

FORM B - BUILDING

MASSACHUSETTS HISTORICAL COMMISSION
80 BOYLSTON STREET
BOSTON, MA 02116

AREA	FORM NO.
	3042

Photo (3"x3" or 3"x5", black and white) Indicate address of property on back of photo. Staple to left side of form.

Sketch Map: Draw map showing property's location in relation to nearest cross streets and/or geographical features. Indicate all buildings between inventoried property and nearest intersection(s).
Indicate north

(SEE ATTACHED MAP)

Town Newton, Mass. MRA
NEWTON (West Newton)

Address 1121 Washington Street

Historic Name Newton Street Railway Car barn

Use: Present Store

Original St. Railway Car barn

DESCRIPTION

Date 1890

Source Water Dept. Records

Style Industrial

Architect unknown

Exterior Wall Fabric Wood shingles

Outbuildings none

Major Alterations (with dates) _____

addition, 1895; storefront 1980s

Condition Good

Moved no Date ---

Acreage 30,600 sq. ft. (less than 1 acre)

Setting faces busy highway (Washington St.) and railroad corridor

UTM REFERENCE 19.317120.4690760

USGS QUADRANGLE NEWTON, MA

SCALE 1:25,000

Recorded by Kathlyn Hatch; Peter Stott

Organization Newton Historical Comm.

Date January 1978; April 1986

NATIONAL REGISTER CRITERIA STATEMENT (if applicable)

The Newton Street Railway Car barn is a rare surviving example of a wood-frame car barn, a once common facility visible in many communities around Boston. Its construction date coincides with the introduction of electric motive power in 1889, an event which had a significant impact both on the transportation habits of Newton residents and in the pattern of suburban settlement. As the sole surviving evidence of the street railway in Newton, and one of very few car barns in the Boston area, the Newton Street Railway Car barn meets criteria A and C of the National Register of Historic Places.

ARCHITECTURAL SIGNIFICANCE Describe important architectural features and evaluate in terms of other buildings within the community.

The Newton Street Railway Car barn, built in 1890, consists of a long, two-story central block with single-story side wings. The wood-frame structure was originally shingled, and the side elevations still show this sheathing material. Although the building's overall form and side elevations remain intact, the street facade has been altered. A front gable, balustrades at the roofline in the wings, patterned shingling, and the high trolley entrances have been removed.

HISTORICAL SIGNIFICANCE Explain the role owners played in local or state history and how the building relates to the development of the community.

The Newton Street Railway Company, chartered June 29, 1886, was the original core of the Middlesex & Boston Street Railway Company, which by the 1920s, from its Newtonville office, controlled a 120-mile network of lines in Middlesex County. Soon after its incorporation, the company took over two lines through West Newton: River Street to Waltham (1868) and the Newton Corner-West Newton Route along Washington Street (1880). In 1889, the company changed its motive power from horsedrawn cars to electric power. The existing car barn was completed in 1890 and expanded five years later. By 1891, the company operated 5.48 miles of single track with 17 cars.

President of the new company was George W. Morse (1845-1905) of Newtonville. A senior partner in the Boston law firm of Morse, Hickey & Kenny, Morse specialized in street railway matters and was instrumental in organizing several of the street railways operated west and northwest of Boston. Newtonville's James L. Richards (1858-1955), (who had recently constructed his own house at 47 Kirkstall Rd. [#5686]), succeeded Morse as president. The line's first superintendent was Francis G. L. Henderson (1850-1931) of West Newton. Under Henderson's superintendency, the original company expanded its territory, absorbing the Newton & Boston (the

BIBLIOGRAPHY and/or REFERENCES

- "George W. Morse," Newton Journal 14 April 1905, p. 5.
"Francis G.L. Henderson," Newton Graphic 30 October 1931.
H.V. & H.W. Poor, Poor's Manual of Railroads (1891), p. 1183.
Bird's Eye View of West Newton (1890).
Photograph, Archives of the Jackson Homestead.
John Brimblecom, ed., Beautiful Newton (c.1917).

INVENTORY FORM CONTINUATION SHEET

MASSACHUSETTS HISTORICAL COMMISSION
Office of the Secretary, Boston

Community: Newton, Mass. MRA	Form No: 3042
Property Name: 1121 Washington St.	

Indicate each item on inventory form which is being continued below.

HISTORICAL SIGNIFICANCE, cont.

railway which ran between Needham and Union Square, Allston); the Commonwealth Avenue Street Railway; the Wellesley & Boston; the Lexington & Boston; and the Natick & Cochituate. The Middlesex & Boston was formed about 1904, and Henderson became the new company's purchasing agent, a post he retained until his death in 1931.

Despite the large number of car barns constructed in the Boston area between 1890 and 1920, this is one of the very few to survive in anything like its original form. In particular, it marks the company's expanding service area, made possible by electrification, first introduced in the country on a wide scale when the West End Street Railway electrified its line from Allston to Park Square, Boston in 1889. By 1900 the company's street cars were visible in every village in Newton except Oak Hill.

Staple to Inventory form at bottom

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

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

For NPS use only
received 7/23/86
date entered

Continuation sheet

Item number

Page

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

Entered in the
National Register

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

Entered in the
National Register

for Keeper

Delores Byers 9/4/86

Attest

97. Peabody--Williams House

Entered in the
National Register

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

Entered in the
National Register

for Keeper

Delores Byers 9/4/86

Attest

86001855

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Newton Street Railway Car barn (Newton MRA),
Middlesex County
MASSACHUSETTS

Working No. _____
Fed. Reg. Date: JUL 23 1986 2/3/87
Date Due: 8/26/86 - 9/6/86
Action: ACCEPT 9-4-86
 RETURN _____
 REJECT _____
Federal Agency: _____

Entered in the
National Register

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

Substantive Review: sample request appeal NR decision

Reviewer's comments:

Recom./Criteria _____
Reviewer _____
Discipline _____
Date _____
_____ see continuation sheet

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

1. Name

2. Location

3. Classification

Category	Ownership Public Acquisition	Status Accessible	Present Use

4. Owner of Property

5. Location of Legal Description

6. Representation in Existing Surveys

Has this property been determined eligible? yes no

7. Description

- | | | | |
|--|---|--|--|
| Condition
<input type="checkbox"/> excellent
<input type="checkbox"/> good
<input type="checkbox"/> fair | <input type="checkbox"/> deteriorated
<input type="checkbox"/> ruins
<input type="checkbox"/> unexposed | Check one
<input type="checkbox"/> unaltered
<input type="checkbox"/> altered | Check one
<input type="checkbox"/> original site
<input type="checkbox"/> moved date _____ |
|--|---|--|--|

Describe the present and original (if known) physical appearance

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

8. Significance

Period _____ Areas of Significance—Check and justify below

Specific dates _____ Builder/Architect _____

Statement of Significance (*in one paragraph*)

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

9. Major Bibliographical References

10. Geographical Data

Acreage of nominated property _____

Quadrangle name _____

UTM References _____

Verbal boundary description and justification

11. Form Prepared By

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

____ national ____ state ____ local

State Historic Preservation Officer signature

title _____ date _____

13. Other

- Maps
- Photographs
- Other

Questions concerning this nomination may be directed to _____

Signed _____ Date _____ Phone: _____

Missing Core Documentation

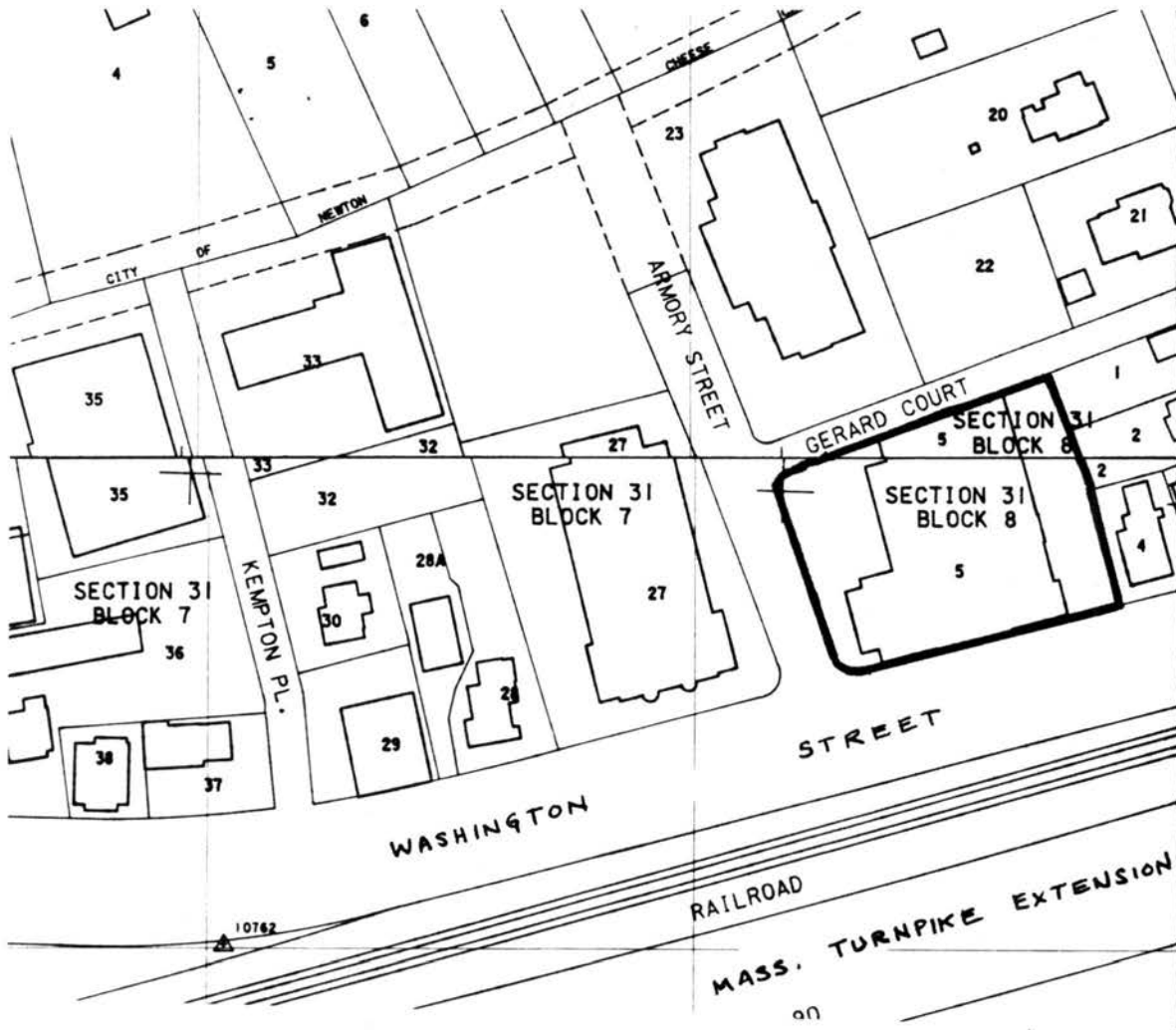
Property Name County, State	Multiple Property Name	Reference Number
Newton Street Railway Car barn Middlesex County, Massachusetts	Newton MRA	86001855

The following Core Documentation is missing from this entry:

Nomination Form

Photographs

USGS Map



City of Newton Assessor's Maps. Sheets 29, 42
 Metric Series. 1979
 Scale: UTM grid line interval = 100 meters (328 feet)

Newton, Mass. MRA
 1121 Washington St., West Newton
 (Newton St. Rwy. Car barn)
 31-8-5