

UNITED STATES DEPARTMENT OF THE INTERIOR
 NATIONAL PARK SERVICE

DATA SHEET

FOR NPS USE ONLY

RECEIVED APR 5 1976

DATE ENTERED JUN 3 1976

**NATIONAL REGISTER OF HISTORIC PLACES
 INVENTORY -- NOMINATION FORM**

 SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
 TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS
1 NAME
 HISTORIC *WMA* Woodland Railroad Station
 Newton Highlands Railroad Station
 Newton Centre Railroad Station and Baggage and Express Building

AND/OR COMMON

Same

2 LOCATION
 STREET & NUMBER Woodlawn Golf Club, 1897 Washington Street
 Newton Highlands Auto Parts Corp., 18 Station Avenue
 80 and 50 Union Street.

CITY, TOWN

Newton

VICINITY OF

NOT FOR PUBLICATION

CONGRESSIONAL DISTRICT

Fourth

STATE

Massachusetts

CODE

025

COUNTY

Middlesex

CODE

017

3 CLASSIFICATION

CATEGORY

 DISTRICT
 BUILDING(S)
 STRUCTURE
 SITE
 OBJECT

OWNERSHIP

 PUBLIC
 PRIVATE
 BOTH
PUBLIC ACQUISITION
 IN PROCESS
 BEING CONSIDERED

STATUS

 OCCUPIED
 UNOCCUPIED
 WORK IN PROGRESS
ACCESSIBLE
 YES: RESTRICTED
 YES: UNRESTRICTED
 NO

PRESENT USE

 AGRICULTURE
 COMMERCIAL
 EDUCATIONAL
 ENTERTAINMENT
 GOVERNMENT
 INDUSTRIAL
 MILITARY
 MUSEUM
 PARK
 PRIVATE RESIDENCE
 RELIGIOUS
 SCIENTIFIC
 TRANSPORTATION
 OTHER: storage
4 OWNER OF PROPERTY

NAME Massachusetts Bay Transportation Authority, Robert R. Kiley, Chairman

STREET & NUMBER
45 High Street.

CITY, TOWN

Boston

VICINITY OF

STATE

Massachusetts 02110

5 LOCATION OF LEGAL DESCRIPTIONCOURTHOUSE,
REGISTRY OF DEEDS, ETC. Middlesex County Registry of DeedsSTREET & NUMBER
208 Cambridge Street

CITY, TOWN

Cambridge

STATE

Massachusetts

6 REPRESENTATION IN EXISTING SURVEYS

TITLE Inventory of the Historic Assets of the Commonwealth

DATE
1971
 FEDERAL STATE COUNTY LOCAL
DEPOSITORY FOR
SURVEY RECORDS Massachusetts Historical Commission

CITY, TOWN

Boston

STATE

Massachusetts 02108

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input checked="" type="checkbox"/> DETERIORATED (Woodland)	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input checked="" type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Woodland, Newton Centre, and Newton Highlands Railroad Stations are the three remaining stations of the original twelve designed by the office of Henry Hobson Richardson for the Boston and Albany Railroad. The stations are located along the tracks of the present Massachusetts Bay Transportation Authority system. The Newton Centre and Newton Highlands Stations are separated by about 1/3 mile of track, and the Newton Highlands and Woodland Stations by 1 1/4 miles of track.

The smallest of the three stations is the Woodland Station, which is the only one known to be a Richardson original. Typical of the works of Richardson, the building is constructed of rough cut stone. A steeply pitched hip roof hangs low over the one-story building. A stone chimney pierces the slate roof which is also topped with copper flashing and ornamentation. A porte-cochere extends at a right angle to the northwest side of the station. The porte-cochere and other openings on the building have been boarded up and a section of the north wall has been removed and a door installed. Since the 1950's the building has been used as a storage shed by the Woodlawn Golf Club, although preservation and alternative uses are now being considered.

The Newton Highlands Station is typical of the larger stations built by Richardson. The same stone and large overhanging slate roof are present with the addition of a covered platform on the track side that was added when the tracks were lowered in 1906. On the street side a dormer projects from the center of the hip roof and its outline is articulated in dark brownstone as are those of other windows throughout. Instead of a porte-cochere, the deep eaves supported by wooden braces provide protection from the elements. The interior woodwork of the large waiting room has been preserved even though this building is now being used by an auto part distributor.

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 covering for the platform was attached to the station when the tracks were lowered in 1906. The roof is massive and broad, and hangs low over the building, providing symbolic as well as actual shelter for waiting passengers. On both the track side and the street side there are two low arched dormers which project from the roof. A stone chimney rises between the two dormers on the street side. The hip roof flares at its ends, producing deep eaves which are supported by wooden braces. The building itself is simple and compact with the only decoration being horizontal banding in dark stone. The interior is basically intact.

Next to the station is the Newton Centre Baggage and Express building which reflects its neighbor in style and materials. This small building is square and has a hip roof. Originally the baggage master's house was at street level and the storage area was at the lower track level. The Baggage and Express building is currently occupied by a taxi company. The station is used to shelter MBTA passengers on track side and inside as an office for the Lacy Sales Institute.

The original Olmsted landscaping surrounding each of the stations no longer survives. Future preservation and adaptive reuse plans are being considered for the three remaining stations.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES Woodland: 1884, Newton BUILDER/ARCHITECT Richardson;
Highlands: 1885, Newton Centre: 1886 Shepley, Rutan and Coolidge

STATEMENT OF SIGNIFICANCE

The Newton Centre Railroad Station, Newton Highlands Railroad Station and Woodland Station are significant as the three remaining stations in Newton which were part of the original twelve designed by Henry Hobson Richardson. The construction of the Highlands Branch of the Boston and Albany Railroad provided the needed transportation that allowed a large section of Newton to develop as a suburban community of Boston. The railroad stations that were built at each stop were monuments to the wealth and prestige of the Albany Railroad and the men who owned it.

The Boston and Albany Railroad commissioned the best architect and landscape architect of their time - H.H. Richardson and F.L. Olmsted - to design the twelve stations in Newton. Although all three of the remaining stations were part of a single commission granted to Richardson, it is believed that the Newton Highlands Station and the Newton Centre Station and Baggage Express building were executed after Richardson's death in 1886 by his successor firm Shepley, Rutan and Coolidge. Only the Woodland Station is known to be by Richardson himself.

The best materials and workmanship were used in the construction of these buildings. The stations at Auburndale and Chestnut Hill were published by Garden and Forest Magazine in March and April of 1889 as the best American examples of the combination of architecture and landscape architecture.

For many years commuter trains that operated from the Newton railroad stations provided access in and out of downtown Boston. The WPA improvement of Route 9 and the construction of an interstate highway system around and into Boston increased use of the automobile for transportation. The railroad suffered heavily and in 1958 service on the Highlands Branch was taken over by the Massachusetts Bay Transportation Authority. The line was electrified for the MBTA system, and most of the stations torn down in 1958 to make way for parking lots. Only the stations at Newton Centre, Newton Highlands and Woodland remain.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

- Hitchcock, Henry-Russell. The Architecture of H. H. Richardson and His Times. MIT Press, 1966.
- Selected drawings, Henry Hobson Richardson and His Office, Harvard College Library.
- Reusing Railroad Stations, A Report from Educational Facilities Laboratories, 1974.
- Van Renssalaer, Mariana G. Henry Hobson Richardson and his Works. New York: Dover Publications, Inc., 1969. (Reprint ed.)

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY less than one acre

UTM REFERENCES

A	1 9	3 1 9 3 2 0	4 6 8 8 4 6 0	B	1 9	3 1 8 2 2 0	4 6 8 7 6 9 0
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
C	1 9	3 1 4 8 8 0	4 6 8 9 1 5 0	D			
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Judy D. Dobbs, National Register Editor and Dennis C. Rieske, Newton Historical Commission

ORGANIZATION

Massachusetts Historical Commission

DATE

March 23, 1976

STREET & NUMBER

294 Washington Street

TELEPHONE

617-727-8470

CITY OR TOWN

Boston

STATE

Massachusetts 02108

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL

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

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

Eizabeth Reed Ormiston

TITLE

Executive Director, Massachusetts Historical Commission

DATE

3/25/76

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

Acting

Jan F. [Signature]

DATE

6/3/76

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST

Charles [Signature]

DATE

6-2-76

KEEPER OF THE NATIONAL REGISTER

RBR for WJM 6-2-76

Property Woodland, Newton Centre, and Newton Highlands Railroad Stations

76002137

State MASS

Working Number 4.5.76.2944

Middlesex

TECHNICAL

CONTROL

Photos 6

Maps 1

should these be separate nominations?

OK ^{cm} 4.7.76

This is about as pure a non-contiguous district as one could find.

HISTORIAN

ACCEPT
Livengood
14 Apr 76

I think a conference is necessary to discuss concept of contiguous district then accept-

ARCHITECTURAL HISTORIAN

Conference -
m f hury
4-29-76

ARCHEOLOGIST

OTHER

HAER

Inventory *BKB* 5/13
Review *Accept Eddy* 5/24

Agree with SL. This district (3 bldgs) is clearly related by history, use, ^{use} and design.

REVIEW UNIT CHIEF

ACCEPT
Colz
5.31.76

BRANCH CHIEF

KEEPER

discontiguous district

Thurmon
6-2-76

National Register Write-up _____

Send-back _____

Entered JUN 3 1976

Federal Register Entry 7-6-76

Re-submit _____

INT:2106-74



Newton Highlands, Newton Center
Woodland Railroad Stations
Newton, MA *Middlesex County*
Dennis C. Reiske, photographer
March 1975
40 Harrison Street, Newton Highlands, MA

View from east of front and side with
blocked in porte-cochere and windows.

Photograph #1

of 6

APR 5 1976

NPS-6/3/76

PROPERTY OF THE NATIONAL REGISTER



ONE HOUR
PARKING
TWO HOUR
EXCEEDS
SUNDAYS
HOLIDAYS

MUFFLERS
NEWTON HIGHLANDS
AUTO PARTS INC.

NO
PARKING
HERE

Woodland, Newton Centre

Newton Highlands Railroad Station
Newton, MA Middlesex Co.
Dennis C. Reiske, photographer
March 1975

40 Harrison Street, Newton Highlands, MA
View from west of front and side.

Photograph #2 of 6
NPS-6/3/76

APR 5 1976

PROPERTY OF THE NATIONAL REGISTER





THE GREAT BRIDGE LUMBER
WORKS OF THE
CANTON
MAINE
LUMBER CO. LTD.
CANTON, MAINE
ESTABLISHED 1862

Woodland
^ Newton Highlands, Railroad Station *Newton Centre*
Newton, MA *Middlesex Co.*
Dennis C. Reiske, photographer
March 1975
40 Harrison Street, Newton Highlands, MA

view of back and side from the south (track
side) of the station.

Photograph #3 of 6
NPS - 6/3/76

PROPERTY OF THE NATIONAL REGISTER

APR 5 1976





LACY
SALES INSTITUTE
Sales Training
Sales Consulting

H 5477

Woodland, Newton Highlands,

Newton Centre Railroad Station

Newton, MA

Middlesex Co.

Dennis C. Reiske, photographer

March 1975

40 Harrison Street, Newton Highlands, MA

View from west of front and side.

Photograph #4 of 6

NPS - 6/3/76

APR 5 1976

PROPERTY OF THE NATIONAL REGISTER





Woodland, Newton Highlands,
^ Newton Centre Railroad Station
Newton, MA Middlesex Co.

Dennis C. Reiske, photographer
March 1975

40 Harrison Street, Newton Highlands, MA

View from east (from bridge over tracks)
of rear.

Photograph #5 of 6
NPS-6/3/76

APR 5 1976

PROPERTY OF THE NATIONAL REGISTER

NATIONAL REGISTER



HOLIDAY SALES

Holden's TAXI

STORE

Newton Centre Baggage and Express

Building

Newton, MA

Dennis C. Reiske, photographer

March 1975

40 Harrison Street, Newton Highlands, MA

View from south.

Photograph #6 of 6
NPS-6/3/76

APR 5 1976

PROPERTY OF THE NATIONAL REGISTER

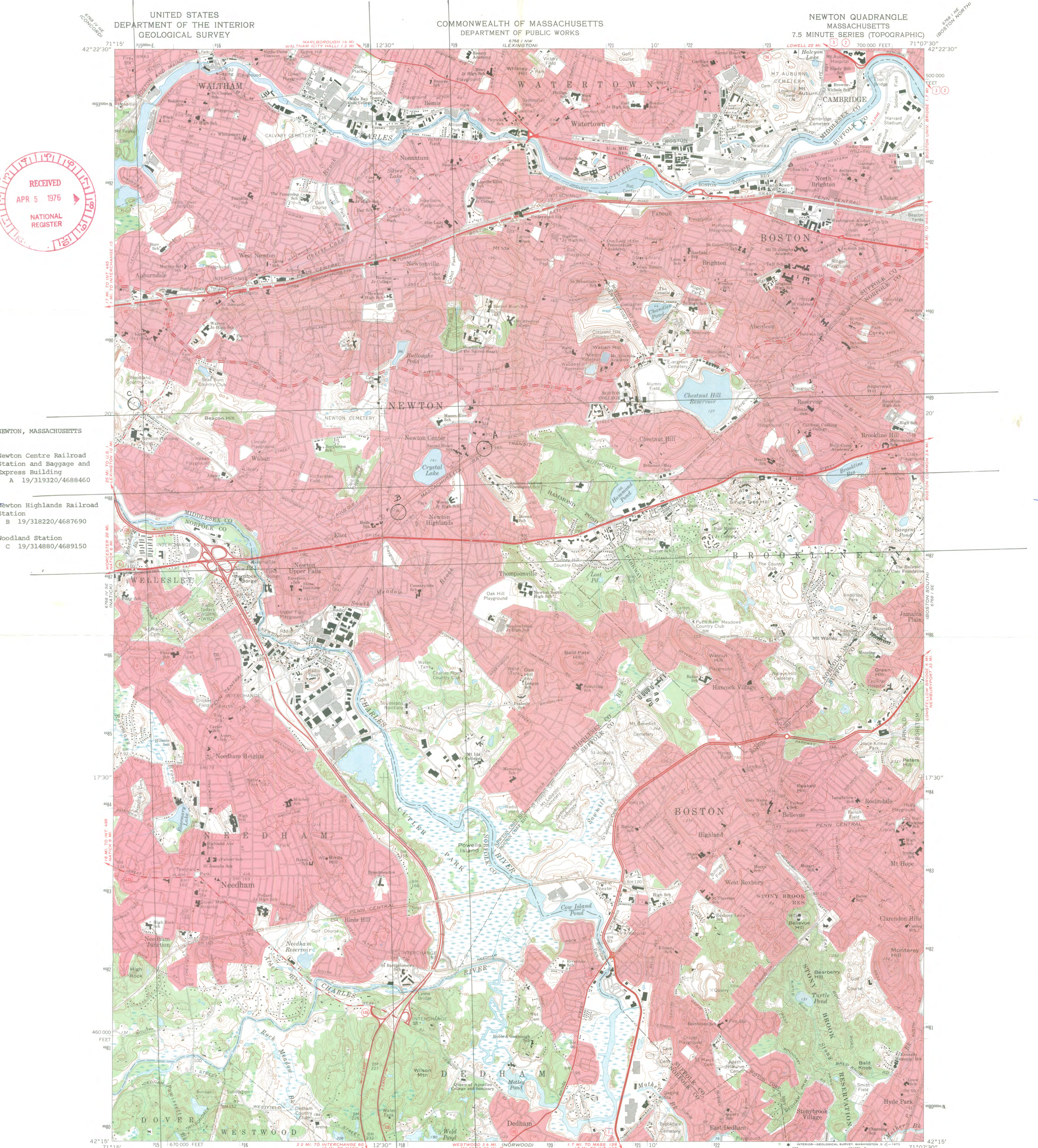


NEWTON, MASSACHUSETTS

Newton Centre Railroad Station and Baggage and Express Building
A 19/319320/4688460

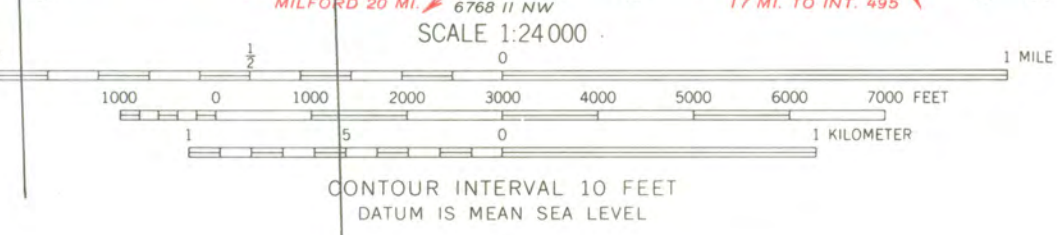
Newton Highlands Railroad Station
B 19/318220/4687690

Woodland Station
C 19/314880/4689150



Mapped, edited, and published by the Geological Survey
Control by USGS, USC&GS, and Massachusetts Geodetic Survey
Planimetry by photogrammetric methods from aerial photographs
taken 1939. Topography by planimetric surveys 1943.
Revised from aerial photographs taken 1969. Field checked 1970

Polyconic projection 1927 North American datum
10,000-foot grid based on Massachusetts coordinate system,
mainland zone
1000-meter Universal Transverse Mercator grid ticks,
zone 19, shown in blue
Red tint indicates areas in which only landmark buildings are shown



ROAD CLASSIFICATION

Primary highway, hard surface
Secondary highway, hard surface
Light-duty road, hard or improved surface
Unimproved road

Interstate Route
U.S. Route
State Route

CONTOUR INTERVAL 10 FEET
DATUM IS MEAN SEA LEVEL

QUADRANGLE LOCATION

NEWTON, MASS.
N4215—W7107.5/7.5

ENTRIES IN THE NATIONAL REGISTER

STATE MASSACHUSETTS

Date Entered JUN 3 1976

Name

Location

Wing Fort House

East Sandwich
Barnstable County

Woodland, Newton Highland,
Newton Centre Railroad
Stations

Newton
Middlesex County

Also Notified

Hon. Edward M. Kennedy
Hon. Edward W. Brooke
Hon. Gerry E. Studds
Hon. Robert F. Drinan

State Historic Preservation Officer
Mrs. Elizabeth R. Amadon
Executive Director, Massachusetts
Historical Commission
294 Washington Street
Boston, Massachusetts 02108

cc: Regional Director,
North Atlantic Region

PR:MMott:cam:6/3/76

NR Data Sheet

DATE: 4-29-76
Reviewer INITIALS: MTL

NR

DOE
JUN 3 1976

NAME AS IT APPEARS IN FEDERAL REGISTER: Woodland, Newton Highlands, and Newton Centre Railroad Stations, and Baggage and Express Bldg.

OTHER NAMES: Woodland Railroad Station; Newton Highlands Railroad Station; Newton Centre Railroad Station and Baggage and Express Building

LOCATION:

STREET & NUMBER: 1897 Washington St, 18 Station Ave., 80 and 50 Union St.

CITY/TOWN

Newton
STATE MASS

VICINITY OF

CONGRESSIONAL DISTRICT 4th

COUNTY Middlesex code 017

OWNER OF PROPERTY: (Circle) PRIVATE STATE LOCAL GOV'T MUNICIPAL COUNTY OTHER

ADMINISTRATOR (underline)

FEDERAL (AGENCY NAME):

NPS REGION: (CIRCLE) N. ATLANTIC MID ATLANTIC SOUTHEAST MIDWEST
SOUTHWEST ROCKY MOUNTAIN WEST PACIFIC NORTHWEST

FEATURES:

<u>INTERIOR</u>	<u>EXTERIOR</u>	<u>ENVIRONS</u>
- Substantially intact-1	<input checked="" type="checkbox"/> Substantially intact-2	- Substantially intact-3
<input checked="" type="checkbox"/> unknown - 4	- unknown - 5	- unknown - 6
- not applicable - 7	- not applicable - 8	- Not applicable-9

Interior, exterior, environs not intact-0

CONDITION -	<u>EXCELLENT</u>	<input checked="" type="checkbox"/> DETERIORATED (<u>Woodland</u>)	UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
	GOOD	RUINS	ALTERED	MOVED
	<input checked="" type="checkbox"/> FAIR	UNEXPOSED	Reconstructed	Unknwn
		Unexcavated	Excavated	

ACCESS - Yes-restricted Yes-unrestricted No access Unknown

historic district? YES NO

WITHIN NATIONAL REGISTER HISTORIC DISTRICT? YES NO
IF YES, NAME:

WITHIN NATIONAL HISTORIC LANDMARK? YES NO
IF YES, NAME:

ADAPTIVE USE: YES NO Saved? YES NO

FUNCTION(S): (use vocabulary words)

then - All were RR stations

now - ① golf club storage shed
② used by auto parts co.

SIGNIFICANCE:

③ used by taxi co., office and MBTA shelter

- | | | | | |
|--|---------------------------------------|---|--|---|
| <input type="checkbox"/> ARCHEOLOGY-PREHISTORIC | <input type="checkbox"/> CONSERVATION | <input type="checkbox"/> LANDSCAPE ARCHITECTURE | <input type="checkbox"/> RELIGION | <input type="checkbox"/> entertainment |
| <input type="checkbox"/> ARCHEOLOGY-HISTORIC | <input type="checkbox"/> ECONOMICS | <input type="checkbox"/> LAW/Gov't/politics | <input type="checkbox"/> SCIENCE | <input type="checkbox"/> health |
| <input type="checkbox"/> AGRICULTURE | <input type="checkbox"/> EDUCATION | <input type="checkbox"/> LITERATURE | <input type="checkbox"/> SOCIAL/HUMANITARIAN | <input type="checkbox"/> recreation |
| <input checked="" type="checkbox"/> ARCHITECTURE | <input type="checkbox"/> ENGINEERING | <input type="checkbox"/> MILITARY | <input type="checkbox"/> TRANSPORTATION | <input type="checkbox"/> settlement |
| <input type="checkbox"/> ART | <input type="checkbox"/> EXPLORATION | <input type="checkbox"/> MUSIC | <input type="checkbox"/> OTHER (SPECIFY) | <input type="checkbox"/> socio/cultural |
| <input type="checkbox"/> COMMERCE | <input type="checkbox"/> INDUSTRY | <input type="checkbox"/> PHILOSOPHY | | <input type="checkbox"/> urban & commun |
| <input type="checkbox"/> COMMUNICATIONS | <input type="checkbox"/> INVENTION | <input type="checkbox"/> POLITICS/GOVERNMENT | | <input type="checkbox"/> planning |

Claims

"first" YES NO "oldest" YES NO "only" YES NO

only 3 remaining of 12 RR stations

ARCHITECTURAL STYLE: inf. by Richardsonian Romanesque elements + requirements for rr stations
architect/m.builder: ^{Commissioned to H. H. Richardson, but believed that his successor} Rutan, and Coolidge were responsible for the (Newton Highlands and Newton Centre Station)
landscape/garden designer: Frederick Law Olmsted
interior decorator: Frederick Law Olmsted
engineer: Shepley
artist/artisan:
builder/contractor:

ETHNIC GROUP:

NAMES: personal
 (label role & appropriate date)
events

institutional Boston and Albany Railroad (Highlands Branch)

DATES: DATE OF CONSTRUCTION (Specific date or 1/4 of century): Woodland-1884
 DATE(S) OF "MAJOR" ALTERATIONS: 1906 tracks toward Newton Highlands-1885
 HISTORICALLY SIGNIFICANT DATE(S): Newton Centre-1886
 IN USE UNTIL TAKEN OVER BY MASS Bay Transp. Authority, 1956

SOURCE: (OF NOMINATION) PRIVATE STATE LOCAL GOV'T MUNICIPAL COUNTY
 OTHER FEDERAL AGENCY:

ACREAGE: (to nearest tenth of an acre) > 1

COMMENTS: (include architectural information here)

Woodland: rock-faced cut stone, 1 story, L shaped, hipped roof (slate), interior chimney, portico-cochere boarded up.
 Newton Highlands: rock-faced cut stone, 1-story, rectangular, hipped roof sections with wide bracketed eaves, 2 interior chimneys, front center gabled dormer over entrance, wide trackside shelter with brackets. *built into hillside,*
 Newton Centre: rock-faced cut stone, 1 story, rectangular, ^{flared} hipped roof; front center chimney flanked on each side by large eyebrow dormer, each with a bright light window; small square rock-faced stone baggage and express bldg. with hipped roof.

SIGNIFICANCE: (maximum two sentences)
 Three remaining of the original 12 stations commissioned to Richardson + Olmsted by the Boston + Albany RR. to serve passenger + baggage needs of customers; - Helped to make Newton a commuter suburb of Boston
 By Henry Johnson + Frederick Law

ARCHITECTURAL STYLE: inf. by Richardsonian Romanesque elements + requirements for rr stations

architect/m.builder: ^{Commissioned to H. H. Richardson, but believed that his successor} Putnam and Coolidge - were responsible for the (Newton Highlands and Newton Centre Station) ^{attrib. to firm: Shepley,}

landscape/garden designer: ^{Frederick Law Olmsted}

interior decorator: ^{Frederick Law Olmsted}

engineer:
artist/artisan:

builder/contractor:

ETHNIC GROUP:

NAMES: personal

(Label role & appropriate date)

events

institutional Boston and Albany Railroad (Highlands Branch)

DATES: DATE OF CONSTRUCTION (Specific date or 1/4 of century): Woodland - 1884
Newton Highlands - 1885

DATE(S) OF "MAJOR" ALTERATIONS: 1906 tracks toward Newton Centre - 1886

HISTORICALLY SIGNIFICANT DATE(S):
in use until taken over by MASS Bay Transp. Authority, 1956

SOURCE: (OF NOMINATION) PRIVATE STATE LOCAL GOV'T MUNICIPAL COUNTY

OTHER FEDERAL AGENCY:

ACREAGE: (to nearest tenth of an acre) > 1

COMMENTS: (include architectural information here)

Woodland: ~~cut~~ red cut stone, ~~stone~~ & striped, hipped roof (slate), interior chimney, cork-cochere

57M
Complex including 3 ^{1-story, hipped roof} stations of rock-faced cut stone, and small baggage & express bldg.

Three remaining of the original 12 stations commissioned to Richardson & Olmsted by the Boston & Albany RR. ^{As Henry Johnson Frederick Law} Helped to make Newton a commuter suburb of Boston