



Vanasse Hangen Brustlin, Inc.

To: Mr. Dan Driscoll, Massachusetts
Department of Conservation and
Recreation

Date: June 30, 2012

Project No.: 12029.00

From: Rita Walsh, Senior Preservation Planner,
and Joyce Clements,
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Re: Proposed Mass Central Rail Trail:
Cultural Resources Assessment

Introduction

VHB staff is assisting the Massachusetts Department of Conservation and Recreation (DCR) with corridor delineation, base mapping, conceptual design, and preliminary environmental analysis services associated with the development of the Mass Central Rail Trail (MCRT) between Berlin and Waltham. This memo specifically focuses on cultural resources compliance. As a state agency the DCR must comply with the Massachusetts Environmental Policy Act (MEPA) which directs Massachusetts agencies to take into account the effects of their actions on the environment and Chapter 254 (M.G.L. Chapter 9, sections 26-27c, as amended by Chapter 254), which requires Massachusetts Historical Commission (MHC) review of projects with state involvement that may affect properties in the State Register of Historic Places. We understand that U.S. Army Corps permits will be needed for certain areas along the MCRT corridor, which triggers Section 106 of the National Historic Preservation Act of 1966. Federal agencies are required by Section 106 to consider the effects of their undertakings, which include funding, permits, licenses and approvals, on historic properties through a review process that involves the Massachusetts Historical Commission and other consulting parties.

Historic properties are defined as buildings, districts, sites, and objects that are either formally listed in the National Register of Historic Places or have been determined eligible for the National Register of Historic Places. We use the term "cultural resources" in this memo to refer to all buildings, structures, objects, and sites, both above-ground and archaeological, which are over 50 years of age. Some of the cultural resources have been recognized for their significance through National Register listing or designation as a local historic district. Properties listed or formally determined eligible for the National Register, local historic districts and individual local landmarks, and properties with preservation restrictions are included within the State Register of Historic Places. Other resources have only been documented on inventory forms, which results in their inclusion in the Inventory of Historic and Archaeological Assets of the Commonwealth. Resources that have only been documented on inventory forms may, or may not have been, previously evaluated for their National Register eligibility or been subject to an opinion of eligibility by the Massachusetts Historical Commission.

This cultural resource assessment by VHB cultural resources staff provides DCR with information pertaining to cultural resources that could be affected by construction of the rail trail. This assessment is derived from documentary research, a windshield survey, photo-documentation and field assessment of above-ground properties and archaeological sites on or adjacent to the rail trail

corridor. The following sections of this memo present the results of site file and field investigations to identify cultural resources on and adjacent to the former line of the Central Massachusetts Railroad (also known as the Massachusetts Central Railway and the Boston & Maine Railroad). Recommendations regarding the National Register eligibility for properties that are not formally listed in the National Register of Historic Places are contained in the conclusions/ recommendations section for above-ground properties. The memo further discusses next steps that may need to be taken to further the permitting/ review processes required for the project to proceed. The memo is arranged in the following order:

- Methods – Research and Field (Above-Ground and Archaeological)
- Previously Inventoried and Listed Above-Ground Properties (listed in Table 1)
- Above-Ground Properties Not Previously Inventoried
- Previously Inventoried Archaeological Sites/ Archaeological Sensitivity Assessment (listed in Table 2)
- Conclusions/ Recommendations
- References Cited

Methods – Research and Field (Above-Ground and Archaeological)

Research

VHB cultural resources staff performed a search for all above-ground (buildings, structures, objects, districts) inventoried and listed properties on or adjacent to the MCRT corridor by accessing the Massachusetts Cultural Resources Information System (MACRIS) online (<http://mhc-macris.net>). Most of the inventory forms and National Register nominations for above-ground properties are now available on this website, although some needed to be obtained at the MHC office. A wider distance of .25 mile (¼ mile) from the centerline of the MCRT corridor was utilized to identify the location of previously recorded archaeological sites, as their locations provided on the series of USGS quads at the MHC office are generalized by a large rectangle indicating their approximate location. Forms for previously recorded archaeological sites were also found and copied at the MHC office, as the listings and corresponding forms for archaeological sites are not displayed on the online MACRIS site.

Properties identified in this search are mostly included railroad-related structures, including the remaining bridges on the former railroad line, all of which, except for one that is an overpass bridge, were previously documented in 1987 for the MBTA Historical Property Survey, Phase II that was prepared for the Massachusetts Bay Transportation Authority (MBTA) by McGinley Hart & Associates. Other properties were inventoried individual buildings, structures, or areas (those only listed in the Inventory of Historic and Archaeological Assets of the Commonwealth) and State Register-listed individual properties and historic districts that straddled the corridor or had boundaries adjacent to the MCRT corridor.

Field

VHB cultural resources staff then field checked the location and current integrity of all previously inventoried and listed properties along or adjacent to the project corridor. The cultural resources staff did not, however, visit the entire 23-mile corridor. All inventoried and listed properties and areas were re-photographed using both a Nikon D80 digital SLR camera and a Panasonic GPS camera to record the location of the individual properties. The information obtained from the field survey and the photographs was used to prepare updated assessments of the properties, which is contained on MHC inventory form continuation sheets prepared for this assignment (see Appendix D, *MHC Inventory Form Continuation Sheets*).

No photographs were taken for three of the adjacent properties - HUD.F, HUD.103 – Samuel Goodale Homestead; WLT.BB, Theodore Lyman Estate, The Vale; and WSN.K the Boston Post Road

Historic District – because the buildings and important features associated with the properties are located more than ¼ mile from the corridor and would not be directly or indirectly (visually/ audibly) affected by the project. All three are also formally listed in the National Register of Historic Places and were not subject to further significance evaluation.

Additionally, other railroad-related structures not previously inventoried, such as crossing markers and culverts, were noted in the field as they were encountered by the VHB cultural resources staff and other VHB staff that examined the 23-mile corridor, but no comprehensive inventory was undertaken.

For previously recorded archaeological sites, Clements conducted a windshield survey and limited project walkover to confirm the location and existing condition of archaeological sites identified through site file research, where they were extant and accessible, and to preliminarily identify archaeologically sensitive areas (potential site locations) adjacent to the corridor. This information will assist during the design phase of the project when decisions regarding the location of access roads or trails, temporary staging areas, pedestrian bridges, and parking lots will be made.

In general, ancient Native American archaeological sites are found on undisturbed, relatively level terrain, within about 200 to 400 meters of potable water or a wetland, on well-drained, silt/ sandy soils, and oriented towards or away from direct sun or prevailing winds, depending on seasonal use. Some sites are situated at natural falls in rivers to take advantage of seasonal fish runs; other are situated at the confluence of rivers, at natural fording places, and where ancient pathways intersect. Some sites were specifically chosen so that their occupants could exploit natural rock formations for shelter. Other sites were selected because they provided quarries for stone tool production or contained clay deposits for making pottery. Historic-period sites were also situated to exploit similar natural features and also concentrate along roadways, at cross-roads, at natural harbors, near bridges and railroad crossings and adjacent to railroad depots.

Although archaeologists typically rank archaeological sensitivity as high, moderate, or low to guide subsurface testing strategies, for the purposes of this preliminary assessment, archaeological sensitivity indicates the potential for sites to exist within a particular location, without distinguishing the level of archaeological potential.

Previously Inventoried and Listed Above-Ground Properties

The search for inventoried and listed above-ground properties on or adjacent to the corridor yielded a number of both individual and district/ area listings in both the Inventory of Historic and Archaeological Assets of the Commonwealth and the State Register of Historic Places. No additional railroad bridges were identified on the line, as all were documented in the 1987 MBTA survey. As noted above, many of these properties are railroad-related, or are inventoried areas or State Register of Historic Places districts that cross the MCRT corridor and therefore include a section of the former railroad ROW within their boundaries. The railroad played an important role in the development of many of the areas and districts, some of which have been recognized through listing in the National Register or as local historic districts.

A list of the properties, along with comments, is provided in Appendix A, Table 1. *Inventoried and Listed Above-Ground Properties on or adjacent to the Proposed Mass Central Rail Trail, Berlin to Waltham, West to East*, which notes the properties from Berlin (west) to Waltham (east). Appendix B, Figures 1-8, *Inventoried and Listed Properties on or adjacent to the Proposed Mass Central Rail Trail, Berlin to Waltham, West to East* show the location of these properties in relationship to the MCRT corridor.

Above-ground Properties Not Previously Inventoried

The documentary and field investigations focused on previously inventoried and listed properties and was not intended to identify every cultural resource on or adjacent to the corridor. However, based on both our field investigations and research and the results of other VHB teams' inventories of corridor segments, we know that other railroad-related structures are still extant on the corridor. These structures include crossing and other markers, signal towers, and culverts. These structures' locations were marked in GPS when possible and photographed.

The 1914 valuation maps (Right of Way and Track Map) produced by the Boston & Maine Railroad were examined to determine the presumed number of extant bridges and other features, such as culverts, mileposts, crossing markers, and signal towers, associated with the railroad. While over 30 bridges were extant on the railroad corridor in 1914, only twelve (12) (including one overpass bridge built ca. 1910) are extant (see Appendix B, *Location of Extant and Non-extant Bridges*). All twelve bridges associated with the railroad were previously inventoried in 1987 and in 1990/ 2000 and are noted in Table 1. Five (5) of the structures date to the late 19th century, while seven (7) date to the early to mid-20th century.

Previously Inventoried Archaeological Sites/Archaeological Sensitivity Assessment

There are sixteen (16) previously reported archaeological sites located along the corridor or within .25 mi. of its centerline (Appendix 1, Table 2; Appendix B, Figures 1 – 8, *All Previously Inventoried and Listed Properties on or Adjacent to the Proposed MCRT Corridor*). These figures need to be kept confidential as the location of archaeological sites should not be available to the general public.

Pre-Contact Period Sites

Fifteen (15) of these sites date prior to contact between Native Americans and Europeans (the Pre-Contact period) and most were identified through surface collecting. Because they were not systematically excavated there is little supporting information to clarify the cultural affiliation, data contents, areal extent, or research potential of these sites, but in general they conform to what is known about Native American site selection: they are situated on elevated knolls overlooking or close to wetlands (e.g. the Raytheon Site [19-MD-458]), or on terraces adjacent to potable and flowing water (e.g. the Tin Pot Site [19-MD-1050]) and the Post Road Launch Native American Site [19-MD-1051]). Collectively, the presence of these Pre-Contact period sites indicates the likelihood that other ancient Native American sites can be anticipated in similar environments adjacent to the corridor. These archaeologically sensitive areas are depicted in Appendix B on the series of figures (Appendix B, Figures 1-8; *Archaeologically Sensitive Areas*).

Post-Contact Period Sites

There is one (1) previously reported Post-Contact period site within .25 mile of the corridor. This is the Hudson Poor Farm Cemetery, also known as the Hudson Paupers' Burial Ground (HUD-HA-01) which represents a relatively uncommon site type. Within the grounds of the cemetery archaeologists also identified a small Pre-Contact feature, assigned archaeological site # 19-MD-895. Because pauper burial grounds were relatively rare, its presence within .25 mile of the corridor does not increase the likelihood that additional burial grounds occur close to the corridor. That said, the cemetery and 19-MD-895 are noted so that they can be avoided during the design phase, when locations for temporary staging areas, access roads or trails, parking areas, and pedestrian bridges are selected.

Railroad Features and Sites

It likely that archaeological features and sites associated with the development and use of the railroad are located adjacent to the corridor, based on prior surveys, field observations, and late 19th

century maps (Chereau, Kierstead and Waller 2001; Appendix C: *Historic Maps of the Railroad Corridor*). Documentary research and subsurface investigations at Wayland Center, for example, identified archaeological features associated with the track structure (rails, ties, and ballast), as well as passenger stations, freight houses, passenger platforms, lamp posts, switchstands, water tanks, whistle posts, stop signs, retaining walls, telegraph poles, coal pits, engine and pump houses, turntable pits, lumber storage buildings, mile posts (Chereau, Kierstead and Waller 2001), a joint connector (Whitney and Mulholland 2003) and weighing scales adjacent to a freight house (Appendix C, Figure 3).

Field observations revealed several mile posts or crossing markers in relatively isolated portions of the corridor (for example to the east of SUD.900 / Massachusetts Central Railroad Bridge 128) as well as fieldstone retaining walls along the corridor about 400 feet east of Dutton Street. The presence of these features indicates the likelihood that additional railroad features are extant in undisturbed sections close to the corridor. The highest concentrations of features will be situated close to former depots and freight houses, such as between Felton and Pope streets in Hudson, along the corridor between Dutton Street and Horse Pond Road in Sudbury, in the vicinity of Union Avenue and Concord Road in Sudbury, along the corridor in Wayland center, and around the Church Street depot and bridge in Weston (Appendix B, Figures 1 – 8; *Archaeologically Sensitive Areas*).

Conclusions and Recommendations

Above-Ground Properties

With minor exceptions, the previously inventoried and listed above ground properties on or adjacent to the corridor have retained their integrity since their initial recordation/ National Register listing/ local historic district designation. No additional bridges needed to be documented on inventory forms as the 12 extant ones on the MCRT corridor were already recorded on inventory forms.

All of the inventoried individual properties and areas were re-photographed and assessed for their physical integrity; photographs and information on their current integrity has been included on MHC inventory form continuation sheets (Appendix D).

National Register Eligibility Recommendations

The following recommendations pertain to those inventoried properties that have not been subjected to a formal National Register eligibility determination. These properties include the 11 railroad bridges inventoried in 1987 by McGinley Hart & Associates.¹ There is no evidence that the eligibility recommendations by McGinley Hart & Associates were further evaluated by the MHC or any other agency, since the date of the original recommendations. As these recommendations are 25 years old, VHB re-examined the recommendations from 1987 as well as the recommendations for other properties that were offered by consultants, when these were included with the form.

VHB's recommendations on National Register eligibility are subject to review and a final decision by both the federal agency (the U.S. Army Corps of Engineers in this case) and the Massachusetts Historical Commission in the Section 106 review process.² The following recommendations do not

¹ Bridge WSN.945, the B & M RR Church Street overpass bridge was documented separately from the 1987 McGinley Hart & Associates inventory.

² MHC actually concurs on National Register eligibility determinations in the federal Section 106 review process. The federal agencies are responsible for the National Register eligibility determinations. In the state Chapter 254 review process, MHC renders eligibility opinions, not determinations.

include any properties – either districts or individual buildings or bridges – that have been formally listed in the National Register of Historic Places.

Determinations of effect will need to be completed for the properties listed or determined eligible for the National Register of Historic Places once project plans are completed. For National Register-listed or eligible properties that are adjacent to the corridor, an analysis of visual or audible effects would need to be undertaken, although no direct physical changes are anticipated from the project.

HUD.A Hudson-Assabet River Area, Hudson

MHC issued an opinion that the area was eligible for the National Register of Historic Places for its association with the village center's civic, commercial, and residential development in the 19th and early 20th century. The physical integrity of the area remains intact. VHB recommends that the area is eligible for the National Register.

HUD-35, John Rice-DuFault House, 14 Lincoln Street, Hudson

The house is dated to 1887 on the 1976 inventory form, but appears to date to perhaps the 1860s or 1870s, due to its intact Italianate style. No previous recommendation or opinion regarding the building's National Register eligibility was found. VHB recommends that the house is eligible for the National Register of Historic Places as a contributing building to the significance of the Hudson-Assabet River Area (HUD.A).

HUD.24 Boston & Maine Railroad Station, 34 Pope Street, Hudson

Originally built in 1881, the building has been extensively modified. No previous recommendation or opinion regarding the building's National Register eligibility was found. VHB recommends that the station is eligible for the National Register of Historic Places as a contributing building to the significance of the Hudson-Assabet River Area (HUD.A).

HUD.35 General Brigham House, 29 Church Street, Hudson

Built ca. 1860, the former residence displays both Italianate and First Renaissance Revival features. It has received little change to its appearance, except for a handicapped ramp to the parking lot adjacent to the MCRT corridor. No previous recommendation or opinion regarding the building's National Register eligibility was found. VHB recommends that the house is eligible for the National Register of Historic Places as a contributing building to the significance of the Hudson-Assabet River Area (HUD.A).

HUD.906 Bruce's Pond Railroad Bridge, Bridge 138, Hudson

The 1932 bridge was recommended not eligible for the National Register in 1987 because it was considered a common form of railroad trestle. The trestle, however, is located within the Hudson-Assabet River Area (HUD.A), which MHC opined was eligible for the National Register, and with which VHB agrees. VHB recommends that the bridge is a contributing resource to this National Register-eligible area, but is not individually eligible as it does not represent a significant bridge type, display any innovative engineering features, and remains one of five early 20th century trestles on the MCRT corridor.

HUD.907, Assabet River Railroad Bridge, Bridge 135, Hudson

The 1931 bridge was recommended not eligible for the National Register in 1987 because it was considered a common form of railroad trestle. VHB recommends that the bridge is not eligible as it does not represent a significant bridge type, display any innovative engineering features, and remains one of five early 20th century trestles on the MCRT corridor.

HUD.908 Fort Meadow Brook Railroad Bridge, Hudson

The 1939 bridge, the most recent of the five trestles built by the B & M railroad in the 1930s to replace earlier structures, was recommended not eligible for the National Register as it was considered a more recent example of a common form of railroad trestle. VHB recommends that the bridge is not eligible as it does not represent a significant bridge type, display any innovative engineering features, and remains one of five early 20th century trestles on the MCRT corridor.

HUD.108, James Ordway House, 31 Parmenter Road, Hudson

The James Ordway House dates to before 1740, but was best known as the property of James Ordway and his family, who owned it from 1860 through 1956. Seed from the Native American yellow corn raised on the property from the 1860s was eventually sold to and developed by the Burpee Seed Co. as the Golden Bantam variety, the earliest of sweet yellow corn developed in the country. No previous opinion or recommendation regarding eligibility was given for this property. VHB recommends that this property is eligible for the National Register as an intact early example of one of the older properties in Hudson and for its association with the commercial development of yellow sweet corn.

SUD.900 Massachusetts Central Railway Bridge 128, Sudbury

This 1881 plate girder bridge dates to the original construction of the Central Massachusetts Railroad and, in 1987, was one of the oldest plate girder bridges in the MBTA system. The bridge is identical to SUD.901. The bridge was recommended eligible in 1987. The bridge has not seen any visible physical changes since this recommendation was made. VHB recommends that the bridge is eligible for the National Register as a rare and early example of a plate girder bridge.

SUD.P George Pitts Tavern Local Historic District, Boston Post Road, Sudbury

The district is in the State Register of Historic Places, due to its local district designation. The district contains examples of buildings and styles that date from the mid-19th century to the early 20th century and retains physical integrity. The district is recommended eligible by VHB for the National Register of Historic Places.

SUD.282 B & M RR Section Tool House, south side of Boston Post Road at MCRT corridor, Sudbury

The former 1890 B & M RR Section Tool House, used to house equipment and crews that maintained this section of the railroad line, is within the George Pitts Tavern local historic district (SUD.P), which mainly contains residential buildings. The building has been faithfully restored and is excellent condition. VHB recommends that the structure is recommended eligible as a contributing resource to the George Pitts Tavern local historic district (SUD.P), which is also recommended eligible for the National Register.

SUD.901 Massachusetts Central Railway Bridge, Sudbury

This 1881 plate girder bridge dates to the original construction of the Central Massachusetts Railroad and, in 1987, was one of the oldest plate girder bridges in the MBTA system. It is identical to SUD.900. The bridge was recommended eligible in 1987. The bridge has not seen any visible physical changes since this recommendation was made. VHB recommends that the bridge is eligible for the National Register as a rare and early example of a plate girder bridge.

WAY.916 B & M Railroad Bridge, Bridge 124/125, Wayland

This 1933 bridge was recommended not eligible for the National Register in 1987, as it was deemed a more recent example of a common railroad trestle form. VHB recommends that the bridge is not eligible as it does not represent a significant bridge type, display any innovative engineering features, and remains one of five early 20th century trestles on the MCRT corridor.

WAY.77 Samuel Stone Noyes House, 397 Boston Post Road, Wayland

The Samuel Stone Noyes House has received a number of alterations, both before its initial recordation and in more recent years. Although it originally dates to the early 19th century, the changes to the house and its setting, as well as its move from its original location render it, in VHB's recommendation, as not eligible for the National Register.

WAY.I Wayland Center Local Historic District

The boundaries of this local historic district are very similar to those for the National Register-listed Wayland Center Historic District (WAY.A). The local historic district includes the B & M RR section house (WAY.256), which is not within the National Register district. VHB recommends that the local historic district is eligible for the National Register of Historic Places.

WAY.33 Wayland Public Library, 5 Concord Road

The Wayland Public Library is not included in either the Wayland Center Historic District (WAY.A) which is listed in the National Register of Historic Places, or the local historic district of the same name (WAY.I), although the property borders both districts. The library is a good example of the Colonial Revival style and is compatible with the surrounding 19th and early 20th century architecture that is within both districts. VHB recommends that the library building is individually eligible for the National Register both for its association with institutional development in Wayland Center and as a representative example of Colonial Revival in the town. VHB also recommends the building eligible for the National Register of Historic Places as a contributing building to the Wayland Center Historic District (WAY.A), should the boundaries of this district be extended to include the library.

WAY.256 Central Massachusetts RR Freight House

This structure was built in 1881 as a freight house for the Central Massachusetts Railroad. Although now vacant, it is being restored on the exterior with new board-and-batten siding, window sash and doors that match its original appearance. VHB recommends the building is eligible for the National Register as a contributing resource to the Wayland Center Historic local historic district (WAY.I), which is also recommended eligible for the National Register.

WSN.G Lower Conant Area

The area displays mainly residential architecture, including large, high style middle-class homes, from the 1870s through the early 20th century. One of its greatest periods of development was around the time of the construction of the Central Massachusetts Railroad in the early 1880s. The area was recommended eligible by Pamela W. Fox, who surveyed the area in 1994, as an extension of the Boston Post Road Historic District (WSN.K). VHB recommends the area is eligible for the National Register of Historic Places.

WSN.251 Mass. Central RR Station

Built in 1881 for the Massachusetts Central Railroad, the station building is one of four remaining railroad stations within the proposed MCRT corridor (Hudson, Wayland, Waltham Highlands are the other locations). The building was moved a short distance around 1910 when the nearby Church Street overpass bridge (WSN.945) was built by the B & M RR. The building was recommended individually eligible for the National Register of Historic Places by Pamela W. Fox, who prepared the form in 1994. No corresponding MHC eligibility opinion is on file. VHB recommends the station building is individually eligible for the National Register as an intact example of a 1880s Stick Style railroad station and the finest example of a railroad station in Weston.

WSN.945 Church Street Bridge over B & M RR

This ca. 1910 concrete arch bridge built by the B & M RR to reconfigure the Church Street crossing as an overpass. This bridge crosses over the MCRT corridor, with steps leading from the bridge down

to the train station nearby (WSN.251), an unusual feature for an overpass bridge. The bridge was not recommended individually eligible in 2001, but several suggestions for its inclusion in a historic district were made at this time. VHB recommends the bridge is individually eligible for the National Register as an unusual railroad overpass bridge and the only such bridge extant on the former B & M RR line.

WSN.249 Alpheus Cutter/George Pushee House

Originally built ca. 1857, the house was extensively remodeled around 1870, which accounts for the Second Empire detailing and a Mansard roof, and in 1917 when a non-extant Colonial Revival porch was built on the front and other features of the same style were added. The house was recommended not eligible for the National Register by Pamela W. Fox, who inventoried the property in 1994. VHB recommends the building is not eligible for the National Register as it does not appear to be associated with any significant people or events, and its appearance, while well-maintained, is not a significant example of any one architectural style.

WSN.903 Central Mass Railroad Bridge/Bridge 118 (culvert)

An original structure on the Central Massachusetts Railroad line, this stone-arch culvert is an unusual and sophisticated example of a railroad culvert. The culvert shares the same # as the adjacent 1896 iron lattice truss bridge on the line (WSN.904). The culvert was recommended eligible for the National Register in 1987 and was the only such structure surveyed in the 1987 MBTA survey. VHB recommends the structure is individually eligible for the National Register as an intact and fine example of a late 19th century stone arch railroad culvert.

WSN.904 Central Mass Railroad Bridge/Bridge 118

Built in 1896 to replace an earlier bridge, Bridge 118 (which shares the same bridge # as the adjacent stone arch culvert (WSN.903) was noted in 1987 as one of the few thru trusses in the MBTA system and one of only three lattice trusses known in Massachusetts. The bridge was recommended eligible for the National Register in 1987. The bridge is nearly identical to the Linden Street Bridge in Waltham, (WLT.901), which is individually listed in the National Register. VHB recommends that Bridge 118 is individually eligible for the National Register of Historic Places.

WLT.918 Route 128 Railroad Bridge

Built in 1960, the Route 128 railroad bridge spans over Route 128/ I-95, and is the newest of the bridges still extant on the former B & M RR line. In 1987, the plate girder bridge was recommended not eligible for the National Register due to its recent date of construction and because it represented a common form of railroad structure. VHB recommends the bridge is not eligible for the National Register, despite now being over 50 years old, as it remains a common form of railroad structure and exhibits no significant engineering features.

WLT.414 Waltham Highlands Railroad Station

The station is one of four remaining railroad station buildings on the former Central Massachusetts Railroad line. Although the original structure and its decorative elements remain intact, it has been compromised by a large addition on the west end that dates to the late 20th century. VHB recommends the building is not individually eligible for the National Register; the neighborhood bordering the station was not previously inventoried, but appears to be a fairly intact, cohesive residential area from the late 19th and early 20th century. Further research and documentation would need to be prepared to determine if the potential for a historic district exists here. In that event, the railroad station would be recommended a contributing resource to the district.

WLT.F Lexington Terrace

The area close to the former B & M railroad line (MBTA ROW) combines early 19th and 20th century residential development with an assortment of industrial structures due to its proximity to the late

19th century railroad line. Since the area's documentation on an inventory form in 1984, several of the area's industrial buildings have been removed and some new construction has occurred. VHB recommends the area is not eligible for the National Register due to these changes.

WLT.417 Reliance Garnetting Mills

Located within the Lexington Terrace area (WLT.F), the ca. 1922 industrial building originally served as a poultry feed warehouse, and then taken over by the Reliance Garnetting Mills in 1927. No eligibility recommendation or opinion was found at MHC. Several alterations have been made since its original recordation. The fenestration along the west façade has been altered to accommodate smaller windows, and the original large multiple-paned windows have been replaced by three-pane vinyl sash windows. In the center of the façade, a one-bay entrance vestibule with a gable roof has been added to the front, and the building has recently been clad in vinyl siding. The structure is acknowledged as a relatively rare surviving industrial/ agricultural building, but VHB recommends the building is not individually eligible for the National Register due to these modifications to the building's integrity and because the area in which it is located has undergone many changes as well, cannot be considered a contributing resource to the area.

WLT.919 Clematis Brook Railroad Bridge

Dating to 1937, this is the second most recent of the five remaining early 20th century railroad trestles built to replace an earlier structure on the railroad line. In 1987, it was recommended not eligible for the National Register as it represented a more recent example of a common railroad bridge structure. VHB recommends that the bridge is not eligible as it does not represent a significant bridge type, display any innovative engineering features, and remains one of five early 20th century trestles on the MCRT corridor.

Other Considerations

Some sections of the MCRT corridor ROW are within local historic districts – Peakham-Southwest Historic District (SUD.F) in Sudbury; George Pitts Tavern District (SUD.P) in Sudbury; and Wayland Center local historic district (WAY.I). As a state agency, it is presumed that DCR's proposed changes to these sections of ROW are not subject to local approval. But we suggest that early notification be undertaken to inform the local historic district commissions of the proposed changes as a courtesy. These commissions, or the corresponding historical commissions, will automatically be considered consulting parties in the Section 106 review process, so it would be prudent to notify these commissions about proposed changes when the MHC Project Notification Form (and/ or MEPA Environmental Notification Form) is submitted to state agencies.

Archaeological Sites and Features

There are 16 previously reported archaeological sites within .25 mi. of the proposed MCRT corridor from Berlin to Waltham. Ground beneath the existing railroad track has been disturbed and any sites that had been located within the corridor would have been destroyed during construction of the railroad line in the late 19th century. Sites located in undisturbed ground immediately adjacent to the track, however, could remain intact. Based on known Pre-Contact period site locations in this part of Massachusetts, and the presence of similar intact environments adjacent to the corridor, it is likely that previously unreported Pre-Contact period sites are located adjacent the MCRT corridor. Based on historical maps depicting 19th century railroad structures and buildings, and archaeological research that identified sub-surface evidence of such features, it is likely that previously unreported railroad features and sites also are located adjacent to the track. Locations that have the potential to contain such archaeological sites are referred to as archaeologically sensitive areas and are depicted on the accompanying Archaeological Sensitivity Maps (Appendix B, Figures 1-8).

VHB cultural resources staff recommends that archaeologically sensitive areas be avoided when selecting locations for temporary staging areas, pedestrian bridges, access roads or trails, and parking areas. If archaeologically sensitive areas cannot be avoided, it is likely that the MHC will request additional archaeological evaluation during their review of the project as part of the Chapter 254/ Section 106 review processes. Archaeological evaluations would take a phased approach; this assessment has offered a reconnaissance level survey and subsequent work would begin with subsurface testing (a Phase I intensive [locational] survey) to locate and identify sites within archaeologically sensitive areas. *If* sites are confirmed within archaeologically sensitive areas where project facilities are proposed, and *if* proposed project facilities will create negative impacts to such sites, and *if* the project cannot be modified to avoid or mitigate negative impacts to the site(s), then the MHC probably would request further excavation (a Phase II site examination) to define the site boundaries and determine whether or not the site is potentially eligible for listing in the National Register. Once the site boundaries are known, and *if* it is determined to be potentially eligible for listing in the National Register, and *if* the project cannot be modified to mitigate negative impacts to the site, then the MHC probably would request a Phase III (data recovery) program or an alternative mitigation process (excavation of a similar site in another location; publication of a popular report or documentary film about the site, presentation of a public lecture etc.). *If* no sites are discovered through subsurface investigations, *if* discovered sites are not determined eligible for listing in the National Register, and when eligible sites have been subject to appropriate mitigation strategies then the MHC would recommend that the project proceed as planned.

In order to avoid delays caused by the need for additional archaeological investigation and tribal consultation, VHB also recommends that the DCR consult with the MHC and local Native American tribes at an early opportunity. Local tribes (the Mashpee Wampanoag Tribe, the Wampanoag Tribe of Aquinnah, and the Narragansett Tribe) should be copied on the MHC Project Notification Form, when that is submitted, and should be afforded an opportunity to evaluate existing conditions, during a walkover or windshield survey of the entire corridor. The tribes also should be afforded an opportunity to identify areas of concern to them (Native American cultural sites). The tribes might ask that their representatives be on site during construction near Native American cultural sites, if any are identified. VHB recommends that the DCR allow additional time for the tribes to review the project and assess existing conditions, should the tribes choose to consult about the project.

References Cited

Beers, F.W.

1875 Waltham. Atlas of Middlesex County. F.W. Beers & Co., Boston, MA.

Boston & Maine Railroad (Office of Valuation Engineer, Boston, Mass.)

1914 Right of Way and Track Map, Sheets V5-1 through V5-30. June 30, 1914

Chereau, Suzanne G., Matthew A. Kierstead and Joseph N. Waller

2001 Archaeological Site Examination Wayland Center Railroad Complex AT&T and Ompoint Telecommunications Complex, Wayland, Massachusetts. Report on file at the Massachusetts Historical Commission, Boston.

McGinley Hart & Associates, in association with A. G. Lichtenstein & Associates, Inc., Jane Carolan, DMC Engineering, Inc., and Alex S. MacLean/ Landslides

1987 Historical Property Survey –Phase II, Commuter Rail System, MBTA Contract #X2PS26.

Whitney, Joannah L. and Mitchell T. Mulholland

2003 Archaeological Intensive (Locational) Survey for Nextel/ Cellular One Wireless Communications Facility SAGE #N 1402B, Adjacent to Railroad Parcel, Wayland Massachusetts. Report on file at the Massachusetts Historical Commission, Boston.

Appendix A:

Tables

Table 1: Inventoried and Listed Properties (Above-ground) on or adjacent to the Proposed Mass Central Rail Trail Corridor, Berlin to Waltham, from West to East

Table 2: Previously Reported Archaeological Sites within .25 miles/ 0.4 kilometers of the Proposed
REDACTED Mass Central Rail Trail Corridor, Berlin to Waltham, from West to East.

Table 1. Inventoried and Listed Above-Ground Properties on or adjacent to the Proposed Mass Central Rail Trail Corridor, Berlin to Waltham, from West to East.

Address	Name	MHC No.	Designation Status	Comments
Berlin				
				There are no individual properties or areas in the State Register of Historic Places or in the Inventory of Historical and Archaeological Assets of the Commonwealth on or adjacent to the MCRT corridor in the town of Berlin.
Hudson				
Main and Lincoln streets	Hudson Downtown-Assabet River Area	HUD.A	Inventoried Area, MHC opinion that the area is eligible for the National Register	MHC opinion of eligibility in 1986 stated the area was eligible for the National Register as the town's civic and commercial center, and representative of Hudson's late 19 th -century industrial development.
14 Lincoln Street	John Rice-DuFault House	HUD.35	Individually Inventoried	The John Rice-DuFault House, within the Hudson Downtown-Assabet River Area (HUD.A), was built in 1887 in the Italianate style. John DuFault was the doorkeeper of the House of Representatives in Washington, D.C. No eligibility recommendation or opinion was found at MHC.
34 Pope Street, Hudson	Boston & Maine Railroad Station	HUD.24	Individually Inventoried	Situated within the Hudson Downtown-Assabet River Area (HUD-A), this individually inventoried station, built 1881, was altered extensively in 1888 and 1907. The central portion of the building is the original railroad station. The building was turned on its foundation in 1965, at the same time it was converted for professional office use. No eligibility recommendation or opinion was found at MHC.
29 Church Street	General Brigham House	HUD.25	Individually Inventoried	Situated within the Hudson Downtown-Assabet River Area (HUD.A) and adjacent to the former Central Mass railroad line, this house has Italianate and Colonial Revival elements and has been used as the Senior Citizens' Center. No eligibility recommendation or opinion was found at MHC.
Bruce's Pond near Milepost #27.82	Bruce's Pond Railroad Bridge, Bridge 138	HUD.906	Individually Inventoried	Part of the Hudson Downtown-Assabet River Area (HUD.A), the original Bruce Pond Railroad Bridge, part of the Mass Central RR, was completed in 1906, and the present timber pile trestle was rebuilt in 1932. It consists of nine bents, each composed of six piles. A cantilevered pedestrian walkway on the north side of the structure was frequently used in the late 20 th century. The bridge was recommended not eligible in 1987 MBTA Historical Property Survey, Phase II by McGinley Hart & Associates.

Table 1. Inventoried and Listed Above-Ground Properties on or adjacent to the Proposed Mass Central Rail Trail Corridor, Berlin to Waltham, from West to East.

Address	Name	MHC No.	Designation Status	Comments
Near Milepost #26 91	Assabet River Railroad Bridge, Bridge 135	HUD.907	Individually Inventoried	The present timber pile trestle was rebuilt in 1931 and replaced one completed in 1910. The current trestle consists of nine bents, each composed of six piles. The bridge was recommended not eligible in 1987 MBTA Historical Property Survey, Phase II by McGinley Hart & Associates.
Near Milepost #25.37	Fort Meadow Brook Railroad Bridge	HUD.908	Individually Inventoried	Rebuilt in 1939, the present timber pile trestle is the shortest of the five pile trestles between Waltham and Hudson. The bridge was recommended not eligible in 1987 MBTA Historical Property Survey, Phase II by McGinley Hart & Associates.
100 Chestnut Street and adjacent	Goodale Homestead	HUD.F, HUD. 103	State Register of Historic Places National Register of Historic Places	The property's rear property line backs on to the railroad line. No extant form for HUD.F. The property also holds the MHC # of HUD.103. The buildings associated with this property, which includes the early 18 th century house and barn are located approximately .5 mile south of the MCRT corridor.
31 Parmenter Road	Ordway Farm	HUD.108	Individually Inventoried	The Ordway Farm contains a house originally built before 1740. The property was occupied by members of the Ordway family from 1860-1956. Seed from the Native American yellow corn raised on the property from the 1860s was eventually sold to and developed by the Burpee Seed Co. as the Golden Bantam variety, the earliest of sweet yellow corn developed in the country. Associated with archaeological site 19-MD-932.) No eligibility recommendation or opinion was found at MHC.
Sudbury				
Near Milepost #22 24	Massachusetts Central Railway Bridge 128	SJD.900	Individually Inventoried	This 1881 plate girder crossing consists of two plate girder spans. In 1908 two wood-pile bents were inserted beneath the plate girders which were in place in 1887. The bridge is identical to SJD.901. The bridge was recommended eligible for the National Register in the 1987 MBTA Historical Property Survey, Phase II by McGinley Hart & Associates.
	Wayside Inn Historic District	SJD.E	State Register of Historic Places National Register of Historic Places, Preservation Restriction, MA Historic and Archaeological Landmark	The archaeological landmark area within the district is much further south of the MCRT corridor and is associated with the Wayside Inn, mill and other potential sites in that area.
	Peakham-Southwest District	SJD.F	State Register of Historic Places Local Historic District	Boundaries are totally within the larger Wayside Inn Historic District.

Table 1. Inventoried and Listed Above-Ground Properties on or adjacent to the Proposed Mass Central Rail Trail Corridor, Berlin to Waltham, from West to East.

Address	Name	MHC No.	Designation Status	Comments
South Sudbury	George Pitts Tavern Historic District	SJD.P	State Register of Historic Places Local Historic District	The district is named for a tavern that is no longer extant. The small, local historic district includes a range of dwellings from about 1800 to the early 20 th century. Representative styles include Federal and the Arts and Crafts Movement. The district includes the B & M Section House that is on the south side of Boston Post Road (see SJD.282 below).
South side of Boston Post Road, on east side of MCRT corridor	B & M Railroad Section Tool House	SJD.282	State Register of Historic Places Local Historic District	The building, constructed 1890 by the B & M RR as a section house, whose purpose was to house equipment and the crew assigned to maintain the track and ROW for this section of the railroad. The building is located within the George Pitts Tavern local historic district (SJD.P). It was recommended eligible for the National Register by the consultant who prepared the form as part of a potential historic district.
Near Milepost #19.47	Massachusetts Central Railway Bridge	SJD.901	Individually Inventoried	This 1881 bridge has two plate girder spans. In 1908 two wood-pile bents were inserted beneath the plate girders. The bridge is identical to SJD.900. The bridge was recommended eligible for the National Register in the 1987 MBTA Historical Property Survey, Phase II by McGinley Hart & Associates.
Wayland				
Near Milepost #17.33	B & M Railroad Bridge; Bridge 124/ 125	WAY.916	Individually Inventoried	1933 trestle that replaced an earlier one constructed in 1905, consists of nine bents, each composed of six piles. It is the second longest of the remaining trestles between Waltham and Hudson with a length of 118 feet, 6 inches. The bridge was recommended not eligible for the National Register in the 1987 MBTA Historical Property Survey, Phase II by McGinley Hart & Associates.
397 Boston Post Road	Samuel Stone Noyes House	WAY.77	Individually Inventoried	The building is a large structure with Federal massing and a hipped roof. Built in 1812, it was moved in the early 19 th century to its current location, which is very close to Rt. 20. No eligibility recommendation or opinion was found at MHC.
Along Boston Post Road	Wayland Center Historic District	WAY.A	State Register of Historic Places National Register of Historic Places	The Wayland Center Historic District is located near Boston Post Road and south of the Boston and Maine Railroad tracks. There is no additional information available. See also WAY.I. Archaeological Site 19-MD-535 (Russell's Garden Center) is situated at the western end of WAY.A, immediately adjacent to its southern boundary.
	Wayland Center Local Historic district	WAY.I	State Register of Historic Places Local Historic District	No form on file at MHC. Boundaries of the district were obtained from the Wayland Historical Commission website.

Table 1. Inventoried and Listed Above-Ground Properties on or adjacent to the Proposed Mass Central Rail Trail Corridor, Berlin to Waltham, from West to East.

Address	Name	MHC No.	Designation Status	Comments
12 Cochituate Road	First Free Public Library Marker	WAY.910	State Register of Historic Places National Register District, Local Historic District	The marker was erected in 1850 in commemoration of the establishment of the first free public library in Massachusetts, and the second such in the United States. The marker is within both the Wayland Center National Register Historic District (WAY.A) and the Wayland Center Local Historic District (WAY.I).
5 Concord Road	Wayland Public Library	WAY.33	Individually Inventoried	The Wayland Public Library was built in the Colonial Revival style in 1900. No eligibility recommendation or opinion was found at MHC. The property borders the Wayland Center local historic district (WAY.I). and the National Register-listed Wayland Center Historic District (WAY.A).
1 Cochituate Rd	Wayland RR Station	WAY.82	State Register of Historic Places National Register of Historic Places, Local Historic District	Built 1881 for the Massachusetts Central Railway, now used for commercial purposes. Within WAY.A Wayland Center National Register Historic District and WAY.I Wayland Center Local Historic District.
1 Concord Road	Central Massachusetts Railroad Freight House	WAY.256	State Register of Historic Places Local Historic District	Constructed in 1881, this simple railroad freight house is situated on the north side of the railroad track. The building is located within the Wayland Center Local Historic District (WAY.I).
Weston				
Weston Center	Boston Post Road Historic District	WSN.K	State Register of Historic Places National Register of Historic Places	No additional information is available. No form on file. The buildings within this district lie some distance from the MCRT corridor.
Conant Road	Lower Conant Area	WSN.G	Inventoried Area	The Lower Conant Area contains 17 houses dating between 1870 and 1950. The area was recommended eligible for the National Register by the consultant who prepared the original form as an extension of the Boston Post Road Historic District (WSN.K).
Adjacent to Corridor, near Church Street	Mass. Central RR Station	WSN.251	Individually Inventoried	Built 1881 for the Massachusetts Central Railroad; it is one of four railroad stations within the proposed MCRT corridor (Hudson, Wayland, Waltham Highlands are other locations). The building was moved a short distance around 1910 when the nearby Church Street overpass bridge (WSN.945) was built by the B & M RR. Recommended eligible for the National Register of Historic Places by consultant who prepared the form. No MHC eligibility opinion on file.

Table 1. Inventoried and Listed Above-Ground Properties on or adjacent to the Proposed Mass Central Rail Trail Corridor, Berlin to Waltham, from West to East.

Address	Name	MHC No.	Designation Status	Comments
Church Street over MBTA ROW	Church Street Bridge over B & M RR	WSN.945	Individually Inventoried	Moderately early example of concrete arch bridge dating from around 1910 that was built by the B & M RR to reconfigure the Church Street crossing as an overpass. This bridge crosses over the MCRT corridor, with steps leading from the bridge down to the train station nearby (WSN.251). The bridge was recommended not individually eligible for the National Register, but consideration as a contributing resource to a historic district was suggested.
72 Church St.	Alpheus Cutter/ George Pushee House	WSN.249	Individually Inventoried	Second Empire single family dwelling house. Property was recommended not eligible by consultant who prepared the form. No eligibility opinion was found at MHC.
Near Milepost #12.37	Central Mass Railroad Bridge/ Bridge 118 (culvert)	WSN.903	Individually Inventoried	The stone-arch culvert has a span of 16 ft. 9 inches and was built in 1881, an original component of the Central Massachusetts Railroad. The culvert was recommended eligible for the National Register in the 1987 MBTA Historical Property Survey, Phase II by McGinley Hart & Associates.
Near Milepost #12.34	Central Mass Railroad Bridge / Bridge 118	WSN.904	Individually Inventoried	The bridge, which dates to 1896, is one of the few thru trusses in the MBTA system and one of only three lattice trusses known in Massachusetts. The bridge was recommended eligible for the National Register in the 1987 MBTA Historical Property Survey, Phase II by McGinley Hart & Associates.
Waltham				
Near Milepost #11.80	Route 128 Railroad Bridge	WLT.918	Individually Inventoried	The two-span thru plate girder bridge dates to 1960 and is a modern example of a common form widely used throughout the region. The bridge was recommended not eligible in the 1987 MBTA Historical Property Survey, Phase II by McGinley Hart & Associates.
Elson Road, corner of Irving Street, Waltham Highlands	Waltham Highlands Station	WLT.414	Individually Inventoried	Constructed around 1881 for the Massachusetts Central Railroad, the building was converted to offices in the mid 20 th century. No eligibility recommendation or opinion was found at MHC.
Central Square	Lexington Terrace	WLT.F	Inventoried Area	Cluster of houses and industrial structures close to the Waltham Railroad station. No eligibility recommendation or opinion was found at MHC.
23 Summer Ave	Reliance Garnetting Mills	WLT.417	Individually Inventoried	Located within the Lexington Terrace area (WLT.F), the ca. 1922 industrial building originally served as a poultry-feed warehouse, and then taken over by the Reliance Garnetting Mills in 1927. No eligibility recommendation or opinion was found at MHC.

Table 1. Inventoried and Listed Above-Ground Properties on or adjacent to the Proposed Mass Central Rail Trail Corridor, Berlin to Waltham, from West to East.

Address	Name	MHC No.	Designation Status	Comments
Near 185 Lyman Street	Theodore Lyman House, Vale Estate	WLT.BB	State Register of Historic Places National Historic Landmark, National Register Individual Property, Preservation Restriction	The property includes three individually inventoried buildings (WLT.286, WLT.2867, and WLT.1011). These buildings are approximately .5 mile from the railroad corridor and will not be directly or visually impacted by the project.
Near Milepost #9.36	Clematis Brook Railroad Bridge; Bridge 114	WLT.919	Individually Inventoried	The 1937 timber pile trestle is a more modern example of a common form widely used throughout the region. The bridge was recommended not eligible for the National Register in the 1987 MBTA Historical Property Survey, Phase II by McGinley Hart & Associates.
Near Milepost #9.25	Linden Street Railroad Bridge; Bridge 113	WLT.901	State Register of Historic Places National Register Individual Property, as part of the Waltham, MA Multiple Resource Area nomination	The bridge, constructed in 1894, is significant as only one of a few riveted lattice truss designs and is notable for its 63° skew to accommodate the angle of the rail line over Linden Street.

Table 2. Previously Reported Archaeological Sites within .25 miles/0.4 kilometers of the Proposed Mass Central Rail Trail Corridor, Berlin to Waltham, from West to East.

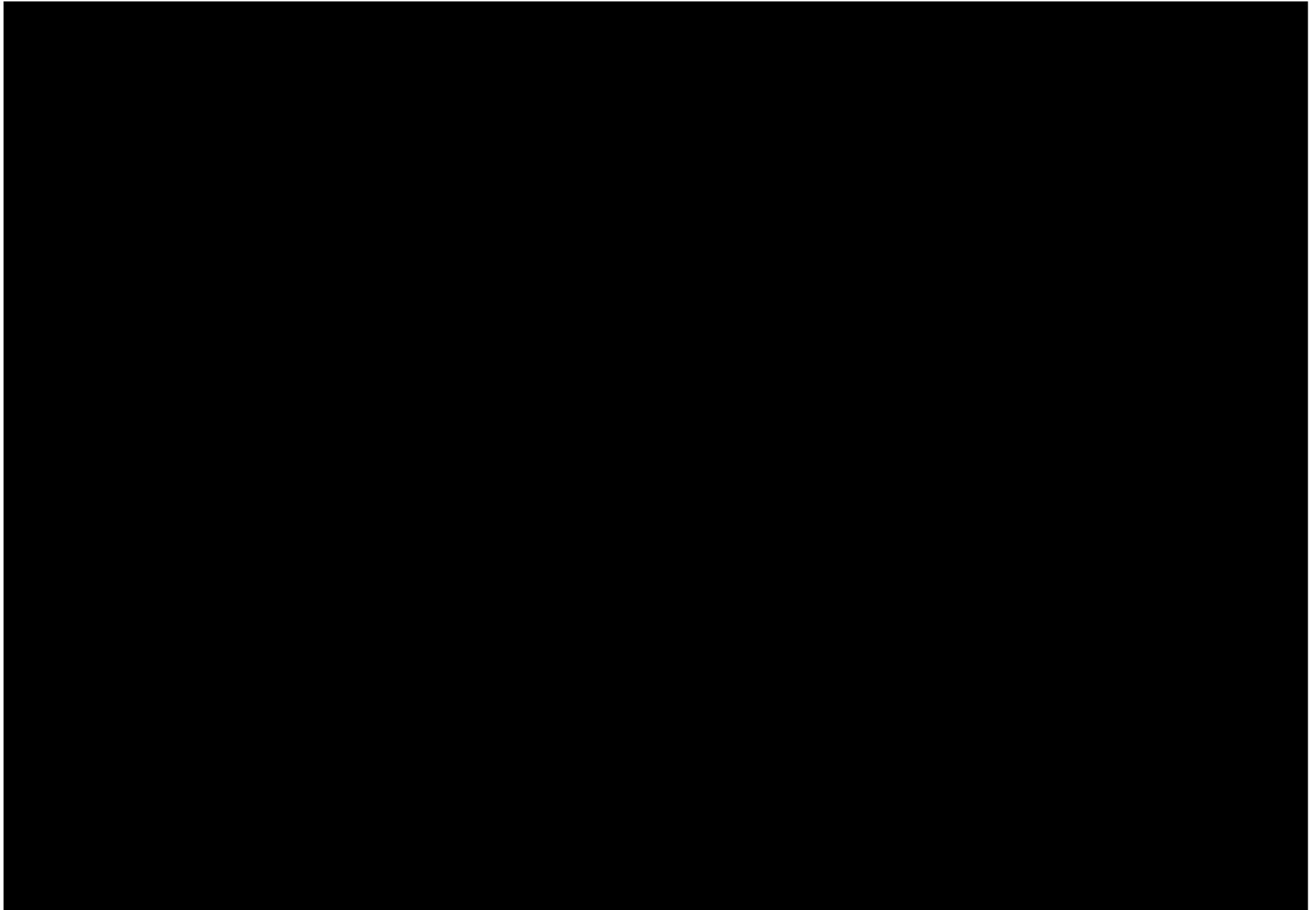


Table 2. Previously Reported Archaeological Sites within .25 miles/0.4 kilometers of the Proposed Mass Central Rail Trail Corridor, Berlin to Waltham, from West to East.



Appendix B: Figures

Figure Set #1 (Figures 1-8)

Inventoried and Previously Listed Above-ground Properties on or adjacent to the Proposed Mass Central Rail Trail Corridor, Berlin to Waltham, from West to East

Figure Set #2 (Figures 1-8) REDACTED

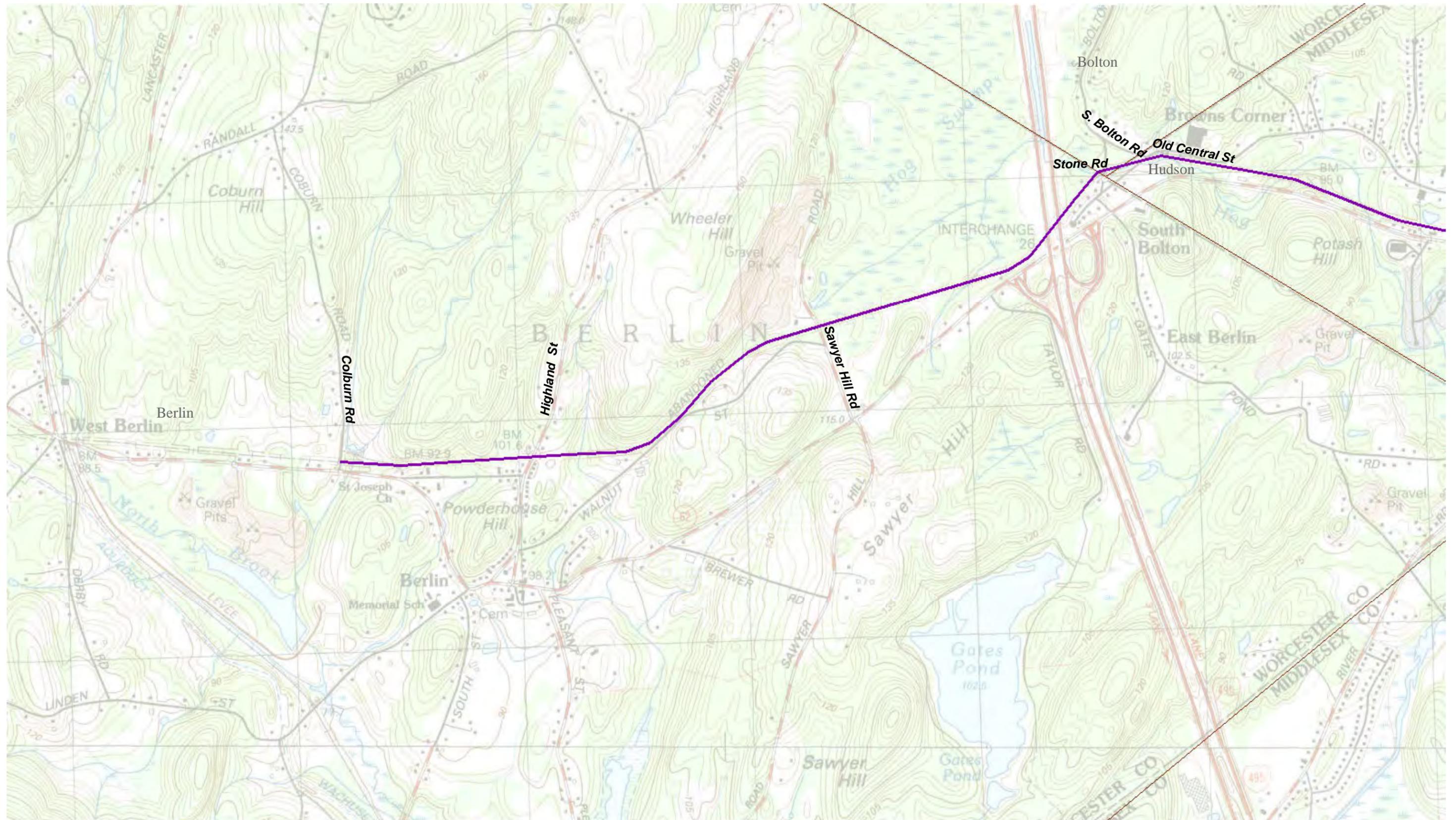
All Inventoried and Previously Listed Properties on or adjacent to the Proposed Mass Central Rail Trail Corridor, Berlin to Waltham, from West to East

Figure Set #3 (Figures 1-8)

Locations of Extant and Non-Extant Bridges on B & M RR (Massachusetts Central Division) on 1914 Railroad Valuation Maps

Figure Set #4 (Figures 1-8) REDACTED

Archaeologically Sensitive Areas



0 850 1,700 Feet



Mass Central Railroad Corridor



Bridge



Districts listed in the State Register of Historic Places



Individual Properties listed in the State Register of Historic Places



Individual Properties only listed in the Inventory of Historic and Archaeological Assets of the Commonwealth

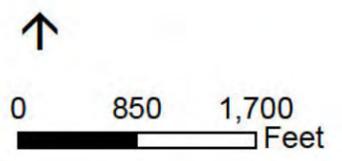
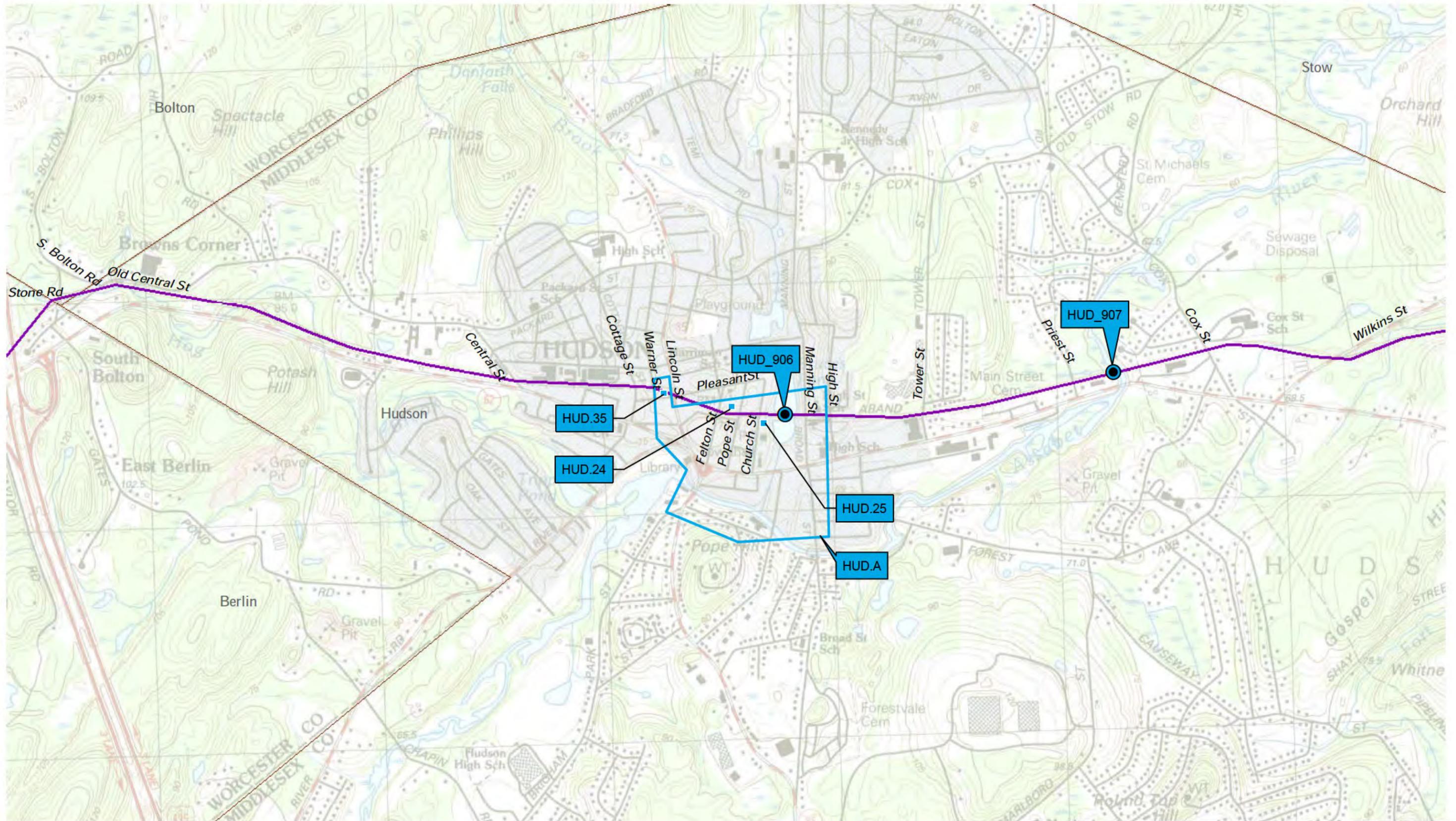


Areas only listed in the Inventory of Historic and Archaeological Assets of the Commonwealth

Vanasse Hangen Brustlin, Inc.
Mass Central Railroad Rail Trail
Berlin to Waltham, Massachusetts

Figure 1

Previously Inventoried and Listed Properties On or Adjacent to the Proposed MCRT Corridor
June 2012

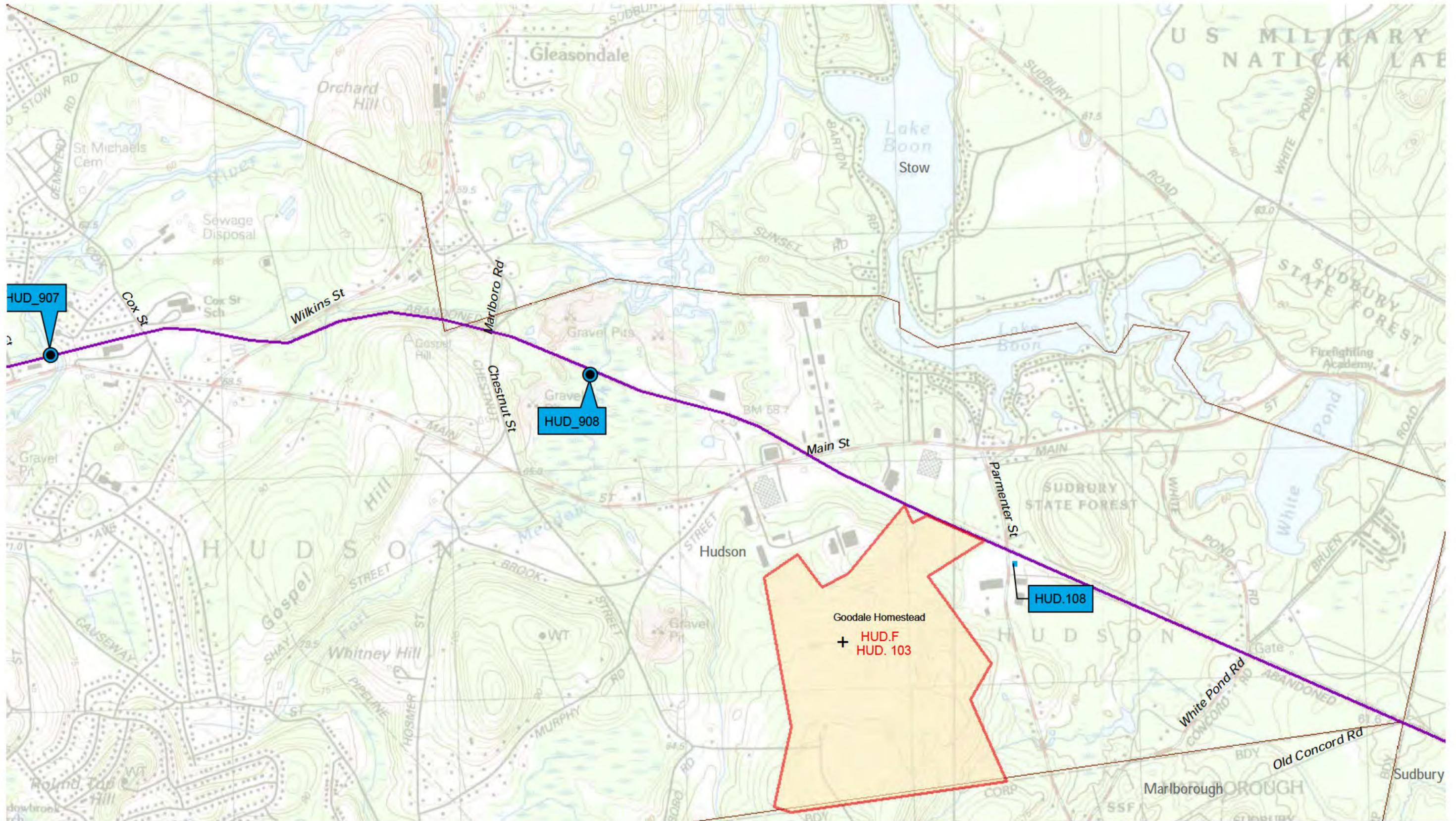


 Mass Central Railroad Corridor
 Bridge

 Districts listed in the State Register of Historic Places
 Individual Properties listed in the State Register of Historic Places

 Individual Properties only listed in the Inventory of Historic and Archaeological Assets of the Commonwealth
 Areas only listed in the Inventory of Historic and Archaeological Assets of the Commonwealth

Vanasse Hangen Brustlin, Inc.
 Mass Central Railroad Rail Trail
 Berlin to Waltham, Massachusetts
 Figure 2
 Previously Inventoried and Listed Properties On or Adjacent to the Proposed MCRT Corridor
 June 2012

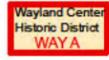


0 850 1,700 Feet

Mass Central Railroad Corridor



Bridge



Districts listed in the State Register of Historic Places



Individual Properties listed in the State Register of Historic Places



Individual Properties only listed in the Inventory of Historic and Archaeological Assets of the Commonwealth

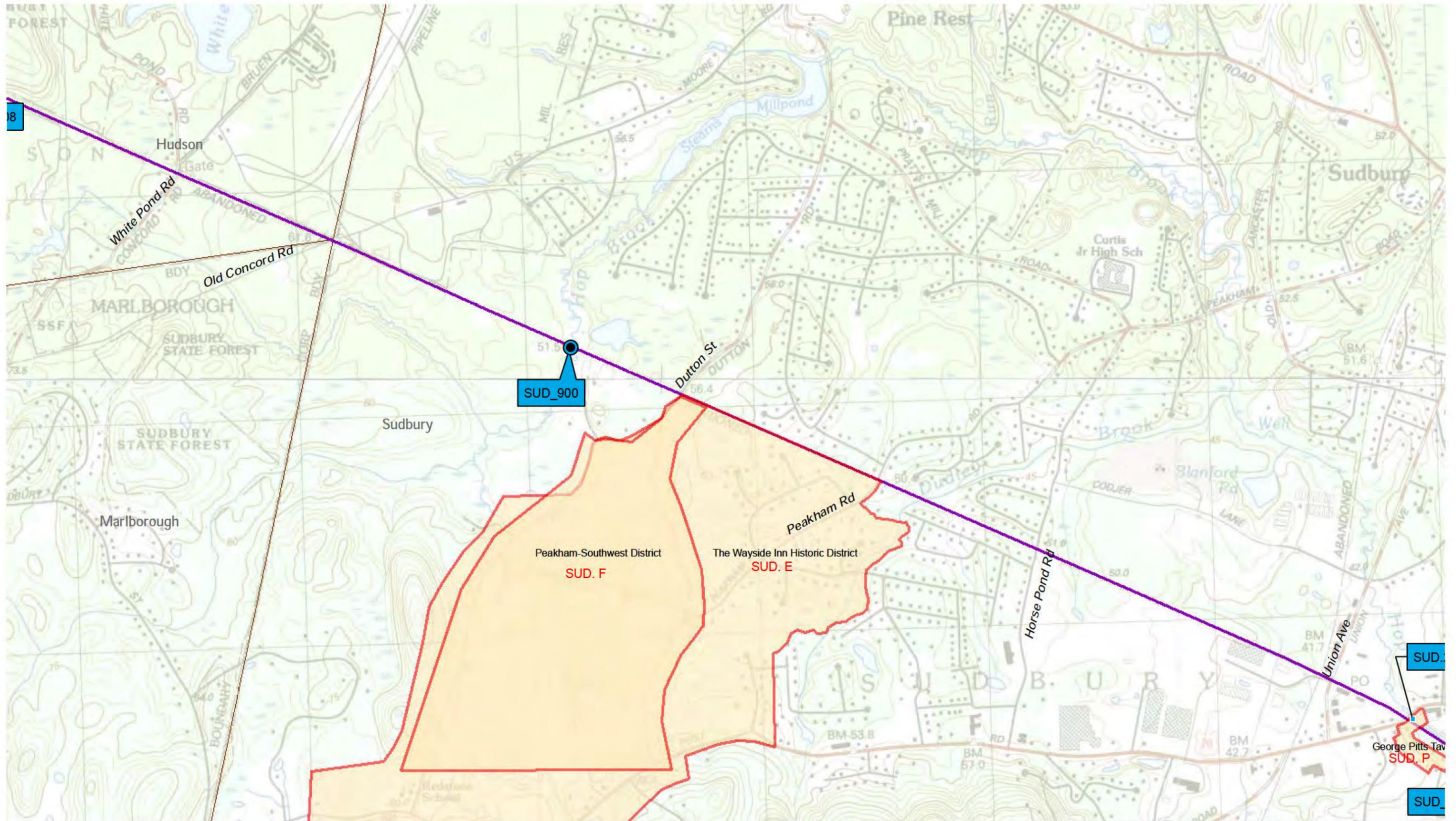


Areas only listed in the Inventory of Historic and Archaeological Assets of the Commonwealth

Vanasse Hangen Brustlin, Inc.
Mass Central Railroad Rail Trail
Berlin to Waltham, Massachusetts

Figure 3

Previously Inventoried and Listed Properties On or Adjacent to the Proposed MCRT Corridor
June 2012

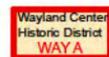


0 850 1,700 Feet

Mass Central Railroad Corridor



Bridge



Districts listed in the State Register of Historic Places



Individual Properties listed in the State Register of Historic Places



Individual Properties only listed in the Inventory of Historic and Archaeological Assets of the Commonwealth

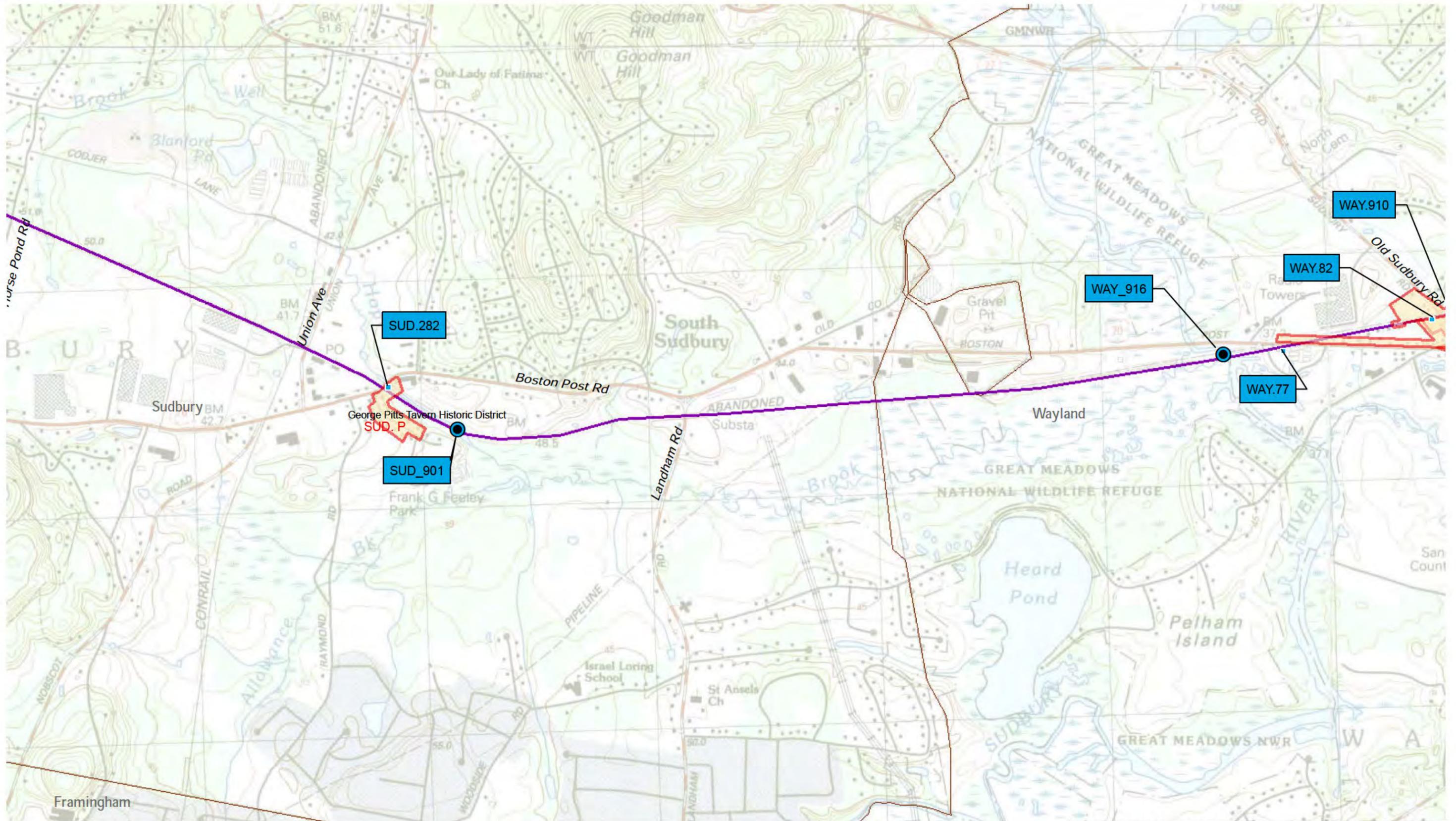


Areas only listed in the Inventory of Historic and Archaeological Assets of the Commonwealth

Vanasse Hangen Brustlin, Inc.
Mass Central Railroad Rail Trail
Berlin to Waltham, Massachusetts

Figure 4

Previously Inventoried and Listed Properties On or Adjacent to the Proposed MCRT Corridor
June 2012

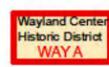


0 850 1,700 Feet

Mass Central Railroad Corridor



Bridge



Districts listed in the State Register of Historic Places



Individual Properties listed in the State Register of Historic Places



Individual Properties only listed in the Inventory of Historic and Archaeological Assets of the Commonwealth

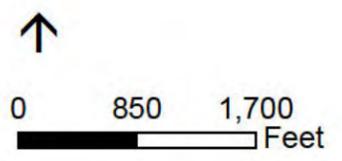
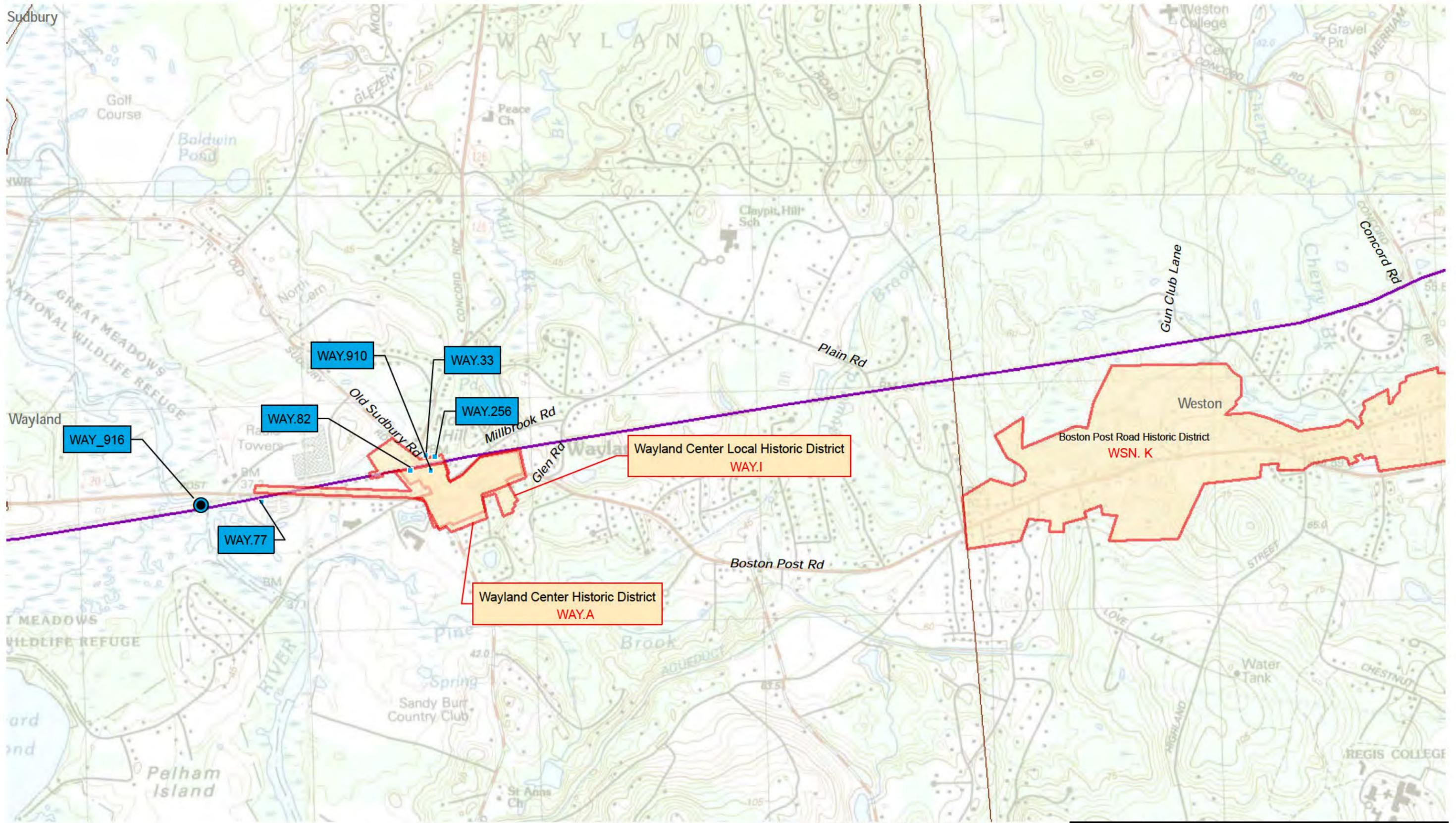


Areas only listed in the Inventory of Historic and Archaeological Assets of the Commonwealth

Vanasse Hangen Brustlin, Inc.
Mass Central Railroad Rail Trail
Berlin to Waltham, Massachusetts

Figure 5

Previously Inventoried and Listed Properties On or Adjacent to the Proposed MCRT Corridor
June 2012

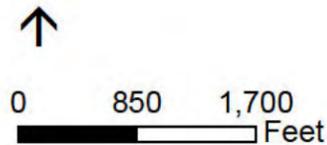
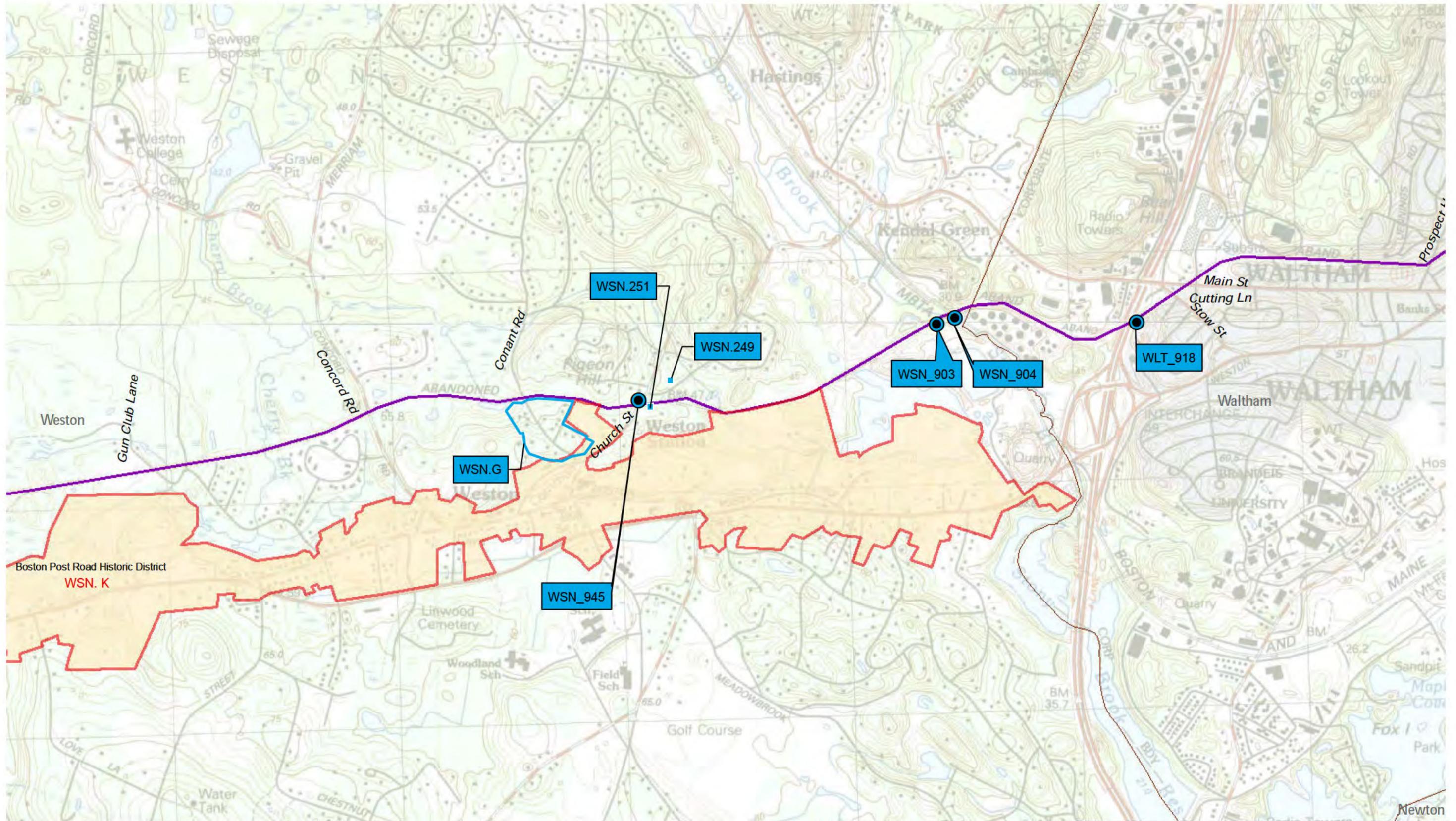


— Mass Central Railroad Corridor
 ● Bridge

Wayland Center Historic District WAY.A
 + WLT.BB
 ● Individual Properties listed in the State Register of Historic Places

WLT. 123
 WLT. A
 Individual Properties only listed in the Inventory of Historic and Archaeological Assets of the Commonwealth
 Areas only listed in the Inventory of Historic and Archaeological Assets of the Commonwealth

Vanasse Hangen Brustlin, Inc.
 Mass Central Railroad Rail Trail
 Berlin to Waltham, Massachusetts
 Figure 6
 Previously Inventoried and Listed Properties On or Adjacent to the Proposed MCRT Corridor
 June 2012



Mass Central Railroad Corridor

Bridge

Wayland Center Historic District W.A.Y.A.

Vale Estate W.L.T.B.B.

Districts listed in the State Register of Historic Places

Individual Properties listed in the State Register of Historic Places

WLT. 123

WLT. A

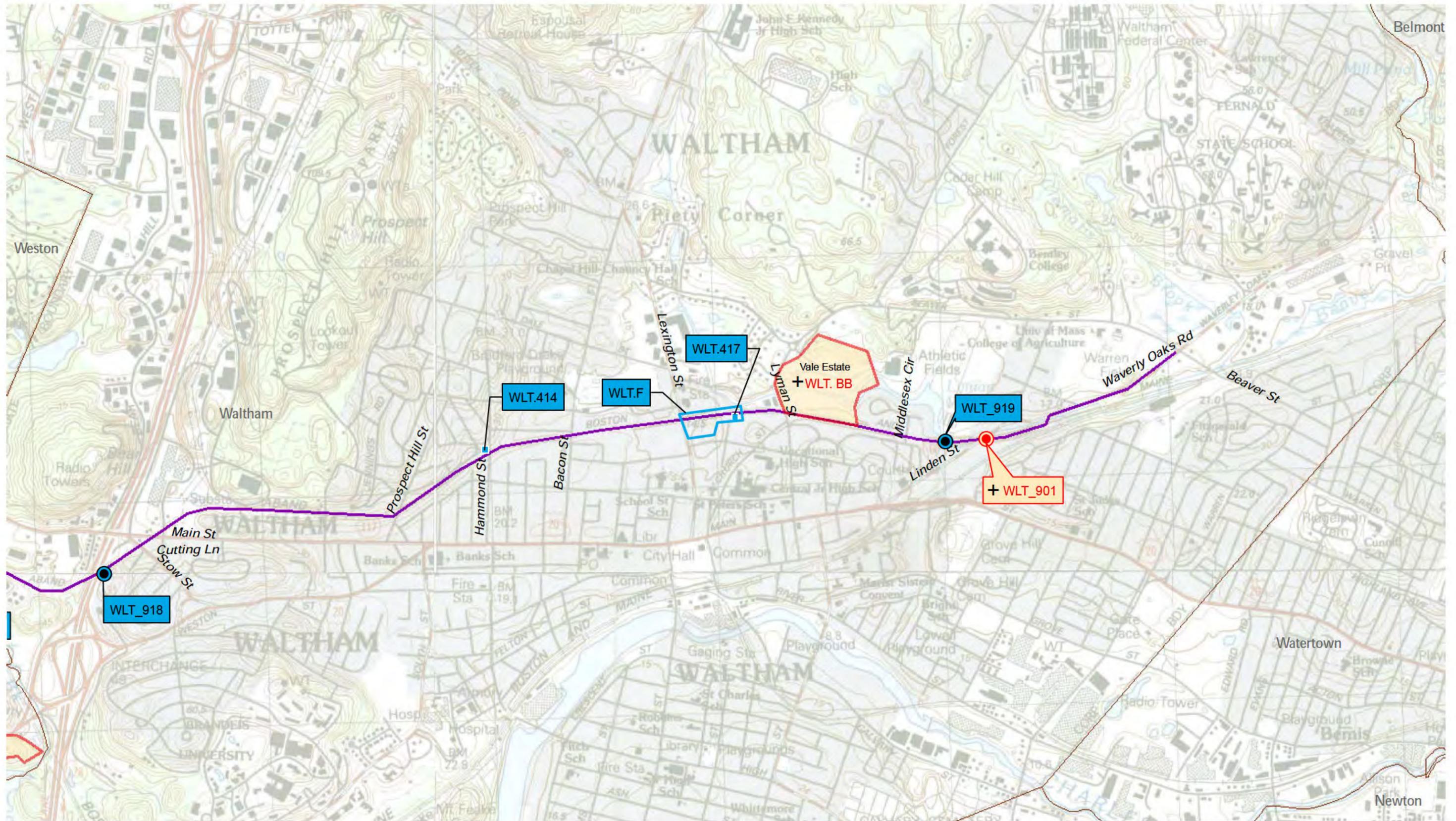
Individual Properties only listed in the Inventory of Historic and Archaeological Assets of the Commonwealth

Areas only listed in the Inventory of Historic and Archaeological Assets of the Commonwealth

Vanasse Hangen Brustlin, Inc.
Mass Central Railroad Rail Trail
Berlin to Waltham, Massachusetts

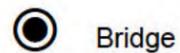
Previously Inventoried and Listed Properties On or Adjacent to the Proposed MCRT Corridor
June 2012

Figure 7

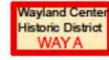


0 850 1,700 Feet

Mass Central Railroad Corridor



Bridge



Districts listed in the State Register of Historic Places



Individual Properties listed in the State Register of Historic Places



Individual Properties only listed in the Inventory of Historic and Archaeological Assets of the Commonwealth

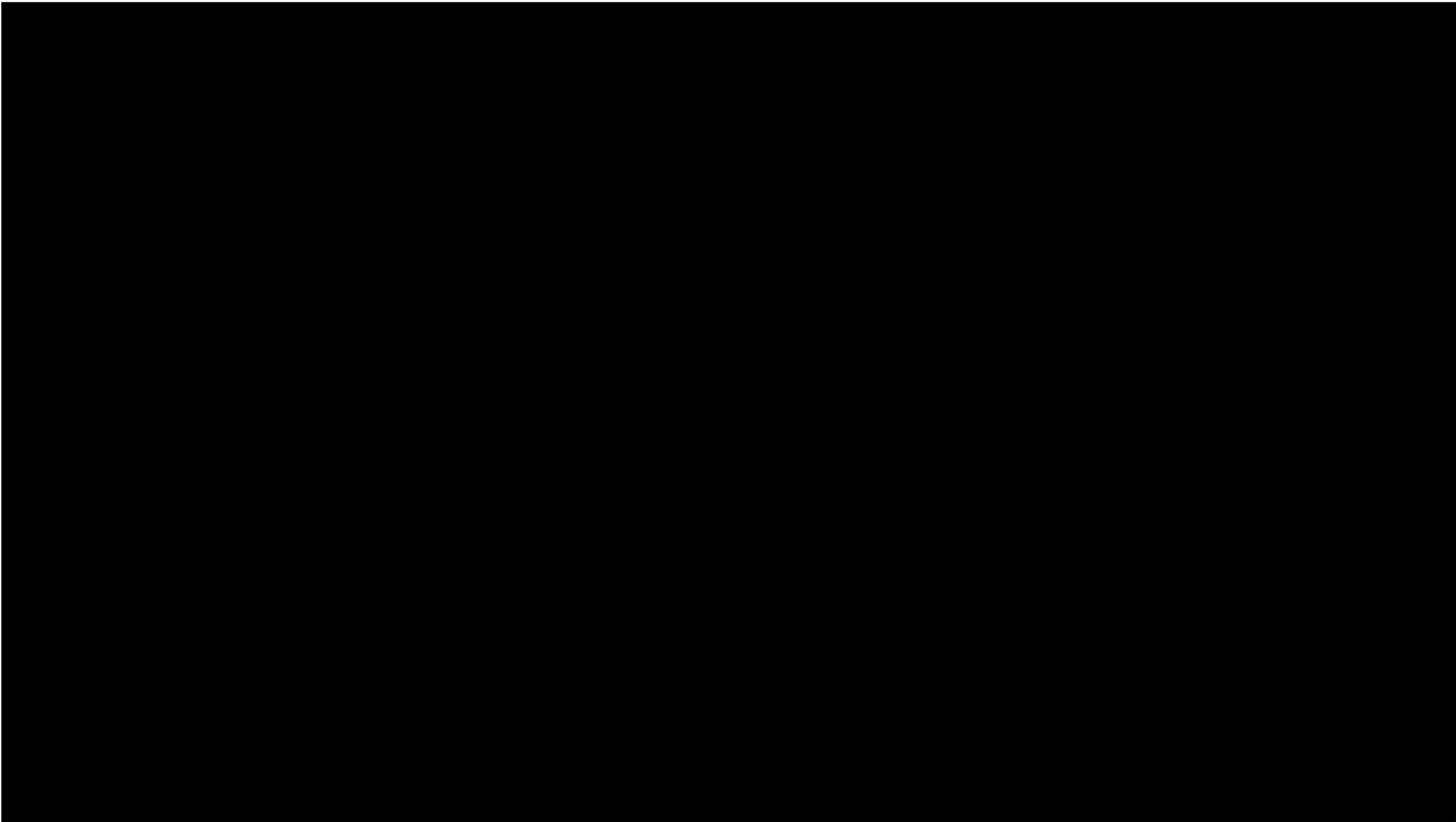


Areas only listed in the Inventory of Historic and Archaeological Assets of the Commonwealth

Vanasse Hangen Brustlin, Inc.
Mass Central Railroad Rail Trail
Berlin to Waltham, Massachusetts

Figure 8

Previously Inventoried and Listed Properties On or Adjacent to the Proposed MCRT Corridor
June 2012

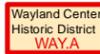


0 850 1,700 Feet

 Mass Central Railroad Corridor

 Archaeological Site

 Bridge



Districts listed in the State Register of Historic Places



Individual Properties listed in the State Register of Historic Places

 WLT. 123

Individual Properties only listed in the Inventory of Historic and Archaeological Assets of the Commonwealth

 WLT. A

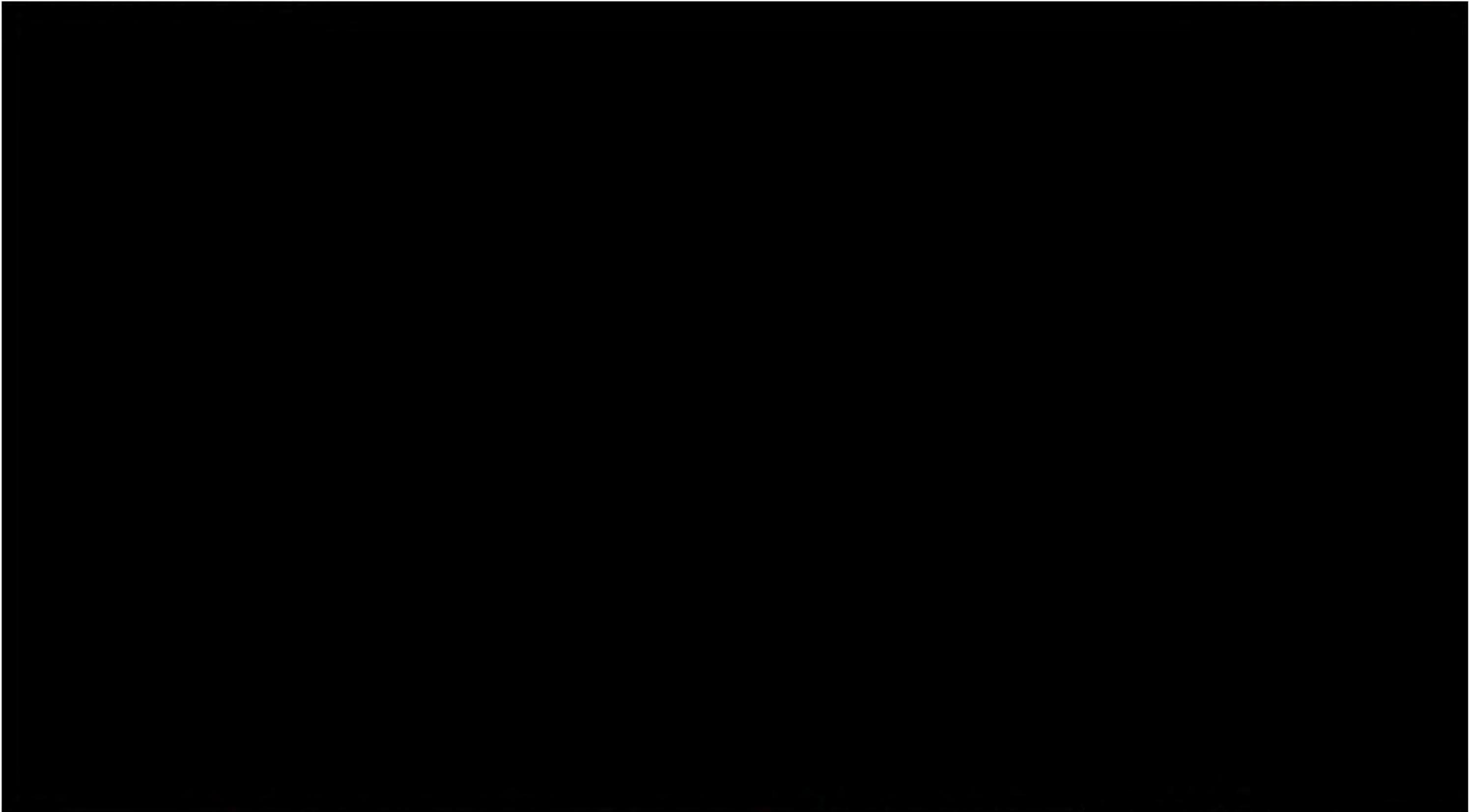
Areas only listed in the Inventory of Historic and Archaeological Assets of the Commonwealth

Vanasse Hangen Brustlin, Inc.

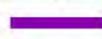
Mass Central Railroad Rail Trail
Berlin to Waltham, Massachusetts

Figure 1

All Previously Inventoried and Listed Properties On or Adjacent to the Proposed MCRT Corridor, Berlin to Waltham, West to East
June 2012

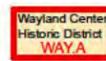


0 850 1,700 Feet

 Mass Central Railroad Corridor

 Archaeological Site

 Bridge

 Districts listed in the State Register of Historic Places

 Individual Properties listed in the State Register of Historic Places

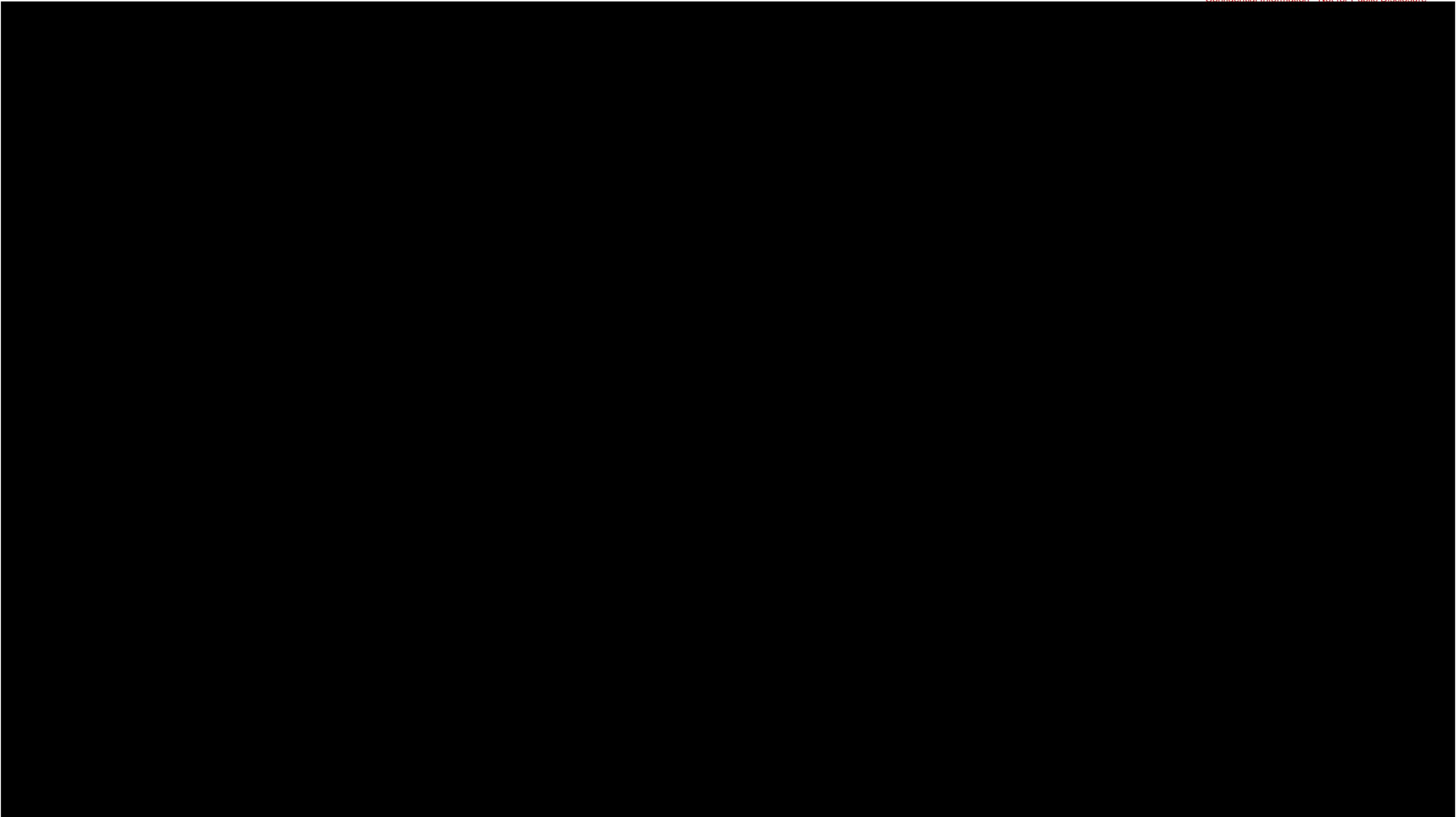
 Individual Properties only listed in the Inventory of Historic and Archaeological Assets of the Commonwealth

 Areas only listed in the Inventory of Historic and Archaeological Assets of the Commonwealth

Vanasse Hangen Brustlin, Inc.
Mass Central Railroad Rail Trail
Berlin to Waltham, Massachusetts

Figure 2

All Previously Inventoried and Listed Properties On or Adjacent to the Proposed MCRT Corridor, Berlin to Waltham, West to East June 2012



0 850 1,700 Feet

-  Mass Central Railroad Corridor
-  Archaeological Site
-  Bridge

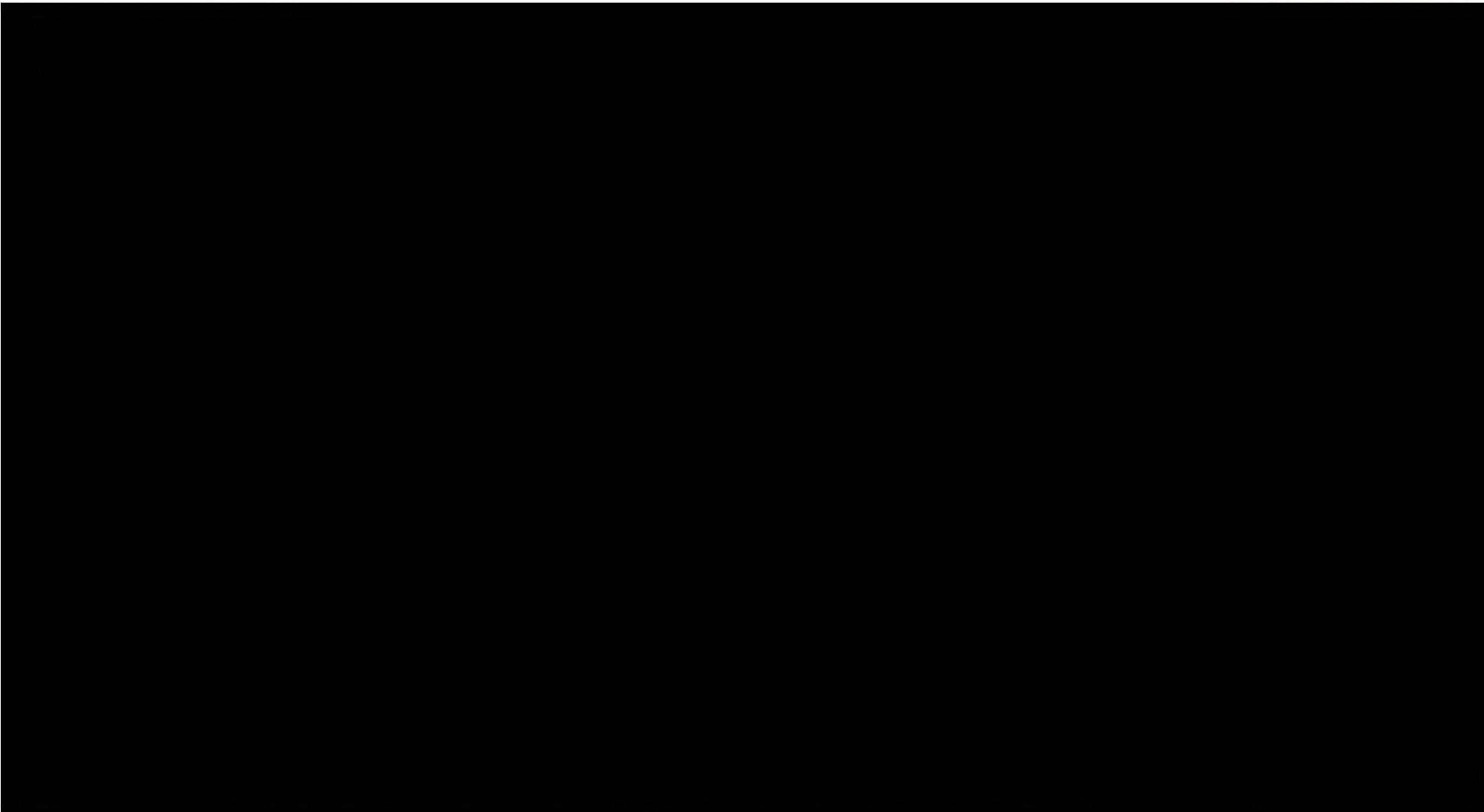
-  Districts listed in the State Register of Historic Places
-  Individual Properties listed in the State Register of Historic Places

-  Individual Properties only listed in the Inventory of Historic and Archaeological Assets of the Commonwealth
-  Areas only listed in the Inventory of Historic and Archaeological Assets of the Commonwealth

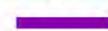
Vanasse Hangen Brustlin, Inc.
 Mass Central Railroad Rail Trail
 Berlin to Waltham, Massachusetts

Figure 3

All Previously Inventoried and Listed Properties On or Adjacent to the
 Proposed MCRT Corridor, Berlin to Waltham, West to East
 June 2012



0 850 1,700 Feet

-  Mass Central Railroad Corridor
-  Archaeological Site
-  Bridge



Districts listed in the State Register of Historic Places



Individual Properties listed in the State Register of Historic Places



Individual Properties only listed in the Inventory of Historic and Archaeological Assets of the Commonwealth



Areas only listed in the Inventory of Historic and Archaeological Assets of the Commonwealth

Vanasse Hangen Brustlin, Inc.

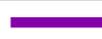
Mass Central Railroad Rail Trail
Berlin to Waltham, Massachusetts

Figure 4

All Previously Inventoried and Listed Properties On or Adjacent to the Proposed MCRT Corridor, Berlin to Waltham, West to East
June 2012

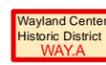


0 850 1,700 Feet

 Mass Central Railroad Corridor

 Archaeological Site

 Bridge

 Districts listed in the State Register of Historic Places

 Individual Properties listed in the State Register of Historic Places

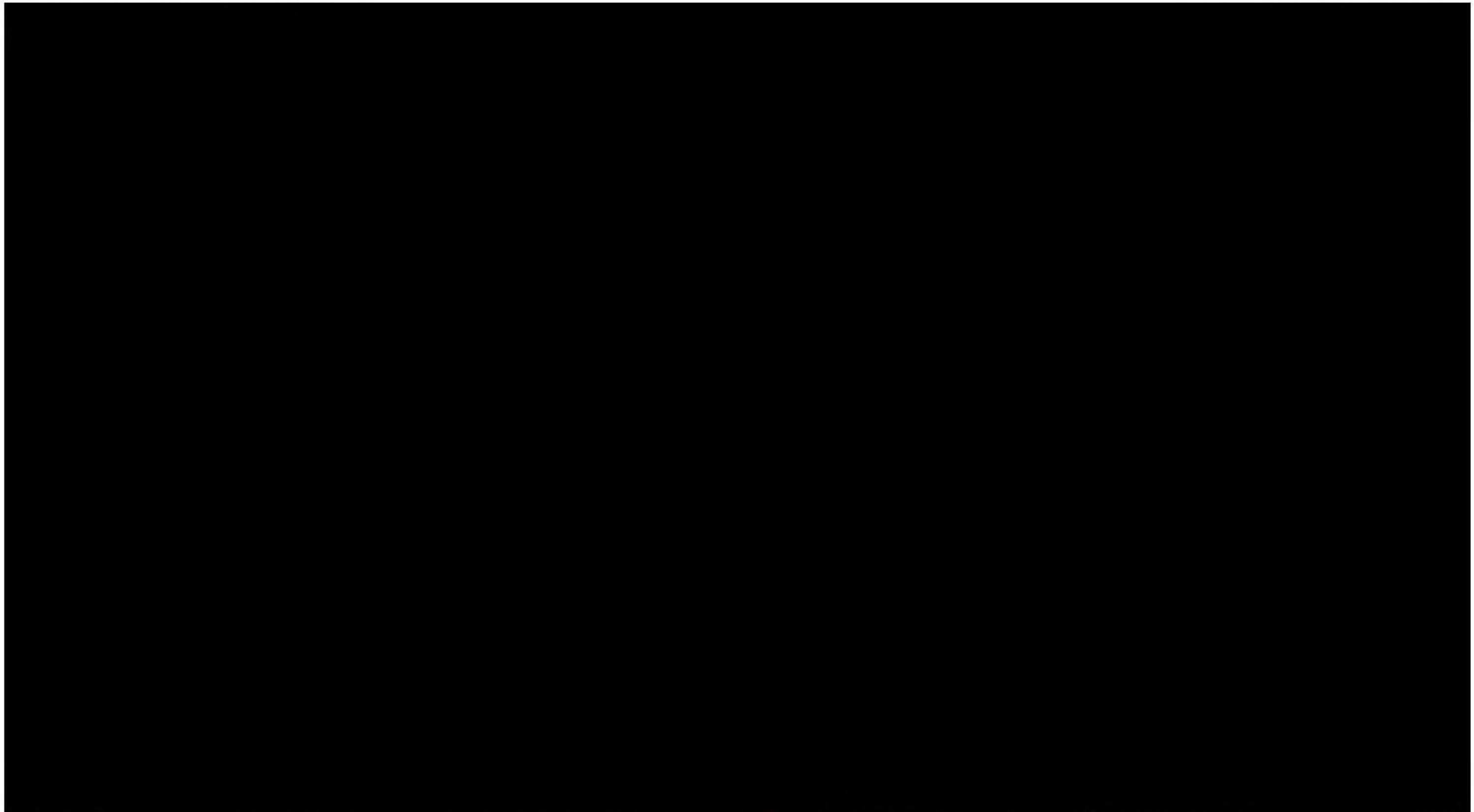
 Individual Properties only listed in the Inventory of Historic and Archaeological Assets of the Commonwealth

 Areas only listed in the Inventory of Historic and Archaeological Assets of the Commonwealth

Vanasse Hangen Brustlin, Inc.
Mass Central Railroad Rail Trail
Berlin to Waltham, Massachusetts

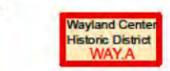
Figure 5

All Previously Inventoried and Listed Properties On or Adjacent to the Proposed MCRT Corridor, Berlin to Waltham, West to East June 2012



0 850 1,700 Feet

-  Mass Central Railroad Corridor
-  Archaeological Site
-  Bridge



Districts listed in the State Register of Historic Places



Individual Properties listed in the State Register of Historic Places



Individual Properties only listed in the Inventory of Historic and Archaeological Assets of the Commonwealth

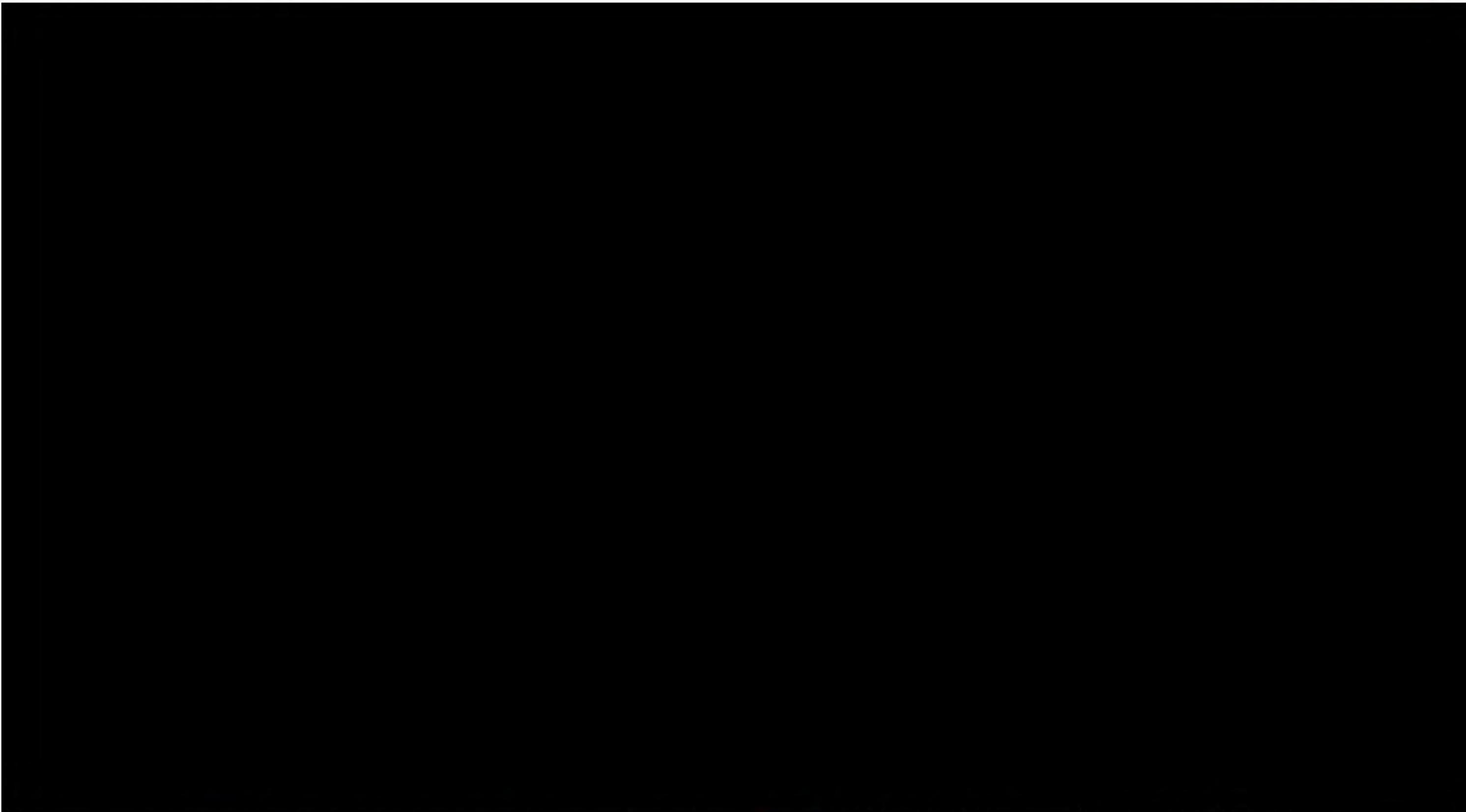


Areas only listed in the Inventory of Historic and Archaeological Assets of the Commonwealth

Vanasse Hangen Brustlin, Inc.
Mass Central Railroad Rail Trail
Berlin to Waltham, Massachusetts

Figure 6

All Previously Inventoried and Listed Properties On or Adjacent to the Proposed MCRT Corridor, Berlin to Waltham, West to East June 2012

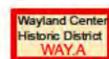


0 850 1,700 Feet

 Mass Central Railroad Corridor

 Archaeological Site

 Bridge



Districts listed in the State Register of Historic Places



Individual Properties listed in the State Register of Historic Places



Individual Properties only listed in the Inventory of Historic and Archaeological Assets of the Commonwealth

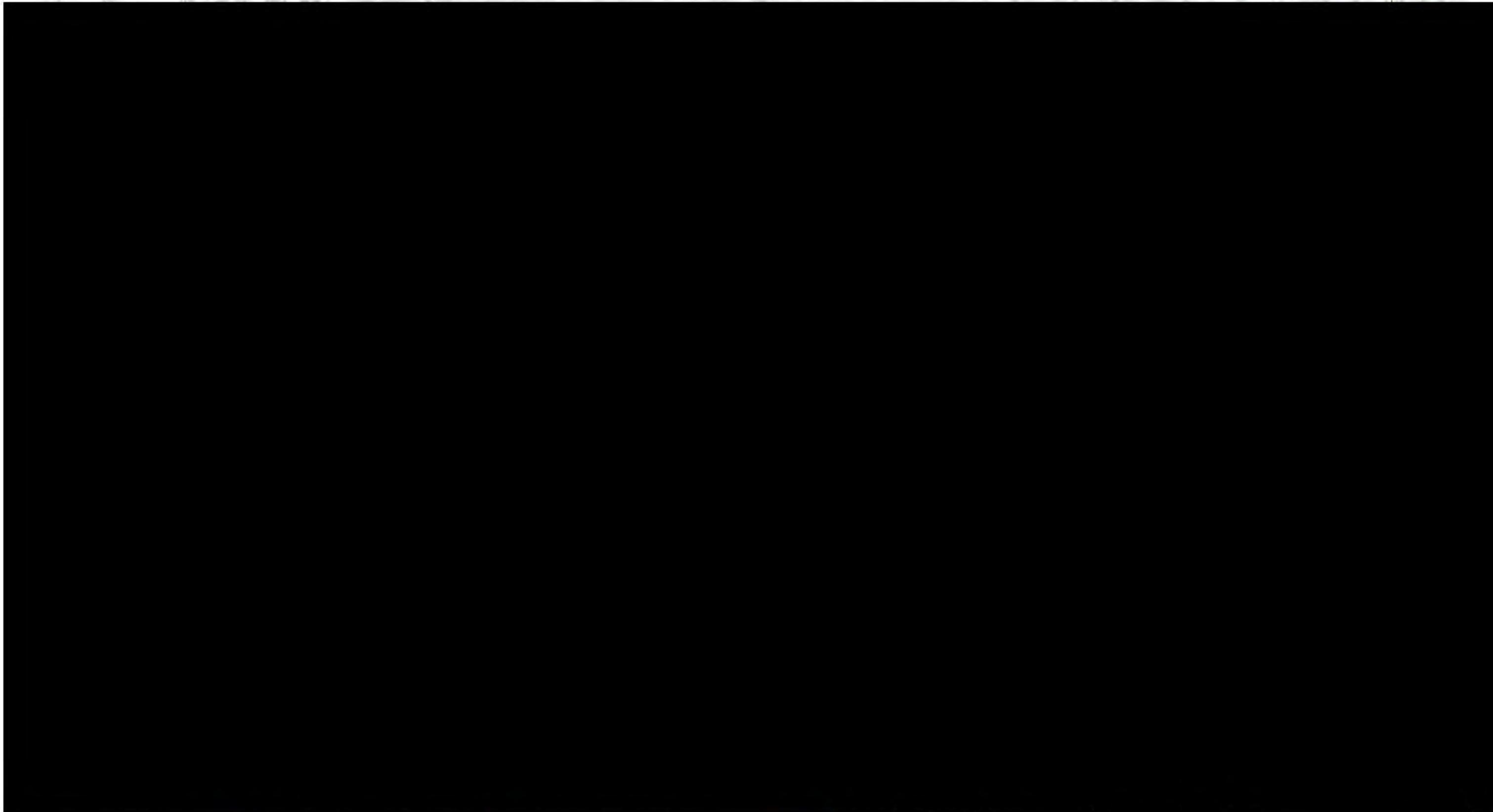


Areas only listed in the Inventory of Historic and Archaeological Assets of the Commonwealth

Vanasse Hangen Brustlin, Inc.
Mass Central Railroad Rail Trail
Berlin to Waltham, Massachusetts

Figure 7

All Previously Inventoried and Listed Properties On or Adjacent to the Proposed MCRT Corridor, Berlin to Waltham, West to East June 2012

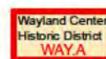


0 850 1,700 Feet

 Mass Central Railroad Corridor

 Archaeological Site

 Bridge



Districts listed in the State Register of Historic Places



Individual Properties listed in the State Register of Historic Places

 WLT. 123

Individual Properties only listed in the Inventory of Historic and Archaeological Assets of the Commonwealth

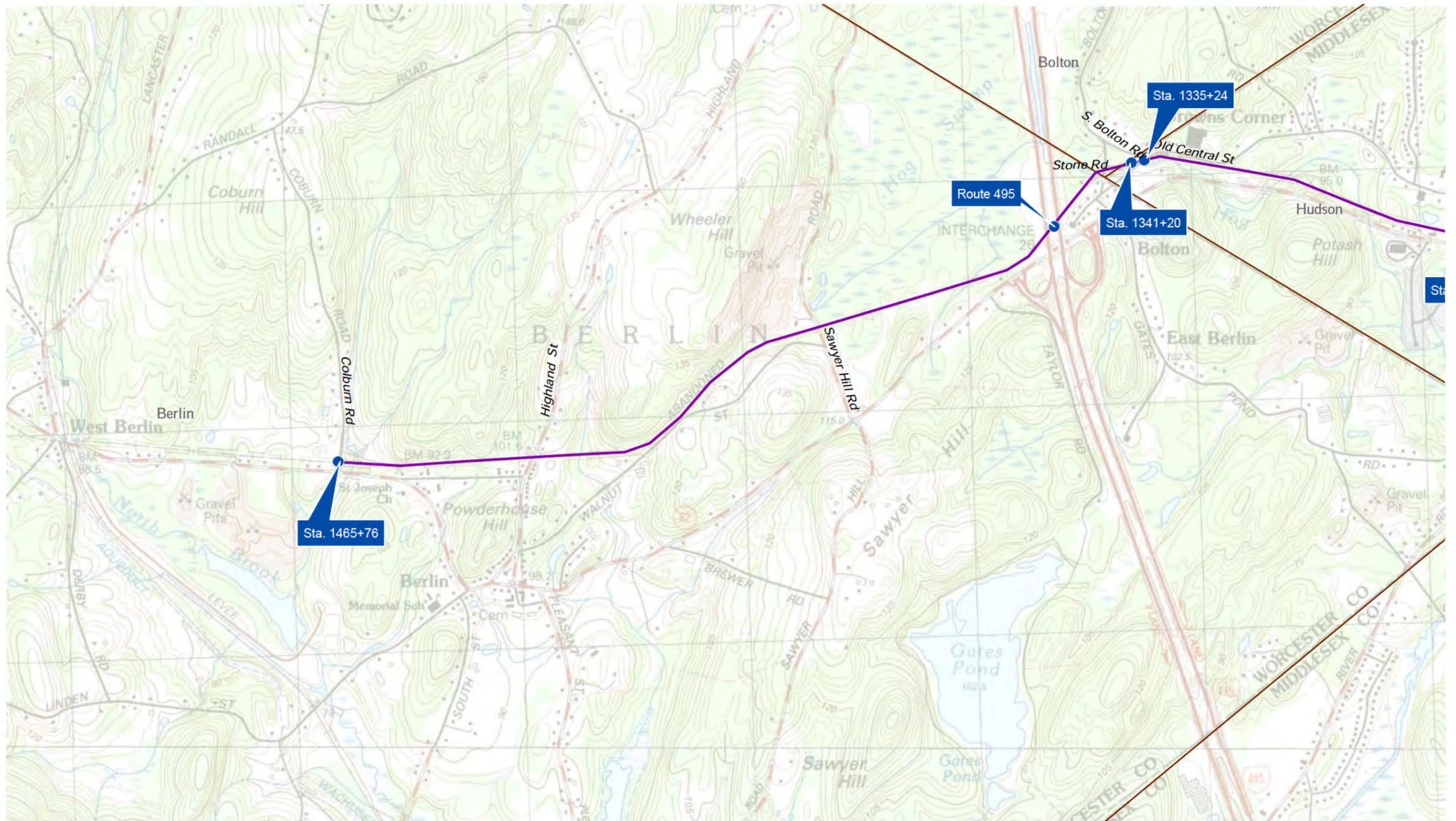
 WLT. A

Areas only listed in the Inventory of Historic and Archaeological Assets of the Commonwealth

Vanasse Hangen Brustlin, Inc.
Mass Central Railroad Rail Trail
Berlin to Waltham, Massachusetts

Figure 8

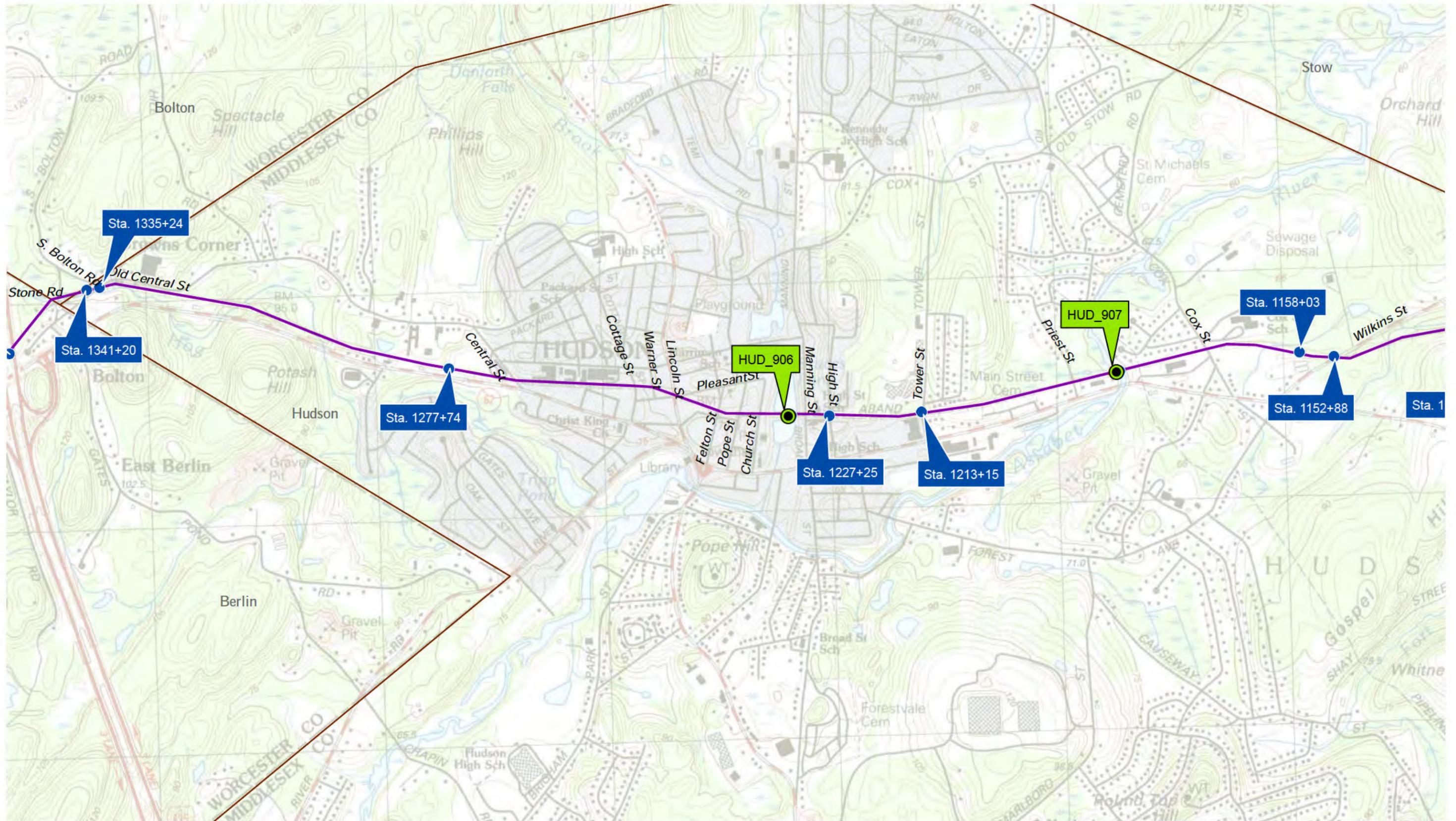
All Previously Inventoried and Listed Properties On or Adjacent to the Proposed MCRT Corridor, Berlin to Waltham, West to East
June 2012



0 850 1,700
Feet

- Mass Central Railroad Corridor
- Bridge locations and station # in 1914
- Extant bridges that pre-date 1914
- Extant bridges that post-date 1914

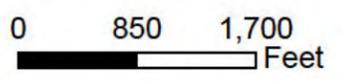
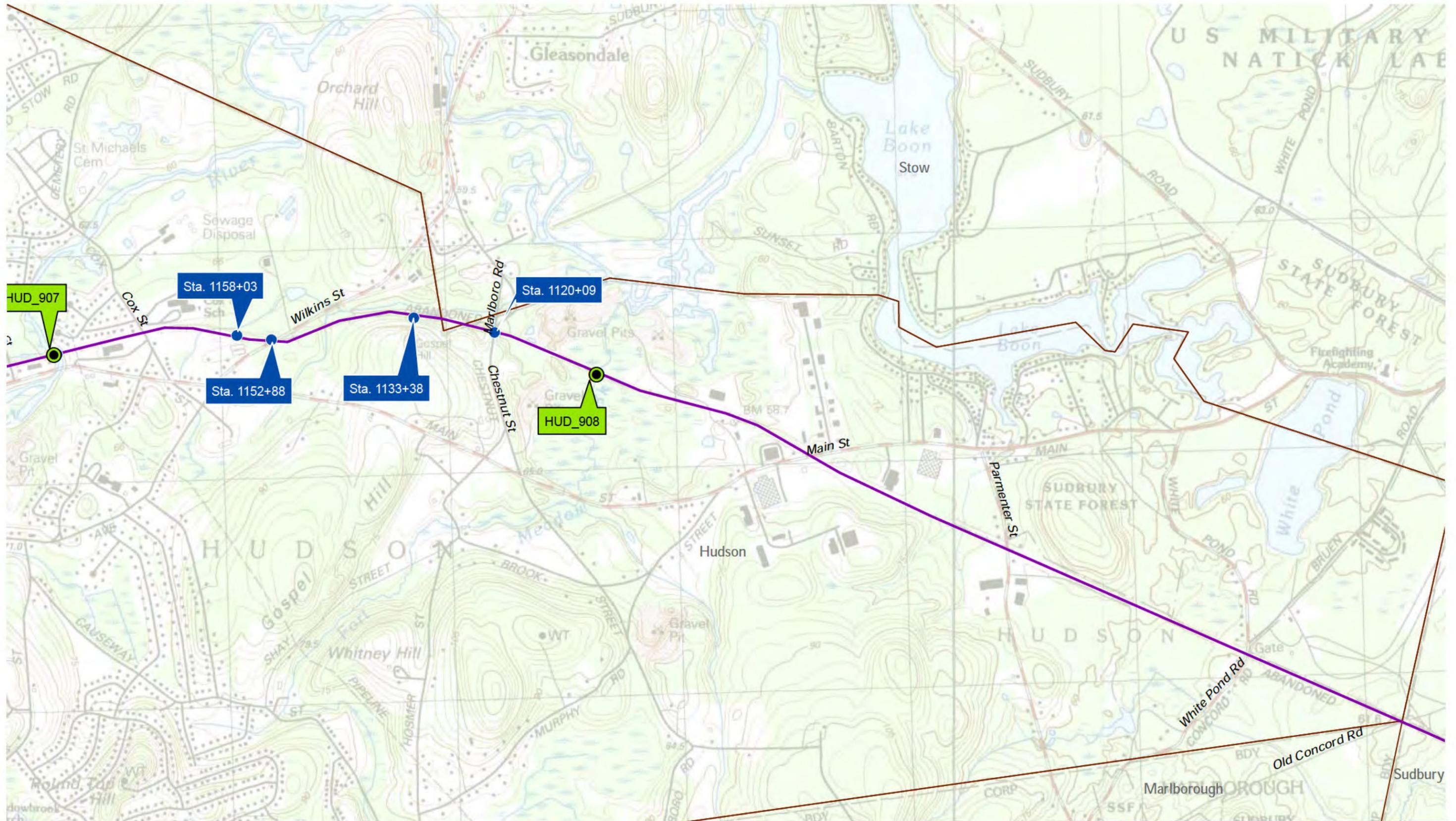
Vanasse Hangen Brustlin, Inc.
 Mass Central Railroad Rail Trail
 Berlin to Waltham, Massachusetts
 Figure 1
 Locations of Extant and Non-Extant Bridges on Boston & Maine RR
 (Mass Central Division) on 1914 Railroad Valuation Maps
 June 2012



0 850 1,700 Feet

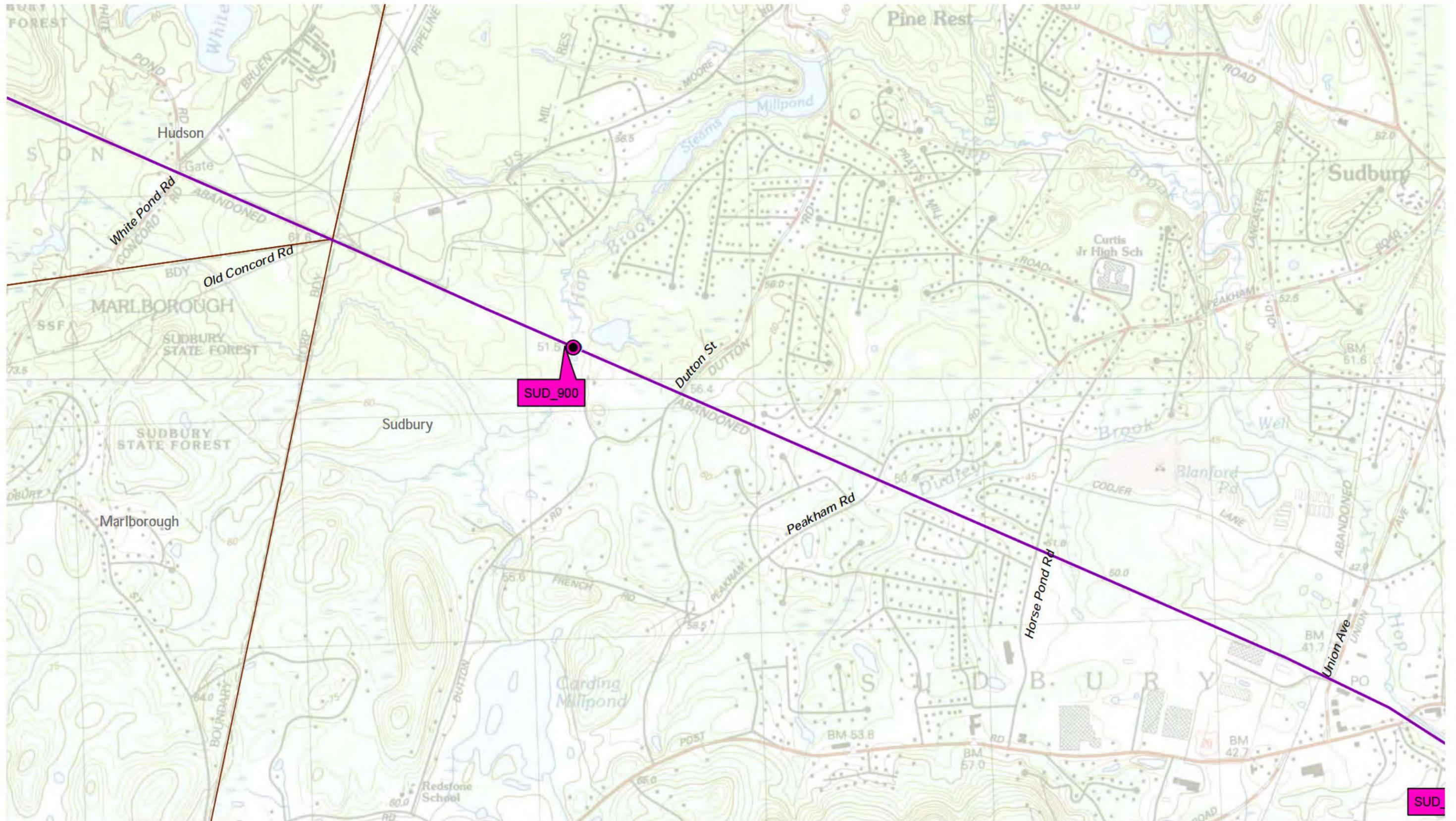
- Mass Central Railroad Corridor
- Bridge locations and station # in 1914
- Extant bridges that pre-date 1914
- Extant bridges that post-date 1914

Vanasse Hangen Brustlin, Inc.
 Mass Central Railroad Rail Trail
 Berlin to Waltham, Massachusetts
 Figure 2
 Locations of Extant and Non-Extant Bridges on Boston & Maine RR
 (Mass Central Division) on 1914 Railroad Valuation Maps
 June 2012



- Mass Central Railroad Corridor
- Bridge locations and station # in 1914
- Extant bridges that pre-date 1914
- Extant bridges that post-date 1914

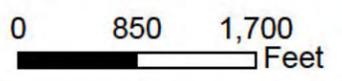
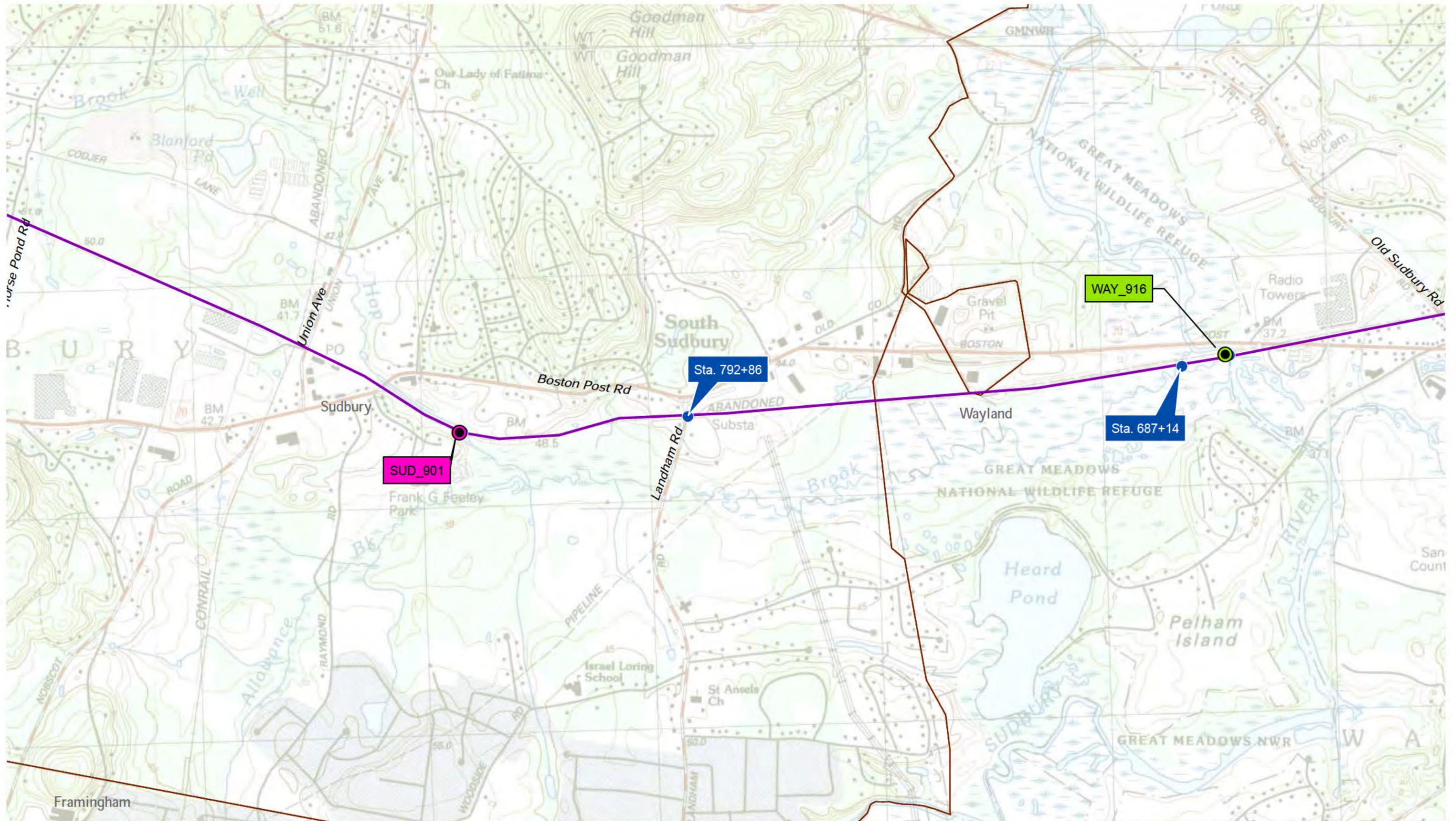
Vanasse Hangen Brustlin, Inc.
 Mass Central Railroad Rail Trail
 Berlin to Waltham, Massachusetts
 Figure 3
 Locations of Extant and Non-Extant Bridges on Boston & Maine RR
 (Mass Central Division) on 1914 Railroad Valuation Maps
 June 2012



0 850 1,700
Feet

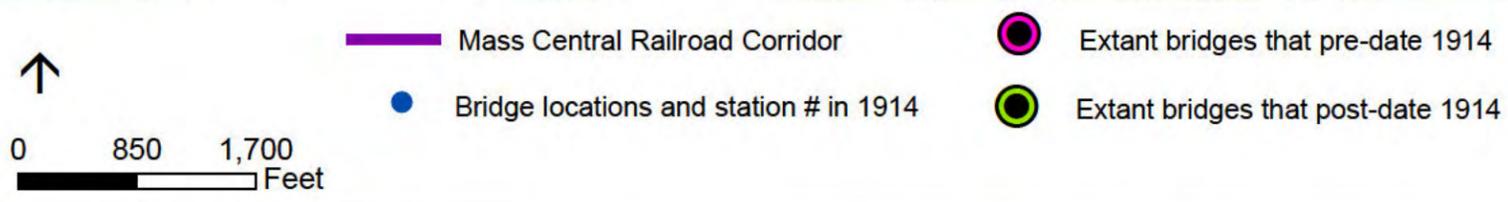
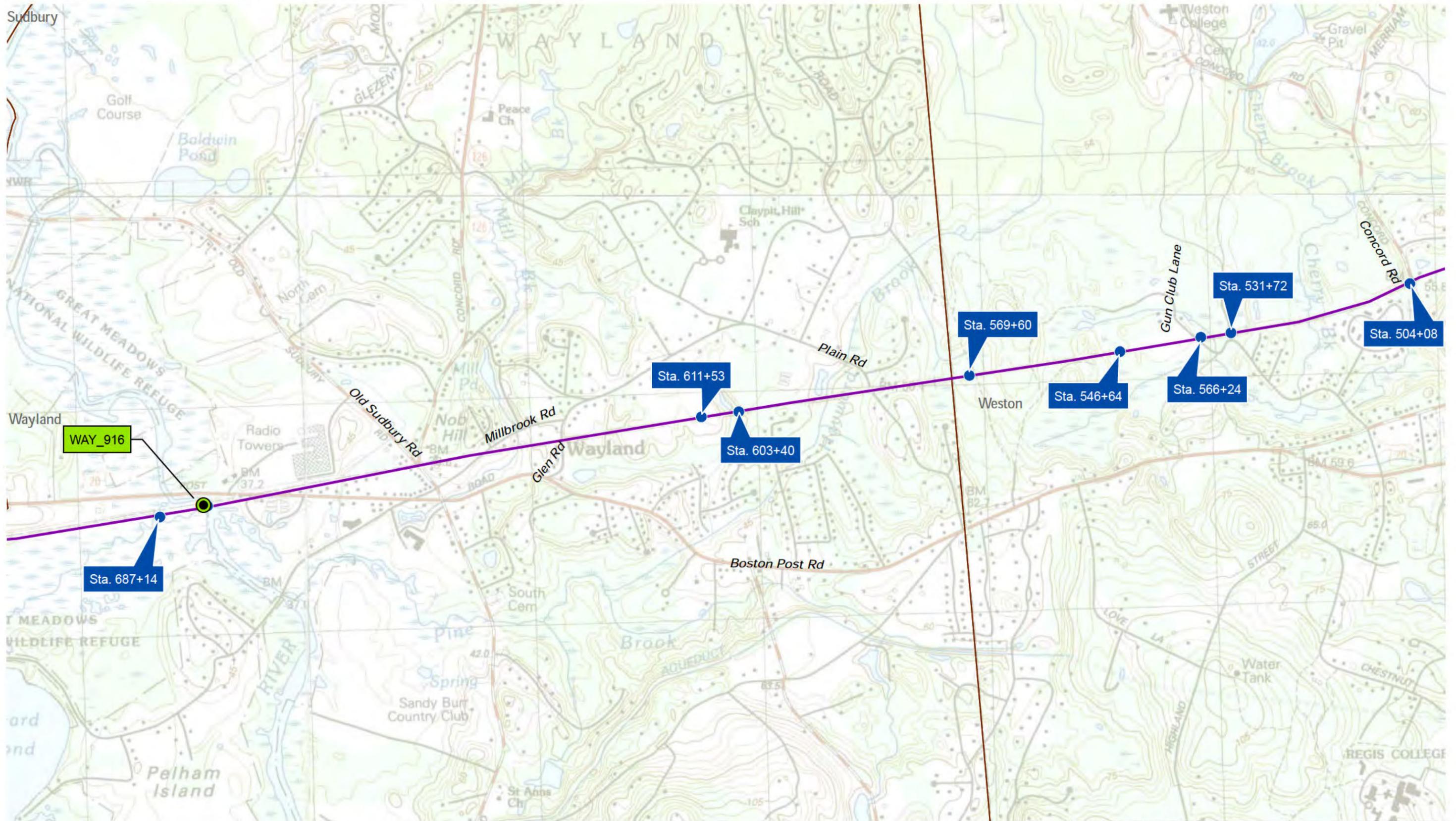
- Mass Central Railroad Corridor
- Bridge locations and station # in 1914
- Extant bridges that pre-date 1914
- Extant bridges that post-date 1914

Vanasse Hangen Brustlin, Inc.
 Mass Central Railroad Rail Trail
 Berlin to Waltham, Massachusetts
 Figure 4
 Locations of Extant and Non-Extant Bridges on Boston & Maine RR
 (Mass Central Division) on 1914 Railroad Valuation Maps
 June 2012

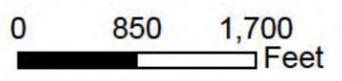
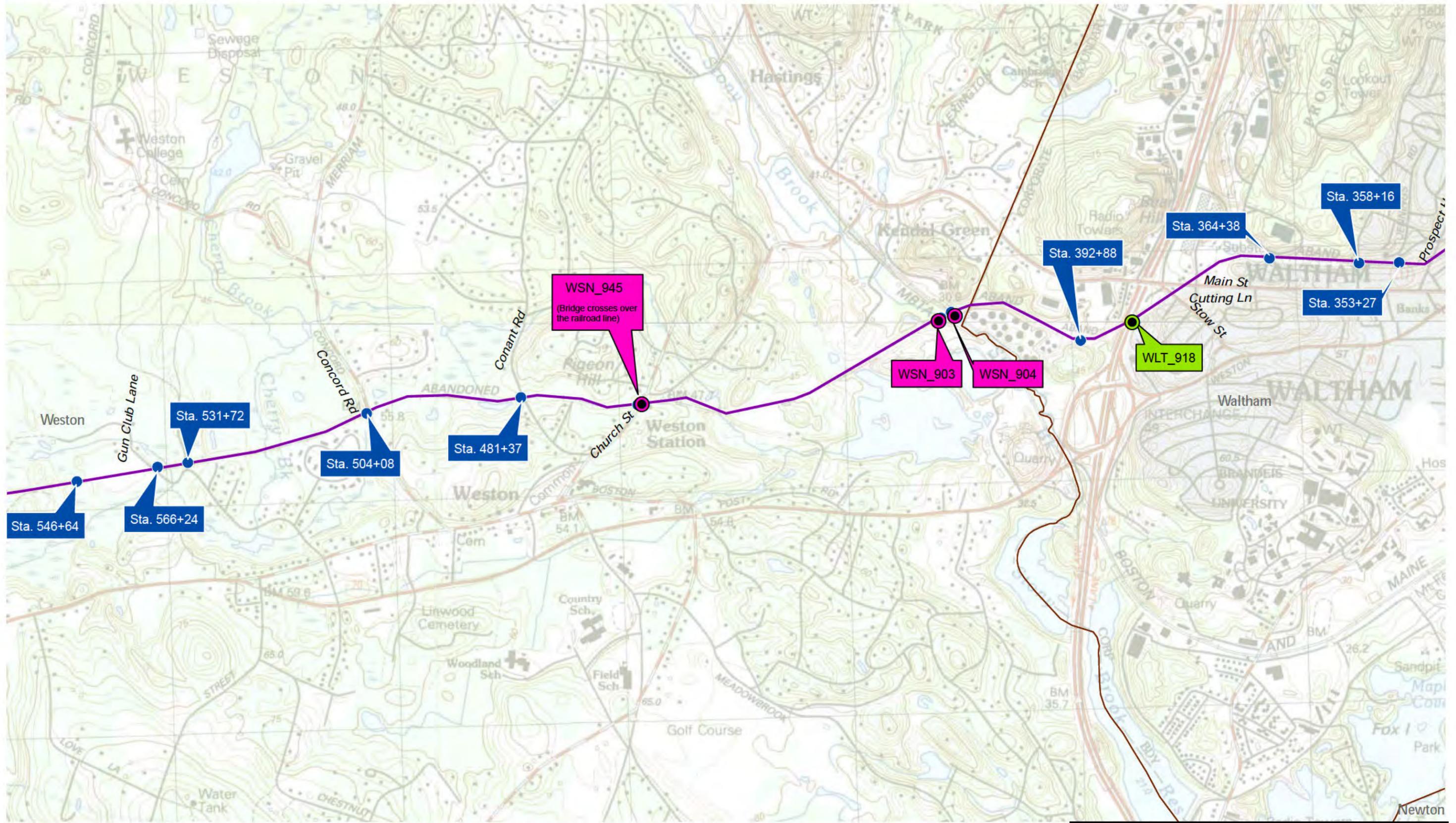


- Mass Central Railroad Corridor
- Extant bridges that pre-date 1914
- Bridge locations and station # in 1914
- Extant bridges that post-date 1914

Vanasse Hangen Brustlin, Inc.
 Mass Central Railroad Rail Trail
 Berlin to Waltham, Massachusetts
 Figure 5
 Locations of Extant and Non-Extant Bridges on Boston & Maine RR
 (Mass Central Division) on 1914 Railroad Valuation Maps
 June 2012

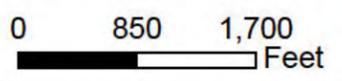
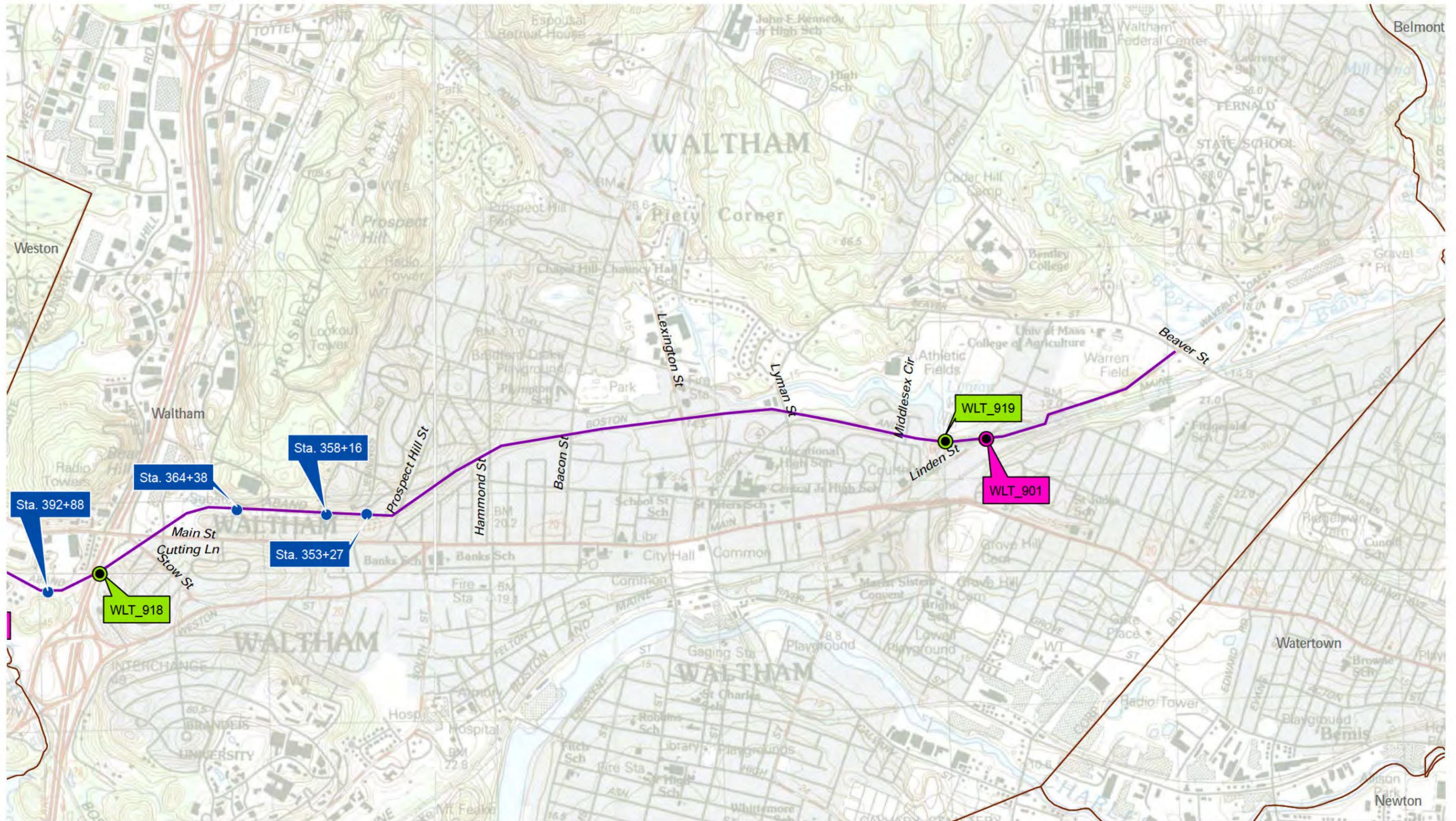


Vanasse Hangen Brustlin, Inc.
 Mass Central Railroad Rail Trail
 Berlin to Waltham, Massachusetts
 Figure 6
 Locations of Extant and Non-Extant Bridges on Boston & Maine RR
 (Mass Central Division) on 1914 Railroad Valuation Maps
 June 2012



- Mass Central Railroad Corridor
- Extant bridges that pre-date 1914
- Extant bridges that post-date 1914
- Bridge locations and station # in 1914

Vanasse Hangen Brustlin, Inc.
 Mass Central Railroad Rail Trail
 Berlin to Waltham, Massachusetts
 Figure 7
 Locations of Extant and Non-Extant Bridges on Boston & Maine RR
 (Mass Central Division) on 1914 Railroad Valuation Maps
 June 2012



- Mass Central Railroad Corridor
- Bridge locations and station # in 1914
- Extant bridges that pre-date 1914
- Extant bridges that post-date 1914

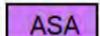
Vanasse Hangen Brustlin, Inc.
 Mass Central Railroad Rail Trail
 Berlin to Waltham, Massachusetts
 Figure 8
 Locations of Extant and Non-Extant Bridges on Boston & Maine RR
 (Mass Central Division) on 1914 Railroad Valuation Maps
 June 2012



0 850 1,700
Feet

 Mass Central Railroad Corridor

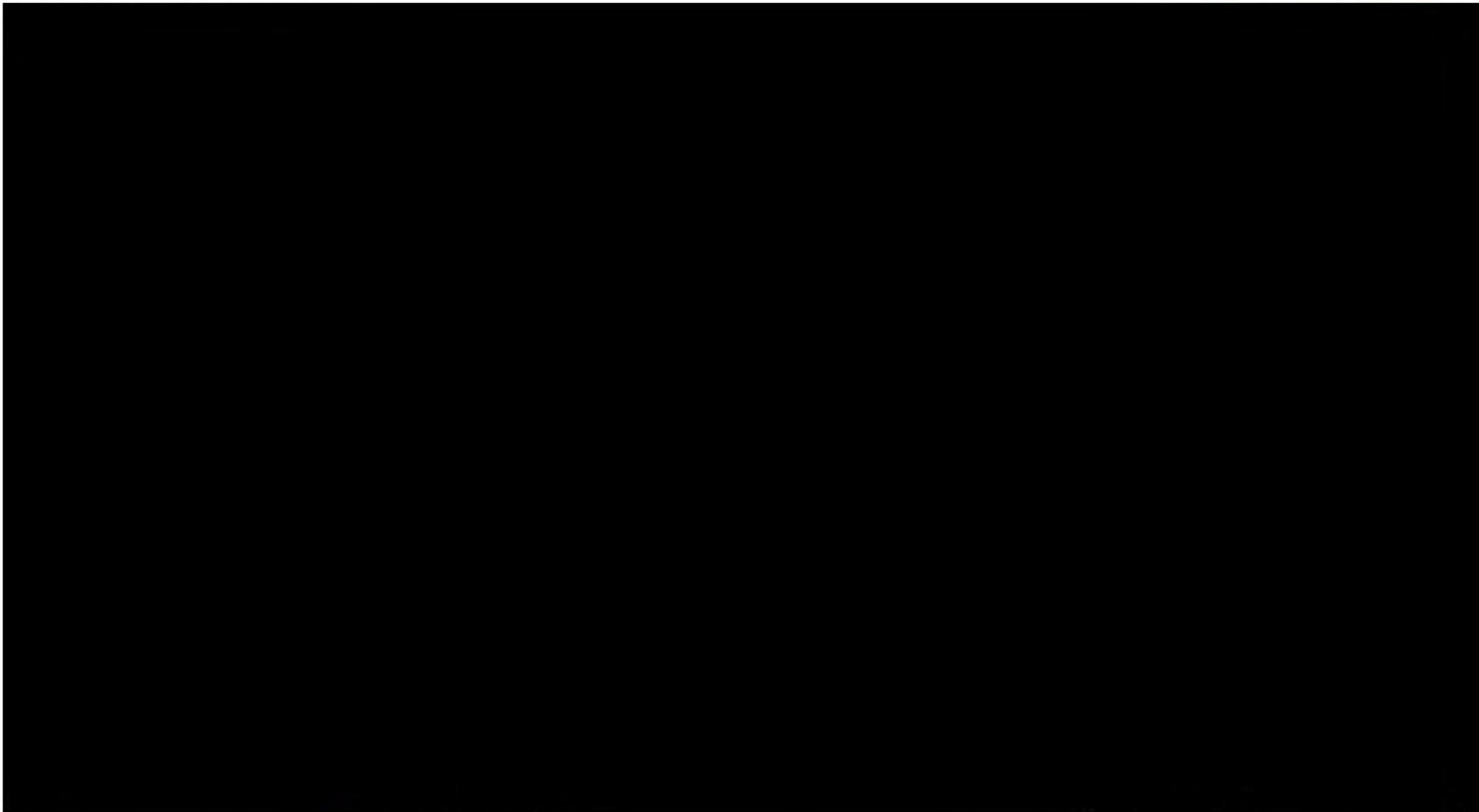
 Archaeological Site

 Archaeologically Sensitive Areas

Vanasse Hangen Brustlin, Inc.
Mass Central Railroad Rail Trail
Berlin to Waltham, Massachusetts

Figure 1

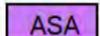
Archaeologically Sensitive Areas
June 2012



0 850 1,700
Feet

 Mass Central Railroad Corridor

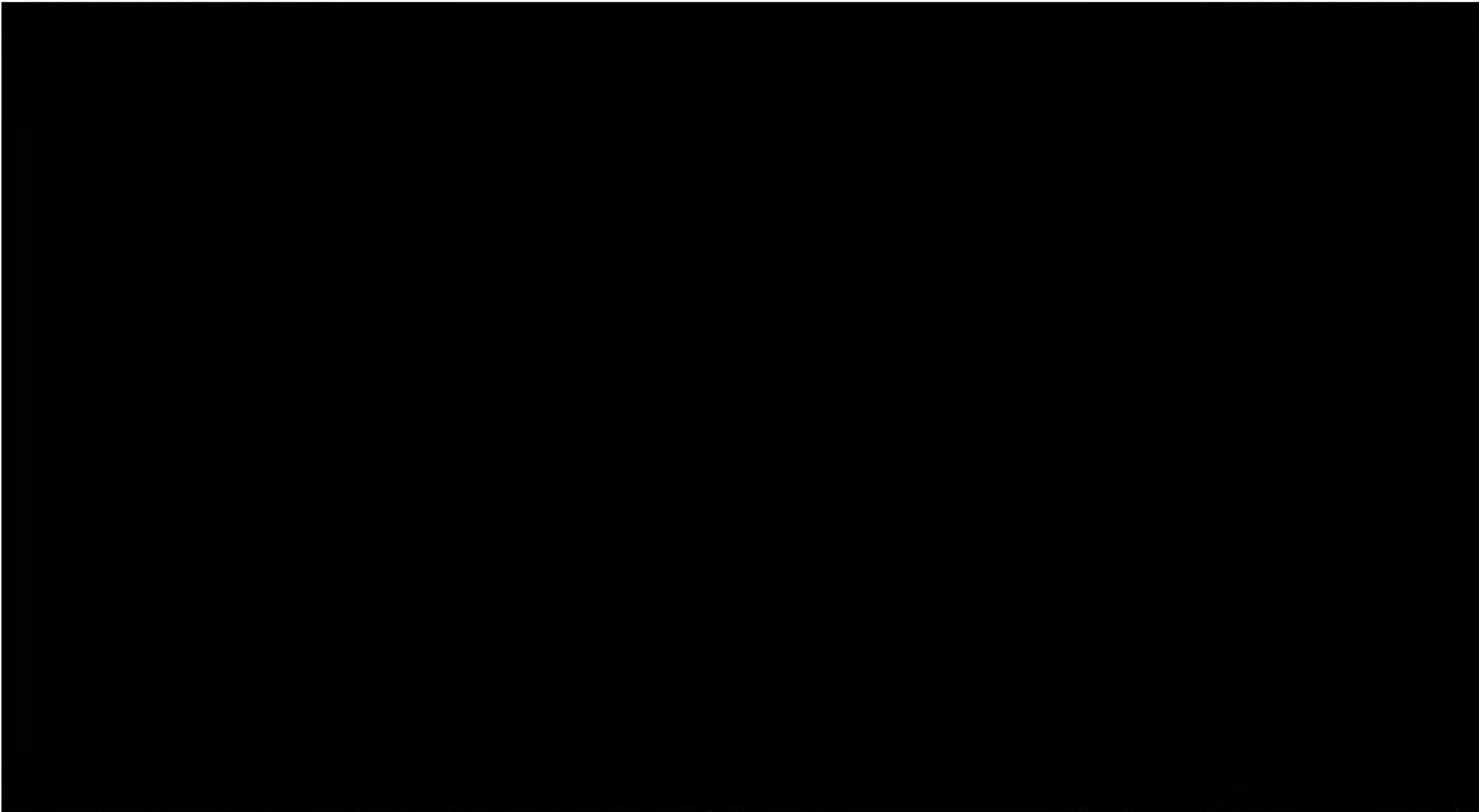
 Archaeological Site

 Archaeologically Sensitive Areas

Vanasse Hangen Brustlin, Inc.
Mass Central Railroad Rail Trail
Berlin to Waltham, Massachusetts

Figure 2

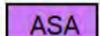
Archaeologically Sensitive Areas
June 2012



0 850 1,700
Feet

 Mass Central Railroad Corridor

 Archaeological Site

 Archaeologically Sensitive Areas

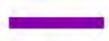
Vanasse Hangen Brustlin, Inc.
Mass Central Railroad Rail Trail
Berlin to Waltham, Massachusetts

Figure 3

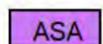
Archaeologically Sensitive Areas
June 2012



0 850 1,700
Feet

 Mass Central Railroad Corridor

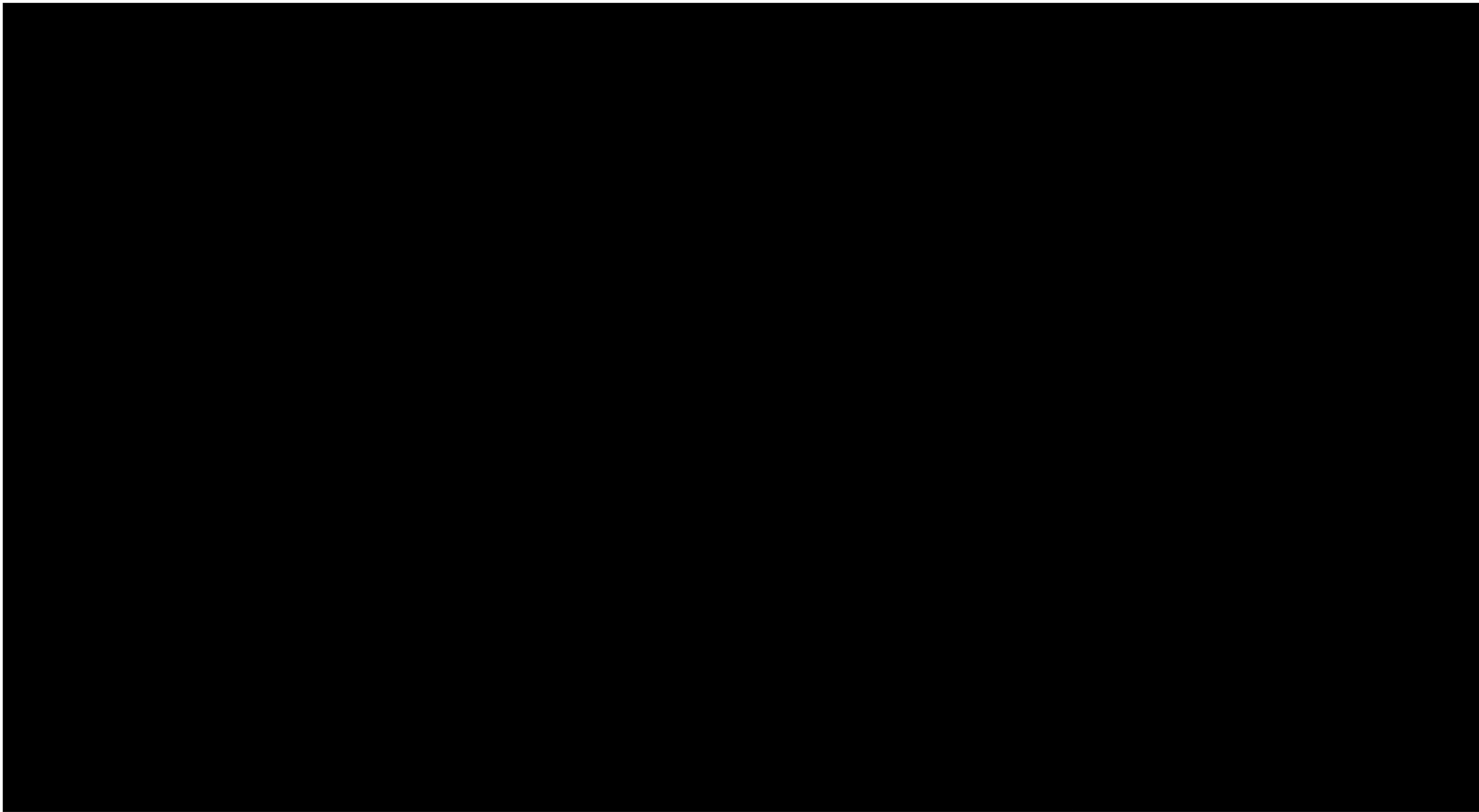
 Archaeological Site

 Archaeologically Sensitive Areas

Vanasse Hangen Brustlin, Inc.
Mass Central Railroad Rail Trail
Berlin to Waltham, Massachusetts

Figure 4

Archaeologically Sensitive Areas
June 2012



0 850 1,700
Feet

 Mass Central Railroad Corridor

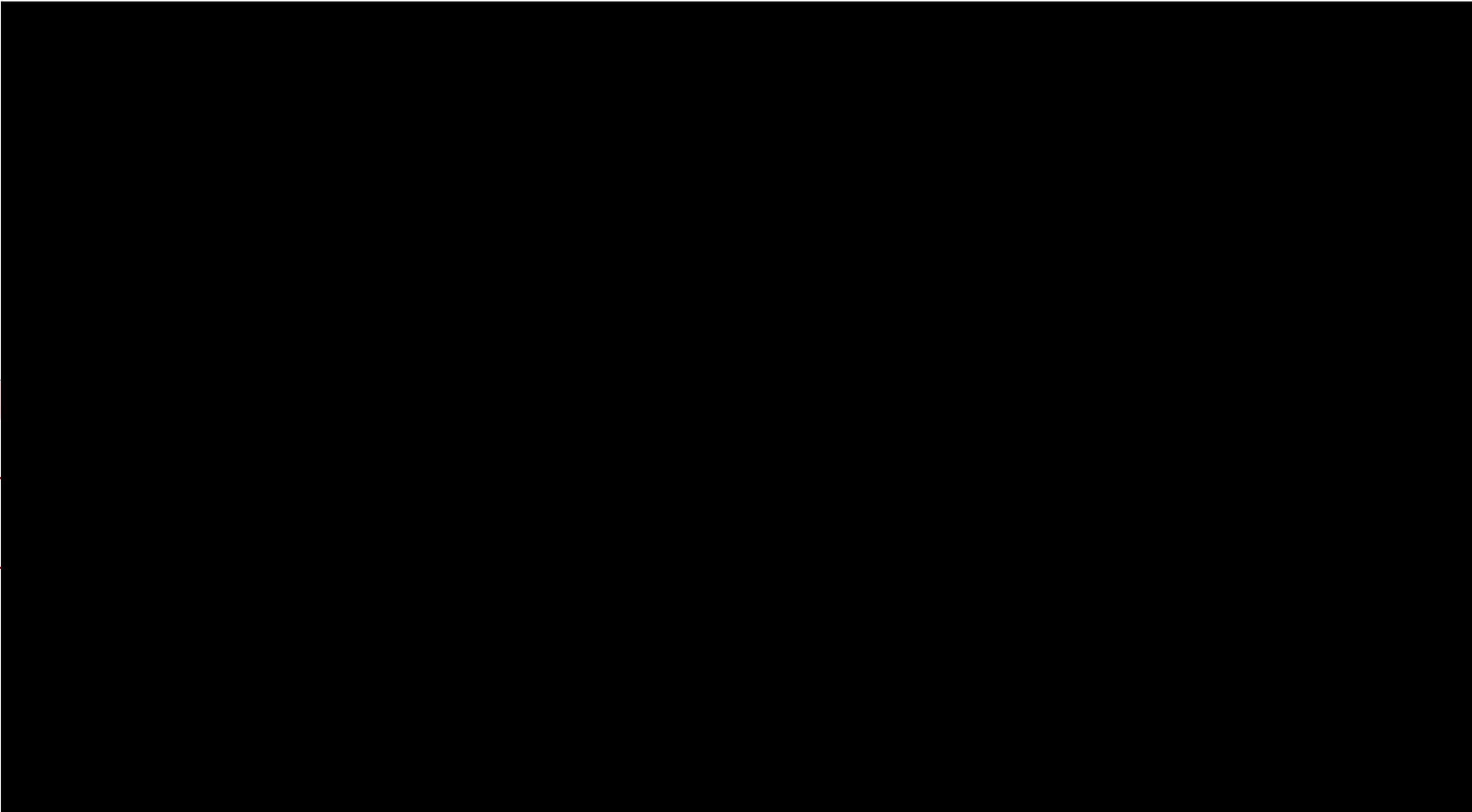
 Archaeological Site

 Archaeologically Sensitive Areas

Vanasse Hangen Brustlin, Inc.
Mass Central Railroad Rail Trail
Berlin to Waltham, Massachusetts
Archaeologically Sensitive Areas
June 2012

Figure 5

19-M



0 850 1,700
Feet

 Mass Central Railroad Corridor

 Archaeological Site

 Archaeologically Sensitive Areas

Mass Central Railroad Rail Trail
Berlin to Waltham, Massachusetts

Archaeologically Sensitive Areas
June 2012

Figure 6



0 850 1,700
Feet

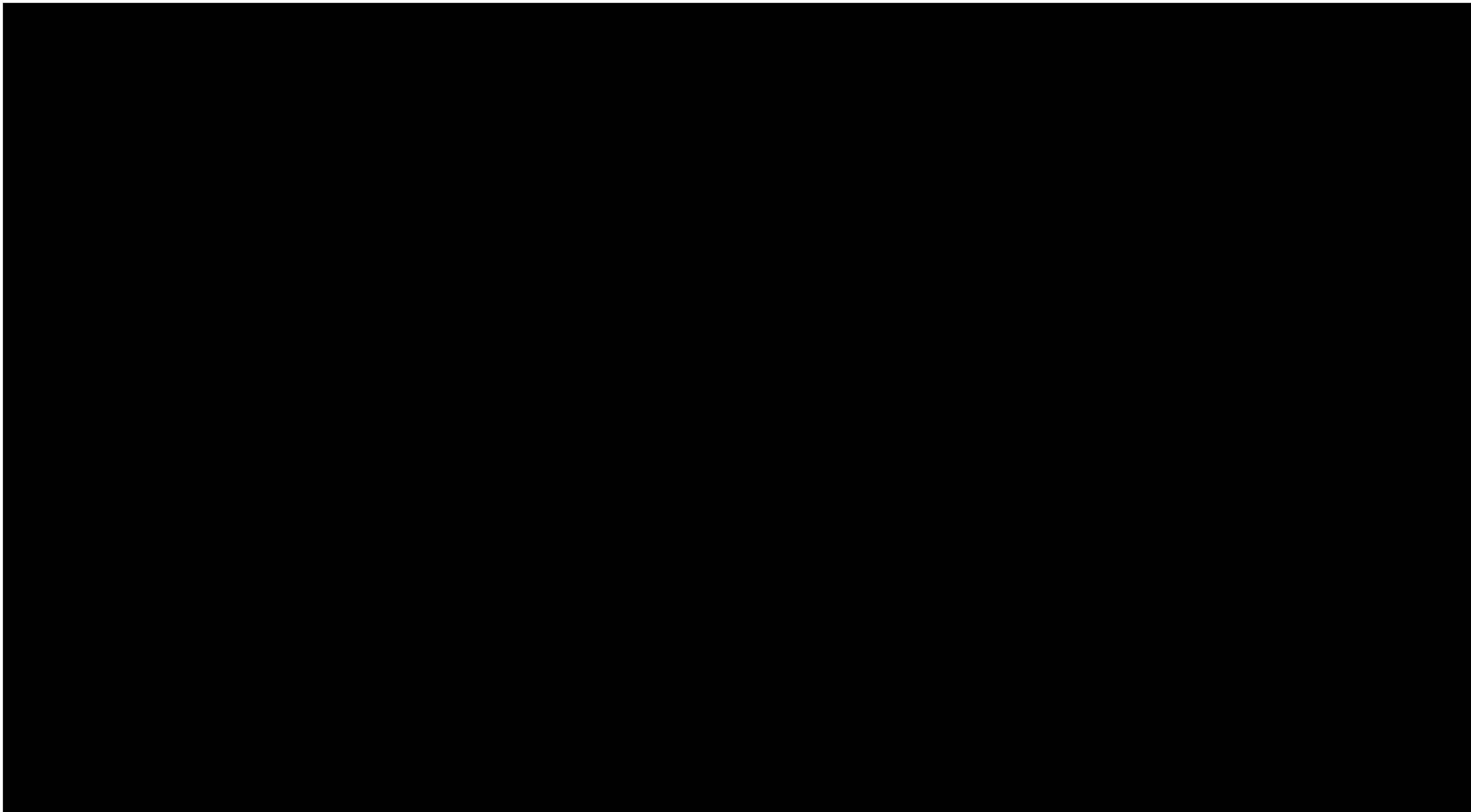
 Mass Central Railroad Corridor

 Archaeological Site

 Archaeologically Sensitive Areas

Vanasse Hangen Brustlin, Inc.
Mass Central Railroad Rail Trail
Berlin to Waltham, Massachusetts
Archaeologically Sensitive Areas
June 2012

Figure 7



0 850 1,700
Feet

 Mass Central Railroad Corridor

 Archaeological Site

 Archaeologically Sensitive Areas

Vanasse Hangen Brustlin, Inc.
Mass Central Railroad Rail Trail
Berlin to Waltham, Massachusetts

Figure 8

Archaeologically Sensitive Areas
June 2012

Appendix C: Historic Maps of the Railroad Corridor

Appendix C: Historic Maps of the Railroad Corridor

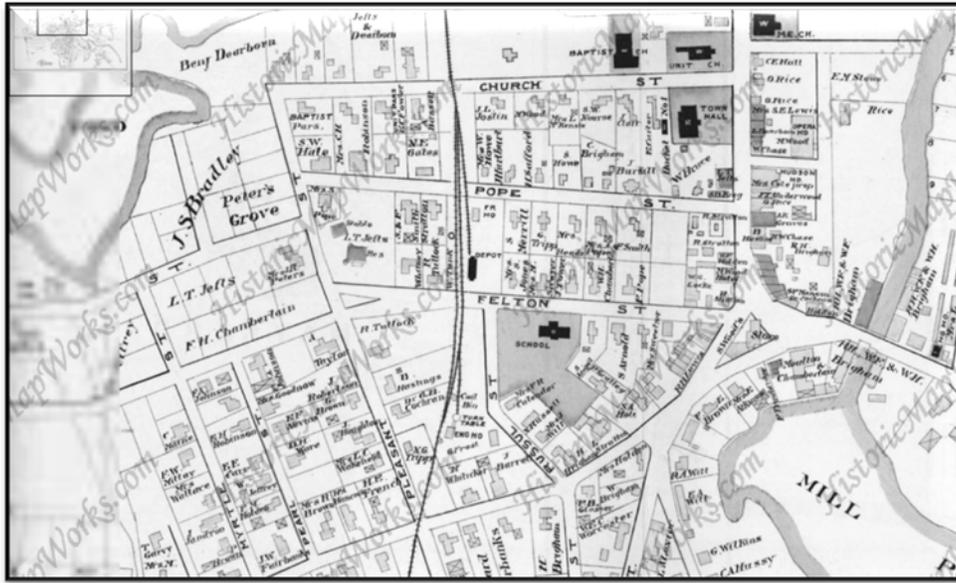


Figure 1. Railroad corridor through the center of Hudson (Walker 1889). North is to the left hand side of the image. Not to scale.

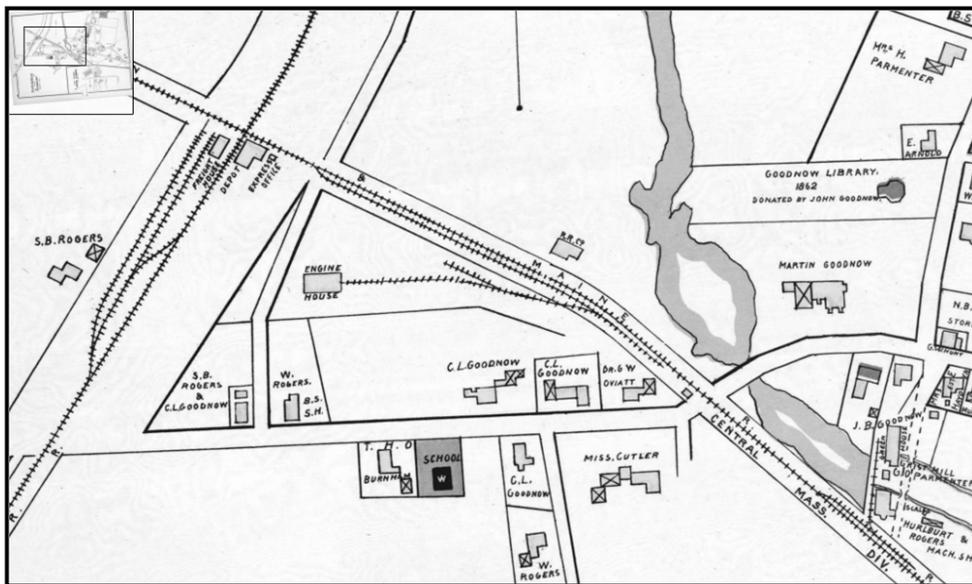


Figure 2. Railroad corridor through the center of Sudbury (Walker 1889) North is at the top of the image. Not to scale.

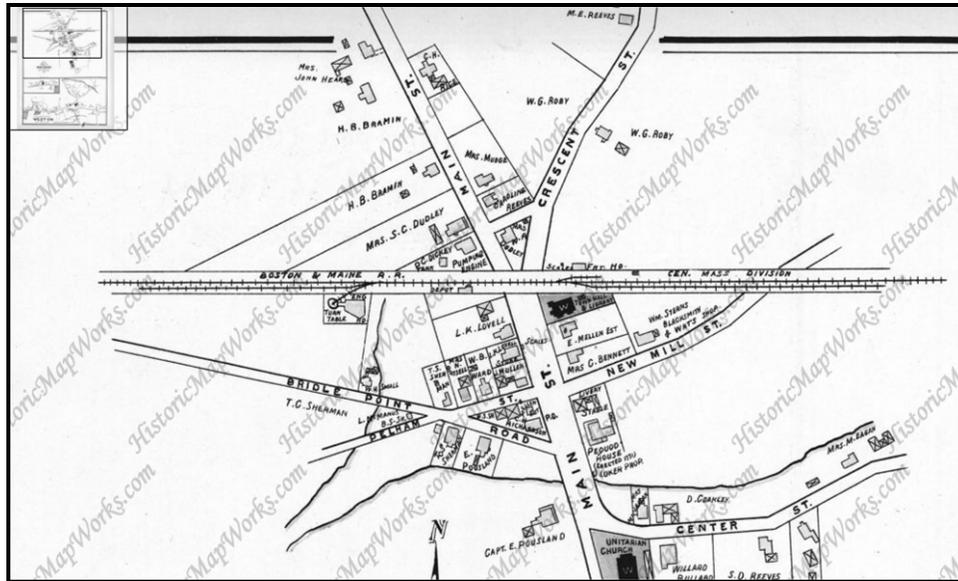


Figure 3. Railroad corridor through the center of Wayland (Walker 1889). North is to the top of the image. Not to scale.

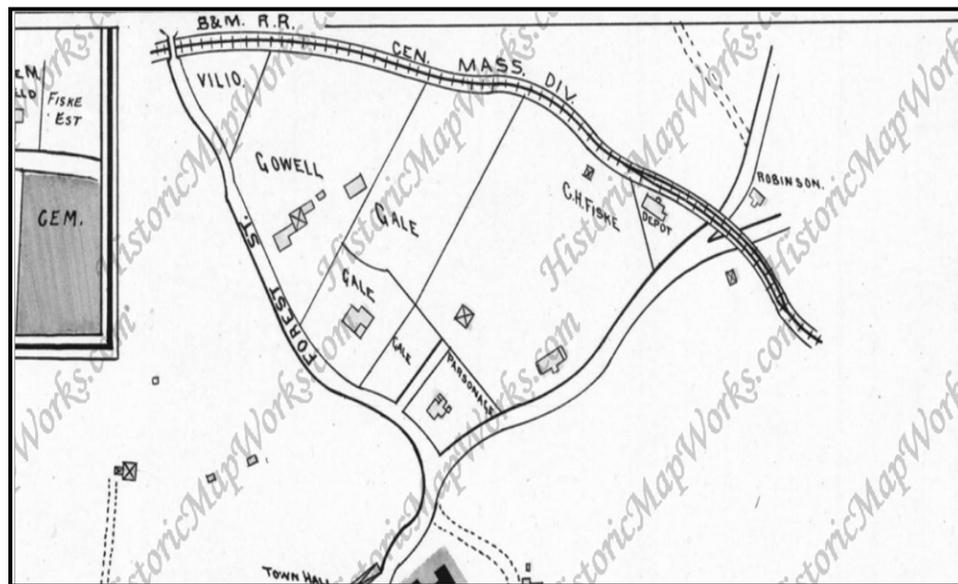


Figure 4. Railroad corridor through the center of Weston (Walker 1889). North is at the top of the image. Not to scale.

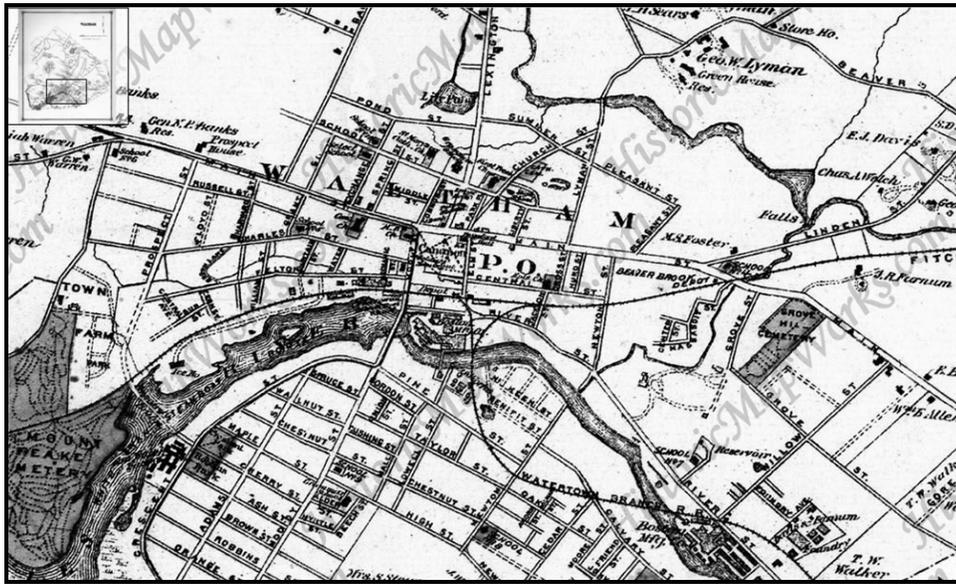


Figure 5. Railroad corridor through the center of Waltham (Walker 1889). North is at the top of the image. Not to scale.

Appendix D: MHC Inventory Form Continuation Sheets

INVENTORY FORM CONTINUATION SHEET

HUDSON

HUDSON DOWNTOWN

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

A	
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(update June 2012)

The Hudson Downtown area consists of a well-preserved concentration of a variety of building types associated with a large 18th-early 20th century town center. At the center of the area, a dense municipal and commercial corridor extends east/west along Main Street, largely reconstructed in brick after an 1894 fire. North of Main Street, a number of 19th century dwellings extend to the north boundary of the area, and a small number of 19th century churches are located within the municipal core and residential portions of HUD.A. South of Main Street, a number of large manufacturing buildings line the Assabet River. A channel paralleling Houghton Street connects the Assabet River Bruce Pond, supporting a secondary manufacturing complex on the south side of Bruce Pond north of Main Street. A rail trail has been established south of Main Street, with access to the Assabet River.

The town center still functions as the heart of the town, which continues to support a mixture of commercial and municipal activities. Buildings are generally well-maintained and well-preserved, with some modern infill and vacant lots along the north/south streets that cross Main Street.

INVENTORY FORM CONTINUATION SHEET

HUDSON

HUDSON DOWNTOWN

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

A	
---	--



View along Manning Street from location of 58 Manning Street, facing S



View along Church Street, from location of 45 Church Street, facing SE

INVENTORY FORM CONTINUATION SHEET

HUDSON

HUDSON DOWNTOWN

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

A	
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View along Church Street from intersection of Cross Street, facing S



View along Pope Street from intersection of Pleasant Street, facing S

INVENTORY FORM CONTINUATION SHEET

HUDSON

HUDSON DOWNTOWN

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

A	
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View along Felton Street from location of 28 Felton Street, facing S



View of commercial and municipal center from intersection of Lincoln Street and Central Street, facing S

INVENTORY FORM CONTINUATION SHEET

HUDSON

HUDSON DOWNTOWN

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

A	
---	--



View along Main Street from intersection of Felton Street, facing E



View along Felton Street from intersection of Main Street, facing N

INVENTORY FORM CONTINUATION SHEET

HUDSON

HUDSON DOWNTOWN

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

A	
---	--



View along Main Street from intersection of Pope Street, facing E



View along Pope Street from location of 31 Pope Street, facing S

INVENTORY FORM CONTINUATION SHEET

HUDSON

HUDSON DOWNTOWN

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

A	
---	--



View of Church Street from location of 18 Church Street, facing S



View of secondary industrial area south of Bruce Pond, from Main Street, facing N

INVENTORY FORM CONTINUATION SHEET

HUDSON

HUDSON DOWNTOWN

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

A	
---	--



View along Main Street from intersection of Manning Street, facing W



View along Broad Street from crossing of Assabet River, 33 Broad Street (no inventory #) on left, facing N

INVENTORY FORM CONTINUATION SHEET

HUDSON

HUDSON DOWNTOWN

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

A	
---	--



View along Washington Street from intersection of Park Street, facing NE

INVENTORY FORM CONTINUATION SHEET

HUDSON

14 LINCOLN STREET

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

A	35
---	----

(update June 2012)

This house is very well-preserved with many original Italianate details intact, such as roof brackets, arched window hoods, quoins, and an elaborate entrance portico. Although the house fronts on Lincoln Street, the driveway is on Rice Street, and leads to a mid-20th century garage located northwest of the house.

INVENTORY FORM CONTINUATION SHEET

HUDSON

14 LINCOLN STREET

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

A	35
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View of 14 Lincoln Street, east façade and south elevation, facing NW



View of 14 Lincoln Street, east façade and north elevation, facing SW

INVENTORY FORM CONTINUATION SHEET

HUDSON

14 LINCOLN STREET

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

A	35
---	----



View of 14 Lincoln Street garage, facing NW

INVENTORY FORM CONTINUATION SHEET

HUDSON

34 POPE STREET

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

A	24
---	----

(update June 2012)

The former Boston & Maine RR station, built originally for the Central Massachusetts Railroad, is assigned the MHC # of HUD.24, but is also within the Hudson-Assabet River Area, HUD.A. The building has retained the same level of integrity since its original documentation on a MHC form.

INVENTORY FORM CONTINUATION SHEET

HUDSON

34 POPE STREET

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

A	24
---	----



View facing NW



View facing NE

INVENTORY FORM CONTINUATION SHEET

HUDSON

29 Church Street

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

A	25
---	----

(update June 2012)

The building, used as a senior community center since at least 1978 when it was originally recorded on an inventory form, has no visible changes.

INVENTORY FORM CONTINUATION SHEET

HUDSON

29 Church Street

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

A	25
---	----



Facing SE

INVENTORY FORM CONTINUATION SHEET
MANNING ROAD

HUDSON

BRUCE'S POND NEAR

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

A	906
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(update June 2012)

The bridge is in fair condition, but is no longer in active use. It has not received any visible changes since its initial documentation on an inventory form in 1987.

INVENTORY FORM CONTINUATION SHEET
MANNING ROAD

HUDSON

BRUCE'S POND NEAR

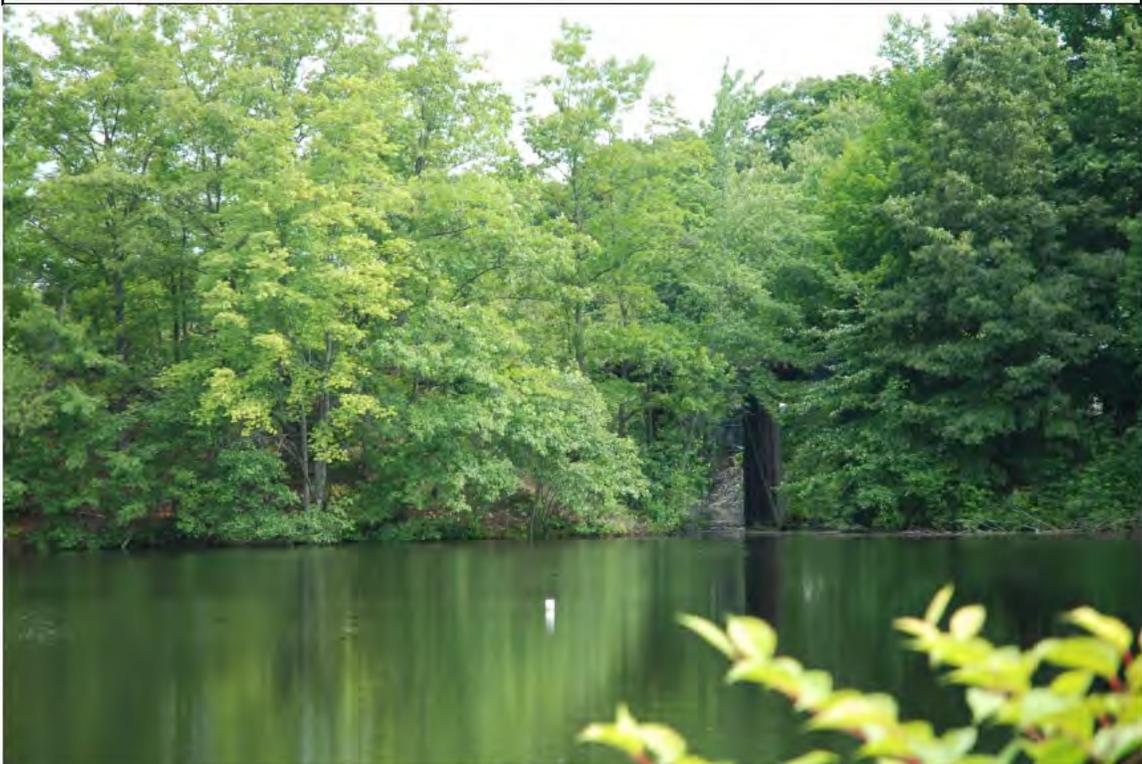
MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

A	906
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Facing E



Facing N

INVENTORY FORM CONTINUATION SHEET

HUDSON

Over Assabet River

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

	907
--	-----

(update June 2012)

Since its original documentation in 1987, the Assabet River Railroad Bridge has not been visibly changed.

INVENTORY FORM CONTINUATION SHEET

HUDSON

Over Assabet River

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

	907
--	-----



Facing NE



Facing N

INVENTORY FORM CONTINUATION SHEET

HUDSON

Over Assabet River

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

	907
--	-----



Facing N

INVENTORY FORM CONTINUATION SHEET

Meadow Brook

HUDSON

MBTA ROW Over Fort

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

	908
--	-----

(update June 2012)

Since its original documentation in 1987, the Fort Meadow Brook Bridge has seen no visible change.

INVENTORY FORM CONTINUATION SHEET

Meadow Brook

HUDSON

MBTA ROW Over Fort

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

	908
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Facing W



Facing NW

INVENTORY FORM CONTINUATION SHEET

HUDSON

31 PARMENTER ROAD

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

	108
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(update June 2012)

Except for a split wood rail fence bordering the property along Parmenter Road, there are no visible changes to the property since its original recordation on an inventory form in 1975.

INVENTORY FORM CONTINUATION SHEET

HUDSON

31 PARMENTER ROAD

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

	108
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Facing W

INVENTORY FORM CONTINUATION SHEET

SUDBURY

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

	900
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(update June 2012)

The bridge has had no visible changes since its original recordation in 1987.

INVENTORY FORM CONTINUATION SHEET

SUDBURY

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

	900
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Facing N

INVENTORY FORM CONTINUATION SHEET

SUDBURY WAYSIDE INN HISTORIC DISTRICT

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

E	
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(update June 2012 – field visit to north portion of district)

The north portion of this district, along Robert Best Road, Colburn Circle, and Curtis Circle, consists entirely of recent subdivisions with houses that appear to date to the 1970s and 1980s.

INVENTORY FORM CONTINUATION SHEET

SUDBURY WAYSIDE INN HISTORIC DISTRICT

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

E	
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View along Colburn Circle, facing SE



View along Curtis Circle, facing SE

INVENTORY FORM CONTINUATION SHEET

SUDBURY

PEAKHAM-SOUTHWEST DISTRICT

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

F	
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(update June 2012 – field visit to north portion of district)

The Peakham-Southwest District is located almost entirely within the Wayside Inn Historic District (SUD.E). The north portion of the district is heavily wooded and sparsely populated, and houses are set far back from the road. A horse ranch is located on the east side of Dutton Road, adjacent to the former Boston and Maine Railroad corridor to the south. The ranch buildings are largely obstructed from view, but appear to be a mixture of structures older and newer than 50 years.

INVENTORY FORM CONTINUATION SHEET

SUDBURY

PEAKHAM-SOUTHWEST DISTRICT

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

F	
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Dutton Road and Old Garrison Road, showing heavy tree cover typical of the surrounding area, facing NE



View of horse ranch on east side of Dutton Road south of B&M Railroad corridor, facing SW

INVENTORY FORM CONTINUATION SHEET
and Maple Avenue

SUDBURY

Boston Post Road

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

P	
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(update June 2012)

No changes to this local historic district since it was recorded on a MHC inventory form in 2010.

INVENTORY FORM CONTINUATION SHEET

ROAD AT MBTA ROW

SUDBURY

S. SIDE BOSTON POST

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

P	282
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(update June 2012)

The building is in excellent condition, and was rehabilitated after a vehicle hit the structure in 1997.

INVENTORY FORM CONTINUATION SHEET

ROAD AT MBTA ROW

SUDBURY

S. SIDE BOSTON POST

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

P	282
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Facing S



Facing NE

INVENTORY FORM CONTINUATION SHEET

SUDBURY

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

	901
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(update June 2012)

The bridge displays no visible changes since its initial recordation in 1987.

INVENTORY FORM CONTINUATION SHEET

SUDBURY

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

	901
--	-----



Facing N



Facing SE

INVENTORY FORM CONTINUATION SHEET

SUDBURY

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

	901
--	-----



Facing NE

INVENTORY FORM CONTINUATION SHEET

WAYLAND

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

	916
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(update June 2012)

The bridge has had no visible changes since its original recordation on an inventory form in 1987.

INVENTORY FORM CONTINUATION SHEET

WAYLAND

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

	916
--	-----



Facing S



Facing S

INVENTORY FORM CONTINUATION SHEET

WAYLAND

397 BOSTON POST ROAD

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

	77
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(update June 2012)

This house contained a number of alterations at the time the original inventory form was prepared, including apparent changes in fenestration and the addition of Italianate door hoods supported by carved brackets. Since the date of the inventory form, the façade entrance along Boston Post Road, along with the door hood, has been removed and the house covered in vinyl siding. The 6/6 wood sash windows shown in the original photograph have also been replaced, with vinyl sash windows.

INVENTORY FORM CONTINUATION SHEET

WAYLAND

397 BOSTON POST ROAD

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

	77
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397 Boston Post Road (WAY.77), west facade, facing SE

INVENTORY FORM CONTINUATION SHEET

WAYLAND

WAYLAND CENTER

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

A	
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(update June 2012)

Wayland Center contains a concentration of municipal, religious, and residential buildings, with a number of well-preserved Georgian, Federal and Greek Revival style houses. The majority of the buildings were constructed between c. 1800 and the early 20th century, and an extant train station marks the route of the former Boston and Maine Railroad corridor, which extends east/west through the center of the district. The area includes a number of large Colonial Revival houses along Winthrop Road, on parcels that are comparatively much larger than those found closer to the municipal center.

The boundary extends east along Millbrook Road on the south side, including three properties located on the south side of Millbrook Road and the north side of Boston Post Road (Route 20). These buildings have been removed, and in 2003 a large public safety and fire safety complex was constructed on the site.

INVENTORY FORM CONTINUATION SHEET

WAYLAND

WAYLAND CENTER

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

A	
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Library Lane and Old Sudbury Road, 1 Old Sudbury Road (WAY.47) on left, facing SE



Old Sudbury Road and Concord Road, facing S

INVENTORY FORM CONTINUATION SHEET

WAYLAND

WAYLAND CENTER

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

A	
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Intersection of Cochituate Road and Pelham Island Road, 31 Cochituate Road (WAY.86) at corner, facing W



View along Winthrop Road, 12 Winthrop Road (no inventory number) on left, facing N

INVENTORY FORM CONTINUATION SHEET

WAYLAND

WAYLAND CENTER

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

I	
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(update June 2012)

The local historic district within Wayland Center covers substantially the same area within the Wayland Center Historic District that is listed in the National Register of Historic Places. A major difference is the inclusion of the former B & M RR section house on the north side of the MBTA ROW (former B & M RR ROW).

INVENTORY FORM CONTINUATION SHEET

WAYLAND

5 Concord Road

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

	33
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(update June 2012)

No visible changes since the original recordation on an inventory form in 1974.

INVENTORY FORM CONTINUATION SHEET

WAYLAND

5 Concord Road

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

	33
--	----



Facing NE



Facing NE

INVENTORY FORM CONTINUATION SHEET

WAYLAND

1 Concord Road

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

I	256
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(update June 2012)

The building is currently undergoing rehabilitation, with replacement of damaged board and batten siding, new doors and window sash as major positive changes.

INVENTORY FORM CONTINUATION SHEET

WAYLAND

1 Concord Road

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

I	256
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Facing E



Facing W

INVENTORY FORM CONTINUATION SHEET

WAYLAND

1 Concord Road

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

I	256
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Facing W

View along Winthrop Road, 12 Winthrop Road (no inventory number) on left, facing N

INVENTORY FORM CONTINUATION SHEET

WESTON

LOWER CONANT ROAD

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

G	
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(update June 2012)

This area consists primarily of large parcels along Conant Road, with houses generally set back onto the properties, with smaller parcels and higher density along the side streets of Gowell Lane and Woodward Lane (private). Dense tree cover along Conant Road obstructs views of most of the houses. Gowell Lane is a cul-de-sac, with most houses located along the northwest side of the road. A number of mature trees are visible in side and rear yards. Along Gowell Lane, houses located at the southwest end of the road exhibit few alterations, while replacement siding, window sash, and added fronts are more prevalent on houses located at the northeast end of the road.

INVENTORY FORM CONTINUATION SHEET

WESTON

LOWER CONANT ROAD

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

G	
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View along Conant Road from north boundary of area, 42 Conant Road (WSN.442) visible in background, facing S



View along Conant Road from intersection with Gowell Lane, 25 Conant Road (WSN.436) visible on right, facing N

INVENTORY FORM CONTINUATION SHEET

WESTON

LOWER CONANT ROAD

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

G	
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View along Gowell Lane, southwest end, facing NE



View along Gowell Lane, northeast end, facing SW

INVENTORY FORM CONTINUATION SHEET

STREET ON MBTA ROW

WESTON

Below CHURCH

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

	251
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(update June 2012)

This station appears little altered since the original 1994 inventory form, and is in excellent condition. Although the building is vacant, a resident reported that it had been used as a residence recently.

INVENTORY FORM CONTINUATION SHEET

STREET ON MBTA ROW

WESTON

Below CHURCH

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

	251
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View of railroad station, south façade and west elevation, facing northeast



View of railroad station, north platform and east elevation, Church Street overpass (WSN.945) in background, facing W

INVENTORY FORM CONTINUATION SHEET

& M RR crossing (MBTA ROW)

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

WESTON

Church Street over B

Area(s) Form No.

	945
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(update June 2012)

There are no visible changes to the bridge since its documentation on an inventory form in 1990. The 1990 form states that bridge is within WSN.D, but this does not appear to be the case.

INVENTORY FORM CONTINUATION SHEET

& M RR crossing (MBTA ROW)

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

WESTON

Church Street over B

Area(s) Form No.

	945
--	-----



Facing



WNS.945 (Church St. Bridge with former railroad station (WSN.249) in front, facing W

INVENTORY FORM CONTINUATION SHEET

WESTON

72 CHURCH STREET

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

	249
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(update June 2012)

This house appears little altered since the original 1995 inventory form, and is in excellent condition.

INVENTORY FORM CONTINUATION SHEET

WESTON

72 CHURCH STREET

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

	249
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View of 72 Church Street, southeast façade and southwest elevation, facing north



View of 72 Church Street, southeast façade and northeast elevation, facing W

INVENTORY FORM CONTINUATION SHEET

WESTON

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

	903
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(update June 2012)

There have been no changes to the structure since its recordation in 1987.

INVENTORY FORM CONTINUATION SHEET

WESTON

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

	903
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Facing NW

INVENTORY FORM CONTINUATION SHEET

WESTON

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

	904
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(update June 2012)

There have been no changes to the bridge since its original documentation on an inventory form in 1987.

INVENTORY FORM CONTINUATION SHEET

WESTON

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

	904
--	-----



Facing W



Facing SW

INVENTORY FORM CONTINUATION SHEET

WESTON

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

	904
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Underside of bridge, facing SW

INVENTORY FORM CONTINUATION SHEET

WALTHAM

MBTA ROW over I-95

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

	918
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(update June 2012)

No changes to the bridge since its recordation on an inventory form in 1987.

INVENTORY FORM CONTINUATION SHEET

WALTHAM

MBTA ROW over I-95

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

	918
--	-----



Facing SE



Facing SE

INVENTORY FORM CONTINUATION SHEET

WALTHAM ELSTON ROAD AT IRVING STREET

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

	414
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(update June 2012)

Since its documentation on an inventory form in 1984, the building has received a new 1-story addition on the west side with a deck atop it.

INVENTORY FORM CONTINUATION SHEET

WALTHAM ELSTON ROAD AT IRVING STREET

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

	414
--	-----



Facing SW



Facing W

INVENTORY FORM CONTINUATION SHEET

WALTHAM ELSTON ROAD AT IRVING STREET

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

	414
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Facing SE

INVENTORY FORM CONTINUATION SHEET

WALTHAM

CENTRAL SQUARE

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

F	
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(update June 2012)

Although the multiple-family and single-family housing along Lexington Terrace retains integrity, several changes have been made to the manufacturing buildings originally recorded as part of WLT.F. The factory buildings on the north side of Ames Street, indicated as #26 and #28 on the original WLT.F map, (American Knitting Company, WLT.420; B.C. Ames Company Building, WLT.421) have been largely removed, as well as Ames Street itself. A recent one-story retail/office building has been constructed on the site of the American Knitting Company building (WLT.420), with a parking lot occupying the original location of Ames Street. One of the manufacturing buildings, or a portion thereof, is currently used as multiple-family housing on the north side of the property. A new building is currently under construction on the site of the B.C. Ames Company Building and the former east side of Ames Street.

In addition, several alterations have been made to the Reliance Garnetting Mills building (23 Summer Avenue, WLT.417). The fenestration along the west façade has been altered to accommodate smaller windows, and the original large multiple-paned windows have been replaced by three-pane vinyl sash windows. In the center of the façade, a one-bay entrance vestibule with a gable roof has been added to the front, and the building has recently been clad in vinyl siding.

Alterations to the residential structures primarily include replacement vinyl siding and vinyl sash windows.

INVENTORY FORM CONTINUATION SHEET

WALTHAM

CENTRAL SQUARE

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

F	
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Lexington Avenue at Lexington Terrace, WLT.422 and portion of WLT.418, facing NE



View of east end of Lexington Terrace toward Lexington Avenue, facing W

INVENTORY FORM CONTINUATION SHEET

WALTHAM

CENTRAL SQUARE

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

F	
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Houses at east end of Lexington Terrace, facing NE



North end of Summer Avenue, showing former site of B.C. Ames Building and beginning construction of new building, facing NW

INVENTORY FORM CONTINUATION SHEET

WALTHAM

CENTRAL SQUARE

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

F	
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Lexington Avenue at former intersection of Ames Street, former site of American Knitting Company building on left, facing E



View of WLT.417, 23 Summer Avenue, facing SE.

INVENTORY FORM CONTINUATION SHEET

WALTHAM

23 Summer Avenue

MASSACHUSETTS HISTORICAL COMMISSION

Area(s) Form No.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

F	417
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(update June 2012)

Several alterations have been made to this building. The fenestration along the west façade has been altered to accommodate smaller windows, and the original large multiple-paned windows have been replaced by three-pane vinyl sash windows. In the center of the façade, a one-bay entrance vestibule with a gable roof has been added to the front, and the building has recently been clad in vinyl siding. The nearby B.C. Ames Company and American Knitting Company manufacturing buildings have been removed.

INVENTORY FORM CONTINUATION SHEET

WALTHAM

23 Summer Avenue

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

F	417
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View of 23 Summer Avenue, west façade, facing NE



View of 23 Summer Avenue, west façade and north elevation, facing SE

INVENTORY FORM CONTINUATION SHEET

MBTA ROW

WALTHAM OVER CLEMATIS BROOK AT

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

	919
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(update June 2012)

There have been no visible changes to the bridge since its original documentation on an inventory form in 1987.

INVENTORY FORM CONTINUATION SHEET
MBTA ROW

WALTHAM OVER CLEMATIS BROOK AT

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

	919
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Facing SE

INVENTORY FORM CONTINUATION SHEET

WALTHAM

Linden Street

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

	901
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(update June 2012)

The bridge has received no visible changes since both its initial documentation on an inventory form in 1987 and its subsequent listing in the National Register in 1989.

INVENTORY FORM CONTINUATION SHEET

WALTHAM

Linden Street

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

	901
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Facing NE



Facing NE

INVENTORY FORM CONTINUATION SHEET

WALTHAM

Linden Street

MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

	901
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Facing NW