most of the subdivisions laid out after the war were small with short roads, keyhole plans, or road extensions in earlier subdivisions. Carthay and Hargrave Circles, Longfellow, Longwell and Judith Roads, all were laid out in 1946, and were typical of the period.

Throughout the survey period, and particularly in the 1920s, there was commercial and some industrial growth in the established village centers. Various small commercial structures, including gas stations, were located at intersecting streets such as Beacon and Walnut Streets, Woodward and Boylston Streets, and many others. Nothing, however, matched the development of the Newton Industrial Park along Needham Street (beginning in 1946) or the first stage of the Chestnut Hill Shopping Center (1950) which took more than a million square feet of land on Boylston Street at Chestnut Hill on the shores of Hammond Pond.

In the final decade of the survey period, the city built an additional 12.8 miles of streets and added fifty acres of parkland. By 1950, automobile ownership had reached 35,674 and housing starts had hit an all time high. New attempts were made by the City of Boston to incorporate Newton, but as with all other annexation attempts, Newton firmly refused. Newton addressed her own problems, and attempted, again, to deal with the traffic congestion in Nonantum Square and with parking problems throughout the city. One solution to this problem was the construction of municipal parking lots and the first lot was built on Austin Street in Newtonville, others followed in Newton Corner and Newton Centre. Construction of the circumferential highway was begun, but the portion through Newton Lower Falls was not built until 1956. Although there were some commentaries in the newspapers suggesting that Newton was no longer the "Garden City", signs proclaiming "Newton, the Garden City - a City of Homes" were put up around the city, re-iterating the theme which had dominated the city's development philosophy during the first half of the twentieth century.

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Newton, MASection number 7 Page 9Summary of Newton's Villages - 1908 to 1950Newton Corner, Newtonville, West Newton, and Auburndale

In 1950, Newton's north-side villages were solidly built up with 19th and 20th century residences and had well-established commercial centers. Newton Corner was the most congested village and, even before the advent of the Massachusetts Turnpike, it was cut in two by the railroad tracks and the heavy traffic which flowed through Nonantum Square. The large commercial center (which has been completely obliterated by the Turnpike) had become quite urbanized in the first half of the 20th century, with most of the major buildings dating from the 19th and very early 20th century. In contrast, most of West Newton's (WN-J) 19th century buildings were replaced in the 'teens, twenties and thirties. Although 19th century buildings are characteristic on Newtonville's northside, on the south side of the railroad tracks (NV-G) the village business center's extension is predominantly from the 1920s and 1930s. Of the four north-side villages, Auburndale had the smallest commercial center, and West Newton and Newtonville had the highest land and real estate values in 1950.

Chestnut Hill, Newton Centre, Newton Highlands, Waban and Oak Hill

Growth of the south-side villages was more varied and although all experienced some development in the 19th century, it was not to the same degree as in the north-side villages. For example, neither Chestnut Hill nor Oak Hill, ever developed individual village centers. Residential development in Chestnut Hill was stimulated by the opening of Commonwealth Avenue and was brisk throughout the survey period. In 1950, Chestnut Hill Mall, on the shores of Hammond Pond, brought large scale commercial activity to the area, but this was a separate development from the major residential neighborhoods growing along Hammond and Beacon Streets and Commonwealth Avenue. As Oak Hill had neither railway nor streetcar lines, its development was entirely dependent on the automobile. Suburban development was first initiated by Arnold Hartmann who laid out Oak Hill Village in the early twenties. Hartmann's original plans included a small area, near the Oak Hill School, which was zoned for commercial use. However, when he tried to develop the commercial property in the late 1940s, residents objected, and the land was re-zoned. During the survey period, the Levi Wade estate became the Charles River Country Club, the Robert Gould Shaw estate was bought by Mt. Ida Junior College, and a veteran's housing development was built in Oak Hill Park. Large farms such as the Esty and Volante Farms were still in operation and Oak Hill was the only Newton village with significant areas of undeveloped land.

Although Newton Centre, Newton Highlands (NH-D) and Waban all had well-established 19th century cores, they experienced commercial, as well as

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substantial residential development in the first half of the 20th century. Of the three, Newton Centre had the largest commercial area. Several large 19th century commercial blocks, such as the Bray Block (NR: 9/4/86) on Union Street remained, but many other older wood-frame structures were replaced by one-story 20th century blocks. By 1950, Newton Centre, had the highest real estate and land value in the city.

Newton Upper Falls, Newton Lower Falls, and Nonantum

The major mills and industries at Newton Upper Falls were all still active in 1950 and included: New England Spun Silk (Eliot Mill NR: 9/4/86), Gamewell (NR: 9/4/86), Stowe & Woodward Mfg. (demolished), and Sherman Paper in the old Saco-Pettee/Saco-Lowell Shops (NR: 9/4/86). Additional new industrial and commercial development was beginning to locate on Needham Street. The New England Concrete Pipe Company was built in the 1920s with other companies such as Deerfoot Farms, Vernon Ginger Ale Bottling Company and Sunshine Biscuit (David Nassif Company) being developed in 1946 as the Newton Industrial Center. Availability of a rail line was an important factor in the development of Needham Street, along with the opening of the new circumferential highway ten year later. Although there was some residential development in Newton Upper Falls (Roundwood Road subdivision) and commercial development at the intersection of Oak and Chestnut Streets, the village was (and is still) dominated by its 19th century residences and industrial buildings.

Growth at Newton Lower Falls in 1950 was not as strong as it was at Newton Upper Falls. Several small industries were located in parts of the once active Crehore and Curtis Mills, but large scale mill activity had ceased. By the late 1940s, Arthur T. Gregorian (who began his business in Wellesley in 1934) had established his oriental rug business in one of the old mill buildings, where he continues today. Barbara Park, one of the few residential developments, was built on the old Crehore Estate beginning in the late 1920s. Several small residential streets were built up in the 1940s and 1950s, but residential development did not bring additional commercial development to this smallest of Newton's industrial villages. Only the Newton Wellesley Hospital, begun in 1881 as the Newton Cottage Hospital (NLF-B), grew and expanded during the survey period.

Nonantum's industrial and commercial position was relatively good in 1950. Saxony Mills (formerly Dalby and later Nonantum Worsted) shut down in the Depression, but by 1950 the buildings were in use by various companies including Raytheon, which had begun manufacturing radio tubes there in 1929. Silver Lake Cordage closed in 1928, but was later occupied by the Ucinite Fastener Company and the former Aetna (Bemis) mill was now producing burlap. Other factories on California Street were also open and creating jobs for

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Nonantum's large population. Residential development in Nonantum, including the subdivision of the old Bemis Estate in 1913, continued throughout the survey period.

ARCHITECTUREIntroduction

This section on Newton's 20th century architecture is organized by building type. Its first section examines the residential structures that form the bulk of Newton's 20th century building stock; this section includes a secondary stylistic section, as well. Discussions of commercial, ecclesiastical, and various types of institutional buildings follow. When specific examples are referred to, their location, construction date and inventory number are provided. For comparative purposes, buildings and areas that were surveyed but not nominated are sometimes mentioned; in these cases, the inventory number is not mentioned.

Newton experienced dramatic growth in the first half of the 20th century as the process of suburbanization, begun in the 19th century, accelerated to accommodate the needs of a rapidly growing population: 43,113 in 1915 to 65,276 in 1930 and to 92,384 by 1960. Reflective of this population increase are numerous physical changes such as additional residential subdivisions and infill, expansion of village oriented commercial/institutional districts, improvement of transportation systems, and growth of city services and regulations. In total, over 12,000 houses (most of which were single-family due to local distaste for apartments) were constructed during the period 1908-1950, along with substantial numbers of commercial blocks and institutional buildings to serve the growing residential population. Industrial growth came to a near stand-still as Newton opted to become the "Garden City".

Newton was not alone in its experience of rapid 20th century residential growth. The process of suburbanization was a national one that left most major cities surrounded by "bedroom communities" where those with the financial means to do so, were able to escape the overcrowded conditions of the cities in which they worked. The train, the streetcar, and finally the automobile led first the upper classes and then the middle classes away from their traditional homes in the inner city. Suburbs thus filled a social function essentially new in history and, accordingly, generated new building types such as garages, gas stations, motels, shopping centers, and the suburban dwelling itself which combined the free-standing qualities of its rural counterparts with some of the streetscape interrelationships of urban rowhouses.

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Newton, MASection number 7 Page 12Growth of the Architectural Profession

The practice of architecture in America began to emerge from its country builder origins during the 19th century. While some architects like Charles Bulfinch studied and traveled in Europe as early as the late-18th century, it was not until the second half of the 19th century that such opportunities became wide-spread and Americans were actually enrolled in the world's most prestigious school of design, the Ecole des Beaux-Arts. At the same time that increasing numbers were studying European architecture first-hand, high quality American architectural schools were being formed. The Massachusetts Institute of Technology, which established the nation's first school of architecture in 1865, is a local example. Both of these educational trends supplemented the old method of training in the office of an established architect. Professional organizations like the Boston Society of Architects, founded in 1867, also helped to give the profession stature, as well as a forum for the exchange of ideas. The numerous architectural magazines and journals established at the turn-of-the-century served to connect members of the profession as well.

By 1900, the national census listed 10,000 practicing architects. During ensuing years, that number grew dramatically as locally based architects with a local clientele proliferated. The present survey has identified numerous architects with offices in Newton or surrounding towns (see "The Architectural Profession in Newton"). At the same time, some architectural firms began to develop specialized practices. An example is Kendall & Taylor Co. of Boston which erected a great number of early 20th century hospitals including the earlier buildings at Newton-Wellesley Hospital (NLF-B). Another is the Thomas M. James Company of Boston which specialized in bank construction and was responsible for the Newton Trust Company, 303 Walnut Street (NV-G). Most early 20th century architects practiced the language espoused by the period's two major schools--the Progressives (Modernists) and the Academics (Beaux-Arts).

In addition to formally trained architects, many builders, contractors, and others even less skilled, were involved in creating the vast numbers of buildings that spread across the nation's landscape in the early 20th century. Vernacular builder/carpenters continued to work in time-honored ways inherited from generations past and produced old-fashioned buildings reflective of the 19th century with its picturesque styles. Independent contractors, working from plans published in books, catalogues, magazines, trade journals, newspapers, etc., were also actively engaged in designing and constructing buildings. Most threatening to practicing architects, because of their wide-ranging impact, was the rise of mail-order prefabricators who advertised houses that could be ordered by mail, shipped by rail, and assembled on the spot by amateurs. Sears, Roebuck & Company was one of the

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better known pre-fabricators, ca. 1907, and was unique in offering financing to prospective buyers. Another prominent company was the Aladdin Company (1904) whose designs were produced by the Aladdin Board of Seven, consisting of a master designer, master builders, and factory experts, but no architects. In 1926, Aladdin's best year, 3,600 houses were sold.

The Architectural Profession in Newton

Many architects of varying stature have been identified as working in 20th century Newton. They range from established Boston firms, to local residents with large practices, to relative unknowns with modest commissions.

One of the more important firms with a substantial number of commissions in Newton was the Boston based Chapman & Frazer. Horace Frazer (1862-1931) was educated at Yale and Boston Tech. and served as a draftsman with Peabody and Stearns. The firm was particularly noted for its domestic designs. Newton houses include 85 Bigelow Road (1913; WN-0112), 85 and 88 Farlow Road (Farlow Hill H.D. N-C), 46, 58, 100 and 131 Suffolk Road and 307 Hammond Street (Chestnut Hill H.D. CH-G). Sometimes referred to as the poor man's Chapman & Frazer, Gay & Proctor were also well known Boston architects. Their designs in Newton include 11, 29, 35, and 36 Brae-Burn Road, and 33, 54, and 57 Windemere Road (Brae-Burn H.D. A-D). Other well-known Boston architects with Newton commission include Derby & Robinson, 231-237 Mill Street (NV-078), Coolidge & Carlson, 144 Hancock Street, Walker Missionary Home (A-07), Kendall & Taylor & Co., Newton-Wellesley Hospital early buildings (NLF-B), Allen & Collens/Collens, Willis & Beckonert, Second Church of Newton (WN-0124), City Hall (NC-041), Arthur Bowditch, 36 Magnolia Avenue (N-030), Loren Towle House, 785 Centre Street (N-024), Little & Russell, 109 Essex Road (CH-G) and R.C. Sturgis, 21 Essex Road (CH-G).

Harry Morton Ramsay (1886-1962) was one of the more important local architects, distinguished by a particularly prolific practice. He maintained a Boston office from 1909, and lived at 18 Nathan Road, Newton in a house he designed in 1923. His residential designs are found in virtually all of Newton's 20th century subdivisions of any distinction and large numbers of his architecture are found in the Commonwealth Avenue East H.D. (NC-B). William J. Freethy was also responsible for the design of a great number of Newton houses. He designed all of the elaborate Tudor Revival style houses in the Day Estate H.D. (WN-A), and worked extensively for the Bonelli-Adams Company which developed many of Newton's subdivisions. The third important architect in this category is James H. Ritchie, born and educated in Scotland. He practiced in Boston from 1908, and designed two houses for himself in Newton, the second at 10 The Ledges (NC-0). Ritchie also designed many institutional buildings including the Courthouse and Police Station (WN-J) and Newton Centre Library (NC-040).

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Newton, MASection number 7 Page 14Dissemination of Architectural Information to the Public

The transmission of architectural ideas, through means other than direct observation, was not common in America until the 19th century. At that time, English and American builders' guides began to be published, with their complex figures geared primarily toward those in the building trades. The best known of these guides was the series published by Asher Benjamin between 1797 and 1843, which popularized the Federal and Greek Revival styles. At mid-century, builders' guides began to be supplanted by pattern books which were geared more toward the general public with their moralizing text and vignette illustrations. Andrew Jackson Downing's "Architecture of Country Houses" published in 1850 is perhaps the best known pattern book today.

In the 20th century, magazines, catalogues and trade journals became more influential in transmitting architectural ideas than books. Magazines of the period ranged from professional publications like "American Architect and Building News", to specialized publications like Russell F. Whitehead's "White Pine Series of Architectural Monographs" which was a major source for those practicing in the Colonial Revival style, to more popularly oriented publications like the "Ladies Home Journal" or Gustav Stickley's "Craftsman Magazine".

Another major means of disseminating architectural information to the public was through the catalogues and advertisements of mail order firms already alluded to in the preceding section. The following quote from Aladdin's Catalogue of 1919 testifies to the populist, non-academic emphasis of such firms.

"To him who says the Read-Cut System is not possible or practicable, point to the Pyramids of Egypt, refer to Solomon's Temple as described in the Bible, or inspect the Washington Monument, or the 57-story Woolworth Building in New York City. You will find that each was prepared, erected and completed by the Read-Cut System. But it remained for the Aladdin Company to first apply the system to your benefit in the building of a home. And thousands of American families scattered over this broad land will testify to its economy and practical success." Other Massachusetts mail-order firms included the E.F. Hodgson Co. of Dover (1892), the Pope & Cottle Co. (later the Prebuilt Co.) of Revere (1905), and the Portable House Co. of Springfield.

Finally, the public was made aware of architectural trends through many expositions held in the late 19th and early 20th centuries. The earliest was the Centennial Exposition of 1876 in Philadelphia which is generally credited with popularizing the Colonial Revival movement. Similarly, the Columbian Exposition of 1893 in Chicago presented the Beaux-Arts style, as well as its formal idiom of city planning, laying the groundwork for development of zoning

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controls in the early 20th century. Others included the Panama-California Exposition at San Diego in 1915 which popularized Mediterranean styles, and the Paris Exposition International des Arts Decoratifs et Industrielles Modernes of 1925 which ushered in the Art Deco or Moderne style.

Impact of Technological Advances

During the late 19th and early 20th centuries, many technological advances, including both labor-saving devices and innovative materials, had a great impact on architecture. For example, indoor plumbing including tubs, toilets and sinks, was available from the mid-19th century on with its acceptance dependant on the establishment of municipal water and sewer systems. Electric lights were introduced c. 1879 and became common by c. 1900. The Edison Company was actively promoting use of electric lights in Newton and elsewhere by building, advertising and displaying model electric homes. Other electric devices introduced in the 20th century included irons, vacuum cleaners, toasters, laundry machines, and stoves. Stoves were actually introduced in the 1890s but did not become common until c. 1910. Gas stoves were introduced c. 1860 and were in general use by c. 1900. The ready availability of such appliances by the mid-20th century is demonstrated by Newton's veterans' housing project at Oak Hill Park which included such items as an integral part of the modest ranch type houses built there in 1947-49. Electric refrigerators, introduced in the late 19th century, were another important household appliance that came into general use by the 1920s.

Perhaps the most important advance of the period was the development of coal fired central heating systems in the 19th century, with the general availability of steam, hot air, and hot water systems by the 1920s. Central heating made more uses of interior spaces possible, it allowed the deletion of chimneys and fireplaces or their migration to outer walls, often between sunporches and the main house, and in general made the suburban house a more comfortable and homey place to be.

Innovative interior materials popularized in the 20th century include porcelain, linoleum, and hard stucco compounds. The main virtue of these materials was their non-porous nature. These materials were first introduced in hospitals to help prevent the spread of infectious disease, and their use in kitchens and bathrooms was strongly encouraged for sanitary reasons. Innovative exterior materials common to the 20th century included brick veneer, staff, concrete block, cast stone, and various types of structural glass such as glass block and carrara glass. Brick veneer was common from c. 1915 for both residential and commercial use. Staff was an improved pseudo-stucco that was introduced at the Columbian Exposition and was used primarily in Tudor and Spanish Colonial Revival styles. Concrete block was a popular material used for everything from foundations to entire buildings; a

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good Newton example is Lamont's Market (1910; A-04). Cast stone, used primarily as a substitute for limestone, is readily apparent in Newton's village centers where it is extensively used as trim on commercial blocks. Structural glass was introduced c. 1900, but was used primarily for interior purposes until the Moderne style was introduced in the 1930s. The first large-scale interior use of such glass was in the Woolworth Building of 1912-1913, when architect Cass Gilbert used carrara in the restrooms. Novelty sidings such as asphalt and asbestos shingle were in common use by the mid-20th century, and were offered as a choice of exterior sidings at Oak Hill Park in 1947-49.

RESIDENTIAL BUILDINGS

"Newton retains the finest and most comprehensive collection of late 19th and early 20th century suburban residential architecture in the (Boston Area) study unit with a wide range of building types, materials and styles" (MHC Reconnaissance Survey, 1981). One reason that Newton is singled out is due to the sheer volume of construction that occurred in the early 20th century. In 1929, Newton was among the state's top four communities in numbers of houses planned or constructed. Its competitors were Boston, Springfield, and Worcester, trailed by Belmont, another Boston suburb. The range and quality of houses from that period represents the diversity of Newton's population which included laborers and employees in local industry as well as middle and upper class commuters.

The vast majority of houses constructed in 20th century Newton were single family dwellings. Some two and three family houses were constructed (especially in the industrial villages of Nonantum, Lower Falls, and Upper Falls), but almost no apartment blocks that were lining major arteries in neighboring Boston and Brookline.

Most dwellings were of wood-frame construction. Wood shingle and clapboard were the most popular sheathing materials, but they were supplemented by brick and stone veneers from the 1920s on and by novelty sidings such as asphalt and asbestos shingle from the 1940s. Both wood and slate shingles were employed as roofing materials through the 1930s when they were supplemented by asphalt shingle.

During the 20th century, house forms generally became simpler and more self-contained, shedding the cross-gables, turrets and other picturesque features which typified later 19th century design. The most prominent example of this simplification process was the development of the American Foursquare house in the 1890s, and its subsequent proliferation in the first two decades of the 20th century. Most other house types, with the exception of those designed in the Tudor Revival style, also presented cubic, self-contained

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images. Several new domestic appendages became commonplace during this period, including sunporches (1910s), attached garages (1930s- freestanding garages behind the house had appeared in some numbers in the 1910s and 1920s), and breezeways linking the house and garage (1940s).

Architectural styles follow a clear progression in the 20th century even though they were frequently intermingled, sparsely applied, or poorly interpreted. Through the 1910s, the Craftsman style predominated, with its major features--overhanging roofs with exposed rafters, banded shingling, and pergola porches--applied to two story foursquare and one story bungalow forms. The Colonial Revival style was popular throughout the period and in itself offers a progression from details freely applied to three bay and foursquare forms in the 1910s, to more correct three and five bay forms in the 1920s and 1930s. Cottage forms (1 1/2 story) of the style include gambrel roofed Dutch Colonials in the 1920s and 1930s, as well as gabled Capes which were popularized in the 1940s. The Tudor Revival style was popular in the 1920s and 1930s, generally assuming increasingly complex forms. After World War II, a major break occurred, and historicizing styles, with the exception of the Colonial Revival, were generally dropped in favor of split level and ranch forms. Other styles--New-classical Prairie, French Eclectic, Spanish Eclectic, and International--were employed as well during the period, but with no degree of frequency in New England.

Craftsman Style

The Craftman style of architecture grows out of the English Arts & Crafts movement of the second half of the 19th century. William Morris initiated the movement as a reaction against the vulgar, ostentatious, mass produced art forms that dominated the early Victorian period. He and his followers emphasized the importance of quality craftsmanship and natural materials (usually referring to hand-made rather than machine process) for everyday objects, and sought to refine the taste of the general public. Although the origins of the movement are most closely associated with the decorative arts, Morris' own dwelling, Red House, designed by his friend Phillip Webb in 1859, demonstrated how the precepts of the movement could be applied to domestic design. The work of C.F.A. Voysey (1857-1941) epitomizes the mature style. Newton houses based on the English Craftsman style are characterized by planar stucco wall surfaces, windows which are frequently grouped and placed in unarticulated surrounds, and overhanging hip roofs whose eaves sometimes curve over second story windows.

In America, the Craftsman style was popularized through numerous publications, the most important of which was Gustay Stickley's "Craftsman Magazine", published from 1901-1916. Here, a more rustic approach was taken, and a 1 1/2 story bungalow form was popular. The bungalow as a house form originated in

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British Bengal, and was characterized by 1-1 1/2 story height, low pitched roofs with exposed rafters sweeping out over verandahs, and interpenetration of inner and outer spaces. The bungalow was most fully developed in California by the Greene brothers: Charles and Henry. Newton houses in this style are characterized by banded shingle wall surfaces, windows that are asymmetrically placed and often grouped, and low pitched gable roofs extended on exposed rafters.

The Craftsman style houses are found both in early subdivisions (most notably Brae Burn, 1911, A-D) and as infill on established streets. Some pure examples of the English and American forms are available, but the vast majority exhibit only a few of the characteristic features and many display Colonial Revival style detail as well.

The most fully developed example of the English type is the George W. Eddy House, 85 Bigelow Road (WN-0112), designed by the distinguished Boston firm of Chapman & Frazer in 1913. It is a 2 1/2 story stucco clad house enclosed by a slate hip roof which curves elegantly over paired second story windows. Two dormers with similarly curved roofs are located on the front slope of the roof. A pent roof on carved brackets extends across the asymmetrical facade and forms a porch over the recessed entry where the roof is supported on heavy Doric columns. The entry and flanking windows contain leaded glass. Another good example, exhibiting many of the same features is 88 Farlow Road (1917; Farlow Hill Historic District; Area N-C), also by Chapman & Frazer. The finest bungalow in the city is the Lafayette Goodbar House, 614 Walnut Street (NV-085) designed by architect/builder Walter Rollins in 1914. It is a 1 1/2 story stucco clad structure enclosed by an overhanging gable roof with exposed rafter ends. Several cross gables project from the facade which also features a pergola porch across much of its width. Long narrow multi-pane windows are generally arranged in banks of four or more. Knee-braces are used for visual support at the corners of the numerous gables. Another good example, is 145 Warren Street (1917; NC-0135), which is marred only by replacement windows in some openings, and which exhibits the more typical banded shingle siding.

Many less distinguished examples of the style are found in nominated districts. One typical two story house is found at 131 Avalon Road (c. 1920; Plainfield Road/Pine Ridge Road H.D.; Area W-I). It is a shingled, three bay structure rising two stories to a hip roof extended on exposed rafters. The roof curves slightly over a three-part window that occupies the central bay of the second story. Beneath is an entry framed by heavy paired columns that carry a pent roof. The house at 35 Brae Burn Road (1913) is one of several modest Craftsman style houses in the Brae Burn H.D. (Area A-D). It is asymmetrically designed, sheathed with banded shingles, and enclosed by a gable roof extended on exposed rafter ends. The roofline curves over second story windows, and at the first story, the entry is recessed behind a

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segmental arched opening and is flanked by paired and triple multi-light windows.

Colonial Revival Style

The Colonial Revival style was ushered in by the Philadelphia Exposition of 1876 which offered full-scale reproductions of Colonial houses and rooms. The style did not become prevalent until the 20th century however, despite early examples by major architectural firms like McKim, Meade & White's Misses' Appleton House (1883--84) in Lenox, Massachusetts or their H.A.C. Taylor House (1885-86) in Newport, Rhode Island. Like the Craftsman style, the Colonial Revival style was popularized through numerous journals and magazines, the most prominent of which was Russell F. Whitehead's "White Pine Series of Architectural Monographs" published during the 1910s. The Columbian Exposition of 1893 also promoted the style with many states having regional Colonial Revival pavilions.

The Colonial Revival style, in its many forms, has been the nation's most popular architectural style for domestic building throughout the 20th century. Architectural historian, Alan Gowans, has attributed this long-lived popularity to several factors, including the desire for stability in a changing world; for roots in the past- especially the American Colonial or English past; and for the sense of long-term family stability conveyed through ownership of a single family homestead. In Newton, this attitude is most fully displayed in Oak Hill Village where developer, Arnold Hartmann, described the subdivision as "A residential district for persons of culture and refinement whose ideal is to preserve the best traditions of New England life." In fact, compatible single family homes designed in the Colonial and Tudor Revival styles were placed around an open wooded area that functioned as a village green. Although this area was laid out in the 1920s, much was not developed until the 1940s and later; it is thus not included in this nomination.

In Newton, well over 50% of the houses constructed between 1908-50 were designed in some aspect of the Colonial Revival style. The earliest examples, from the 1910s and 1920s, usually display the symmetrical five bay center entry facade, and 2 1/2 story gable roof form popular in the 18th and early 19th centuries. They vary within this framework: some are detailed with almost academic correctness while others have many Craftsman features; some are clapboard clad and some are brick; some are elaborate in execution while some are quite simple. Most, however have slate roofs, attached sunporches, and detached garages. Later, in the 1930s and 1940s, three bay facades, sometimes with Garrison overhangs become more popular. Shingle and stone become an integral part of the design and were attached directly to the house, or to an intermediary breezeway. One and one-half cottage forms of the style

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are also popular. The earlier ones from the 1910s and 1920s are Dutch Colonials characterized by gambrel roofs with full shed dormers across the front slope. By the 1940s, gable roof Capes become the most popular cottage form. As was the case with the 2 1/2 story houses, garages gradually became integrated with the design.

Most of the individual examples of the Colonial Revival style included in this nomination date from the 1910s and are fairly elaborate in execution. More diverse examples are included in the nominated district. One of the finest wood-frame Colonial Revival houses in the city, in terms of the academic correctness of its detail, is the F. Lincoln Peirce House, 237 Mill Street (1914; NV-078). Designed by the well known firm of Derby & Robinson in the Neo-Federal style, it is a five bay, center entry structure rising two stories to a low hip roof with end chimneys. It is sheathed with clapboards and trimmed with a modillion cornice. Windows contain 12/12 sash. The elegant center entry consists of an eight panel door framed by fluted pilasters carrying a modillion pediment within which is a delicate round arched fanlight. Typically, the house features an attached sunporch and detached garage. Another exceptional wood-frame example is 78 Farlow Road (1910; Farlow Hill H.D.; N-C). This 2 1/2 story house has a broad five bay facade and is enclosed by a slate gable roof with three pedimented dormers. The facade is clapboard clad while the side elevations are brick and incorporate massive bridged chimneys. The center entry is framed by sidelights and an elliptical fan as well as a broad pediment carried on pilasters.

The earliest brick example included in the nomination is the Thomas A. Crimmins House, 19 Dartmouth Street (1910-11; WN-0121). Located on a prime corner lot at Commonwealth Avenue, this large elaborately conceived house presents two main elevations. It is a nearly square structure enclosed by a slate hip roof with modillion cornice. The brick is laid up in Flemish bond and brick quoins are used as trim. The Commonwealth Avenue elevation has two bay projecting end pavilions flanking a recessed center section with two monumental Tuscan columns. The Dartmouth Street elevation is somewhat simpler with a quatrastyle portico reaching out to the curving drive. A matching garage stands to the rear. The C.A. Sawyer House #2, 86 Waban Avenue (1919; W-0110) is another finely detailed example of the Colonial Revival style constructed of brick laid up in Flemish bond. It rises two stories to a slate gable roof with pedimented dormers. A belt course separating the first and second story adds to the rich effect. The symmetrical facade is centered on the entry with massive arched hood. Flanking multi-pane windows are headed by splayed brick lintels. A matching garage also accompanies this house.

Simpler and generally later brick examples abound in the Commonwealth Avenue H.D. (NC-B), with many designed by local architect Harry Morton Ramsey. A typical example is 789 Commonwealth Avenue (1924) which features the three bay

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facade typical of later Colonial Revival houses. It is a 2 1/2 story gable roof structure focused on a pedimented central bay. Its center entry is framed by narrow sidelights and a meagre fan, and is fronted by an elliptical columned porch. Flanking three-part windows are headed by blind elliptical arches with urns and swags; the central second story window is similar. A typical three bay wood-frame Colonial enclosed by a hip roof is found at 121 Monadnock Road (1936; Monadnock Road H.D.: CH-F).

An unusually interesting group of small-scale brick workers' houses in a variety of Colonial shapes and forms--gable, gambrel and lean-to roofs--make up the Saco-Lowell Shops Housing H.D. (NUF-B). They were built by the Saco-Lowell Shops, and were designed by Maurice Roscoe, managing architect for the Housing company. They are the only known enclave of 20th century workers' housing in Newton. Although they differ in configuration, all are characterized by segmental arched window openings and 6/6 sash. The six houses, set back on Butts and Williams Streets, are small single family structures. The larger houses on Oak Street, which is a more important thoroughfare, are multi-family structures composed of smaller gabled sections set at right angles to each other. Thus, they maintain the scale of the single family dwellings and avoid any appearance of a tenement.

Dutch Colonials, characterized by gambrel roofs, usually with a full shed dormer across the front slope to gain another full story, were a popular early cottage (1 1/2 story) form of the Colonial Revival style. They appeared in great numbers in the late 1910s and especially in the 1920s throughout Newton. There are no individual examples included in this nomination, but several are included in the districts. As was the case with early 2 1/2 story Colonial Revival houses, the Dutch Colonials are usually extended by a sunporch and accompanied by a detached garage. Most have symmetrical center entry facades, with the flanking windows frequently paired or tripled; some smaller examples have three bay side hall facades. Exterior sheathing materials often appear in combination, with a brick facade and shingled side elevations and dormer an especially popular choice. Entries are usually simply framed with narrow sidelights and a projecting hood, and windows contain multi-pane double-hung sash. Nominated examples include a shingled house at 125 Franklin Street (Farlow Hill H.D. N-C), a Craftsman hybrid at 24 Windemere Road (Brae-Burn H.D. A-D), and a concentration of houses displaying varied detail on Plainfield Road (Pine Ridge/Plainfield Roads H.D.; W-I).

The other two major Colonial Revival style types--2 1/2 story Garrisons and 1 1/2 story Capes--date from the late 1930s and 1940s and are not found in any great numbers in the nominated districts. When they are, they are usually considered non-contributing because they are less than fifty years old. Garrisons are characterized by an overhanging second story which is sometimes correctly detailed with pendant drops. These houses come in three, four, and

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five bay forms with both symmetrical and asymmetrical facades. Shingles, clapboard and brick veneers are all popular sheathing materials which are often used in combination with contrasts at the first and second stories. Cape Cod cottages are modest, gable roof houses with three, four and five bay facades. Shingles and clapboards are the most common sheathing materials. Both of these types generally have simplified Colonial entries and windows with multi-pane sash. Attached garages and breezeways are often integral parts of the design.

Tudor Revival Style

The Tudor Revival style is a non-academic interpretation of various English Medieval periods including the Tudor, Elizabethan and Jacobean. It is sometimes referred to as the Jacobethan style. Its most characteristic feature is decorative half-timbering usually combined with a large roof expanse, prominent chimneys, often with decorative whorls or patterning, and at least the appearance of complexity usually achieved through the use of one or more facade gables. Some examples include the scalloped gable end associated with the Jacobean style. Others incorporate the round turrets with steep conical roofs associated with French Medieval architecture. Like the Colonial Revival style, the Tudor Revival appealed to the desire for family continuity and roots in the past. It was popularized through the usual journals, magazines and mail-order catalogues.

The Tudor Revival style was very popular in Newton in the 1920s and 1930s with examples ranging from simple wood-frame structures with one or two features such as a facade gable to large estate houses based on specific English models and often incorporating lavish imported interior features like paneling and chimney breasts. Most commonly, houses designed in the style are rectangular in plan and rise 1 1/2 to 2 1/2 stories to gable or hip slate roofs. They are clad with combinations of shingle, clapboard, stucco or brick veneer. Facade gables with long sloping lines give the appearance of complexity and often incorporate main entries, sunporches or arched gates to the backyard. Entry treatments range from simple rectangular surrounds to rusticated arched surrounds to elaborately carved Tudor arch surrounds. Windows are single, paired or tripled and contain multi-pane double hung sash, or leaded diamond pane casements.

The only Tudor Revival style house to be individually included in this nomination is the Loren Towle Estate, 785 Centre Street (1920-26; N-024). As the most elaborate example in the city, it is a massively scaled, 2 1/2 story structure with asymmetrically placed wall dormers and cross gables. It is constructed of buff Roman brick and lavishly trimmed with limestone. Windows are banked with rusticated limestone surrounds and heavy tracery bars. The

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main entry is fronted by an elaborately carved porte-cochere. Interior finishes include paneling of English oak, African mahogany, and French walnut; fireplaces of various types of imported marble; and a massive Tiffany stained glass window above the entry. The construction was fireproof and modern conveniences like electric lights, central heating, and plumbing were included. The extensive grounds surrounding the house were landscaped by the Olmsted Brothers, and numerous outbuildings including a stable, greenhouse and servants' quarters were located to the rear of the main house. Although they cannot compare with the grandeur of the Towle Estate, other large, elaborate Tudor houses are found in the Old Chestnut Hill H.D. (CH-G), and in the Day Estate H.D. (WN-A).

Numerous modest examples of the Tudor Revival style are found throughout Newton, concentrated in 20th century subdivisions and scattered about older areas. Particularly strong concentrations are found in Newton Centre on the axis of Ward Street and Commonwealth Avenue. The strongest examples in this nomination are in the Monadnock Road H.D. (CH-F). These are generally good-sized brick structures with cast stone window and entry trim and half-timbering in the facade gables. Examples are 27 and 45 Tudor Road (1925, 1928), and 93, 96, 106, 107 and 112 Monadnock Road (1929, 1929, 1928, 1923, 1927). An example with a French derived conical entrance tower is 142 Hobart Road (1928).

A group of particularly interesting small-scale Tudor Revival houses are located in the Morton Road H.D. (NC-A). These early examples dating from the 1910s display symmetrical facades and a combination of stucco and half-timbered siding and are accompanied by matching garages. Typical is 4 Morton Road (1919). It has a three bay facade with hooded center entry flanked by three-part window. The front slope of the gable roof is broken by a full dormer with half-timbered gable ends which provide the main Tudor accent. These charming cottages share much with the neighboring Craftsman style cottages in the area.

Other Twentieth Century Styles

Architectural styles other than Craftsman, Colonial Revival and Tudor Revival are employed for 20th century Newton houses but with no degree of frequency. The most prevalent of these lesser used styles is the Spanish Colonial Revival, characterized by flat or low pitched red tile roofs, stucco walls, and arched openings. The style was popularized by the Panama-California International Exposition of 1915, but widespread use was confined to the southern states with their warmer "Mediterranean" climates and Spanish Colonial heritage. The finest Newton example is the John H. Johnson House, 71 Commonwealth Avenue (c. 1915; Commonwealth Avenue H.D.; Area NC-B). In addition to the typical features, this one exhibits Baroque facade gables,

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varied rooflines and ventilators with their own red tile roofs. The symmetrical facade is centered on a recessed Tuscan entryway. A glazed sunporch extends to the east while an open pergola extends to the west. More typical of houses located in the city's 20th century subdivisions is 6 Chamberlain Road (1925; Farlow Hill H.D.; Area N-C). It features stucco siding, a green tile roof of varied levels, and casement windows some of which are set in blind arched frames.

Found with somewhat less frequency in the city's subdivisions are houses of French Eclectic design, characterized by massive, steeply pitched hip roofs (some with bellcast eaves) and symmetrical facade arrangements. An example is 1395 Commonwealth Avenue (1930; Day Estate H.D.; WN-A) which is a cubic brick structure rising two stories to a slate hip steep pitched roof. Its three bay facade is centered on a projecting central pavilion with rusticated stone at the corners and directly around the entry and the central window. Windows contain casement sash and those at the second story break through the roofline with segmental arches.

Some of Newton's finest estate houses are designed in the formal Classical Revival style, characterized by free and lavish use of Classical ornament, generally within a symmetrical composition. Two of the finest examples are located on the Boston College Newton Campus. Putnam House (1916; N-A1) is a symmetrical seven bay structure clad with stucco and rising two stories to a steeply pitched hip roof with multiple dormers and four chimneys. A molded egg and dart cornice runs beneath the slate roof. The facade is centered on an austere arched entry with a balustraded Tuscan porch which is flanked by French windows. Upper story windows are casements with balconies and swags beneath them. Glazed sunporches are appended to the side elevations. Barat House (1924; N-A2) is a two story brick structure with limestone trim and an asymmetrical design. Other good examples are found in the Commonwealth Avenue H.D. (NC-B)

By the late 1940s all of the previously discussed styles, except the Colonial Revival, were abandoned in favor of non-historicizing forms. The rarest and most elite of these is the International Style which never became popular for domestic use. The style is characterized by smooth wall surfaces, metal casement windows set flush with the wall surface, and flat projecting roofs. The best Newton example is the George Kaplan House, 12 Drumlin Road, Oak Hill, designed by The Architect's Collaborative in 1946. Appearing in great numbers throughout the city from the 1950s are ranch and split level houses, they are particularly prevalent in sections like Oak Hill which were largely undeveloped at that time.

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Newton, MASection number 7 Page 25INSTITUTIONAL BUILDINGSSchools

Newton's growing population led the city to construct fifteen neighborhood public schools between 1908-50, which gradually replaced the smaller woodframe schools of the 19th century. The majority of these schools were constructed in the 1920s and 1930s, reflecting the major development of those decades. All of the schools are constructed of brick, and most of those from the 1920s and 1930s are designed in the Colonial Revival and Tudor Revival styles which characterize the surrounding residential neighborhoods. Two schools dating from 1950 are designed in the Moderne and International style. In addition to the public schools, a number of parochial schools, usually associated with a church complex, were constructed. Many of the schools have recently been altered by the installation of new and generally incompatible windows.

The Colonial Revival style schools include the Levi Warren Junior High School (1927; WN-0134) designed by Ripley and LeBoutillier at 1600 Washington Street in West Newton, the Carr/League School (1935) designed by Ralph Henry at 225 Nevada Street in Nonantum, the Oak Hill School (1936-37) at 130 Wheeler Road in Oak Hill, the Franklin School (1938-39) designed by Albert Kreider at 125 Derby Street in West Newton, and the Lincoln/Eliot School (1939) designed by Andrews, Jones, Biscoe and Whittemore at 191 Pearl Street in Nonantum. Typically, they are rectangular plan, brick structures rising two stories from a high basement to slate hip roof. Several have a pedimented central focus and all are crowned by cupolas. The largest, and by far the most interesting architecturally, is the Levi Warren Junior High School which successfully breaks up its mass with well defined central and end pavilions.

The Tudor Revival style schools include the Albert Edgar Angier School (1919) designed by James H. MacNaughton at 1697 Beacon Street in Waban, the F.A. Day Junior High School (1922) designed by Brainerd, Leeds & Kellogg at 100 Walnut Street in Newtonville, the Underwood School (1924) designed by Herbert W. Colby at 19-21 Eldridge Street in Newton Corner, the Ward School (1928) designed by James H. Ritchie Associates at 10 Dolphin Road in Newton Centre, the Hamilton School (1928) designed by Henry & Richmond at 545 Grove Street in Lower Falls, the Cabot School (1929) designed by Greco/Hollings Ass. at 229 Cabot Street in Newtonville, and the Weeks Junior High School (NR-10/23/84) designed by Henry & Richmond at 7 Hereward Street in Newton Centre. These schools present a greater variety than the Colonial Revival style examples, but they are united by their generally sparse application of detail. All are constructed of brick, and all are two stories except the one story Hamilton School and the three story Weeks Junior High. About half of these schools are enclosed by flat roofs with parapets while the other half have gabled slate roofs. Most employ cast stone as trim including belt courses, watertables, coping, and door and window surrounds. Windows are frequently grouped in banks. The two Junior High Schools provide the most elaborate examples of the

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style as was the case with the Colonial Revival schools.

The remaining three schools are the Panel Brick style Davis School (1922; WN-J) designed by Hartwell & Richardson at 492 Waltham Street in West Newton, the International style Memorial School (1949-50) designed by Collens, Willis & Beckonert at 60 Stein Circle in Oak Hill, and the Moderne style Williams School (1950) at 141 Hancock Street in Auburndale. The Davis School is a two story brick structure with twin entries flanking a five bay central section, and Panel Brick detail in the parapet. The Memorial School is a long two story structure, clad in buff brick and distinguished by strip windows whose upper sections are filled with glass block.

The parochial schools, including Newton Catholic High School (1928; NO-070) at 575 Washington Street in Nonantum, St. Jean's School (1924) at 251 Watertown Street in Nonantum, and St. Bernard's School (1927) at 1507 Washington Street in West Newton, are generally small, architecturally undistinguished and frequently altered. An exception is the Neo-Gothic style High School which is one of the finest schools in the city with an arcaded porch framed by cross-gable end pavilions.

Libraries

Six branch libraries were constructed in Newton in the 20th century in the village centers of West Newton (1925; WN-J), Auburndale (1927; A-03), Newton Centre (1927; NC-040), Waban (1929, W-0101), Newtonville (1938; NV-G), and Nonantum (1957). The first four are similar small-scale, one story brick structures designed in the Tudor Revival style. The West Newton Library, designed by Edward B. Stratton, and the Waban Library by Densmore, LeClear & Robbins, are both rectangular plan structures with facade gables. The Auburndale Library, designed by Smith & Walker, and the Newton Centre Library by Ritchie, Parsons & Taylor, are both built on an L-plan. The Auburndale Library, with its elaborate window banks and projecting gabled entry porch is the most sophisticated of the four.

The Newtonville Library, designed by E. Donald Robb in the Classical Revival style, is a much larger two story structure designed to meet the needs of students from the nearby high school as well as those of village residents. The Nonantum Library, designed by Appleton & Stearns, returns to the small-scale of the 1920s libraries, but assumes a simplified Classical Revival design.

All of the village libraries are well designed and well preserved additions to their respective village centers. All remain in use as libraries except West Newton which was converted (without any substantial exterior changes) to a rehabilitation center in 1984.

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Newton, MASection number 7 Page 27Ecclesiastical Buildings

A total of fourteen churches and temples were constructed in Newton between 1908-1950. All are substantial buildings constructed of brick or stone; the majority are designed in the Gothic Revival style, still felt to be the most appropriate for this building type, with only a handful in Classical styles. The Gothic churches include: Corpus Christi Church, 39-49 Ash Street (1923/40), St. Ignatius Church, 24 Commonwealth Avenue (1947-51), Church of the Redeemer, 365 Hammond Street (1913; CH-G), First Unitarian Church, 26 Suffolk Road (1910; CH-G), Trinity Episcopal Church, 1097 Centre Street (1915) Methodist Episcopal Church, 288 Walnut Street (1922; NV-G), St. Philip Nere, 1518 Beacon Street (1928), Union Church, 10 Collins Road (1911-12), and the Second Church of Newton, 60 Highland Street (1915-16; WN-0124). Classically derived examples include the two temples--Temple Emanuel, 385 Ward Street (1937), and Agudas Achim Anshei Sfard, 168 Adams Street (1912; NO-064)--as well as Mary Immaculate Of Lourds, 280 Eliot Street (1909; NUF-074) and First Church of Christ Scientist, 391 Walnut Street (1924-27; NV-084).

The Second Church of Newton is the most historically significant of the churches, and is being nominated on an individual basis. Its strong Gothic design by the nationally noted firm of Allen & Collens is also significant. This massive stone structure consists of a buttressed nave with huge pointed stained glass window above the recessed entry. A large bell tower rises from the northeast corner of the church. Beyond the bell tower, at right angles to the nave is a low half-timbered wing (1938) containing support spaces. Other architecturally significant churches included in nominated districts are Church of the Redeemer, designed by noted Gothicist Henry Vaughn and First Unitarian Church, both in the Chestnut Hill H.D. (CH-G), Mary Immaculate Of Lourds in the existing Upper Falls H.D. (NR: 9/4/86), First Church of Christ Scientist (NV-G). Agudas Achim Anshei Sfard is an intact example of a small-scale early synagogue constructed by the city's oldest Jewish congregation. It is a one story brick structure trimmed with cast stone. Its spare design features a round arched entry headed by an oculus and flanked by round arched windows. The side elevations also display round arched windows and shallow buttresses. (NO-064)

City Hall

The most significant institutional building constructed in 20th century Newton was the City Hall & War Memorial, 1000 Commonwealth Avenue (1932; NC-041). It replaced the old 19th century town/city hall in West Newton and demonstrated the city's 20th century growth and pride. It is a monumental example of institutional Georgian Revival design that also accomodates the function of the War Memorial. The patriotic associations of the style made it particularly popular for town and city halls in the 20th century. The War

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Memorial side of the imposing structure (west) consists of a raised central section with a pedimented portico and crowning steeple. It is flanked by hip roof wings. The City Hall side (east) is similar, but somewhat less grandiose in its portico and steeple. Pedimented entry porticos are also located on the side elevations which are treated with large arched windows in the War Memorial section. Arched windows are also found at the second story of the City Hall side. The building is greatly enhanced by its Olmsted designed landscape which was intended to soften the effect of the building.

COMMERCIAL BUILDINGS

Most of Newton's extant commercial blocks date from the 20th century, especially from the 1920s when rapid population growth fostered the need for village oriented commercial centers. They are generally one story, brick and cast stone structures with multiple storefronts. They differ sharply from their 19th century predecessors which were usually multi-story, wood-frame structures, although masonry was employed for the more substantial blocks. The switch to single-story masonry blocks reflected the growing importance of the automobile, the need for fire-proof construction, and the increasing affordability of masonry and masonry veneers.

Most of Newton's 19th century commercial blocks have been demolished or substantially altered, especially their ground floor storefronts. Many were lost in the 1890s with the widening of Washington Street and accompanying depression of the Boston & Albany railroad tracks in West Newton, Newtonville, and Newton Corner. More were lost in these villages and in Auburndale when the Massachusetts Turnpike was constructed in the 1960s. Others were demolished or cut down to one story to accommodate more profitable uses. Many commercial buildings in the city's retail centers resulted from the addition of one story commercial storefronts to existing residential structures.

The vast majority of Newton's commercial blocks are located in the traditional village centers which range from small one block areas like Auburndale, to long single street areas like Nonantum, to well developed commercial/institutional nodes like Newton Centre and West Newton. There is little in the way of strip development with the possible exception of Washington Street with its auto dealerships and scattered commercial buildings, and Needham Street with its hodgepodge of commercial and industrial structures. Major examples of recent large scale commercial development include the Chestnut Hill Mall (1950-present), and the recent mixed-use, high rise blocks at the Turnpike interchange in Newton Corner (1960s-present).

Most of Newton's early 20th century commercial blocks are simple in execution, and many have been altered to a greater or lesser degree. This is especially true in Newton Centre where most blocks have been altered beyond recognition;

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West Newton offers a contrast with most of its blocks in near original condition. The simplest commercial blocks divide their storefronts with brick, cast stone or metal piers, and are topped with flat parapets. Occasionally the piers are fluted and/or headed by Classical capitals, and the parapets are sometimes defined by a simple molding. An example of this type is 1239-1247 Washington Street in West Newton (1920s; WN-J) with cast stone piers treated with capitals and a molding defining the parapet; unfortunately the storefronts have bricked in.

Blocks of moderate quality design add shaped and ornamented parapets executed in cast stone or patterned brick, and frequently add marbled or leaded glass transoms. Two examples in the Newtonville Historic District (NV-G) are 308-320 Walnut Street (1927) which is a one story cast stone block with a balustraded parapet centered on a stylized pediment with escutcheon and 336-348 Walnut Street (1927) with lively zigurat massed piers breaking through the roofline and handsome leaded glass transoms heading the display windows. Examples in the West Newton Village Historic District are the identical adjacent blocks at 1286-1294 and 1296-1308 Washington Street (1927/1937), the latter incorporates the West Newton Theater. Both are one story cast stone faced blocks distinguished by rope moldings around storefronts with handsome marbled transoms, and parapets with egg and dart moldings.

The most elaborate blocks have well-defined parapets, usually cast stone, with decorative elements in high relief. They frequently have multi-pane, leaded glass or glass block transoms, and sometimes edge their storefronts in copper. The most outstanding example in the city is 43-53 Lincoln Street (1916) in the Newton Highlands Historic District (NH-D). It is a one story cast stone faced block whose elaborate parapet incorporates a variety of Beaux-Arts motifs in high relief. Another exceptional example is 1629 Beacon Street (1924) in Waban which is the Strong's Block extension (NR: 9/86); it is distinguished by prominent curved Flemish gables.

Several new building types appeared during the early 20th century either for the first time or for the first time in any substantial numbers. One type is grocery stores built by national chains like First National or the Atlantic & Pacific Tea Company. Generally dating from the 1930s and 1940s, they are simple one story blocks with minimal trim; yellow brick with metal piers were a favorite combination. An example in the Newton Highlands Historic District (NH-D) is 23-33 Lincoln Street built in 1938 for the A&P; it is yellow brick with cast stone trim. An early market not constructed for a chain is Lamont's Market, 2 Charles Street (1910; A-04) which is a free-standing, two story building constructed of rusticated cast stone blocks that were locally produced.

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Another type which began to appear in some numbers were banks. Bank buildings are generally free-standing structures of high design quality which are frequently executed in quality materials like limestone and brick laid up in Flemish bond. Two examples in the West Newton Village Historic District (WN-J) are 1314 Washington Street (1915, 1935, 1959) which is a Flemish bond buff brick and limestone structure designed in the Classical Revival style for the West Newton Savings Bank; and 1 Chestnut Street (1923) which is a one story brick structure with a gable roof and end chimneys designed in the Colonial Revival style for the Newton Trust Co. Two additional examples are located in the Newtonville Historic District (NV-G). The blocky, two story brick structure with cast stone quoins, dentilated cornice and arched entry surround at 303 Walnut Street (1919) was designed for the Newton Trust Company; the Newton Cooperative Bank commissioned the well-conceived Neo-Federal, two story, brick block with gable roof and end chimneys and multi-pane sash with splayed lintels at 305 Walnut Street (1938).

Other new structures such as gas stations, garages and auto dealerships appeared for the first time to serve the rapidly increasing number of automobiles in the city. The survival rate of these buildings has been poor with several lost in the year since the survey was completed. The only two nominated examples are the Walnut Street Garage (1928) at 1151 Walnut Street in the Newton Highlands Historic District, and the diminutive red brick Colonial Revival style gas station designed for the Atlantic Refining Company at 1235 Washington Street in the West Newton Village Historic District.

A final building type appearing in this period is real estate offices, needed to promote and sell the vast numbers of houses being constructed. Examples include: the John T. Burns Real Estate Office at 242 Commonwealth Avenue (1922; NC-B) which is a free-standing square-plan cast-stone structure enclosed by a tile hip roof with carved rafter ends; and the Carley Real Estate Office at 1171 Washington Street (1928; WN-0130) which is a rectangular-plan buff-brick structure enclosed by a tile hip roof with an oversized facade gable.

Methodology: Newton Multiple Resource Area amendment

The Newton Multiple Resource Area amendment is based on a survey of the city's historical/architectural development during the period 1908-1950, when approximately 12,000 buildings were constructed. The survey was conducted in 1986-1987 by Candace Jenkins and Susan Abele under contract to the Newton Historical Commission. Like previous surveys of earlier buildings in the city, this one was primarily architectural in its focus, and was carried out on a village basis. Due to constraints of time and budget however, this survey concerned itself more with the identification of general development patterns than with the recording of individual buildings.

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The survey consisted of two sections. One was a narrative overview that examined such issues as city zoning, establishment of planning agencies and documents, the impact of transportation improvements, development of subdivisions, and changes in architectural styles. The second section was comprised of inventory forms for 84 areas and 134 individual buildings, resulting in a total of approximately 6,000 surveyed buildings. The areas were identified primarily through examination of subdivision plans on file at the city Engineering Department; a small number of additional residential areas were identified through fieldwork, and all of the village commercial centers were recorded as well. Individual residential and commercial buildings were selected on the basis of architectural excellence and outstanding historical associations; all institutional buildings were individually recorded. The survey concluded with preliminary recommendations for National Register listing.

The Multiple Resource Area amendment was prepared by the same consultants in 1987-1988, and built directly on the products of the survey. First, the preliminary National Register recommendations were reviewed and adjustments, usually additions to the list of potentially eligible properties, were made. Individual properties and areas on the list of potentially eligible properties, were made. Individual properties and areas on the list were then field checked to determine integrity and appropriate boundaries, and slides were taken. This resulted in further refinement of the list and ranking of properties and districts according to a five-tier system. Several intensive meetings with members of the Newton Historical Commission followed, during which slides were reviewed and the National Register Criteria applied. Commission members also made field visits to properties and areas that were particularly difficult to evaluate. In general, properties and districts were deleted in favor of others that better represented their architectural qualities or historical associations; some areas were also deleted because of high numbers of intrusions. Finally, a small number of properties were added at the suggestion of the NHC.

The final list of properties and districts to be included in the MRA amendment is highly selective, as was the case with the original MRA. The approach to evaluation was conservative because of the recent date of the resources combined with their high overall quality. Despite the conservative and selective approach, great care was taken to include properties and districts that are modest in conception as well as elaborate. Thus nominated areas range from relatively unpretentious neighborhoods like the Brae-Burn (A-D) and Morton Road (NC-A) Historic Districts, to exclusive enclaves of large estates like the Farlow Hill (N-C) and Old Chestnut Hill extension (CH-G) Historic Districts, and include the city's only 20th century worker's housing development (NUF-B) as well. Similarly, individually nominated properties range from the E.C. Hammond House (A-05), a simple example of the Craftsman style, to the grandiose Tudor Revival style Loren Towle Estate (N-024).

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Because Newton considered itself the "Garden City" and actively legislated in favor of single-family residences, that building type dominates the nomination. Nevertheless, a diverse group of commercial and institutional buildings are included both individually and as components of districts. They include commercial blocks, banks, churches, a synagogue, libraries, public schools, a Catholic high school, the city hall, a hospital and part of a college campus.

The specific criteria used to evaluate properties in this nomination, in descending order of importance, include the following:

- architectural excellence
- physical integrity
- degree to which they reflect Newton's 20th century development patterns
- associations with specific events or persons of importance

The fifty year National Register cut-off date was used to terminate the period of significance. Please note that the District Data Sheets for existing districts have been updated/corrected to reflect the extended period of significance. In the original MRA, any building dating after 1907 was defined as NC due to the limits of the survey upon which that nomination was based. During preparation of this MRA amendment, those districts were field checked and many of the buildings constructed in the period 1908-1939 were upgraded to C status. Corrected District Data Sheets are now submitted.

Archaeological Description

Despite its intense development during the 19th and 20th centuries, Newton retains the potential for significant prehistoric sites. At present, thirteen sites are currently recorded in the city. The majority of these are located along the margins of the Charles River and its tributaries. Current evidence indicates that Native Americans occupied sites along the Charles River from Middle Archaic times (ca. 8,000 B.P.) until European contact early in the 17th century. Find spots or sites containing isolated or small numbers of projectile points have also been recognized in the Charles River locale for the Paleo-Indian (ca. 12,000-9,000 B.P.) and Early Archaic periods. A temporary resettlement of Praying Indians also occurred on the south shore of the Charles River just below Lemon Brook in 1676. Known prehistoric sites (in the Newton area) indicate a wide range of site types, including larger habitation type sites and smaller special purpose sites such as rockshelters, workshops, and burials. Site potential still exists in four areas: Nonantum - Lemon Brook (location of the first fall line), from Auburndale to Lower Falls, from Lower Falls, through Hemlock Gorge to Upper Fall, and from Upper Falls to Sawmill Brook. While fewer sites have been reported in interior sections of the city, significant potential remains around Crystal Lake and

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Hammond Pond. Rockshelters are also likely in the rugged upland conservation lands adjacent to Hammond Pond.

There is also a potential for significant historical archaeological sites though urban development has likely impacted a number of them. Archaeological survey and testing could assist in documenting the location and extent of early settlements reported along Centre, Dedham, Waverly, Woodward and Washington Streets. Similar research could also provide confirmation on the location and size of significant buildings and structures which are no longer extant, such as the First Meetinghouse (ca. 1660), the first grist mill at Burloughs Pond (1664), Plantation Period weirs on the Charles at Watertown Square and Upper Falls, and the Second Meetinghouse (1722) at Newton Center. Occupation related features (trash pits, privies, wells) are likely around most residences prior to 1850.

In general, the potential for site survivals on the 20th century Multiple Resource Area Amendment properties either prehistoric or historic, is low because of extensive 19th and 20th century urban development. Each property in the amendment contains residential, institutional, or commercial structures built from 1904 to 1932. A higher than average historic site potential may exist on nominated properties along Centre Street, Commonwealth Avenue, Washington Street and Waverly Avenue.

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scarce, the city passed a series of ordinances to both shape and direct the future course of development. Specifically, the city encouraged construction of single family residences which would foster Newton's image as the "City of Homes" or the "Garden City."

The Massachusetts Historical Commission has stated that, "Newton retains the finest and most comprehensive collection of late 19th and early 20th century suburban residential architecture in the (Boston Area) study unit with a wide range of building types, materials and styles." This nomination reflects the architectural range and diversity, as well as the patterns of suburbanization which characterize 20th century Newton.

Introduction

In January 1900, neither the Mayor in his Inaugural Address, nor the editor of the Newton Graphic, took note of Newton's entry into the twentieth century. Conservative financial policies were the main concern of city government but there were no far-sighted statements about the future of the City of Newton. Newton was, however, proud of its accomplishments and its self-appointed status as the "Garden City." Development and city planning were issues of interest, although there were as yet few guidelines to help the city control the increases in construction and population growth which would begin in the 'teens. Advances in technology, particularly the automobile, as well as two World Wars and a nation wide Depression, would also shape the city, but were yet to be felt.

I. Pre-zoning: 1908 to 1922

At the beginning of the survey period, Newton's population was approximately 37,000. Almost a third of the population was foreign-born, the largest groups being Italian, Irish, and French-Canadians. Although the Jewish population was still relatively small, a local congregation had gathered in Nonantum, building Newton's first synagogue in 1912. City government, established in 1873, had dealt effectively with problems of public works, initially providing water and sewer services and later becoming part of the Metropolitan Water and Sewerage Districts. Dumps and landfill areas were established when the city began trash pickup in 1907. Transportation needs were met by an excellent rail and street railway system and in 1903 the city allegedly had more paved streets than any city of its size in the Commonwealth. Automobiles were coming into use and would soon become a major form of transportation necessitating new services such as traffic patrolmen and traffic signals.

Industry and local business were active in Newton, but a period of decline in the first decade of the century, along with strikes in 1912 caused the U.S. Census of Manufacturing for 1914 to show a reduction of capital and a decline

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in value of goods for industries in Newton. Despite a continued decline in manufacturing, economic conditions improved in the second decade and construction rose sharply in 1915. The strength of this activity was reflected in the reorganization and expansion of several local banks. New offices were built for the West Newton Savings Bank in 1916 (WN-J), for the Newton Trust in Newtonville in 1919 (NV-G), and for the Newton Centre Trust in 1920.

Industrial growth played a relatively small part in Newton's development in the first quarter of the century as a large percent of the resident wage earners were professionals working in Boston. Although perhaps somewhat biased in its view, a School Committee Report for 1921 stated "The city's principal industry is the rearing of children. . . because Newton is essentially a city of homes." Newton as a city of homes is a re-occurring theme throughout this period, affecting all aspects of city management.

Newton's development was affected at the most basic level by home-owners who formed Village Improvement Societies. These societies were actively concerned with the quality of life in the City of Newton, but most particularly with their own individual villages. Begun as early as 1852, the first society, the Newton Centre Tree Club, spent its energies on planting trees and beautifying the Green at Newton Centre. As other clubs formed, they lobbied for city services or took over where city government left off, providing monies to go toward the purchase of park land, such as the Newton Centre Playground (1890s) and Nye Park in Auburndale (1908). They also rallied against the "menace of apartments" (presumably a type of development on Beacon Street, Brookline and Commonwealth Avenue, Brighton) and supported anti-bill board legislation.

Citizens of Newton were generally interested in acquiring playgrounds, and as early as 1902 had established the Newton Centre Playground and Social Service League. Local interest in playgrounds was part of a national trend, which lead to the creation of a department of public recreation by the American Civic League in 1904 and the founding of the Playground Association of America in 1906. In 1908, Newton's newly established Forestry Department (which continued the tradition of tree planting at a municipal level) was given responsibility for maintenance of the parks, playgrounds and burial grounds and for providing recreational activities. A local Playground Commission was established four years later. Playgrounds, as well as swimming and skating areas, were all part of a program to provide recreational activities for children and thereby remove temptations for delinquency.

Attitudes towards planning were being shaped by the developing fields of town and city planning, which grew out of the City Beautiful movement. An article in The House Beautiful (December 1915), which described two houses built by F. Lincoln Pierce (1915: #NV-078) at 231-237 Mill Street in Newtonville,

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suggested new responsibilities for the suburban home builder. Not only was it necessary to take care with the individual plan, a home builder must also consider the community at large, choosing traditional forms appropriate to the area and avoiding "recently built unrelated phenomena". It was noted that the design of the Pierce house, which was done by the well-known firm of Derby and Robinson, followed a model which was native to New England. It was also fitting to the neighborhood since a fine eighteenth century example (288 Mill Street) stood nearby.

Justification of the need for a zoning ordinance and the fact that not everyone had such a high minded approach to development could be shown by the development of the Security Mills in Newtonville. Property between Newtonville Avenue and Norwood Avenue, bounded by residential areas on three sides and on the east by Cabot Park was acquired in 1921 by individuals wishing to build a manufacturing complex. Residents backed by the Newtonville Improvement Society tried to stop the sale and even considered purchasing the land to add to the adjacent Cabot Park. The City met in several special hearings to consider the problem, but finally chose not to act, fearing if they moved in and took the land by eminent domain they would be setting a dangerous precedent. Thus the Security Mill was built on a three and one half acre site in a residential area a few months before passage of the zoning ordinance.

Beginning as early as 1869, even before Newton became a city, there had been attempts to secure planning powers in regard to the laying out of new roads and the subdivision of property. Although most of these efforts were unsuccessful, the city did develop assessor's block plans in 1890. Later, they also developed new guidelines for the assessment of betterments and established building lines fixing the distance between street lines and new buildings.

At the state level, enabling legislation was being crafted to aid cities and towns in the task of planning and controlling development. In 1907, the state gave cities the power to establish local Planning Boards and in 1913 after participation in a state-wide planning conference, Newton's Board of Aldermen finally established a local Planning Board. Planning Boards were limited to studying the resources of the City, with particular reference to public health and to make plans for municipal development with reference to proper housing for city residents. Enabling legislation for zoning was proposed in 1920 and Newton's Mayor Child was one of the original petitioners for the law which was passed that year. Power to regulate the opening of private ways for public use was not given to the cities until passage of the State Board of Survey Act in 1916. This legislation was not accepted by Newton until 1925.

With the establishment of a Planning Board, Newton began to make a master plan

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for the city. They hired town planner and landscape architect Arthur A. Shurtleff and New York zoning consultant John P. Fox to help them prepare a planning report which provided a comprehensive evaluation of land use in the city and suggested improvements in street layout, acquisition of open land and implementation of a zoning ordinance. Although favoring a local ordinance, Mayor Child rejected two early versions passed by the Board of Aldermen, because he doubted the legality of a single family zone. In order to get the ordinance passed, an amended version substituting private residence for single residence was proposed. The Newton zoning ordinance was finally signed into law in December 29, 1922.

The new ordinance had five zoning areas: private residence, general residence, business, manufacturing and unrestricted. At least two thirds of the city was designated as private residence which allowed one and two family dwellings. This include almost the entire east/west corridor between Washington Street and Boylston Street, a large area toward Waltham between Newtonville and West Newton, and all of Oak Hill. General residence areas, allowing more than two family dwellings, apartment house or boarding houses, were clustered around the older established villages particularly on the north side of the city, Upper and Lower Falls, Newton Centre, Newton Highlands and Thompsonville. There were no general residence areas in Waban or Chestnut Hill. For the most part, business and manufacturing areas followed the already established areas of commercial development. In general, the areas were broadly drawn and there were no minimum lot size requirements. Refinements were necessary and many changes were made in the following years.

II. Early Modern: 1923 to 1940

Newton's population rose by more than 19,000 between 1920 and 1930 -- the largest increase for any ten year period in the history of the city. Automobiles became the preferred mode of personal transportation and opened new areas, such as Oak Hill, to potential development. Electricity continued to revolutionize housekeeping. The Edison Company built a model house at 74 Colbert Road (1923) in the Wauwinett subdivision and a General Electric house was built at 122 Nehoiden Road (1936) in Waban. (The Edison Company also encouraged electrical use by giving prizes for the best display of Christmas lights.) Telephone usage increased and a new exchange building at 787 Washington Street was constructed in Newtonville (1939). The street railway system became obsolete and was dismantled as busses took over the various routes by the late 1920s. Development strained the city's trash disposal system and it became necessary to build a city incinerator which opened in 1935. Although building was curtailed by the Depression, in the two decades between the World Wars, Newton developed much of its twentieth century character.

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Edward H. Bonelli of the Bonelli-Adams Company, Arnold Hartmann, Fred Holland Chamberlain, and William Mark Noble, Jr. were some of the developers who shaped the course of the explosive activity in this period. Bonelli developed a variety of areas in Newton including the Prince/Wauwinett subdivision (1916/1922) off Commonwealth Avenue where he built a home for himself and his family at 50 Colbert Road East. Chamberlain and Noble were also active along Commonwealth Avenue, as well as in other areas of the city. Chamberlain subdivided the Fellsmere/Mandalay Road Area (1926, NC-C) where the Ward School would soon be needed and Noble developed portions of the Monadnock area (1919-23, CH-F) Country Club Road (1923-33), and the Day-Estate (1929, WN-A). Hartmann's contribution was somewhat more interesting in that he worked, not in the mid-section of the city which was ripe for development, but in the distant Oak Hill area south of Route 9 where there was no public transportation. In what became Oak Hill Village (1922), Hartmann laid out a series of landscaped roads around a center green. Advertising material stated that this was "a residential district for persons of culture and refinement whose ideal is to preserve the best traditions of New England village life". The philosophy was appealing and the automobile made it a success.

Despite the anti-Semitism which prevailed at this time, Jewish families found homes in Newton, particularly in some of the newer subdivisions such as the Fellsmere/Mandalay Road area and in Oak Hill Village. It is said that Joseph Goodman, who lived at 199 Ward Street, was instrumental in making the first home sites available in the Fellsmere/Mandalay subdivision. The strength of the Jewish community which eventually settled in areas along Commonwealth Avenue, was manifested by their ability to form a congregation to build Temple Emanuel. In Oak Hill Village, despite the exclusionary tone of much of the advertising, anti-Semitism does not appear to have been an issue as Hartmann himself was Jewish.

Perhaps the most obvious effect of the rapid population increase was the immediate need for new schools. Newton built six grammar schools in the 1920s including Angier (1920), Davis (1922, WN-J), Underwood (1924), Hamilton (1928), Ward (1928) and Cabot (1929) and four more - Carr (1935), Oak Hill (1937), Lincoln-Elliott (1939), and Franklin (1939), in the 1930s. The Ward, Cabot, and Carr Schools all represented new school districts, while the others were replacements and enlargements of already existing schools. The city also established a Junior High School system, building three large Junior High Schools - Day (1922), Warren (1927; WN-0134), and Weeks (1931; NR 10/23/84) - as well as converting the Bigelow School for use as a Junior High School in 1936. The High School was enlarged by the construction of a new Administration Building (demolished) in 1926.

New Catholic congregations - Corpus Christi in Auburndale (1922), a splinter group from St. Bernard's, and St. Philip Neri (1928) in Waban - were formed

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and built churches in this period. Four new parochial schools - St. Bernard's (1924) in West Newton, Sacred Heart (1922) in Newton Centre, and St. Jean's (1925) and Our Lady's Catholic High School (1924; #N-070) in Nonantum - were also built. Although each school served a particular constituency, St. Jean's is of particular interest as it developed to serve the large French-Canadian population located in Nonantum. The Jewish population also increased and Temple Emanuel was built at 385 Ward Street in Newton Centre in 1937.

Other new public buildings also demonstrated the expansion of city services including the Fire Alarm Headquarters, 1164 Centre Street (1928) in Newton Centre and the Police Headquarters (1931; WN-J) in West Newton. The District Court House (1931; WN-J), next to the Police Station in West Newton, was built by Middlesex County. Four branch libraries - West Newton (1926; WN-J), Auburndale (1927; A-03), Waban (1929; W-0101), and Newton Centre (1927; NC-040), were built by community subscription and turned over to the city. Land for a fifth branch in Newtonville (1938; NV-G) was supplied by the community, but the building was funded by the PWA and the city. The most significant public building constructed during the Depression was the long-awaited new City Hall and War Memorial (1932; NC-041) at the intersection of Walnut Street and Commonwealth Avenue.

Commercial growth was evident in most all the village centers. New and expanded quarters for the federal Post Office were established in Newton Corner (demolished), Newtonville, West Newton (WN-J), Newton Highlands (NH-D), Newton Centre and Chestnut Hill (CH-G). Newton's postal service was re-organized in the 1920s and the Newton Centre Post Office became the central distribution office. With the exception of Chestnut Hill, post offices built at this time were all constructed by local real estate developers and contractors. Only the Chestnut Hill Post Office, built in 1939-1940, appears to have been constructed by the federal government.

West Newton's commercial center (#WN-J) deserves recognition because of the large concentration of intact 20th century buildings. Two bank buildings, the old West Newton Library (now the Barry Price Rehabilitation Centre), the Police Station and the Middlesex District Court House, all from the survey period, add distinction and character to the village center. Of particular note are the one- and two-story commercial blocks which were built by Newton resident and developer Bennett Rockman, trustee of the Kenmore Realty Company of Boston. No other village has such a large group of commercial structures that were so clearly the work of one investor.

Local investors in other villages included Horace W. Orr in Newtonville and Albert T. Stuart in Newton Centre. Although not directly involved in the construction of buildings, Louis Fabian Bachrach also appears to have owned a number of commercial buildings in the city. From the building permits which

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were reviewed for the commercial centers of each village, it is also evident that a large number of the commercial buildings were built by outside investors with addresses in Roxbury, Chelsea, and Boston.

As automobile usage rose, so did the number of automobile related commercial activities - gas stations, auto repair shops, public garages and automobile showrooms and so on. After passage of the zoning ordinance, petitions to establish stations and garages were often hotly contested, but their construction, in most cases, was inevitable. The sites of many of the original automobile dealerships are still in business, particularly along Washington Street between Newton Corner and West Newton. Some original gas station buildings can also be found, but there has been considerable change since the post-1907 survey was completed in 1986. The original Gulf Station at 911 Washington Street in Newtonville is now a Getty Station, the Atlantic Station at 1235 Washington Street in West Newton is no longer in use and its future status is unclear and Bruno's at 50 Winchester Street in Newton Highlands, which was demolished in early 1988, has been replaced by a small group of stores and a set of gas pumps. The Amoco Station at 2322 Washington Street in Newton Lower Falls is still functioning at this time. Unfortunately the Colonial Filling station located at the corner of Beacon Street and Langley Road and designed by Coolidge and Carlson to look like a round classical temple was demolished in 1955.

Throughout this period, the city continued to broaden its powers to control development and to define and refine the zoning ordinance. In 1924, the Massachusetts Supreme Court upheld the validity of single family residence districts and the next year Newton amended its zoning ordinance to include a single residence designation. By 1930, 54% of the city was zoned for single residence, 39% for private residence, 1% for general residence, 2% for business, 3.75% for manufacturing, and .25% unrestricted. In 1939, new legislation granted additional powers to the Board of Survey to control the size of lots in new subdivisions, but it was not until 1940 that minimum lot sizes and widths became part of the zoning ordinance. At that time lot size and width restrictions were established for all the zones and the unrestricted zone was eliminated. Regulation of the general residence zone, the only area allowing apartment construction, was a continual concern and very few apartments were constructed because of the city's intense desire to remain a "city of homes".

The building boom of the 1920s peaked in 1925 and 1928 and then began a decline from which it did not recover until the mid 1930s. Industry had also begun to decline and even in the year before the stock market crash, more than 1,000 were unemployed in Newton. Building trades began to experience a slow down and manufacturing, particularly in Nonantum, was in serious difficulty. Although Earnshaw Knitting Mills on California Street was expanding, other

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long time manufacturing interests such as Saxony Worsted, Aetna Mills and Silver Lake Cordage had closed and forces at the nearby Security Mills in Newtonville had also been greatly reduced. Upper and Lower Falls were better off for a while, although some operations there were being conducted with reduced forces. However, as the Depression deepened Newton's largest employer, the Saco-Lowell Shops, closed their operations and went to Maine. In spite of the Depression some new industry, such as Raytheon which began making radio tubes on Chapel Street in Nonantum, and the New England Concrete Pipe Company on Needham Street, came in to fill the gaps.

Federal programs such as the WPA (Work Progress Administration), which provided direct federal aid to people out of work and the PWA (Public Works Administration), which was intended to counteract the decline in private construction, brought aid to the city during the Depression. Meadowbrook Road and the Oak Hill sewer, both of which were necessary to the construction of the Oak Hill School, were constructed by the WPA, as were numerous other road and sewer projects. Cold Springs Playground, Edmands Park, Auburndale Playground, Hawthorn Playground, and Weeks and Warren School Playgrounds were just a few of the recreational facilities which were also improved as a part of the WPA program. PWA projects undertaken by the city included the building of several new schools to replace obsolete wood frame buildings. The Oak Hill School on Meadowbrook Road, along with the Franklin and Lincoln-Elliott Schools were part of that project. The Newtonville Library was also constructed with PWA money. Many municipal projects were built during the Depression because of monies spent by the Federal government to stimulate the building trades. In Massachusetts, the Governor allowed cities to borrow outside the debt limit, which was also an incentive toward building. Mayor Weeks took advantage of this opportunity to build the City Hall and War Memorial, noting the 75 to 80% of workers engaged on its construction were Newton residents.

Despite the Depression, the 1920s and 1930s represented a period of extensive development and civic accomplishment. Development had virtually knit the once distant villages together and opened Oak Hill. City services had expanded, often providing models for either communities and the school system had received wide spread recognition for its excellence. The Chamber of Commerce, which grew out of the Board of Trade, was formed in 1921. Publishing its own newspaper, The Newton Progress, it vigorously promoted local businesses and industry throughout the survey period. Occasional excesses of civic or personal pride did not go unnoticed, however. Nationally known Newton cartoonist Gulyas Williams, exposed the foible of plump and successful businessmen standing on the station platform at West Newton in the New Yorker Magazine.

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Newton, MASection number 8 Page 9III. War and Post-War: 1941 to 1950

In spite of the war, Newton's population increased by more than 10,000 in the last decade of the survey period. Building was non-existent during the war and for a while, in the recovery period, materials were scarce and prices high. However, by 1947 Newton was second in the state in new home construction and first in the following year. In 1950, more new homes were built in the city than in any single previous year.

The Mayoral election of 1948 highlighted the concerns of the city about growth and development in the post-war period. Roy Edwards, businessman, Chamber of Commerce member and strong supporter of veterans services and Theodore Lockwood, former Alderman and native Newton resident were the major contenders. Both men promised to be full-time mayors, a first for the city. Edwards was firm in his view that the city needed to encourage industrial development, while Lockwood, although recognizing the need of industrial development, stressed his view of Newton as predominantly a city of homes. Lockwood, the better known candidate, won in a close election.

One of Mayor Lockwood's first recommendations was the appointment of a Director of Public Works. An ordinance creating the office of Department of Public Works, to oversee the street, water and engineering departments, had been approved in 1934 under Mayor Weeks who appointed Richard Ellis to fill the position. Mayor Childs was not in agreement with this arrangement, feeling that it was a duplication of services. When Childs was returned to office after the brief tenure of Sinclair Weeks, Ellis was forced to resign and the position remained unfilled until Lockwood appointed city engineer Willard Pratt as director of Public Works in 1948. Construction of the veteran's housing project was one of the major accomplishments of Lockwood's administration and the success of the construction effort was due in no small part to the commitment of Pratt and the Department of Public Works.

Newton, like many cities, faced a severe housing crisis when the war ended. Young couples and returning veterans were forced to move in with parents and there was serious talk about converting large older houses to multi-family use. Although initially slow to respond, once committed, the city moved quickly to construct Oak Hill Park (1948), the city's veteran's housing development. This project was unique in that the city bought the land and paid for the public works such as water, sewer, and road work, without the help of state or federal money. Lots were then sold to the builder below market value, which allowed the sale price of the basic house to be set at \$7,820. Four hundred and twelve houses were built in a little more than a year, using modern assembly line construction techniques. A new school was built as a part of the project and a model fire station was located on Dedham Street to serve Oak Hill Park and the other growing residential neighborhoods

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in the area. The city and veterans alike, were justly proud of Oak Hill Village and at the time of its dedication in May 1950, it was said to be the largest undertaking of its kind in the Commonwealth.

Municipal projects, which had been put on hold during the war, were renewed. Construction of the Williams School (1948) in Auburndale was begun, along with additions to the Tech High School and the Franklin and Ward grammar schools. Plans for the Pierce, Claflin, Murry Road, Countryside, and Mason-Rice Schools, all built in the fifties, were also formulated and in 1950 Newton received recognition in a national publication for the excellence of its school system. In the area of education, another important service for returning veterans was the establishment, by the School Committee, of Newton Junior College. Newton Junior College began holding classes in the old Claflin School (NR; 9-4-86) and other nearby buildings in Newtonville in the fall of 1946. The College was open to veterans and local high school graduates who were unable to get into four year colleges because of overcrowding. Veterans made up seventy-five to eighty percent of the enrollment the first year.

In 1948 the Planning Board recommended to the Mayor and Board of Aldermen that the zoning areas of the city be studied to bring about a rezoning which would allow the inclusion of more general residence areas in order to meet the critical need for multiple dwellings. Professor Frederick J. Adams of M.I.T. was engaged to make the study and based on his work, the ordinance was extensively rewritten in 1952.

Planning for the automobile continued to be a major concern. Parking was a particular problem for merchants in Newton Corner, Newtonville, and Newton Centre. Several parking studies were conducted by committees of the Board of Aldermen. In each case, their recommendations required the demolition of existing residential structures in order to provide the necessary space for off street parking lots. Newton's first municipal parking lot was built on Austin Street in Newtonville in 1948. Other lots followed in Newton Corner off Pearl Street and in Newton Centre off Pelham Street. Angle parking on streets was generally abolished and parking meters came into use, first in Newton Corner. A ten year plan for road repair and construction, much of which had been delayed by the war, was instituted and construction of the Saw Mill Parkway by the MDC was complete by 1950. Planning for the new Route 128 was also revived, although the segments bordering Newton were not completed until 1956.

Industrial and commercial development gained new strength and new direction in the post-war period, with the expansion of industrial sites on Needham Street and the establishment of a modern shopping center on Boylston Street near Hammond Pond. A few businesses were already located on Needham Street, but it

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was not until 1946 that the David Nassif Company began development of a planned industrial center on the northwest side of the street. Proximity to the rail line was an important factor as many of the new facilities were distribution centers. Nassif later bought up land on the southeast side of the street intending to expand his interests, but encountered financial problems. Cabot, Cabot and Forbes eventually bought the property and continued the development. Known in later years as the "Miracle Mile", the Newton Industrial Center was at the time a model industrial development.

Shopper's World in Framingham, the first modern shopping center in the area, provided a model for development of automobile dependent retail centers. Shopper's World was completed in 1950 and in the same year Newton real estate investor Arthur Shactman built the Chestnut Hill Shopping Center, a one million square foot retail store project on the shores of Hammond Pond.

IV. Summary

Throughout the nineteenth century, Newton was eager for development. There was ample land and new home-owners were encouraged to settle in Newton and to help build the "Garden City." Newton considered itself a "city of homes" however, not of apartment houses or industrial sites. Shortly after the turn of the century, village improvement societies and city officials began to speak often against the "menace of apartments" and to look for ways to limit their development. During the first two decades of the twentieth century, the city began to adopt methods of city planning to control all types of development and by 1922 had approved a local zoning ordinance. Although slowed by the Depression and war, between 1900 and 1950, Newton's population doubled and by 1950, the amount of undeveloped land was limited. Newton continued to expand her planning powers and refined the zoning ordinance, but had to face many difficult land use problems.

Demolition of residential structures to create parking lots was one small sign of the pressures faced by the City of Newton as it struggled to accommodate its growing population in the second half of the twentieth century. Construction of a parking lot on the former Mason School site in Newton Centre, construction of the new Mason-Rice School on the Newton Centre Playground, the sale of parkland such as Victory Field and the uncontrolled filling of Silver Lake are other examples.

Increased automobile traffic required new highways and although bitterly opposed, the Massachusetts Turnpike Extension was constructed along the Boston and Albany right of way in 1962-1964. Most of the commercial center of Newton Corner as well as parts of Newtonville, West Newton, and Auburndale were destroyed to make way for the new highway. Urban renewal projects in Newton Lower Falls resulted in the loss of numerous older houses and brought little

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in return to the village. In contrast, parts of Newton Upper Falls were declared a local historic district. In that village, nineteenth century houses and commercial structures have been repaired and restored, thus suburbanizing the old industrial village.

In retrospect, we can see that numerous battles waged in the 1920s over new gas station and garage sites were just the beginning of an ongoing fight over the expansion of commercial interests in the city. Today, similar conflicts are faced in every part of the city, whether over new or redeveloped commercial sites or high density residential development. Although the phrase Newton, a "city of homes," is no longer in common use, Newton's citizens still fight to maintain the city's residential character in the face of ever increasing pressure for development.

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Newton, MA

Section number 8 Page 13

Archaeological Significance

Since patterns of prehistoric occupation in Newton are poorly understood and relatively few sites survive, any remaining sites would be significant. Sites in this area offer the potential for a study of inland versus estuary riverine settlement and subsistence and how this relationship changed as the sea level rose. The intertidal zone at the estuary level, which changed through time, has been suggested as focus of human activity in the estuary region (Dincause 1973: 25). In Newton, the Nonantum/Lemon Brook locale includes this area.

Historic archaeological remains in Newton have the potential for documenting early settlement areas and structures for which no examples survive. Archaeological survivals can also provide information on the changing social, cultural, and economic patterns that characterized Newton's residence over a period of nearly two centuries. Careful sampling and analysis of occupation related features can provide extremely detailed information on the people who built and used them. Such features are likely around early commercial and industrial structures as well as residences.

(end)

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White Pine Series

(continued)

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Newton 20th Century MRA Amendment
Newton, MA

Section number 9 Page 6

NEWTON MULTIPLE RESOURCE AREA AMENDMENT (1/89)

INDIVIDUAL PROPERTY LIST

1. 168 Adams Street; Agudas Achim Anshei Sfard Synagogue; 1912; #NO-064
Criteria A and C; no outbuildings
2. 375 Auburn Street; Plummer Memorial Library; 1927; #A-03
Criteria A and C; no outbuildings
3. 1608 Beacon Street; Waban Branch Library; 1929; #W-0101
Criteria A and C; no outbuildings
4. 85 Bigelow Road; George W. Eddy House; 1913; #WN-112
Criteria A and C; garage-C
5. 340 California Street; Newton Centre Branch Library; 1927; #NC--067
Criteria B and C; no outbuildings
6. 1294 Centre Street; Newton Centre Branch Library; 1927; #NC-040
Criteria A and C; no outbuildings
7. 1547 Centre Street; Fred R. Hayward House; 1912; #NH-058
Criteria A and C; garage-C
8. 785 Centre Street; Loren Towle Estate; 1920-26; #N-024
Criterion C; service building-C; shed-C; 2 garages-C, C; single-family
dwelling-C; two-family dwelling-C; educational building-NC
9. 885 Centre Street; George Schraft House; 1924; #N-A1
Criteria A and C; no outbuildings
10. 825 Centre Street; Henry I. Harriman House; 1916; #N-A2
Criteria A and C; no outbuildings
11. 2 Charles Street; Lamont's Market; 1910; #A-04
Criteria C; garage-C
12. 271 Chestnut Street; Charles W. Noyes House; 1914; #WN-0116
Criterion A and C; garage-C
13. 1000 Common Wealth Avenue; Newton City Hall & War Memorial; 1932, #NC-041
Criteria A and C; no outbuildings

(continued)

1/2/90

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14. 19 Dartmouth Street; Thomas A. Crimmins House; 1910-11; #WN-0121
Criteria A and C; garage-C
15. 14 Eliot Memorial Road; C. Lewis Harrison House; c. 1915, #N-028
Criterion C; garage-C
16. 74 Eliot Street; City Stable & Garage; 1926; #NH-060
Criteria A and C; no outbuildings
17. 35 Groveland Street; E. C. Hammond House; 1909; #A-05
Criterion C; garage-NC
18. 144 Hancock Street; Walker Home for Missionary Children; c. 1850-1954;
#A-07
Criteria A and C; 2 garages-NC; 5 houses-C
19. 211 Highland Street; William F. Kessler House; 1913; #NV-077
Criteria A and C; no outbuildings
20. 60 Highland Street; Second Church of Newton; 1915-16; #WN-0124
Criteria A and C; no outbuildings
21. 374 Homer Street; Boston Edison Power Station; 1904-13; #NC-046
Criteria A and C; no outbuildings
22. 25 Kenmore Street; Edward B. Stratton House; 1912; #NC-047
Criteria A and C; no outbuildings
23. 36 Magnolia Avenue; Mayall Bruner House; 1923; #N-030
Criteria A and C; no outbuildings
24. 231-37 Mill Street; F. Lincoln Pierce Houses; 1914; #NV-078
Criteria A and C; garage-C
25. 41 Montvale Road; Frank H. Stewart House; c.1909; #NC-049
Criteria A and C; garage-NC
27. 86 Waban Avenue; Second C. A. Sawyer House; 1919; #W-0110
Criteria A and C; garage-C
28. 614 Walnut Street; Lafayette Goodbar House; 1914; #NV-085
Criteria A and C; no outbuildings
29. 145 Warren Street; William L. Church House; 1916; #NC-0135
Criteria A and C; garage-NC

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-
30. 575 Washington Street; Newton Catholic High School; 1924; #NO-070
Criterion C; no outbuildings
 31. 1173 Washington Street; Carley Real Estate; 1928; #WN-0130
Criterion C; no outbuildings
 32. 1600 Washington Street; Levi Warren Jr. High School; 1927; WN-0134
Criteria A and C; no outbuildings
 33. 301 Waverley Avenue; Frank B. Hopewell House; 1919; #N-035
Criteria A and C; garage-C
 34. 2366-2368 Washington Street; Boyden Hall; 1865, ca. 1920; #LF-52

Doc - Remains

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United States Department of the Interior
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Newton, MASection number 9 Page 9PROPOSED HISTORIC DISTRICTS - NEWTON, MASSACHUSETTS MRA - 1988

<u>Form Name</u>	<u>Form No</u>	<u>Date</u>
Boston College, (Old Quadrangle)	CH-B	1909
Brae Burn Road Historic District	A-D	1911
Chestnut Hill Historic District	CH-G	1907
Commonwealth Avenue Historic District	NC-B	1890
Day Estate Historic District	WN-A	1928
Farlow Hill Historic District	N-C	1907
Gray Cliff Historic District (expanded)	NC-O	1907
Monadnock Rd. Historic District	CH-F	1923
Morton Road Historic District	NC-A	1915
Newton Cottage Hospital	NLF-B	19th/20thc.
Newton Highlands Historic District (expanded)	NH-D	20th c.
Newtonville Historic District (expanded)	NV-G	20th c.
Pine Ridge Road Historic District	W-I	1886
Saco Lowell Shops Historic District	NUF-B	1919
West Newton Village Center Historic District	WN-J	20th c.
Windsor Road Historic District	W-L	1886

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Multiple Resource Area
Thematic Group

dnr-11

Name Newton MRA
State Middlesex County, MASSACHUSETTS

Cover Patricia Andrus 9/4/86

Nomination/Type of Review

Date/Signature

1. Boyden Hall

DOE/OWNER OBJECTION
Substantive Review
Keeper

Eligible
Patricia Andrus 9/4/86

2. Marcy, Willard, House

DOE/OWNER OBJECTION
Substantive Review
Keeper

Determined Eligible
Patricia Andrus 9/4/86
Both L. Savage 9/4/86

3. Masonic Building

DOE/OWNER OBJECTION
Substantive Review
Keeper

Eligible
Patricia Andrus 9/4/86
Both L. Savage 9/4/86

4. Ward, John, House

DOE/OWNER OBJECTION
Substantive Review
Keeper

Determined Eligible
Patricia Andrus 9/4/86
Both L. Savage 9/4/86

5. Crystal Lake and Pleasant
Street Historic District

Entered in the
National Register
Keeper

for
Alvina Byers 9/4/86

6. Farlow and Kendrick Parks
Historic District
(Boundary Increase)

Entered in the
National Register
Keeper

for
Alvina Byers 9/4/86

7. Gray Cliff Historic
District

Entered in the
National Register
Keeper

for
Alvina Byers 9/4/86

8. Hyde Avenue Historic
District

Entered in the
National Register
Keeper

for
Alvina Byers 12/23/86

9. Lasell Neighborhood
Historic District

Entered in the
National Register
Keeper

for
Alvina Byers 9/4/86

10. Newton Highlands Historic
District

Entered in the
National Register
Keeper

for
Alvina Byers 9/4/86

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State Middlesex County, MA

Nomination/Type of Review

Date/Signature

- | | | | |
|---|-------------------------------------|------------|-----------------------------|
| 11. Newton Lower Falls
Historic District | Entered in the
National Register | for Keeper | <u>Aelores Byers 9/4/86</u> |
| | | Attest | _____ |
| 12. Newton Theological Institution
Historic District | Entered in the
National Register | for Keeper | <u>Aelores Byers 9/4/86</u> |
| | | Attest | _____ |
| 13. Newton Upper Falls
Historic District | Entered in the
National Register | for Keeper | <u>Aelores Byers 9/4/86</u> |
| | | Attest | _____ |
| 14. Newtonville Historic District | Entered in the
National Register | for Keeper | <u>Aelores Byers 9/4/86</u> |
| | | Attest | _____ |
| 15. Old Chestnut Hill
Historic District | Entered in the
National Register | for Keeper | <u>Aelores Byers 9/4/86</u> |
| | | Attest | _____ |
| 16. Our Lady Help of Christians
Historic District | Entered in the
National Register | for Keeper | <u>Aelores Byers 9/4/86</u> |
| | | Attest | _____ |
| 17. Putnam Street Historic
District | Entered in the
National Register | for Keeper | <u>Aelores Byers 9/4/86</u> |
| | | Attest | _____ |
| 18. Sumner and Gibbs Streets
Historic District | Entered in the
National Register | for Keeper | <u>Aelores Byers 9/4/86</u> |
| | | Attest | _____ |
| 19. Union Street Historic
District | Entered in the
National Register | for Keeper | <u>Aelores Byers 9/4/86</u> |
| | | Attest | _____ |
| 20. Webster Park Historic
District | Entered in the
National Register | for Keeper | <u>Aelores Byers 9/4/86</u> |
| | | Attest | _____ |

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Nomination/Type of Review

Date/Signature

21. West Newton Hill
Historic District

Exhaustive Review

Keeper

Patrick Andrus 9/4/86

Attest

Beth L. Savage 9/4/86

22. Adams, Amos, House

Exhaustive Review

Keeper

Patrick Andrus 9/4/86

Attest

Beth L. Savage 9/4/86

23. Adams, Seth, House

Entered in the
National Register

for Keeper

Helena Byers 9/4/86

Attest

24. Auburndale Congregational
Church

Entered in the
National Register

for Keeper

Helena Byers 9/4/86

Attest

25. Bartlett--Hawkes Farm

Entered in the
National Register

for Keeper

Helena Byers 9/4/86

Attest

26. Bayley House

Entered in the
National Register

for Keeper

Helena Byers 9/4/86

Attest

27. Bemis Mill

Entered in the
National Register

for Keeper

Helena Byers 9/4/86

Attest

28. Bigelow, Henry, House

Entered in the
National Register

for Keeper

Helena Byers 9/4/86

Attest

29. Blodgett, William,
House

Entered in the
National Register

for Keeper

Helena Byers 9/4/86

Attest

30. Brackett House

Entered in the
National Register

for Keeper

Helena Byers 9/4/86

Attest

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Thematic Group

Name Newton MRA
State Middlesex County, MA

Nomination/Type of Review

Date/Signature

31. Buckingham, John, House

Entered in the
National Register

for Keeper

Helene Byers 9/4/86

Attest

32. Building at 1--6 Walnut
Terrace

Entered in the
National Register

for Keeper

Helene Byers 9/4/86

Attest

33. Central Congregational
Church

Entered in the
National Register

for Keeper

Helene Byers 9/4/86

Attest

34. Chestnut Hill, The

Entered in the
National Register

for Keeper

Helene Byers 9/4/86

Attest

35. Claflin, Adams, Estate

Entered in the
National Register

for Keeper

Helene Byers 9/4/86

Attest

36. Clark House

Entered in the
National Register

for Keeper

Helene Byers 9/4/86

Attest

37. Collins, Frederick,
House

Entered in the
National Register

for Keeper

Helene Byers 9/4/86

Attest

38. Curtis, Allan Crocker,
House--Pillar House

Entered in the
National Register

for Keeper

Helene Byers 9/4/86

Attest

39. Curtis, William, House

Entered in the
National Register

for Keeper

Helene Byers 9/4/86

Attest

40. Davis, Seth, House

Entered in the
National Register

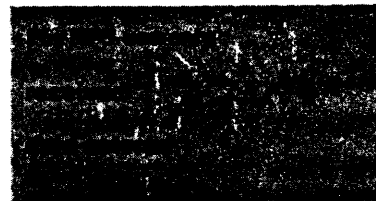
for Keeper

Helene Byers 9/4/86

Attest

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Name Newton MRA
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Nomination/Type of Review

Date/Signature

41. Dupee Estate

Entered in the
National Register *for* Keeper

Helene Byers 9/4/86

Attest

42. Elliott, Charles D., House

Entered in the
National Register *for* Keeper

Helene Byers 9/4/86

Attest

43. Eminence, The

Entered in the
National Register *for* Keeper

Helene Byers 9/4/86

Attest

44. Estabrook, Rufus, House

Entered in the
National Register *for* Keeper

Helene Byers 9/4/86

Attest

45. Evangelical Baptist
Church

Entered in the
National Register *for* Keeper

Helene Byers 9/4/86

Attest

46. Farquhar, Samuel, House

Entered in the
National Register *for* Keeper

Helene Byers 9/4/86

Attest

47. Fenno, John A., House

Entered in the
National Register *for* Keeper

Helene Byers 9/4/86

Attest

48. First Unitarian Church

Entered in the
National Register *for* Keeper

Helene Byers 9/4/86

Attest

49. Fuller, Capt. Edward,
Farm

Entered in the
National Register *for* Keeper

Helene Byers 9/4/86

Attest

50. Gane, Henry, House

for Keeper

Helene Byers 9/4/86

Attest

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Name Newton MRA
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Nomination/Type of Review

Date/Signature

51. Gunderson, Jos ., House

Entered in the
National Register

for Keeper

Delores Byers 9/4/86

Attest

52. Harbach, John, House

Entered in the
National Register

for Keeper

Delores Byers 9/4/86

Attest

53. Harding House--Walker
Missionary Home

Entered in the
National Register

for Keeper

Delores Byers 9/4/86

Attest

54. Haskell, Charles, House

Entered in the
National Register

for Keeper

Delores Byers 9/4/86

Attest

55. House at 1008 Beacon St.

Entered in the
National Register

for Keeper

Delores Byers 9/4/86

Attest

56. House at 102 Staniford Street

Entered in the
National Register

for Keeper

Delores Byers 9/4/86

Attest

57. House at 107 Waban Hill Road

Entered in the
National Register

for Keeper

Delores Byers 9/4/86

Attest

58. House at 115--117 Jewett
Street

Entered in the
National Register

for Keeper

Delores Byers 9/4/86

Attest

59. House at 15 Davis Avenue

Entered in the
National Register

for Keeper

Delores Byers 9/4/86

Attest

60. House at 152 Suffolk Road

Entered in the
National Register

for Keeper

Delores Byers 9/4/86

Attest

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Name Newton MRA
State Middlesex County, MA

Nomination/Type of Review

Date/Signature

61. House at 170 Otis Street

Entered in the
National Register

for Keeper

Delores Byers 9/4/86

Attest

62. House at 173--175 Ward Street

Entered in the
National Register

for Keeper

Delores Byers 9/4/86

Attest

63. House at 203 Islington Road

Entered in the
National Register

for Keeper

Delores Byers 9/4/86

Attest

64. House at 215 Brookline Street

Entered in the
National Register

for Keeper

Delores Byers 9/4/86

Attest

65. House at 2212 Commonwealth Avenue

Entered in the
National Register

for Keeper

Delores Byers 9/4/86

Attest

66. House at 230 Melrose Street

Entered in the
National Register

for Keeper

Delores Byers 9/4/86

Attest

67. House at 230 Winchester Street

Entered in the
National Register

for Keeper

Delores Byers 9/4/86

Attest

68. House at 3 Davis Avenue

Entered in the
National Register

for Keeper

Delores Byers 9/4/86

Attest

69. House at 307 Lexington Street

Entered in the
National Register

for Keeper

Delores Byers 9/4/86

Attest

70. House at 309 Waltham Street

Entered in the
National Register

for Keeper

Delores Byers 9/4/86

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Multiple Resource Area
Thematic Group

Name Newton MRA
State Middlesex County, MA

Nomination/Type of Review

Date/Signature

71. House at 31 Woodbine Street

Entered in the
National Register

for Keeper

Delores Byan 9/4/86

Attest

72. House at 41 Middlesex Road

National Register

for Keeper

Delores Byan 9/4/86

Attest

73. House at 47 Sargent Street

National Register

for Keeper

Delores Byan 9/4/86

Attest

74. House at 511 Watertown
Street

Entered in the
National Register

for Keeper

Delores Byan 9/4/86

Attest

75. House at 60 William Street

National Register

for Keeper

Delores Byan 9/4/86

Attest

76. House at 68 Maple Street

Entered in the
National Register

for Keeper

Delores Byan 9/4/86

Attest

77. House at 729 Dedham Street

National Register

for Keeper

Delores Byan 9/4/86

Attest

78. House at 81--83 Gardner
Street

Entered in the
National Register

for Keeper

Delores Byan 9/4/86

Attest

79. Hyde House

National Register

for Keeper

Delores Byan 9/4/86

Attest

80. Hyde, Eleazer, House

Entered in the
National Register

for Keeper

Delores Byan 9/4/86

Attest

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Name Newton MRA
State Middlesex County, MA

Nomination/Type of Review	Date/Signature
81. Hyde, Gershom, House <i>Entered in the National Register</i>	<i>for</i> Keeper <u>Delores Byers 9/4/86</u> Attest _____
82. Jackson House <i>Entered in the National Register</i>	<i>for</i> Keeper <u>Delores Byers 9/4/86</u> Attest _____
83. Jackson, Samuel, Jr., House <i>Entered in the National Register</i>	<i>for</i> Keeper <u>Delores Byers 9/4/86</u> Attest _____
84. Jennison, Joshua, House <i>Entered in the National Register</i>	<i>for</i> Keeper <u>Delores Byers 9/4/86</u> Attest _____
85. Judkins, Amos, House <i>Entered in the National Register</i>	<i>for</i> Keeper <u>Delores Byers 9/4/86</u> Attest _____
86. King House <i>Entered in the National Register</i>	<i>for</i> Keeper <u>Delores Byers 9/4/86</u> Attest _____
87. Kingsbury House <i>Entered in the National Register</i>	<i>for</i> Keeper <u>Delores Byers 9/4/86</u> Attest _____
88. Kistler House <i>Entered in the National Register</i>	<i>for</i> Keeper <u>Delores Byers 9/4/86</u> Attest _____
89. Merriam, Galen, House <i>Entered in the National Register</i>	<i>for</i> Keeper <u>Delores Byers 9/4/86</u> Attest _____
90. Mount Pleasant <i>Entered in the National Register</i>	<i>for</i> Keeper <u>Delores Byers 9/4/86</u> Attest _____

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received 7/23/86
date entered

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Multiple Resource Area
Thematic Group

Name Newton MRA
State Middlesex County, MA

Nomination/Type of Review

Date/Signature

91. Needham Street Bridge

Entered in the
National Register

for Keeper

Delores Byers 9/4/86

Attest

92. Newton Street Railway
Carbarn

for Keeper

Delores Byers 9/4/86

Attest

93. Nichols House

Entered in the
National Register

for Keeper

Delores Byers 9/4/86

Attest

94. Old Shepard Farm

Entered in the
National Register

for Keeper

Delores Byers 9/4/86

Attest

95. Page, H.P., House

Entered in the
National Register

for Keeper

Delores Byers 9/4/86

Attest

96. Parsons, Edward, House

for Keeper

Delores Byers 9/4/86

Attest

97. Peabody--Williams House

for Keeper

Delores Byers 9/4/86

Attest

98. Potter Estate

Entered in the
National Register

for Keeper

Delores Byers 12/23/86

Attest

99. Prescott Estate

Entered in the
National Register

for Keeper

Delores Byers 9/4/86

Attest

100. Railroad Hotel

for Keeper

Delores Byers 9/4/86

Attest

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received 7/23/86
date entered

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Thematic Group

Name Newton MRA
State Middlesex County, MA

Nomination/Type of Review

Entered in the
National Register

Date/Signature

101. Rawson Estate

for Keeper

Melrose Byers 9/4/86

Attest

102. Richards, James Lorin, House

Entered in the

for Keeper

Melrose Byers 9/4/86

Attest

103. Riley, Charles, House

Entered in the
National Register

for Keeper

Melrose Byers 9/4/86

Attest

104. Sacco--Pettee Machine Shops

Entered in the
National Register

for Keeper

Melrose Byers 12/23/86

Attest

105. Salisbury, Jonas, House
62 Walnut Park

for Keeper

Melrose Byers 9/4/86

Attest

106. Salisbury, Jonas, House
85 Langley Rd.

for Keeper

Melrose Byers 9/4/86

Attest

DOE
107. Silver Lake Cordage Company

Substantive Review Determined Eligible

DOE/OWNER OBJECTION

for Keeper

Patricia Anderson 9/4/86

Attest

Patricia Savage 9/4/86

108. Simpson House

Entered in the
National Register

for Keeper

Melrose Byers 9/4/86

Attest

109. Smith, S. Curtis, House

for Keeper

Melrose Byers 9/4/86

Attest

110. Smith--Peterson House

for Keeper

Melrose Byers 9/4/86

Attest

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Thematic Group

Name Newton MRA
State Middlesex County, MA

Nomination/Type of Review

Date/Signature

- 111. Souther, John, House
Entered in the National Register
Keeper *for* Delores Byers 9/4/86
Attest _____
- 112. Staples--Crafts--Wiswall Farm
Entered in the National Register
Keeper *for* Delores Byers 9/4/86
Attest _____
- 113. Stone, Ebenezer, House
~~Substantive Review~~
Keeper *for* Delores Byers 9/4/86
Attest _____
- 114. Stone, Joseph L., House
Keeper *for* Delores Byers 9/4/86
Attest _____
- 115. Strong's Block
Entered in the National Register
Keeper *for* Delores Byers 9/4/86
Attest _____
- 116. Thaxter, Celia, House
Keeper *for* Delores Byers 9/4/86
Attest _____
- 117. Thayer House
Entered in the National Register
Keeper *for* Delores Byers 9/4/86
Attest _____
- 118. Ward, Ephraim, House
Keeper *for* Delores Byers 9/4/86
Attest _____
- 119. Wheat, Samuel, House
Entered in the National Register
Keeper *for* Delores Byers 9/4/86
Attest _____
- 120. Woodward, John, House
Keeper *for* Delores Byers 9/4/86
Attest _____

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Multiple Resource Area
Thematic Group

Name Newton MRA
State Middlesex County, MA

Nomination/Type of Review

Date/Signature

121. Whittemore's Tavern--
Bourne House

Entered in the
National Register

for Keeper

Melrose Byers 9/4/86

Attest

122. Working Boys Home

Entered in the
National Register

for Keeper

Melrose Byers 9/4/86

Attest

123. Brae-Burn Historic District

Entered in the
National Register

for Keeper

Melrose Byers 2/16/90

Attest

124. Commonwealth Avenue Historic District

Entered in the
National Register

for Keeper

Melrose Byers 2/16/90

Attest

125. Day Estate Historic District

Entered in the
National Register

for Keeper

Melrose Byers 2/16/90

Attest

126. Gray Cliff Historic District
(Boundary Increase)

Entered in the
National Register

for Keeper

Melrose Byers 2/16/90

Attest

127. Monadnock Road Historic District

Entered in the
National Register

for Keeper

Melrose Byers 2/16/90

Attest

128. Morton Road Historic District

Entered in the
National Register

for Keeper

Melrose Byers 2/16/90

Attest

* 129. Newton Highlands Historic District
(Boundary Increase)

for Keeper

Betty L. Savage 02/16/90

Attest

+ 130. Newtonville Historic District
(Boundary Increase)

Entered in the
National Register

for Keeper

Betty L. Savage 2/16/90

Attest

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Name Newton MRA
State Middlesex County, MA

Nomination/Type of Review

Date/Signature

- 131. Old Chestnut Hill Historic District
(Boundary Increase) **Entered in the National Register**

Keeper *Beth J. Savage* 02-16-90
Attest _____
- 132. Pine Ridge Road--Plainfield Street
Historic District **Entered in the National Register**

Keeper *Arlene Byers* 2/16/90
Attest _____
- 133. Saco-Lowell Shope Housing Historic
District **Entered in the National Register**

Keeper *Arlene Byers* 2/16/90
Attest _____
- 134. West Newton Village Center Historic
District **Entered in the National Register**

Keeper *Arlene Byers* 2/16/90
Attest _____
- 135. Windsor Road Historic District
Entered in the National Register

Keeper *Arlene Byers* 2/16/90
Attest _____
- 136. Agudas Achim Anshei Sfard Synagogue
Entered in the National Register

Keeper *Arlene Byers* 2/16/90
Attest _____
- 137. Boston Edison Power Station
Entered in the National Register

Keeper *Arlene Byers* 2/16/90
Attest _____
- 138. Bruner Mayall, House **Entered in the National Register**

Keeper *Arlene Byers* 2/16/90
Attest _____
- 139. Childs, Mayor Edwin O., House
Entered in the National Register

Keeper *Arlene Byers* 2/16/90
Attest _____
- 140. City Stable and Garage
Entered in the National Register

Keeper *Arlene Byers* 2/16/90
Attest _____

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Thematic Group

Name Newton MRA
State Middlesex County, MA

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141. Crimmins, Thomas A., House Entered in the National Register	✓ Keeper <u><i>Helena Byers</i></u> <u>2/16/90</u> Attest _____
142. Eddy, George W., House Entered in the National Register	✓ Keeper <u><i>Helena Byers</i></u> <u>2/16/90</u> Attest _____
143. Goodbar, Lafayette, House Entered in the National Register	✓ Keeper <u><i>Helena Byers</i></u> <u>2/16/90</u> Attest _____
144. Hammond, E. C., House Entered in the National Register	✓ Keeper <u><i>Helena Byers</i></u> <u>2/16/90</u> Attest _____
145. Harriman, Henry I., House Entered in the National Register	✓ Keeper <u><i>Helena Byers</i></u> <u>2/16/90</u> Attest _____
146. Harrison, C. Lewis, House Entered in the National Register	✓ Keeper <u><i>Helena Byers</i></u> <u>2/16/90</u> Attest _____
147. Hayward, Fred R., House Entered in the National Register	✓ Keeper <u><i>Helena Byers</i></u> <u>2/16/90</u> Attest _____
148. Hopewell, Frank B., House Entered in the National Register	✓ Keeper <u><i>Helena Byers</i></u> <u>2/16/90</u> Attest _____
149. Howes, C. G., Dry Cleaning--Carley Real Estate Entered in the National Register	✓ Keeper <u><i>Helena Byers</i></u> <u>2/16/90</u> Attest _____
150. Kessler, William F., House Entered in the National Register	✓ Keeper <u><i>Helena Byers</i></u> <u>2/16/90</u> Attest _____

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Name Newton MRA
State Middlesex County, MA

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Date/Signature

151. Luke, Arthur F., House **Entered in the
National Register**

Keeper Melrose Byers 2/16/90

Attest _____

152. Newton Catholic High School
Substantive Review

Keeper Peter L. Savage 02-16-90

Attest _____

153. Newton Centre Branch Library
Substantive Review

Keeper Peter L. Savage 02-16-90

Attest _____

154. Newton City Hall and War Memorial
Substantive Review

Keeper Peter L. Savage 02-16-90

Attest _____

155. Noves, Charles W., House
**Entered in the
National Register**

Keeper Melrose Byers 2/16/90

Attest _____

156. Pierce, F. Lincoln, Houses
**Entered in the
National Register**

Keeper Melrose Byers 2/16/90

Attest _____

157. Plummer Memorial Library
**Entered in the
National Register**

Keeper Melrose Byers 2/16/90

Attest _____

158. Riverside Concrete Company--Lamont's
Market
**Entered in the
National Register**

Keeper Melrose Byers 2/16/90

Attest _____

159. Sawyer, C. A., House (Second)
**Entered in the
National Register**

Keeper Melrose Byers 2/16/90

Attest _____

160. Schraft, George F., House
Substantive Review

Keeper _____

Attest _____

ADDITIONAL DOCUMENTATION

TO: OUR LADY HELP OF CHRISTIANSH.D.

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Name Newton MRA
State Middlesex County, MA

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Date/Signature

161. Second Church of Newton **Entered in the National Register** Keeper Delores Byers 2/16/90

Attest _____

162. Stratton, Edward B., House **Entered in the National Register** Keeper Delores Byers 2/16/90

Attest _____

163. Towle, Loren, Estate **National Register** Keeper Delores Byers 2/16/90

Attest _____

164. Waban Branch Library **Entered in the National Register** Keeper Delores Byers 2/16/90

Attest _____

Substantive Review
165. Walker Home for Missionary Children **Substantive Review** Keeper _____

Attest _____

166. Warren, Levi, Jr., High School **Entered in the National Register** Keeper Delores Byers 2/16/90

Attest _____

167. Boston College Main Campus **Historic District Substantive Review** Keeper Del.

Attest _____

168. Church, William L., House **Entered in the National Register** Keeper Delores Byers 2/21/90

Attest _____

169. Farlow Hill Historic District **Entered in the National Register** Keeper Delores Byers 2/21/90

Attest _____

170. Newton Cottage Hospital Historic District **Substantive Review** Keeper Beth J. Savage 2/21/90

Attest _____

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Thematic Group

Name Newton MRA

State Middlesex County, MA

Nomination/Type of Review

Date/Signature

171. Stewart, Frank H., House
**Entered in the
National Register**

Keeper *Melanie Byrne 2/21/90*
Attest _____

Keeper _____

Attest _____

Keeper _____

Attest _____

Keeper _____

Attest _____

Keeper _____

Attest _____

Keeper _____

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Attest _____

