Archaeological Site Examination
Wayland Center Railroad Complex
AT&T and Omnipoint Telecommunications Complex

Wayland, Massachusetts

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MANAGEMENT ABSTRACT

PAL completed an archaeological site examination of the Wayland Center Railroad Complex, a portion of which lies within the AT&T and Omnipoint Telecommunications project area. The project area extends roughly 1,000 ft from Route 27 (Cochituate Road) west to an existing BECO Tower #112 within a Massachusetts Bay Transportation Authority (MBTA)- owned railroad easement (former Boston & Maine Railroad). The scope of the site examination included archival research, field investigations, analysis of recovered cultural materials, and a synthesis of the documentary and archaeological records for the identified railroad-related historic and archaeological features within the project-area portion of the MBTA easement and abutting parcels.

Archival research, subsurface testing, and site mapping were conducted for the cultural resources situated in the project area portion of the Wayland Center Railroad Complex. Subsurface testing consisted of the placement of nine test units (six 50x50 cm test pits, two 50cm x 1 m hand trenches, one 1x1 m excavation unit) at the locations of visible and documented site elements. These activities resulted in the documentation of several railroad-related structures (passenger platform, freight car remains, water tank foundations) and features (switchstand, lamp post, spare rail racks, and a whistle post) adjacent to the north and south sides of the historic track structure.

Archival research, a visual inspection, and site mapping also resulted in the identification of a number of railroad-related structures and features on both the west and east sides of Route 27 in proximity to the project area. These include: the passenger station (standing structure), the freight house (standing structure), the track structure, two switchstands, a stop sign post, a derail mechanism, a stone retaining wall, four telegraph poles, a whistle post, and a possible mile post marker. A documented engine house and turntable pit, historic lumber storage building and a coal pit were also visually verified in proximity to the tracks. These features represent the remains of late nineteenth/early twentieth century rail served commercial enterprises.

The Wayland Center Railroad Complex was developed over a period of about forty years, from 1880 to about 1920. The identified historic and archaeological buildings, structures and features that comprise the Wayland Center Railroad Complex, both within and adjacent to the AT&T and Omnipoint Telecommunications project area, are significant resources that should collectively be considered eligible to the National Register of Historic Places under Criteria A, C, and D. The Wayland Center Railroad Complex played an important role in the socioeconomic development and transformation of the town in the late nineteenth and twentieth centuries. Taken collectively, the surviving structural and archaeological resources at the complex represent key components of a typical late-nineteenth-century railroad passenger, freight, and locomotive servicing facility.

Only a small portion of the Wayland Center Railroad Complex lies within the current boundaries of the Wayland Center National Register Historic District and the Wayland Center Local Historic District. This

small area contains the passenger station adjacent to Route 27. Due to the National Register eligibility of the whole complex, it is recommended that the boundaries of the current historic district be revised to the west and east to include all of the newly identified railroad-related historic and archaeological resources that surround the passenger station.

The railroad complex resources identified within the AT&T and Omnipoint Telecommunications project area should be avoided during construction, or further documentation (archival and photographic documentation, archaeological testing) may be warranted in consultation with the MHC.

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CHAPTER ONE

INTRODUCTION

Scope and Authority

AT&T Wireless Services and Omnipoint Communications retained PAL to conduct an archaeological site examination at the site of the Wayland Center Railroad Complex in Wayland, Massachusetts (Figure 1-1). This late nineteenth and twentieth century railroad complex is associated with the Wayland Depot listed in the State and National Registers of Historic Places as a contributing element of the Wayland Center Historic District. The complex was identified during the intensive (locational) archaeological survey of a proposed telecommunications facility (Waller et al. 1999). The scope of the archaeological site examination included archival research, field investigation, analysis of recovered cultural materials, and a synthesis of the documentary and archaeological records for the identified railroad-related historic and archaeological features within the project area portion of the MBTA railroad easement and abutting parcels. The site examination investigations were conducted in compliance with Section 106 of the National Historic Preservation Act of 1966, as amended, (36 CFR 800), and

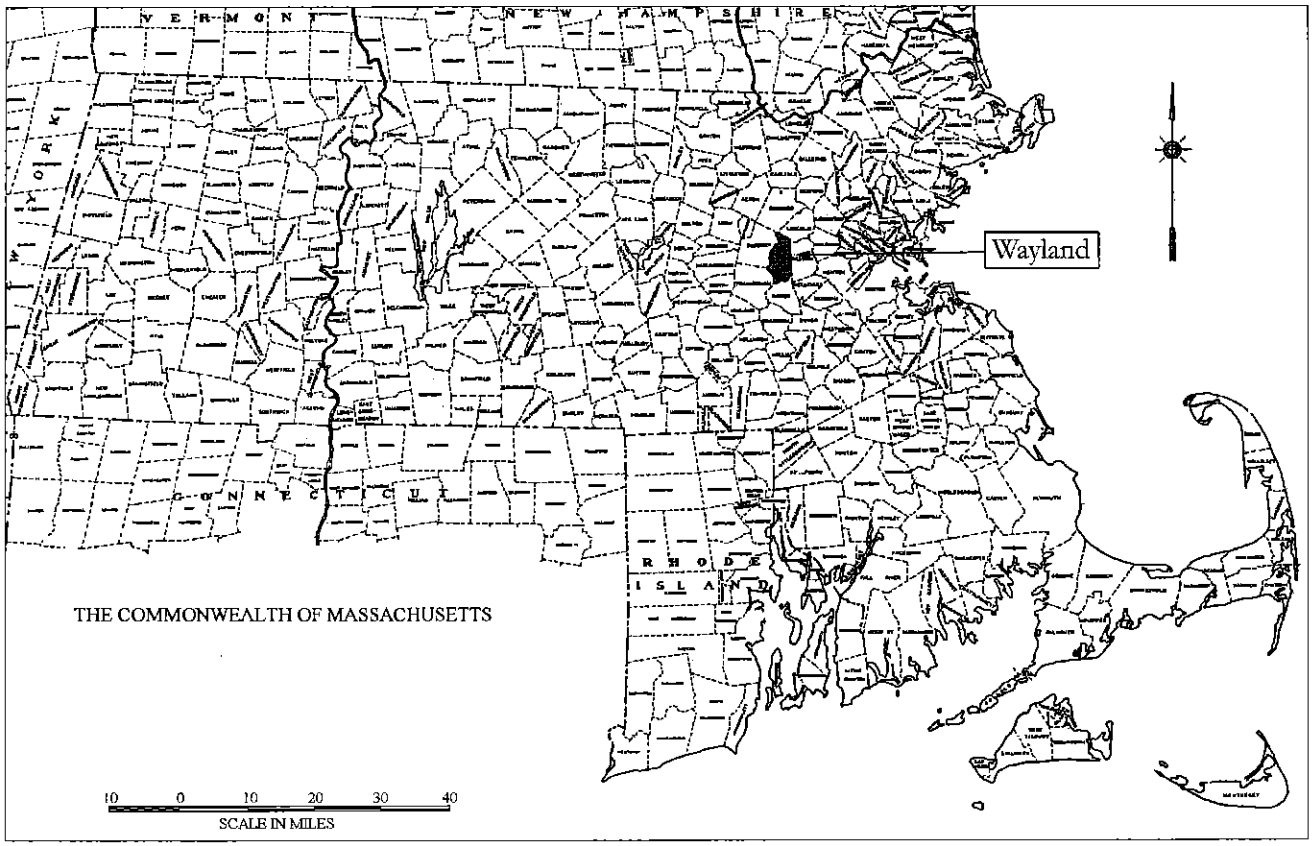

Figure 1-1. Map of Massachusetts with the location of Wayland.

Massachusetts General Laws, Chapter 9, Sections 26-27c, as amended by the Acts of 1988 (950 CMR 71).

All tasks associated with this phase of archaeological investigation were undertaken in accordance with the standards outlined in the Secretary of the Interior's *Standards and Guidelines for Archaeology and Historic Preservation* (48 FR 44716, 1983) and the MHC's *Public Planning and Environmental Review: Archaeology and Historic Preservation* (1979). This technical report also follows the guidelines established by the National Park Service (NPS) in the *Recovery of Scientific, Prehistoric, Historic, and Archaeological Data* (36 CFR Part 66, Appendix A).

Project Description

Construction of the new telecommunications facility is planned within an abandoned MBTA-owned railroad easement situated west of Cochituate Road (Route 27) (Figure 1-2). A power mount pole with two carriers' antenna arrays mounted on BECO Tower #112, two equipment cabinets, a power and telephone pedestal, underground ring and utilities, fencing, parking, and related landscaping are proposed at the location of the existing BECO Tower #112. The proposed 7-10 ft wide gravel access driveway and associated underground utilities and landscaping will extend west from Sudbury Road along the rail easement to BECO Tower #112. This approximate 1000-foot long section of railroad easement reportedly contained visible structural remains associated with the historic Wayland Center Railroad Complex, related to the Central Massachusetts division of the Boston & Maine Railroad. These remains included: 1) brick and granite water tank foundation/supports;2) timber crib and granite block foundation of a handcar house/shed; 3) coal and slag dump; 4) remnant rail track supports, wooden rail ties, switch equipment, and a concrete crossing post; and 5) a portion of a concrete passenger platform with a cedar and wrought iron lamp post. An approximate 160-ft long section of this easement closest to Cochituate Road is included within the current northwestern boundaries of the Wayland Center National Register Historic District, listed in the National Register of Historic Places in 1974, and the Wayland Center Local Historic District, established in 1994.

A number of additional historic and archaeological features associated with the Wayland Center Railroad Complex are situated in an adjoining 50,000 square foot parcel, owned by the Town of Wayland. This parcelextends about 720 ft west from Cochituate Road and abuts the southern boundary of the railroad easement. The eastern portion of the lot closest to the road contains the Wayland Railroad Depot building (WAY-82), identified as a contributing element in both historic districts and is included within the National Register district boundaries. The central portion of the lot, which is narrow along the railroad easement, contains a portion of the concrete passenger platform with intact lamp post. This narrow part of the lot is also documented as historically being the location of a railroad-related milk shed. The western portion of the lot contains the visible remains of a documented railroad engine house and turntable pit. Other peripherally-related commercial enterprises are documented to the west of the engine house and turntable pit and to the east of the depot building. These include a lumber company building, coal and grain company buildings, and a freight station, reported to have all existed circa 1900 (Conard 1998).

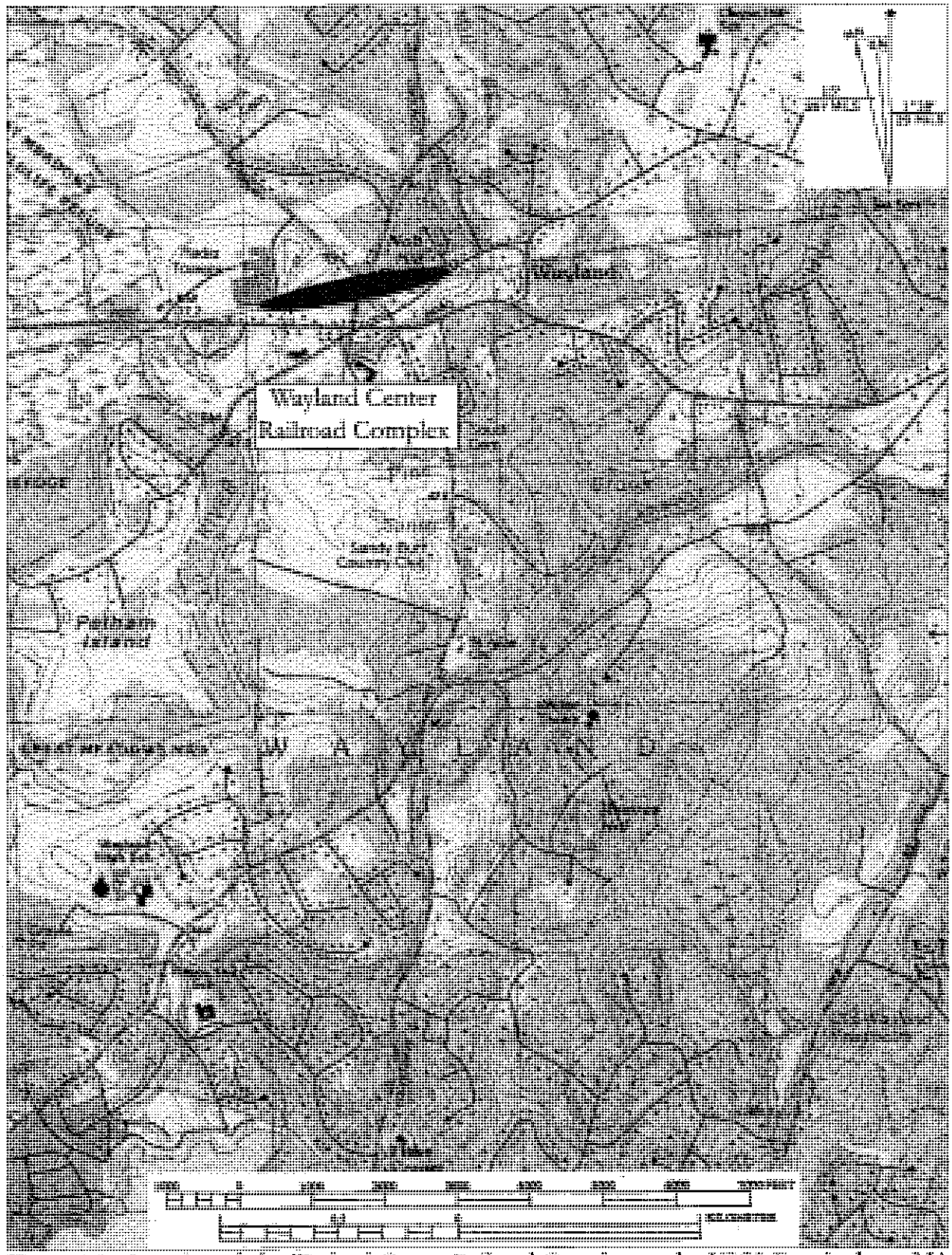

Figure 1-2. Location of the Wayland Center Railroad Complex on the USGS Framingham, MA topographic quadrangle, 7.5 minute series.

Project History

The Massachusetts Historical Commission (MHC) reviewed the conceptual project plans for the new telecommunications facility and requested that an intensive (locational) archaeological survey be conducted because of the project's proximity to the Wayland Center Historic District, extant features associated with the Wayland Railroad Depot, and known Native American sites within the project vicinity (MHC letter dated May 13, 1999). PAL completed the intensive survey in July 1999 under MHC permit number 1819, issued by the state archaeologist.

The intensive survey resulted in the location of several historic and archaeological features that are associated with the Central Massachusetts division of the Boston & Maine Railroad (Waller et al. 1999). The archaeological survey located the remains of the engine house, turntable pit, water tank, handcar house/shed, coal and slag dump, remnant rail track supports, wooden rail ties, and switch equipment, a concrete crossing post, and a concrete passenger platform with a cedar and wrought iron lamp post. The majority of these remains are situated within the project area portion of the MBTA railroad easement. As noted above, the engine house, turntable pit, and portion of the concrete passenger platform lie within an abutting parcel owned by the Town of Wayland. These features, along with other documented railroad-related elements, are collectively part of the Wayland Center Railroad Complex that includes the extant historic depot building and several other documented structures in the immediate area. This railroad complex lies partially within the Wayland Center Historic National Register Historic District and the Wayland Center Local Historic District.

The MHC requested that an archaeological site examination (950 CMR 70) be conducted for the railroad complex to determine the precise location, identity, integrity, and significance of all historic and archaeological features in the project area of potential effect (MHC letter to Stephen D. Anderson, dated November 30, 1999). Some of these features are buried and not visible, while others require additional research and documentation to be fully understood and evaluated. The goal of the site examination was to locate, identify, and evaluate these historic and archaeological features to determine whether they meet the criteria of eligibility (36 CFR 63) for listing in the National Register of Historic Places. The results of the archaeological site examination will allow the application of the criteria of adverse effect (36 CFR 800.5(1)) to historic and archaeological properties in the project area of potential effect (36 CFR 800.5).

Project Personnel

The site examination archival research and field investigations were conducted in February and March 2000, under MHC permit number 1894, issued by the state archaeologist. PAL personnel involved in the project include Deborah C. Cox, project manager; Suzanne G. Cherau, principal investigator; Matthew Kierstead, industrial historian; Joseph Waller, project archaeologist, Alan MacIntyre and Nicholas Parker, archaeological assistants. All recovered cultural materials were processed in the PAL laboratory by Karen Arnold (laboratory assistant) and catalogued by Amy Langlois (laboratory assistant). All laboratory tasks were conducted under the direction of Tim Kardatzke.

Disposition of Project Materials

All project information (field forms, maps, photographs, etc.) is currently on file at PAL, 210 Lonsdale Avenue, Pawtucket, Rhode Island. PAL serves as a temporary curation facility until such time as the Commonwealth of Massachusetts designates a permanent state repository.

CHAPTER TWO

METHODOLOGY

Objectives

The objective of the site examination was to determine the precise location, identity, complexity, and integrity of all the historic and archaeological features in the project area of potential effect. Some of these features were buried and not visible, while others required additional research and documentation to be fully understood and evaluated. The site examination was designed to evaluate the significance of identified historic and archaeological resources and to make recommendations regarding eligibility for inclusion on the National Register of Historic Places and the Massachusetts State Register.

To achieve these objectives, three different research strategies were employed:

- background research including a railroad archives search and map research, and local informant interviews;
- field investigations consisting of visual inspections and subsurface testing;
- laboratory processing and analysis of cultural materials.

This report section describes the methods involved in each of the site examination research and field activities. The results of the research and field investigations are discussed and evaluated in succeeding sections.

Archaeological Significance and Historic Research Contexts

The different phases of archaeological investigation (reconnaissance, intensive survey, site examination, and data recovery) reflect preservation planning standards for the identification, evaluation, registration, and treatment of cultural resources (NPS 1983). This planning structure pivots around the eligibility of cultural resources for inclusion in the National Register of Historic Places. The National Register is the official list of properties that have been studied and found worthy of preservation. The results of an intensive (locational) survey and site examination are used to make recommendations on the significance and eligibility of any resource.

The standards used to determine the significance of cultural resources, a task required of federal agencies, have been the guidelines provided by the National Park Service (36 CFR 60): the National Register Criteria for Evaluation. Four criteria are listed by which the "quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings,

structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling and association:

A. that are associated with events that have made a significant contribution to the broad patterns of our history; or

B. that are associated with the lives of persons significant in our past; or

C. that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

D. that have yielded, or may be likely to yield, information important to prehistory or history." (36 CFR 60)

Most archaeological sites listed on the National Register of Historic Places have been determined eligible under criterion A or D. For eligibility under these criteria a number of issues must be addressed, including the kinds of data contained in the site, the relative importance of research topics that can be addressed by the data, whether these data are unique or redundant, and the current state of knowledge relating to the research topic(s) (McManamon 1990:14-15). A defensible argument must establish that a site "has important legitimate associations and/or information value based upon existing knowledge and interpretations that have been made, evaluated, and accepted" (McManamon 1990:15).

Cultural resources are linked to the criteria used in evaluating the significance of the resources through the establishment of historic contexts. A historic context is defined as follows:

> At minimum, a historical context is a body of information about past events and historic processes organized by theme, place, and time. In a broader sense, an historic context is a unit of organized information about our prehistory and history according to the stages of development occurring at various times and places. (NPS 1985)

Historical contexts provide an organizational format that groups information about related historical properties, based on a theme, geographic limits, and chronological period. A historical context may be developed for Native American, historic, and/or modern cultural resources. Each individual historical context is related to one or more aspects of the developmental history of an area, region, or theme (e.g., agriculture, transportation, waterpower), and identifies the significant patterns that an individual resource can represent.

Historical contexts are developed by:

- identifying the concept, time period, and geographic limits for the context;
- collecting and assessing existing information about these limits;
- identifying locational patterns and current conditions of the associated property types;

- synthesizing the information in a written narrative; and
- identifying information needs.

"Property types" are groupings of individual sites or properties based on common physical and associative characteristics; they serve to link the concepts presented in the historical contexts with properties illustrating those ideas (NPS 1983:44719).

A summary of an area's history can be developed by a set of historical contexts. This formulation of contexts is a logical first step in the design of any archaeological survey. It is also crucial to the evaluation of individual properties in the absence of a comprehensive survey of a region (NPS 1983:9). The result is an approach that structures information collection and analysis and ties work tasks to the types and levels of information required for identifying and evaluating potentially important cultural resources. The following historical contexts have been developed to assist in the presentation and interpretation of the archaeological data, and in the determination of significance for the historic and archaeological resources identified within the Wayland Center Railroad Complex:

- Socioeconomic Development of Wayland, 1638 to present;
- Central Massachusetts Railroad, 1868 to 1960s;
- Wayland and the Central Massachusetts Railroad, 1869 to 1960s.

These historical contexts are discussed in detail in Chapters 3 and 4. Their interpretive value for the historic and archaeological resources identified within the Wayland Center Railroad Complex is discussed in Chapters 5 and 6.

The site-specific research questions that guided the site examination background research and field investigations included:

1) What do the physical layout, structural elements, and features tell us about nineteenth century regional railroad engineering techniques and transportation systems? Were the engineering techniques and modes of construction used for the Wayland Center Railroad Complex of standard design, or were customized adaptations made to accommodate this particular setting in the town center? Why was that particular location chosen? Was it related to function and/or due to its position at the geographic center of the town?

2) What was the influence of the Central Massachusetts railroad corridor and Wayland Center rail servicing facility on the settlement patterns in Wayland during the late nineteenth and twentieth century? Did the establishment of the railroad corridor and related facilities promote economic (industry-specific) developments in Wayland along the railroad? To what extent did the railroad passenger service via the station and engine house complex set the stage for later commercial and residential use of the Wayland area?

3) What are the current physical condition and integrity of all character-defining site elements and features? Do the structural remains possess sufficient physical integrity to be determined eligible for listing on the State and National Registers of Historic Places?

Background Research and Information Sources

The information needed to develop the project-specific historic contexts and address the site-specific research questions was gathered from a number of primary and secondary documentary sources. These include railroad histories and records, historic maps, town histories, newspaper artifacts, and photograph collections. The usefulness of any one or more of these primary and secondary information sources depended on the type and nature of expected and known historic and archaeological resources within the project area.

The site examination background research for the Wayland Center Railroad Complex included the following resources:

Railroad Archives and Records

Archival research specifically pertaining to the Central Massachusetts Railroad, to the transportation and economic history of Wayland and Middlesex County, and to the history and engineering of railroad service facilities was undertaken. Specifically, a number of site-related histories, B&M Interstate Commerce Commission valuation survey engineering field notes, valuation survey right of way and track plans, and old photographs were obtained at the Boston & Maine Railroad Historical Society Archives (at the Center for Lowell History in Lowell, Massachusetts), at the Walker Transportation Collection of the Beverly Historical Society, and at the Wayland Historical Society. These include the railroad history entitled *The Central Mass.*, written and published by the Boston and Maine Railroad Historical Society in 1975. These sources were reviewed for documentary information pertaining to the regional historic railroad network as well as the Wayland Center service facility and its various components.

The Baker Library at Harvard University and the Sterling Memorial Library Manuscripts and Archives Division at Yale University both contain Boston & Maine Railroad collections. The finding aids for these collections were also reviewed as part of the site examination, but did not locate any materials relative to the Wayland Center Railroad Complex.

Turn-of-the-century railroad engineering manuals and comparative data from similar regional railroad sites provided information relating to standard railroad engineering and construction practices in order to fully understand the lay-out and function of the Wayland Center rail service facility.

Town Histories, Manuscripts and Historical Maps

Published and unpublished town and county histories, manuscripts, and newspaper articles along with historical maps were examined for information relating to the socioeconomic development of Wayland and surrounding communities. These resources are available at the Wayland Town Library and in private collections.

Informant Interviews

Local historians and other persons knowledgeable about the historic settlement and railroad history of the town were consulted in order to supplement the primary and secondary documents and assist in the determination of site significance. In particular, PAL project staff consulted with Richard Conard of the Wayland Historical Society regarding his extensive knowledge of the area's railroad history.

Field Methodology

The site examination field investigations involved a combination of aboveground and belowground location, identification, and integrity tasks for historic and archaeological resources. The first field task for archaeological resources consisted of hand testing at the locations of visible and documented site elements within the project area portion of the MBTA railroad easement. The locations of documented site elements were carefully plotted onto current project maps, using information available from railroad documents obtained during the background research. The hand testing involved the excavation of nine test units: six 50x50 cm test pits; two 50 cm x 1 m hand trenches; and one 1x1 m excavation unit.

All test units were excavated to structural remains or sterile subsoils. Excavated soils were screened through ¼ inch hardware mesh to recover cultural material ¼ inch or larger in size. Cultural material was bagged and labeled with provenience information. The count and type of all recovered cultural material were noted on standard PAL test unit forms. Soil profiles, including depths of soil horizons, colors, and textures were also recorded for each test unit. All test units were filled in and the ground surface restored to its original contour following excavation and mapping.

Fieldwork for archaeological resources also involved the hand clearing of overburden soils and vegetation from portions of all visible site elements within and adjacent to the project area. The clearing of soils and vegetation was sufficient to verify and map the surviving structural components and produce a detailed site plan of the railroad complex layout as it currently exists (see Appendix A). Measured detail drawings were done for the major site elements located within the project area (i.e., water tank foundations, freight car remains). Photo documentation and mapping of all test units, visible and buried structural remains, and the general site area was also conducted. A revised MHC historic archaeological site form for the Wayland Center Railroad Complex was completed as part of the site examination investigations (see Appendix D).

The documented locations of peripherally related commercial businesses, including the lumber company building to the west of the turntable pit and the coal complex to the east of the freight house, were visually inspected for structural remains and modern period disturbances. These historic structures are presently situated on private commercial/municipal properties outside of the project area portion of the MBTA railroad easement. A MHC historic archaeological site form for the coal complex remains was also completed as part of the site examination investigations (see Appendix D).

Fieldwork for architectural resources consisted of visual exterior evaluations of the extant railroad depot building and the freight house to the west and east sides of Cochituate Road, respectively, adjacent to the railroad easement. An updated architectural building form B was completed for the depot and a

new form B was prepared for the freight house (see Appendix C). The depot is currently included in the Wayland Center Historic District; the freight house is not.

Laboratory Processing and Analysis

All cultural materials recovered on the ground surface and in test units were collected and organized by provenience, and recorded and logged in on a daily basis. Cultural materials were sorted by type and either dry-brushed or cleaned with tap water depending on the material or artifact type and condition.

All cultural materials were cataloged into a hierarchically based custom computer program designed using ALPHA5 database software. Materials that display similar attributes such as size range, color, material, and functional and typological class were grouped and cataloged by lots. These lots are stored in 2-ml-thick polyethylene resealable bags with acid-free tags containing all provenience information.

Following the laboratory processing and cataloging activities, all recovered cultural materials were stored in acid-free Hollinger boxes with box content lists and labels printed on acid-free paper. These boxes are stored at PAL according to curation guidelines established by state historic preservation offices.

CHAPTER THREE

SOCIOECONOMIC DEVELOPMENT OF WAYLAND

Colonial Settlement, 1638 to 1775

The town of Wayland, settled in 1638, was originally incorporated within a larger plantation settlement officially named Sudbury on September 4, 1639. This land was initially purchased by a group of Puritans from the settlement of Waterdown from sachem Tahattawan and Karto the Indian owner of the land in 1637 (Hudson 1891). Early settlement of the Sudbury Plantation was oriented along the meadows bordering the Sudbury or "Musketahquid" River, which means "grassy banks" in the Native language. The village was an organized settlement of houses that included a meetinghouse with an associated cemetery, gristmill, and large common areas set aside for wood and pasture for the townsfolk.

The main road (Mill Road) corresponded approximately to the present alignment of Route 27, paralleling the edge of the river meadow and the town "Cow Commons." The Cow Commons was an open field system of communal lands that involved cooperative agricultural endeavors by the early settlers. By 1655, a total of six common fields were under town supervision. At the southern end of this roadway was the town's first gristmill, built in 1639, and the "Bridal Point Road" that formed the southern border of the Cow Commons. The third important transportation route through the settlement included the "Northwest Row," which originated near the meetinghouse running northeast connecting the Sudbury and Concord settlements. A secondary, smaller cluster of house lots was located in the vicinity of the project area along Bridal Point Road near the Sudbury River.

The economic base of the village residents consisted primarily of farming and raising cattle for market. Some lumber cutting and gravel extraction activities were also carried out by town residents. Early industry included a grist mill, a blacksmith (1646), a cooper (1664), a potter (1672), and also a sawmill. The town's population continued its steady growth to include approximately 300 people by the end of the First Settlement Period with a slight decline in population in 1660 when townspeople left to establish the nearby town of Marlborough (MHC 1980). This increase in population led to a growing pressure to abandon the common field system and adopt individual enclosed farms.

The eighteenth century witnessed the establishment of numerous town roads and an increase in residential development as well as the incorporation of Wayland as the East Precinct of the Town of Sudbury. Post Road (Route 20) developed as a major east to west highway linking the old village center with the new town center (Wayland Center). Development in the town included the construction of a town pound, a school, a third meetinghouse in 1687, a fourth again in 1725, and a tavern in 1771. By 1765, there were 112 houses and 698 (white) residents in what is now the town of Wayland (Barber 1839).

The economic base of the town was still primarily agriculturally based focusing on crop farming and cattle raising with early industry making its appearance by the close of the period. Among the early

industries were three tanneries in the village center, gristmills, and sawmills. The town's location of a major transportation route resulted in the erection of several taverns along the Connecticut Path, Stone Bridge Road, Cochituate Road, and Plain Street (Figure 3-1).

Federal and Early Industrial Periods, 1776 to 1830

By an act of the Massachusetts provincial legislature, the western and eastern sections of the town were divided in 1780. The western town retained the name of Sudbury and the new division was called East Sudbury, with its boundaries within present day Wayland. The first federal census of 1790 listed the population of East Sudbury to be 801, including 144 families residing in 112 houses. Emery (1962) notes that a significant number of new homes were built in Wayland Center during the first decades of the nineteenth century, with lumber felled by the devastating hurricane of 1815.

The population continued to grow slightly, and the economic base of the Wayland area expanded during the early nineteenth century. Ultimately, the town changed its name to Wayland in 1835. Although the primary means of land use within the town remained agricultural, several small industries developed. The town had three grist mills in the center and southern sections and two sawmills in the northern part. In addition, bog iron was harvested from the low lands, transported to the Sudbury River, and shipped to Chelmsford (MHC 1980). By 1837, there were four blacksmith shops in Wayland, manufacturing eight tons of bar iron valued at $2,600 (Barber 1839). The town also boasted several small tan yards, cabinet maker's shops, brickyards, and a hatter's shop, all run by local artisans who made their products for local consumption (Emery 1962).

Socioeconomic change in Wayland really emerged with the establishment of a shoe manufacturing business in the southern village of Cochituate. The arrival of this industry in 1830 caused this quiet farming area to change and develop quite differently from the northern part of the town. Willliam and James M. Bent, descendants of an early Sudbury settler, employed 46 people and produced 29,666 pairs of shoes and 230 pairs of boots valued at $22,419 in 1837. It grew significantly up to and during the Civil War years, and by 1890 there were fourteen factories employing more than 600 people. These included William and J. M. Bent Company, the largest of the concerns; H.C. Dean and R. C. Dean with two smaller factories that made brogans and plow shoes; C. W. Dean & Son that later operated the Bent factory; the Griffin factory; and the Williams factory (Emery 1962).

The shoe factories brought an influx of French workers from Canada, although many of the workers did not live in Cochituate, but rather arrived each day from Natick by streetcar. The growth of this industry created much development in the village, with three and four-story wooden factories along with large factory owner homes and crowded boarding houses and tenements. A public water supply and electric lights were installed in the village before 1890. In contrast, Wayland Center to the north remained quite rural in character throughout much of the nineteenth century.

Late Industrial and Modern Periods, 1870 to Present

Wayland Center had emerged as the civic and institutional center of the town during the 1800s (Figure 3-2). It was the site of the Unitarian Church completed in 1815, the Town Hall erected in 1840, the Public Library built in 1850, along with a number of large residential houses, many of which were built by James Draper, a leading

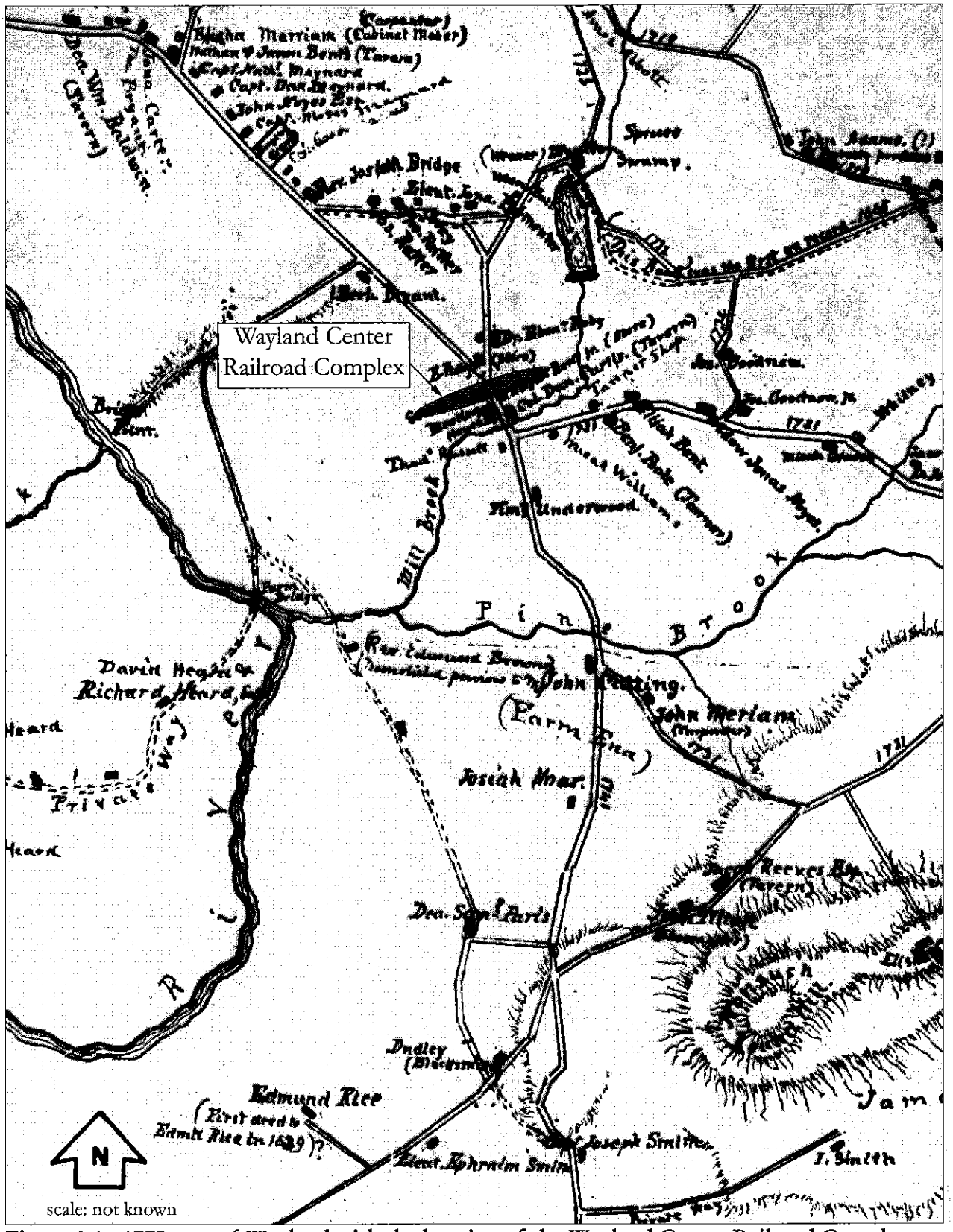

Figure 3-1. 1775 map of Wayland with the location of the Wayland Center Railroad Complex (source: Draper 1775).

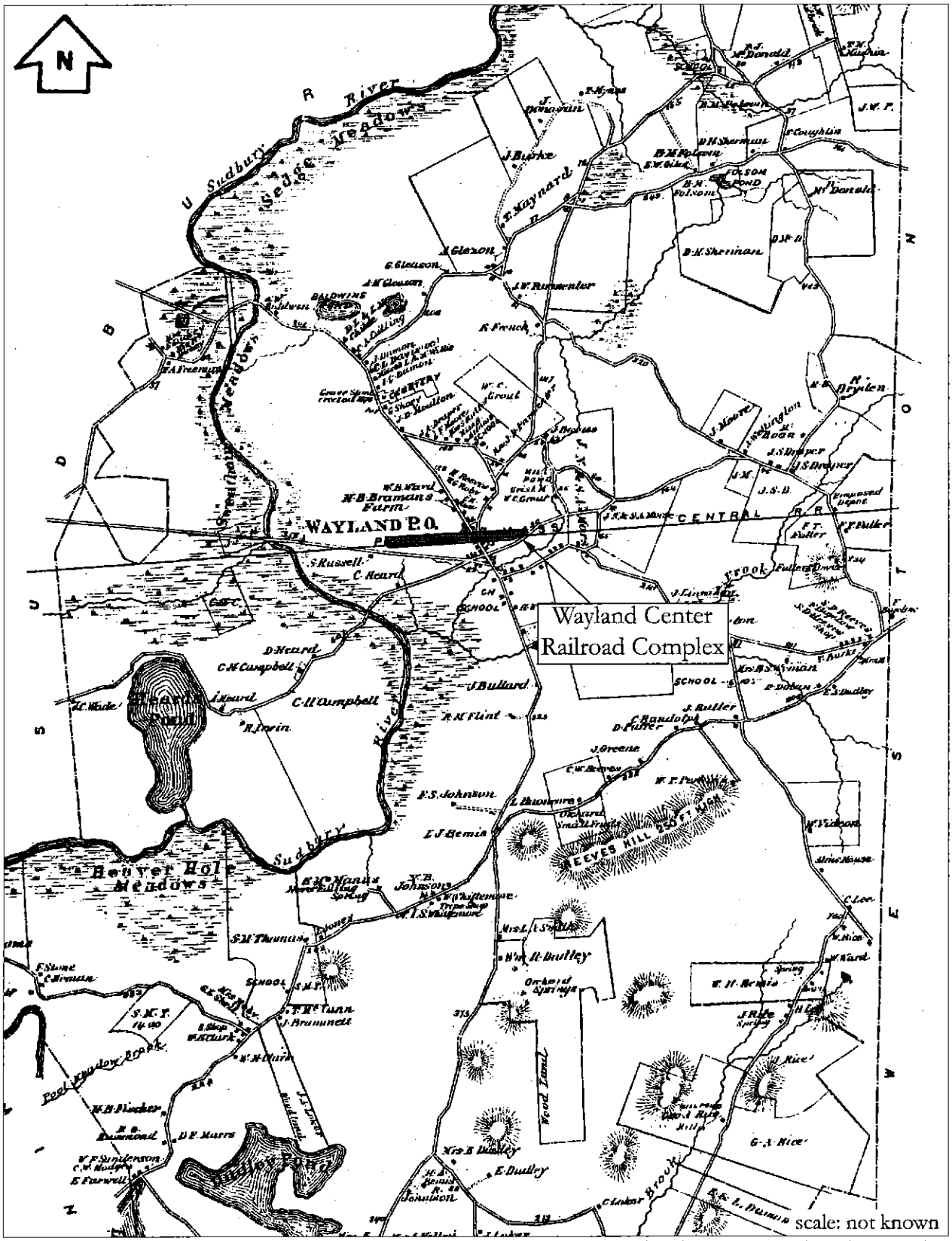

Figure 3-2. 1875 map of Wayland with the location of the Wayland Center Railroad Complex (source: Saco Valley Printing, 1875 reprint).

citizen (Emery 1962) (Figure 3-3). While industry and socioeconomic developments were booming in Cochituate, Wayland Center had to wait until the coming of the Central Massachusetts division of the Boston & Maine Railroad in 1881 to experience the effects of the industrial revolution (Figure 3-4). The rail line made commuter and freight transportation to Boston possible, and thus determined the direction of growth of the town for the next fifty years.

Prior to this time, Wayland Center was "utterly devoid of manufacturing business and was in every respect an agricultural village with little or no enterprise" (Emery 1981). The railroad opened up the village to a twofold development process. Firstly, the possibility of commuting to city jobs in Boston greatly enhanced the town's attractiveness as a simple, rural summer resort. By the 1890s, several of the older Draper farmhouses on Plain Road were remodeled as summer homes, and other ones were built on Draper lands. New homes were also developed in the Winthrop Road area at the center of the town, and these were advertised as being convenient because of the frequency of daily trains to the city (ten each way by 1900). Notable summer residents included Edwin Buckingham, Edmund Sears, and Warren G. Roby, who made Wayland their home for much longer seasons. Secondly, local farmers were able for the first time to ship considerable quantities of milk and receive cattle feed via the railroad. In fact, the Wayland Center residents who had fought to get the railroad were hoping that direct access by train from Boston would not only bring in summer residents, visitors, and commuters who would build up the town, but also industries since so much economic betterment and progress because of the shoe manufacturing had been experienced to the south in Cochituate.

The prospect of industry settling in Wayland Center appeared when Hodijah B. Braman announced that he was going to build a furniture factory in the village. Braman was in the furniture and upholstery business in Boston, and local newspaper articles reported that "as the Massachusetts Central Railroad is sure to be a success, no more valuable field is offered for manufacturers . . . the freight facilities are unsurpassed-all around the Centre Village in close proximity to the station are plenty of building sites which are very favorable" (Emery 1981). But Braman's venture in Wayland never came to pass, and the earlier prediction that Cochituate shoe factory freight would pass to and from Boston through Wayland Center and that new industrial interests would be established in the area did not materialize at that time (Figure 3-5). Local freight throughout the remainder of the nineteenth century was mostly associated with agriculture, and included milk, cattle feed, and manure for fertilizer (Emery 1962, 1981).

The turn of the century was marked by a slight increase in population because of a number of foreign-born people immigrating to the Wayland area. Italian immigrants were the largest group to settle in this town (MHC 1980). The once thriving shoe industry of Wayland declined after the first decade of the twentieth century. By 1910, all of the large factories had either burned or relocated outside of the town (Emery 1962). Following the demise of the shoe industry, socioeconomic change once again occurred in the southern village of Cochituate. The streetcar, improved roads, and advent of the automobile fostered the emergence of numerous summer camps and cottages built on or near the shores of Dudley Pond and Lake Cochituate.

Meanwhile by the early 1900s Wayland Center, with its railroad depot and associated terminal complex had become the site of several small-scale industrial enterprises. By the 1920s there was a considerable amount of freight traffic in the town center, including shipments of coal, lumber, and animal feed. Businesses such as a hay and grain company, lumber warehouse, and coal company were in place along the tracks west and east of the

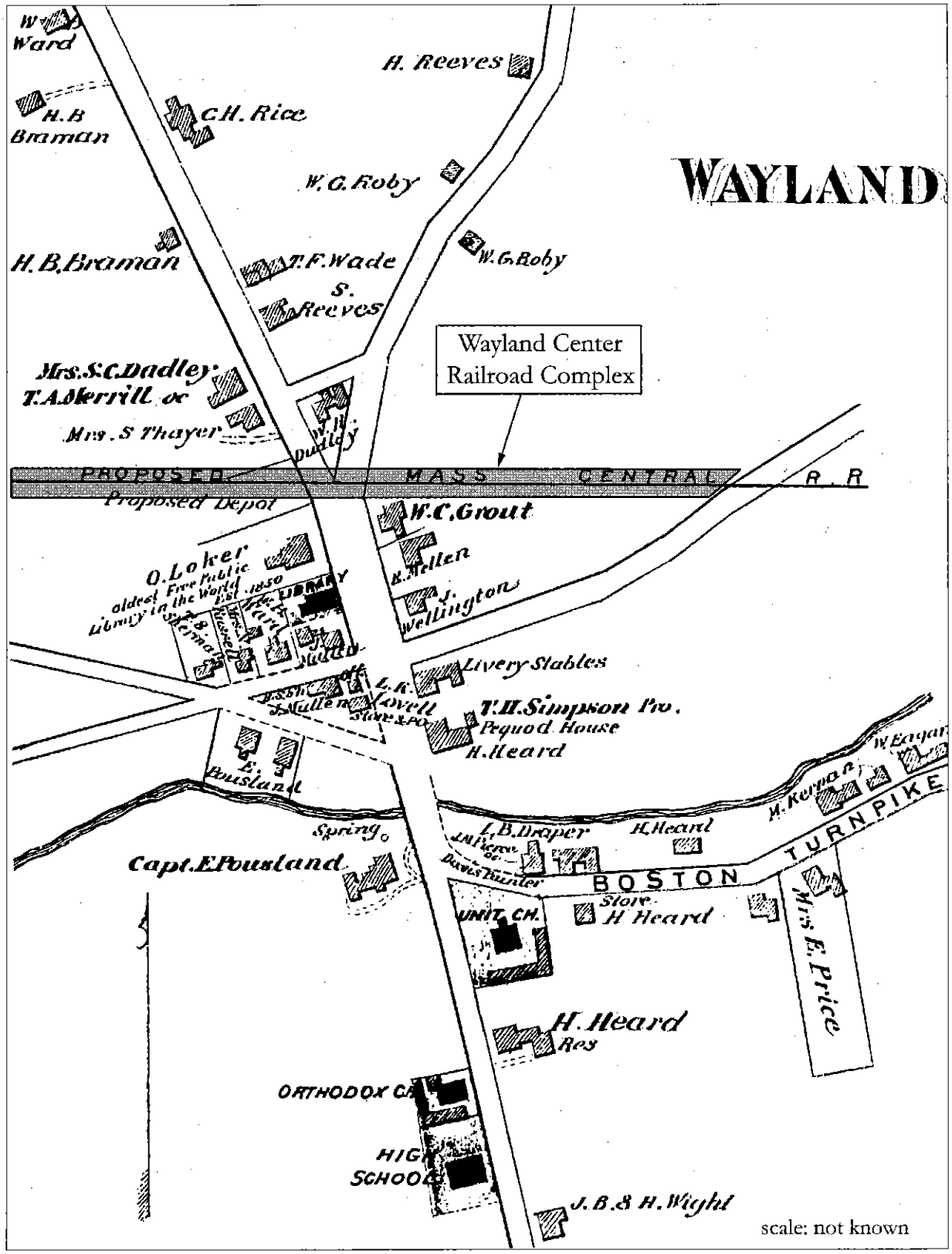

Figure 3-3. Detail of Wayland Center on the 1875 map showing the proposed location of the Wayland Center Railroad Complex (source: Saco Valley Printing, 1875 reprint).

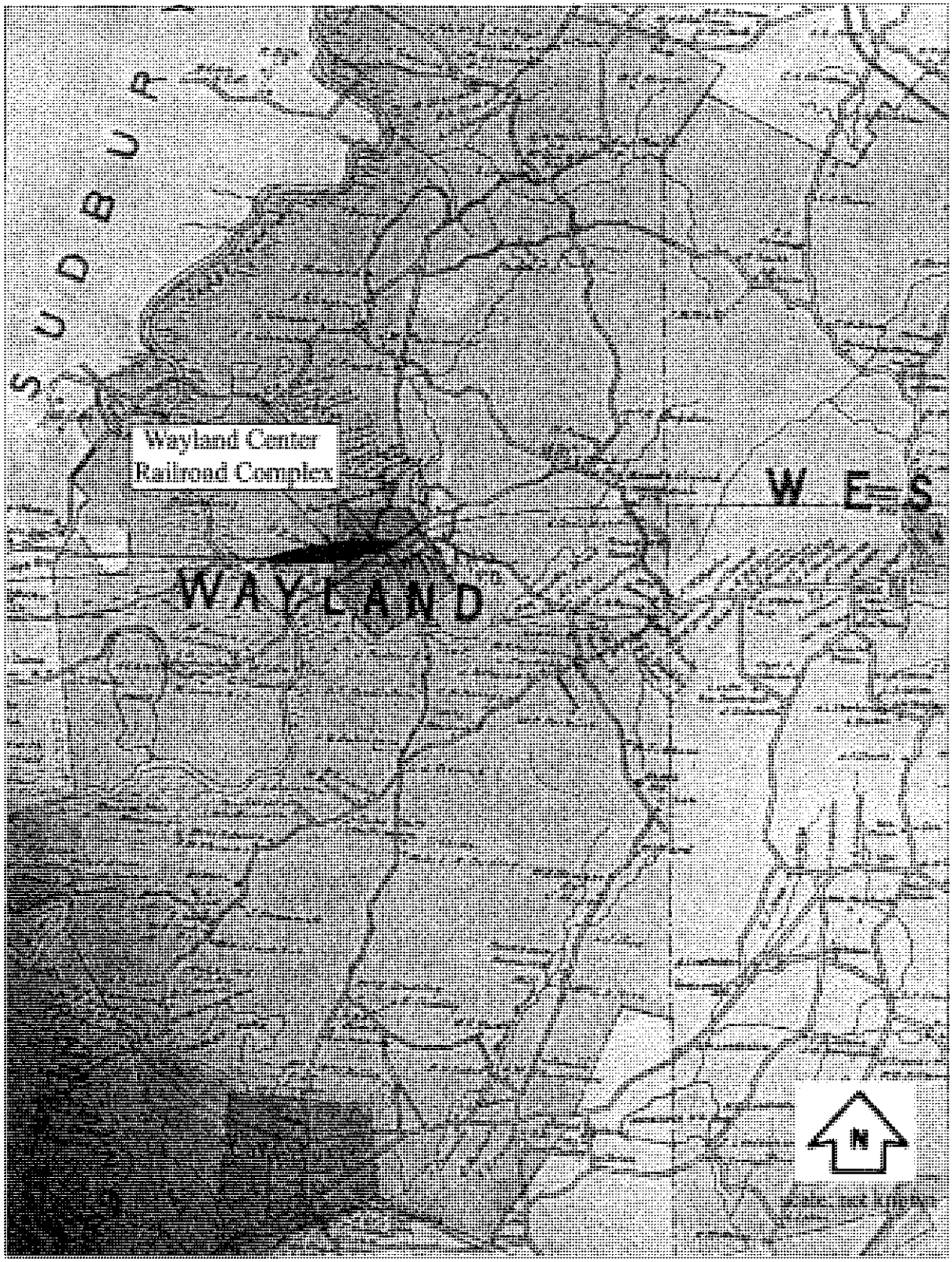

Figure 3-4. 1889 map of Wayland with the location of the Wayland Center Railroad Complex (source: Walker 1889).

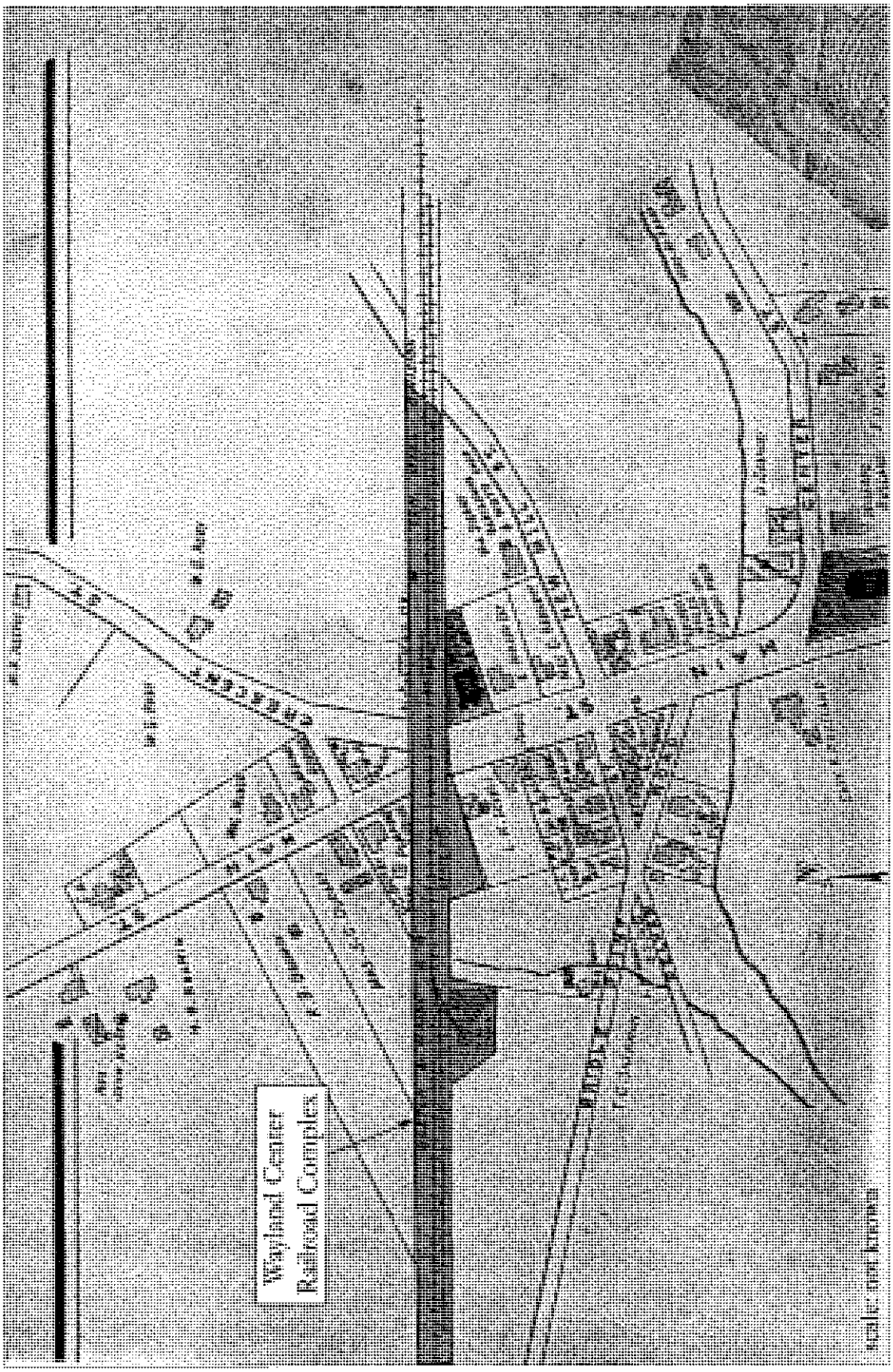

Figure 3-5. Detail of Wayland Center on the 1889 map showing the Central Massachusetts Division rail line and railroad complex (source: Walker 1889).

depot. The Hay and Grain Company was reportedly purchased by Sumner Hersey, a local businessman and land speculator, who added a lumber warehouse and storage area by the 1940s. The coal complex contained coal storage and transfer facilities operated by Arthur Atwood, predecessor of the modern-day Wayland Oil Company (Lewis 1988). These commercial businesses continued to operate into the post-World War II era.

In 1920, the population was 1,935 increasing to 2,937 by 1930. In the 1940s, Wayland's population grew rapidly, and the town took on a suburban character. By 1950, most of the town's farms had disappeared as the agricultural landscape became increasing suburbanized. The only new industrial growth occurred in1955 when the town allowed The Raytheon Company to build a large industrial laboratory employing 1,500 near the railroad tracks. With this one exception and despite the modernization of the twentieth century, the historic character of Wayland has been maintained by careful zoning and conscientious planning.

CHAPTER FOUR

HISTORIC RAILROAD CONTEXT

The Central Massachusetts Railroad

The Central Massachusetts Railroad was a product of the "railroad fever" that gripped the United States during the mid-nineteenth century. During the mid-1830s, three of the earliest railroads in the United States, the Boston & Lowell, Boston & Providence, and Boston & Worcester railroads were completed in Massachusetts, and soon extended west through links with other railroads to connect Boston with New York City and the Hudson River-Erie Canal system in the Albany, New York vicinity. The success of this new transportation technology inspired entrepreneurs, politicians, and industrialists in every sizeable southern New England community to pursue a rail connection to these east-west mainlines, hoping to benefit from the economic growth that rail service could bring.

The chartering and construction of these new railroads eventually resulted in a dense, sometimes redundant, network of trackage. In the period after the Civil War, Massachusetts railroad speculators dreamed of building additional mainline railroads from Boston to the west. The two most notable attempts were the construction of the New York & New England Railroad in the region between the New Haven's "Shoreline" route and the Boston & Albany, and the Central Massachusetts Railroad in the region between the Boston & Albany and the Boston & Maine's Fitchburg Division. These lines were built, but never realized their investors' dreams. By the end of the nineteenth century, Massachusetts was already amply served by the rail networks that evolved from the three original east-west lines: the Boston & Maine Railroad, with its Fitchburg Division that runs across the northern tier of Massachusetts; the New York Central Railroad's Boston & Albany Division, which served the middle of the state; and the New York, New Haven & Hartford, which dominated rail service in southeastern Massachusetts, Connecticut, and Rhode Island. In this saturated railroad market the New York & New England and the Central Massachusetts experienced declining freight and passenger traffic, and became marginally profitable. They were eventually absorbed by their competitors, relegated to secondary status, and experienced early cutbacks and abandonment (Crouch and Conard 1975; Karr 1995).

The history of the Central Massachusetts Railroad, or simply "Central Mass.," as it was popularly known, began in 1868, when the towns of Weston, Wayland, and Sudbury, Massachusetts, successfully petitioned the Massachusetts Legislature to authorize construction of the Wayland & Sudbury Branch Railroad on a 6.75-mile-long alignment from Stony Brook on the Fitchburg Railroad at Weston, to Mill Village in Sudbury. The same year the central Massachusetts town of Barre petitioned the Massachusetts Legislature to grant a charter for a railroad between Northampton and Boston, incorporating the right-of-way of the unbuilt Wayland & Sudbury Branch Railroad. On May 10, 1869, an act was passed creating the Massachusetts Central Railroad, a 98-mile route between Stony Brook on the Fitchburg Railroad in Weston, and Northhampton, Massachusetts, and granting the right to incorporate the Wayland & Sudbury, as well as numerous other fledgling railroads between the two points (Crouch and Conard 1975; Karr 1975).

After the Massachusetts Central Railroad charter was granted, the directors began the process of raising construction funds by selling stock in the new railroad. Field survey of the route began in the fall of 1870. In April 1871, railroad contractor Norman C. Munson of Shirley, Massachusetts was awarded the contract to build the line, and work commenced in October of that year in Hardwick (Crouch and Conard 1975). Unfortunately, Munson and his subcontractors were shortly forced into bankruptcy due to the Panic of 1873and all work ceased. In 1878, a new board of directors moved to revive the railroad, and Munson was rehired. On March 21, 1880, the Massachusetts Central Railroad stockholders voted to lease the line to the Boston & Lowell Railroad for 25 years. The line between Boston and Hudson was officially opened to great fanfare on October 1, 1881, with a special train stopping for celebrations at every new station, and free tickets issued for that day. Construction pressed on toward Northampton. However, in 1883 the Boston company that sold the railroad company's bonds went bankrupt, and the Massachusetts Central Railroad again ceased all operations on May 4 of that year, with construction halted at Jeffersons, just west of Clinton, 48 miles from Boston (Crouch and Conard 1975; Emery 1981).

The Massachusetts Central Railroad languished for 29 months, and most of the locomotives and cars were sold off to other railroads. On November 10, 1883, the Massachusetts Central Railroad was reorganized as the Central Massachusetts Railroad (Crouch and Conard 1975). The new directors were authorized to negotiate the lease of the line to other railroads, and by the fall of 1885 had agreed to lease the line to the Boston & Lowell Railroad upon completion of construction. Trains began running on the line again on September 28, 1885. The line was reopened to Hudson with seven daily round trips, and service was soon expanded on December 14, 1885, when 17 daily round trips were scheduled to Jefferson's and ten to Waltham (Crouch and Conard 1975). On December 7, 1886, the Central Massachusetts Railroad was finally leased to the Boston & Lowell Railroad, which agreed to finish construction of the line to Northampton. On April 7, 1887, the Boston & Lowell, along with its newly-acquired Central Massachusetts line, was leased by the Boston & Maine Railroad for 99 years (Crouch and Conard 1975). The first train through to Northampton ran on December 12, 1887, and regular service began seven days later (Crouch and Conard 1975).

As early as the mid-1870s, the Central Massachusetts Railroad was being considered a link in railroad schemes linking Boston with the Great Lakes, and for several years the line's competitive potential was a concern for evolving parallel routes including the companies that eventually became the Boston & Albany and the Boston & Maine railroads. The evolving pattern of regional railroad mergers and acquisitions eventually bypassed the Central Massachusetts, and by 1892 the line was essentially a long Boston & Maine Railroad branch line that extended west to Northampton. The Central Massachusetts did prosper during the late 1880s and early 1890s, when the Boston & Maine used the line successfully to compete with the parallel Fitchburg and Boston & Albany lines. This became possible with the completion in 1890 of the Central New England Railroad's Hudson River railroad bridge at Poughkeepsie, New York. This bridge became an important link for a consortium of railroads, including the Boston & Maine, that used the route as a link between New England and the West to avoid the freight bottleneck at New York City, where freight cars had to be barged across the Hudson River from New Jersey to New York City and points east. The Boston & Maine's new route pattern carried heavy freight, and crack "name-train" long-distance passenger express service between Philadelphia and Washington, D.C., to Boston and Bar Harbor, Maine. Unfortunately for the Central Massachusetts line, this service ended in 1893 due to changes in regional railroad operating patterns (Crouch and Conard 1975; Emery 1981; Karr 1995).

During the twentieth century the Central Massachusetts line experienced mixed fortunes. In 1900, the Boston & Maine Railroad purchased the Fitchburg Railroad to the north, giving them a parallel east-west freight route that was superior to the Central Massachusetts line, which was then relegated to secondary line status. In 1903, a section of the line had to be rerouted over the Boston & Maine Railroad's parallel Worcester, Nashua & Portland division to make way for the construction of the Wachusett Reservoir. The project included notable engineering feats at Clinton, where the railroad crossed a gorge on a 917 ft long, 133 ft high steel trestle, and passed through a 1/4-mile long tunnel, the second longest railroad tunnelconstructed in the state. The viaduct was demolished in 1975, and the tunnel is still extant (Crouch and Conard 1975; Karr 1995).

The Central Massachusetts line briefly became a busy freight route between 1907 and 1914, when the New Haven Railroad assumed control of the Boston & Maine. This welcome spate of traffic ceased in the wake of a legal campaign against the New Haven, led by Louis D. Brandeis, who charged the New Haven with operating a transportation monopoly in New England (Crouch and Conard 1975). Prior to World War I there was hope that the Central Massachusetts would be linked to the important Boston & Albany/New Haven/Boston & Maine railroad junction at Springfield, Massachusetts, via the Hampden Railroad. Railroad industry maneuvering put a stop to this competitive venture, which failed in 1913. This was the last hope that the Central Massachusetts line had for a significant connection to the west, and the Boston & Maine began to abandon facilities along the line, including the engine terminal at Ware (Crouch and Conard 1975).

The Central Massachusetts line enjoyed a traffic upswing due to World War I, but this did not last for long. The Boston & Maine began to cut service on the line in the 1920s, when the number of Boston–Northampton round trips on the line was reduced from three to two daily runs, and finally to one round trip in 1928, when through freight also ceased. Service continued to decline due to the economic downturn during the Great Depression. Passenger service west of Clinton ceased in 1932, and was suspended or reduced on other portions of the line, which resulted in the abandonment of additional locomotive servicing facilities, including those at Wayland (Crouch and Conard 1975). Freight traffic also suffered, and a section in the middle of the line between Oakdale and Rutland was abandoned in 1938. The Great New England Hurricane of 1938 destroyed a section of track at Barre Plains, near Wheelwright, that was not rebuilt. In 1939, the Boston & Maine abandoned a 24 mile segment between Oakdale and Wheelwright. The Central Massachusetts was subsequently operated as two separate branch lines. The line to the west between Northampton and Wheelwright, just west of Ware, was freight-only; the line to the east between Boston and Oakdale, just west of Clinton, hosted both freight and passenger trains. Despite these setbacks, the Boston & Maine embarked on a modernization program that included new steam locomotives, rail, ballast, bridges, and signaling systems, all of which helped stabilize the economics of operating the Central Massachusetts line (Crouch and Conard 1975).

The Central Massachusetts enjoyed another wartime traffic surge during World War II. In 1942, the U.S. Government built Ordway, a major ammunition depot lying in Maynard, Stowe, and Sudbury, Massachusetts. For three years the line carried heavy ammunition trains between the Watertown Arsenal and Ordway, and passenger trains were also heavily patronized due to gasoline rationing. After the war ended, traffic on the Central Massachusetts stabilized. Despite the proliferation of private automobiles, Wayland, Weston and Sudbury were becoming rail commuter suburbs, and train service to Boston was well-patronized. Trucks, however, cut deeply into freight traffic, capturing the market for less-than-

carload, or "LCL" freight traffic. In a practice typical of mid-twentieth-century railroad operations on marginal branch lines, the Boston-Clinton segment hosted some of the last regularly scheduled steam locomotive-drawn passenger trains on the Boston & Maine, with the last steam-powered trip taking place May 5, 1956 (Crouch and Conard 1975).

Passenger trains were cut back to Hudson in 1958, when the track between Berlin and Clinton was abandoned, and was cut back to South Sudbury in 1965. During the 1960s, the Boston & Maine operated the line with Budd Company RDC-type, self-propelled passenger cars, a type of equipment then favored by railroads with passenger traffic on numerous light-density lines. In 1968, trips were cut from two daily round trips to one (Crouch and Conard 1975). By the winter of 1970-1971, passenger service had declined to one daily round-trip with a Budd car, patronized by an average of seven passengers. The Boston & Maineannounced that the last passenger train would run July 30, 1971, but loyal passengers successfully petitioned for extended service. The Boston & Maine put on four daily round trips, but projected ridership did not materialize, and passenger service on the Central Massachusetts ceased on November 26, 1971. During the 1970s, the Boston & Maine Railroad continued to eliminate freight operations on segments of the Central Massachusetts. In the mid-1970s, freight traffic on the Waltham–South Sudbury section was reduced to three times a week, and then later to an as-needed basis (Crouch and Conard 1975). In 1980, the Interstate Commerce Commission gave the Boston & Maine permission to abandon almost all of the remainder of the Massachusetts Central line. The final freight train to traverse the length of the remaining east end of the line ran August 14, 1980. Short sections in Waltham and Bondsville were operated during the 1980s, but were subsequently abandoned. As of 1995 a short section was still used to service a paper mill in Bondsville (Karr 1995).

Wayland and the Central Massachusetts Railroad

The town of Wayland was caught up in "railroad fever" as early as 1843, when a railroad line was proposed from the Boston & Worcester Railroad in Framingham, through Sudbury to the Stony Brook station on the Fitchburg Railroad in Weston. Apparently stock was sold to enthusiastic Wayland parties, but the line was never built. By the Civil War a group of Wayland men became convinced that their town, a former Post Road community now bypassed by the railroads, should share in the prosperity enjoyed by adjacent towns that had rail service (Emery 1981). At that time Wayland residents had to make a 3½-mile journey to the Stony Brook station in the adjacent town of Weston, which had four passenger stations on the Fitchburg Railroad (Coolidge 1954). The group that successfully petitioned the Massachusetts State Legislature to charter the Wayland & Sudbury Branch Railroad included a group of Wayland landowners led by James Sumner Draper, who was eventually elected a director of the Massachusetts Central Railroad, along with Wayland resident Charles A. Cutting (Emery 1981). On November 26, 1869, the citizens of Wayland voted 103 to 2 in favor of subscribing to 325 shares of stock in the Massachusetts Central. Due to financial difficulties, construction took almost a decade to begin, and the town became divided over whether or not to rescind their stock investment. The tracklayers reached Wayland by November 1880, when the first train, a work extra, ran through the town (Emery 1981). The Central Massachusetts Passenger Station and Freight House were constructed by the Massachusetts Central Railroad in 1881, the year the first 28 miles of the line between Boston and Hudson opened (Coolidge 1954; Emery 1981). Due to the Massachusetts Central's financial difficulties, trains ceased to run between May 4, 1883 and September 28, 1885. During this period Wayland residents had to take a horse-drawn taxi service to the Stony Brook station on the Fitchburg Railroad in

Weston. Service on the line resumed September 28, 1885 under the Boston & Lowell Railroad, which changed the line's name to the Central Massachusetts Railroad (Coolidge 1954).

When the Boston & Maine Railroad took over the Central Massachusetts in 1887, the new owner instituted additional passenger service on the line, and Wayland became the turning point for three daily Boston round trips. This new status required the construction of facilities for turning, storing, and servicing steam locomotives. A turntable, three-stall engine house, and water tank were built west of the passenger station. Wayland became a "tank town," with many locomotives stopping there to take on water. At night, commuter trains were parked on a siding, and the locomotives were sheltered and maintained in the engine house. The establishment of Wayland as a terminal made it home to several railroad personnel, for example Thomas F. Mahoney, a locomotive engineer who served as a town selectman for several years (Emery 1981; Patterson 1955).

In 1917, World War I economy measures led to reduced passenger service on the Central Massachusetts, and operations at the Wayland steam locomotive terminal were discontinued. Due to the Great Depression andthe rise of the automobile, passenger traffic declined during the 1930s, and Wayland's freight traffic was limited to coal, lumber, and animal feed in bulk freight cars. Passenger service west of Wayland was temporarily suspended in 1932, and the water tank and engine house were torn down shortly thereafter as they were no longer needed. The passenger station remained an important center of social activity until service began to deteriorate after World War II, when the bulk of passengers were Boston commuters or midday riders of the "shopper" train bound for the nearby commercial center of Waltham. In the heyday of passenger operations, the station was manned by an agent with a small office on the north side of the building that included a three-sided bay window that allowed observation of approaching trains and waiting passengers. The station agent was responsible for selling tickets; handling mail, express, baggage, and freight; keeping financial and operating records; operating the telegraph and crossing gates; and general house and grounds keeping. The Wayland station agent's position was discontinued in 1949. There were eight Boston-Wayland round trips until 1958, then four in1959, and then one after 1960 (Conard 1998; Lewis 1988; Patterson 1955).

During the mid-twentieth century, the Central Massachusetts Railroad Station became a sort of informal symbol for the town of Wayland. The building was chosen for its universal small-town character to illustrate winter scenes on covers for a 1945 issue of *The Christian Science Monitor*, and a 1964 issue of *Yankee Magazine*, examples of which are hanging in the building. Despite this popular acknowledgment of the passenger station's picturesque qualities, the building was abandoned and derelict through most of the 1950s and 1960s. It was briefly used by a taxi company in 1957. The passenger station came close to being demolished in 1965, when several Wayland citizens banded together to maintain and preserve it. The building was purchased from the Boston & Maine Railroad in 1974 and repainted. In 1974, the passenger station was included in the Wayland Center Historic District (Arbo 1974), and the town restored the interior for use for small local functions. Despite the efforts of a loyal band of commuters, led by Wayland residents, passenger service was finally discontinued November 26, 1971. Occasional freight service continued to Sudbury and Hudson, and animal feed boxcars for the Watertown Dairy were sometimes left on the Wayland siding. In 1976, the right-of-way was sold to the Massachusetts Bay Transportation Authority (MBTA). In February 1980, the building was restored by the Wayland Depot, Inc., for use as a non-profit handicraft shop. The last freight train through Wayland on the Central Massachusetts line also ran that year (Conard 1998; Lewis 1988; Patterson 1955).

Wayland Center Railroad Complex

The Wayland Center Railroad Complex is well documented in railroad records, historic maps, and photographs. This complex comprised a passenger station; a freight house; a steam locomotive servicing terminal with an engine house, turntable, and water tank; a section house; an old freight car for shop; a milk shed; and several smaller ancillary structures and features. These documented structures and features are discussed in detail below.

Passenger Station

The Wayland Central Massachusetts Railroad Passenger Station was built by the Massachusetts Central Railroad in 1881. It is one of only six surviving Central Massachusetts Railroad passenger stations. It is currently occupied by the Wayland Depot, a retail crafts shop (see Appendix C).

America's surviving railroad passenger stations range from small-town, wood-frame depots with Victorian period designs to the large, ornate union stations found in major cities. Stations built during the last quarter of the nineteenth century are representative of a period during which railroads throughout the country began to view stations as a projection of their corporate image. Because stations were the first point of contact for railroad customers, they were important in establishing the tone for the travel experience. For similar reasons, the communities in which the stations were located viewed the size and design of the railroad station as a measure of importance, and saw their stations quite literally as gateways to their communities.

Early in the history of railroads it became evident that buildings positioned at strategic and populated locations were needed to shelter agents, passengers, and freight, hence the development of the railroad station, or "depot," as it was often called in small towns. Initially, there was little precedent to rely on for the design of such buildings. As a functional design problem, the railroad station presented highly specific needs. It was more than simply a waiting place for the convenience of passengers. It had to have rooms for handling and storing of mail, baggage, and freight, and it required a centrally-located ticket and telegraph office that afforded clear views of the interior spaces as well as the tracks in both directions. The earliest solutions were simple, long, narrow buildings resembling small barns, with their long axis parallel to the railroad tracks. These buildings were usually functional structures designed by railroad construction departments, which gave little thought to aesthetics. By the mid-nineteenth century the railroad station had evolved into an identifiable building type. Externally, these buildings typically echoed the revival and Victorian styles of their time. Many had Gothic- and Stick-style features, including vertical board-and-batten siding and prominent roof brackets, like the Wayland Passenger Station. Visibility requirements resulted in the common feature of a protruding bay on the track side of most small stations. The ticket office usually included levers to control an "order board," a prominent manual rooftop signal that informed approaching trains to stop for instructions. Wide doors on one end of the building indicated the location of the baggage room.

The Central Massachusetts Railroad Passenger Station is a quintessential example of a suburban railroad passenger station. It was designed in a distinctive, picturesque hybrid of the Gothic Revival and Stick styles that characterized many small American railroad stations built between the Civil War and the 1880s. The Massachusetts Central Railroad adopted a consistent appearance and design for their early

stations on the original Boston–Hudson segment. The more important stops were equipped with stations like Wayland with deeply overhanging eaves and knee braces. The busier of these stops included a separate freight house, like Wayland, while the less-frequented ones had a smaller freight shed extending from the passenger station. Less important stops had a simple, gable-roofed station or smaller flag-stop shelter. The railroad planned the station distribution so that no two contiguous stations were exactly similar in design, giving each community's gateway a sense of individuality. After construction resumed in 1887, the stations were built in a manner consistent with the earlier ones, but with more economical hip roofs. The architect responsible for this architectural program remains unknown. About 1910 the Boston & Maine Railroad installed the vertical train order board posts on the Central Massachusetts Branch stations (Crouch and Conard 1975).

Freight House

The Wayland Central Massachusetts Railroad Freight House was built by the Massachusetts Central Railroad in 1881. It is the only surviving Central Massachusetts Railroad freight house. It is currently used by the Wayland Public Library for storage (see Appendix C).

Many small communities had enough railroad freight traffic to require a separate freight house, which was commonly a separate building located adjacent to the passenger station. These buildings handled less-than-carload, or "LCL" freight, which included large parcels, hardware, perishables, milk, newspapers, and all manner of household items that were purchased from mail order catalogs. Its location between a railroadsiding and access road facilitated the transloading of freight between freight cars and road vehicles. The Central Massachusetts Railroad Freight House's board-and-batten siding and overall appearance are consistent with freight houses in general, and with the nearby Wayland Railroad Passenger Station and other surviving buildings along the Central Massachusetts Railroad line.

A wood-framed, plank-decked freight platform, no longer extant, originally ran the length of the south (trackside) elevation. This structure allowed freight to be moved horizontally from the floor of a freight or baggage car to the interior of the freight house without requiring any vertical movement. Freight-handling equipment originally kept in the building included iron and wood freight skids, wood barrels and pails, a two-wheel freight truck, a snow scoop, and ladders. A Fairbanks scale with a 5ft by 6ft platform for calculating the weight and charge for outgoing freight was originally located along the north interior wall, and is no longer extant (see Appendix E).

Steam Locomotive Servicing Terminal

The Wayland steam locomotive servicing terminal was built in 1887, six years after the Wayland Railroad Passenger Station was built, and the year that rail service on the Massachusetts Central Railroad resumed under the Boston & Lowell Railroad, which leased the line, renaming it the Central Massachusetts Railroad. Under the Boston & Lowell, Wayland became a turning point for passenger trains serving the growing Boston-Wayland commuter traffic. The purpose of the facility was to provide a means to turn steam locomotives to reverse their direction after each run, to provide a place for locomotives to be stored and maintained between runs, and to provide water for the locomotive boilers. The general layout and specifics of the original buildings and structures are well documented in railroad

records, historic photographs and maps. The documented facility included a three-stall engine house, a turntable, and a water tank. An ash pit was also probably situated in proximity to the turntable and engine house along the spur track.

The Wayland steam locomotive terminal was a typical late-nineteenth-century railroad facility designed to service steam engines. Similar facilities were constructed at commuter train turning points and junctions on the Central Massachusetts line, including Clinton, Oakdale, and Ware. Multiple tracks, a roundhouse with turntable, a water tank, an ash pit, and coal and sand supply facilities were standard features of such terminals. The location of these structures was dictated by specific site constraints and the need to keep locomotive movements to a minimum. A steam locomotive entering an engine terminal would typically stop first at a washing platform and then at an outdoor inspection pit. Railroad workers would fill the tender behind the locomotive with coal, sand, and water. Then they would move the locomotive to an ash pit to drop the cinders from the firebox. Next the locomotive was driven onto a turntable where it was reversed before being put into an engine house, where workers inspected it and readied it for its next trip.

The steam locomotive servicing terminal was discontinued in the early 1920s and demolished in the mid-1930s.

Engine House

The three-stall engine house was built in 1889 and demolished in 1936. Its physical layout resembled that of a pie wedge, with exterior masonry walls that measured 37.8 ft across its front (west) side, 84.9 ft across its back (east) side, and had a length of 71.6 ft (see Appendix E). It was used to store steam locomotives and to provide a sheltered environment for railroad workers to perform daily locomotive inspection, lubrication, and maintenance. Locomotives were parked over inspection pits to allow access to the running gearunderneath. Steam pipes in the pits thawed snow and ice from the locomotives. The smokestacks were placed beneath "smoke jacks," ventilators that carried smoke out through the roof (Conard 1999). The Wayland engine house stalls contained brick inspection pits, each 2.6 ft deep, 4 ft wide, and 49.2 ft long. A pump room and chimney were located at the northeast side of the structure (see Appendix E).

Prior to the demolition of the engine house, a nearby hay and grain and later lumber business had expanded into this area. In 1927, the engine house was being used for "lumber storage" (Sanborn Insurance Map, 1927), and by 1945, a smaller rectangular structure identified as a "Saw Dust House" appears at the location of the engine house (Sanborn Insurance Map, 1945). This structure is oriented on a northwest-southeast angle consistent with the orientation of the original engine house.

Turntable

The turntable was used to reverse the direction of locomotives and to direct them into the engine house stalls. It consisted of a circular, 50 ft diameter, granite-block-lined pit containing a 50 ft long, hand-operated, "Armstrong"-type, 13.5-ton capacity, William Sellers & Company rotating bridge carrying tracks (Conard 1999). The bridge rotated on a pivot mounted on a base in the center of the pit, and rode on end-wheels bearing on a rail mounted at the bottom of the inside edge of the pit. To turn a locomotive,

workers balanced it on the turntable over the center pivot and pushed poles attached to each end of the bridge. The turntable pit was not drained or paved, and the center pivot or pedestal that supported the bridge was constructed of a 6x6x6 ft granite block, excavated 5 ft deep (see Appendix E).

Shortly following the abandonment of the steam locomotive terminal, the turntable bridge was removed by the railroad company. The turntable pit was left open until about 1993, when an adjacent business dumped earth fill, brush, logs, and other debris into the structure (Conard 1999). Today, only a portion of the curved turntable pit wall is still visible on its northwest side, and BECO tower #113 is located in the northwest corner of the pit.

Water Tank

The water tank was located northeast of the engine house and turntable, on the north side of the tracks. It was built in 1912 by the Boston & Maine Railroad to replace an earlier unit installed in 1887. It consisted of a cylindrical, banded, vertical wood stave tank with a capacity of 50,000 gallons. Local reports indicate that it was demolished about 1934 (Conard 1999), but it is still indicated on the 1927 and 1945 Sanborn Insurance maps. The water tank was used to store water pumped from three wells in the engine house that were used to make steam that powered the locomotive's engine. It incorporated a long hinged spout that was lowered into an opening on the top of a locomotive's tender to fill a large tank. The structure was supported by a 26 ft long H-shaped masonry foundation with outer pier supports. The center pump pit foundation was 9 ft below the floor and 7.6 ft belowground. The foundation piers were constructed of "2nd class granite in cement," each 2 ft wide at the top, 4 ft wide at the bottom, and 6 and 10 ft long, of which 1.5 ft protruded from the ground surface (see Appendix E). Today, these foundation piers and supports are intact above and belowground.

Section House

Several early 1900s photographs depict two side by side one-story, gable-roofed structures just east of the water tank, adjacent to the north side of the tracks. One or both of these structures may be the documented section house. Today, this area is occupied by the remains of an old freight car (see discussion below). According to the 1915 railroad valuation records, the Wayland section house consisted of a 13.2 x 14.6 ft wood-frame one-story structure. It had a 5.4 x 9.6 ft attached shed on one of its sides (see Appendix E). The section house would have been used to store track maintenance equipment used by a section gang that was responsible for the ongoing inspection and maintenance of a specified section of track.

Old Freight Car For Shop

The old freight car for shop was situated just east of the water tank at or near the location of the section house. The 1915 railroad valuation records indicate that this structure was 9 x 34.2 ft, was "fitted up" and remodeled at the site in 1913, and was "evidently used for a bunk house etc." (see Appendix E).

Milk Shed

The milk shed appears in circa 1900 photographs as a small one-story wood-frame structure that was mounted on top of wooden timbers or pylons. It was located west of the passenger station and platform

and east of the engine house adjacent to the south side of the tracks. The milk shed would have been used by the railroad company to store and ship local milk products along the rail line to Boston markets. Its elevated position would have facilitated the horizontal transfer of these perishable goods directly to the freight car.

Ancillary Structures and Features

Several small ancillary railroad structures appear on historic maps, railroad right of way and track plans, and in early-twentieth-century photographs of Wayland Center. These include: a small, gable-roofed building immediately northwest of the engine house on the south side of the tracks; a small shed southwest of the passenger station, near the edge of the current parking lot; a crossing shanty and a handcar house just east of Millbrook Road (far east of the freight house) on the south side of the tracks; and a crossing shanty just east of Boston Post Road (far west of the engine house) on the north side of the tracks. Additional documented railroad track features include manually-operated mechanical crossing barrier gates and later electrically-actuated flashing warning lights mounted to steel posts with crossbuck signs mounted in the ground at the intersections of the tracks and routes 27 and 126.

Peripheral Commercial Businesses

As previously noted, several commercial businesses were established along the railroad tracks in Wayland Center after 1889. These included a lumber and grain company west of the steam locomotive servicing facility and passenger depot (west side of Cochituate Road) and a coal company near the freight house (east side of Cochituate Road).

Hay, Grain, and Lumber Company

A rail-served lumber and agricultural feed concern was located west of the steam locomotive servicing terminal on the south side of the tracks. This business was established sometime after 1889 (Walker 1889), and was reportedly there by circa 1900 (Conard 1970). The 1927 Sanborn fire insurance map shows an L-shaped, wood-frame "Hay & Grain Storage Warehouse" (no longer extant) in the area south of the railroad tracks, 100 ft west of the engine house. The map indicates that this building had a freight platform and dedicated rail siding on its north elevation (Figure 4-1). The 1945 Sanborn fire insurance map shows the "Hay & Grain Storage Warehouse" with a "Lumber Storage" building added to its west end (Figure 4-2). These two maps also indicate that the business had expanded eastward into the area previously occupied by the railroad steam locomotive servicing terminal (engine house and turntable). The lumber storage building is currently standing, and is used by the State Road Auto Body & Garage business.

Coal Operation

A rail-served coal company is documented as having been in operation east of Cochituate Road on the north side of the tracks. This business was established sometime after 1889 (Walker 1889), and was reportedly there by circa 1900 (Conard 1970). The A. W. Atwood Coal Company operated the coal business, including a "coal office" just west of the freight station and a second structure along the

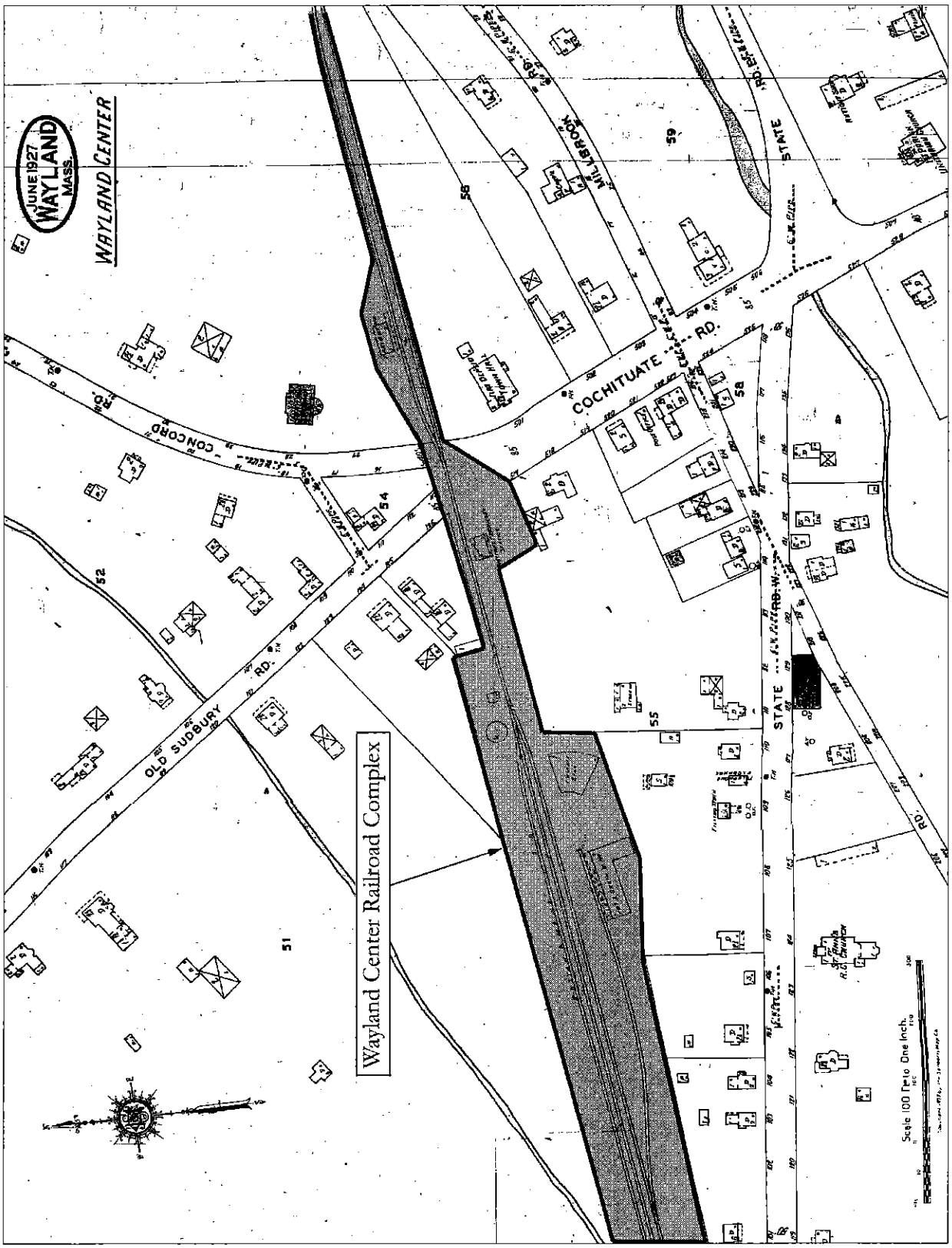

Figure 4-1. 1927 Sanborn Fire Insurance map of Wayland Center, with the location of the Wayland Center Railroad Complex (source: Sanborn 1927).

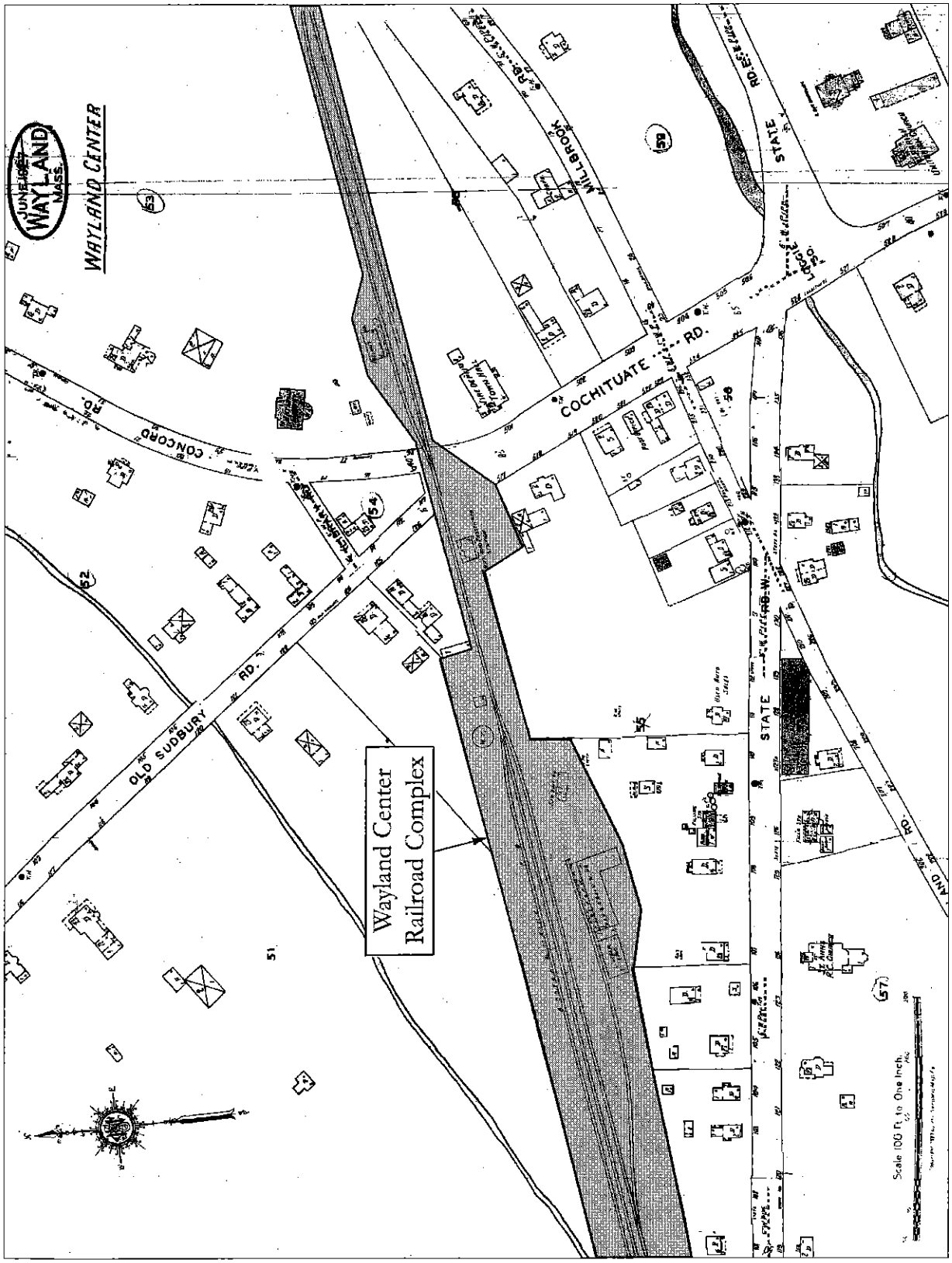

Figure 4-2. 1945 Sanborn Fire Insurance map of Wayland Center, with the location of the Wayland Center Railroad Complex (source: Sanborn 1945).

tracks to the east side of the freight house. No structures or other features related to this business appear on the 1927 or 1945 Sanborn Insurance maps.

A grain company building is also reported to have been located in the area east of Millbrook Road, north of the tracks and immediately east of the grade crossing (Conard 1970).

CHAPTER FIVE

RESULTS OF THE FIELD INVESTIGATIONS

This chapter presents the results of the site examination field investigations conducted for above and belowground historic and archaeological resources associated with the Wayland Center Railroad Complex. These resources are situated within and in proximity to the AT&T and Omnipoint Telecommunications Complex project area. Subsurface investigations were conducted at the visible and documented locations of resources within the project area. A total of nine test units were excavated: six 50x50 cm test pits; two 50 cm x 1 m hand trenches; and one 1x1 m excavation unit. A visual inspection was conducted at the locations of documented resources in proximity to the project area on the east and west sides of Route 27 (Cochituate Road).

Site Overview

The Wayland Center Railroad Complex is located in Wayland Center, Wayland, Middlesex County, Massachusetts. Wayland Center is located at the junction of Massachusetts routes 20, 27, and 126, and is the civic center of the town of Wayland. The complex, a linear area located along the east-west right-of-way of the former Central Massachusetts Railroad, lies at the junction of several transportation routes. East-west State Route 20 is located several hundred feet south of the railroad right-of-way, and combined routes 27 (Cochituate Road) and 126 (Concord Road), which run north-south, intersect both Route 20 and the railroad line. The complex crosses routes 27 and 126 at a point where they fork to the northwest and northeast, respectively. The Wayland Town Hall is located southeast of this intersection of transportation routes, and the Wayland Public Library is located to the northeast. The complex follows the railroad right-of-way to either side of routes 27 and 126, and is bounded by Millbrook Road to the east and a point about 800 ft east of Route 20 to the west (see Appendix A). In this section of Wayland the railroad track alignment is perfectly straight for several miles, and is dominated by tall galvanized sectional steel Boston Edison Company high-tension electrical transmission wire towers footed in concrete plinths.

The complex includes numerous historic archaeological and structural resources associated with the construction and operation of the Central Massachusetts Railroad in this vicinity. These resources are located both inside and in proximity to the project area (Figure 5-1). The project area extends west from the west edge of Route 27, paralleling and including the railroad track. The project boundaries are coincident with the boundaries of the Massachusetts Bay Transportation Authority (MBTA) easement property situated west of Route 27. Historic and archaeological resources falling outside the project area are located both east and west of Routes 27 and 126. The current boundary of the Wayland Center Historic District includes a portion of the project area north and west of the passenger station, the railroad right-of-way across Routes 27 and 126 east of the passenger station, and follows the south boundary of the right-of-way east of Route 126 (Figure 5-2).

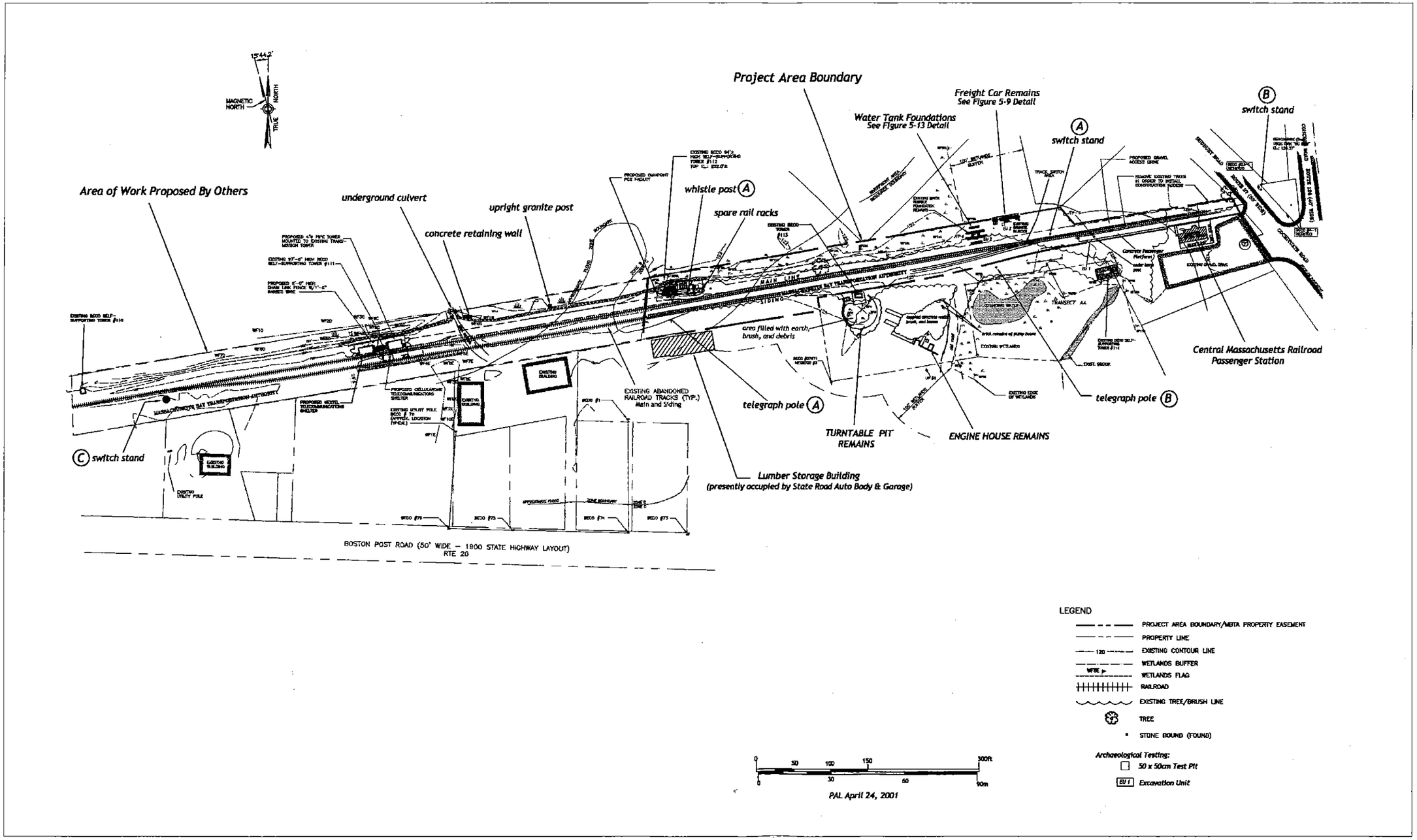

Figure 5-1. Location of subsurface testing and identified historic railroad resources within the AT&T and Omnipoint Telecommunications Complex project area.

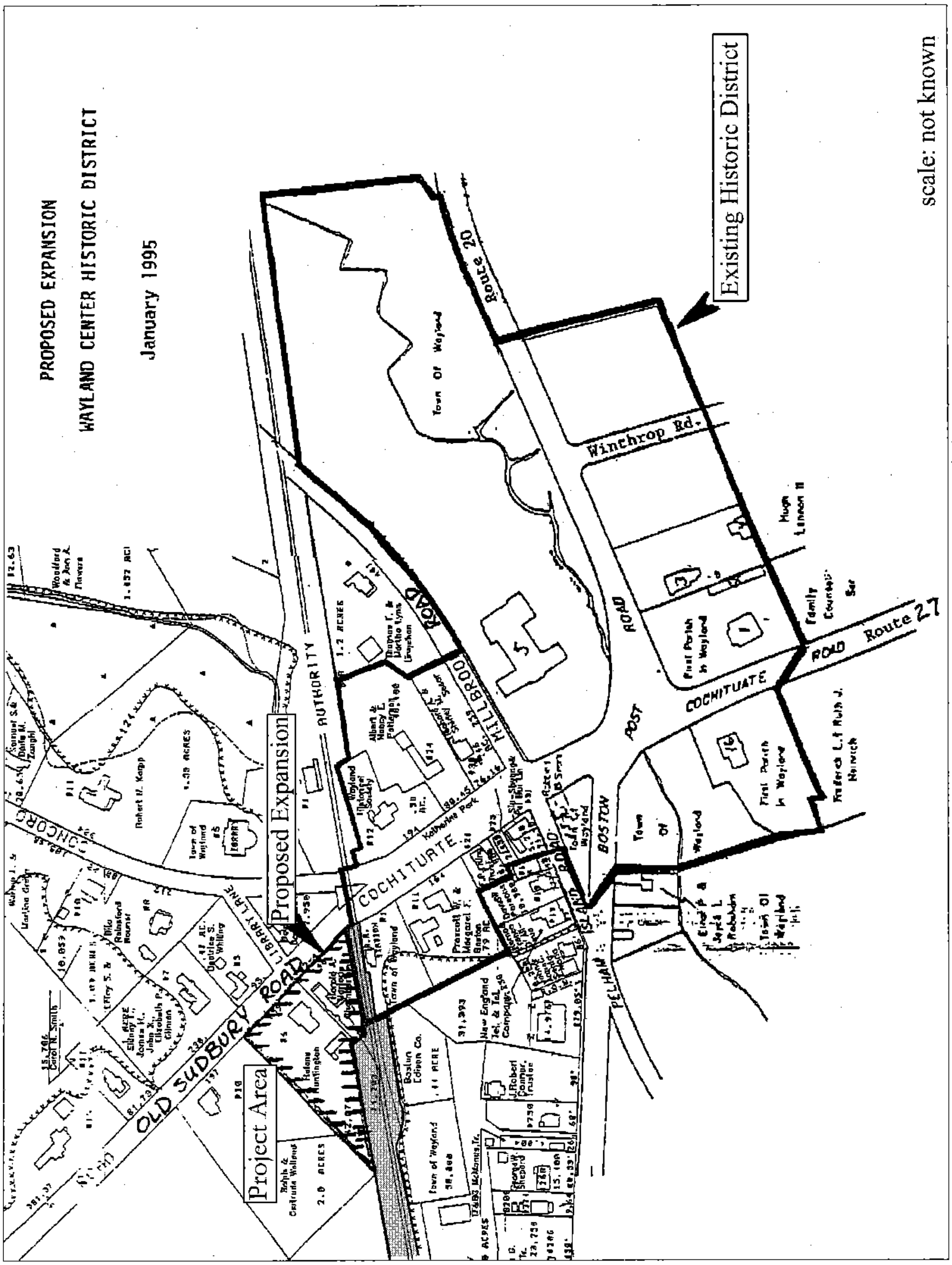

Figure 5-2. Existing Wayland Center Historic District, showing the portion of the project area currently included within the local and national historic district boundaries.

Resources Identified Within the Project Area

The following physical description begins with the railroad track structure, and then discusses the resources from east to west, including the subsurface testing that was completed during the site examination investigations.

Track Structure

The track structure as it was configured at the time of its abandonment is intact within the project area. The track structure consists of a pair of steel rails mounted to wood ties. The rails are typically 39-ft-long sections of rolled open-hearth steel, joined end-to-end by splice bars and roundheaded, threaded bolts. Manufacturing marks on the rail web include the Scranton Iron & Steel Company, Lackawanna Steel Company, and Midvale Steel Company, and date from 1900 to 1909. The rail is light, weighing between 75 and 90 lbs to the yard, and as in all American standard gauge railroad track, the rails are 4 to 8½ ft apart between the inner flanges of the rail head. The rails rest on steel tie plates spiked to wood ties set into a cinder ballast. The track structure within the project area consists of a single main line track (two parallel rails) extending from the west edge of Route 27 to a point 250 ft to the west, where a facing point switch leads to a long siding south of and parallel to the main line track. Both parallel tracks then extend west from this point and eventually pass out of the project area where the siding track rejoins the main line track at a point east of the Route 20 grade crossing.

Passenger Station Platform

The passenger station platform is a linear, east-west structure located in the vicinity of the passenger station (existing depot building), south of the main line track. Located at ground level, it consists of a packed stone dust layer confined at its edges by a poured-in-place concrete curb. The site examination investigations determined that this structure is extant from a point approximately 35 ft west of the west edge of Route 27, to its end 230 ft west of Route 27. The platform is approximately 7 ft wide from its west end to a point approximately 6 ft west of the passenger station, where it continues south at a right angle to the tracks.

Subsurface testing in the vicinity of the passenger platform was accomplished through the excavation of a 50x50 cm test pit and a 50 cm x 1 m excavation unit (EU 01). TP5 was placed inside the passenger platform north and west of the existing lamp post (see Appendix A). Test Pit 5 contained multiple fill episodes of coarse sands and gravels extending beyond a depth of 62 cm (2.03 ft) (Figure 5-3). The coarse nature of the fill in association with a lack of identified brick or concrete indicate that the passenger platform consisted of earthen fill within the concrete curb borders of the platform.

Excavation Unit 01 was a 50 cm x 1 m unit placed adjacent to the south wall of the passenger platform to the immediate west of the lamp post (see Appendix A). This unit was excavated adjacent to the south side of the platform in order to collect information relating to its construction. The concrete curb of the platform is 1.57 ft thick; it was constructed directly on a thin ash and cinder lens (Figure 5-4). This ash and cinder lens, in turn, was underlain by a mottled dark brown, dark gray, and yellowish brown medium silty sandy fill that extended to a depth of 74 cm (2.4 ft) below ground surface. This fill deposit was underlain by intact remnant A and B Horizon silty subsoils. No apparent builder 's trench was identified.

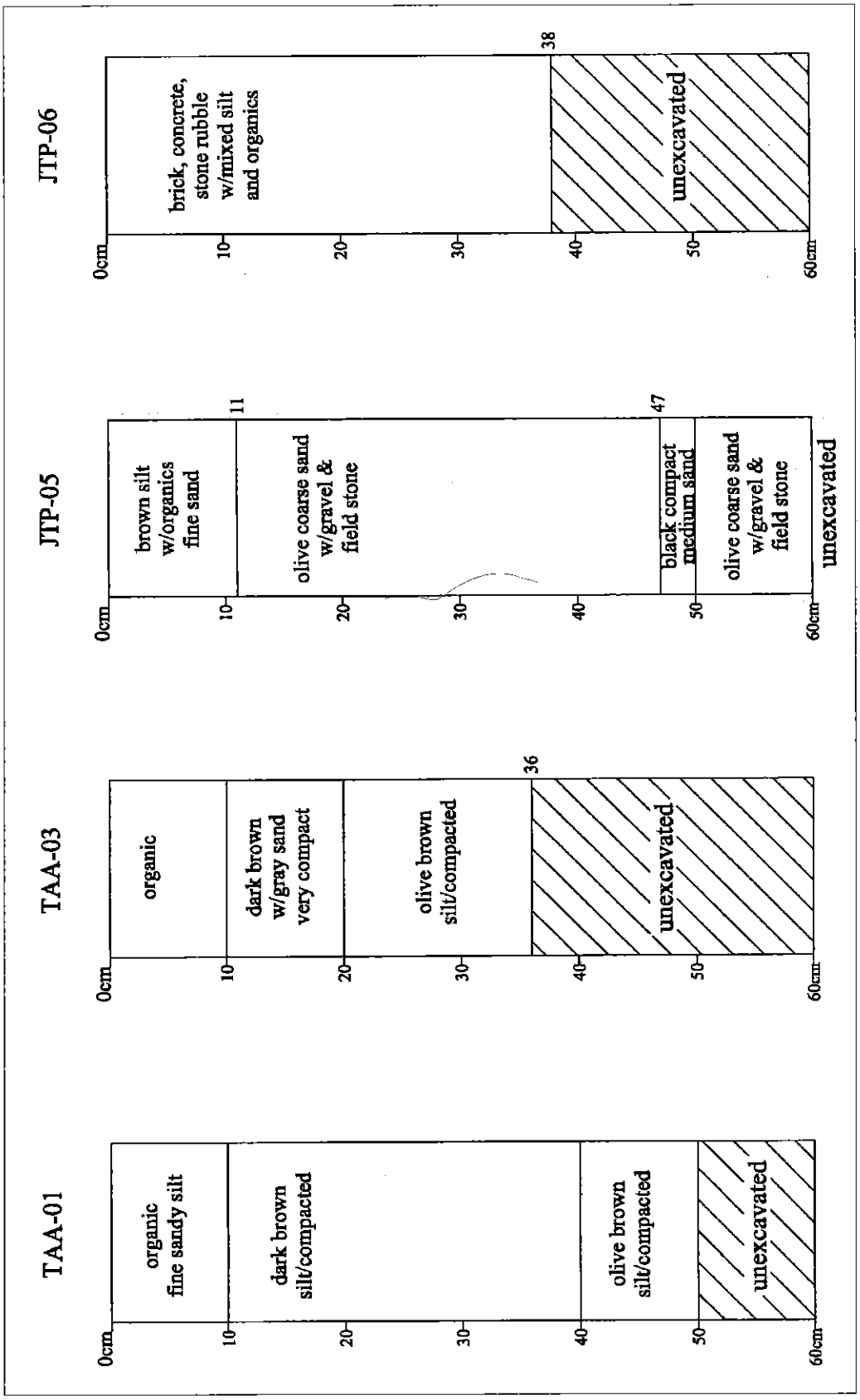

Figure 5-3. Representative test pit profiles, site examination investigations.

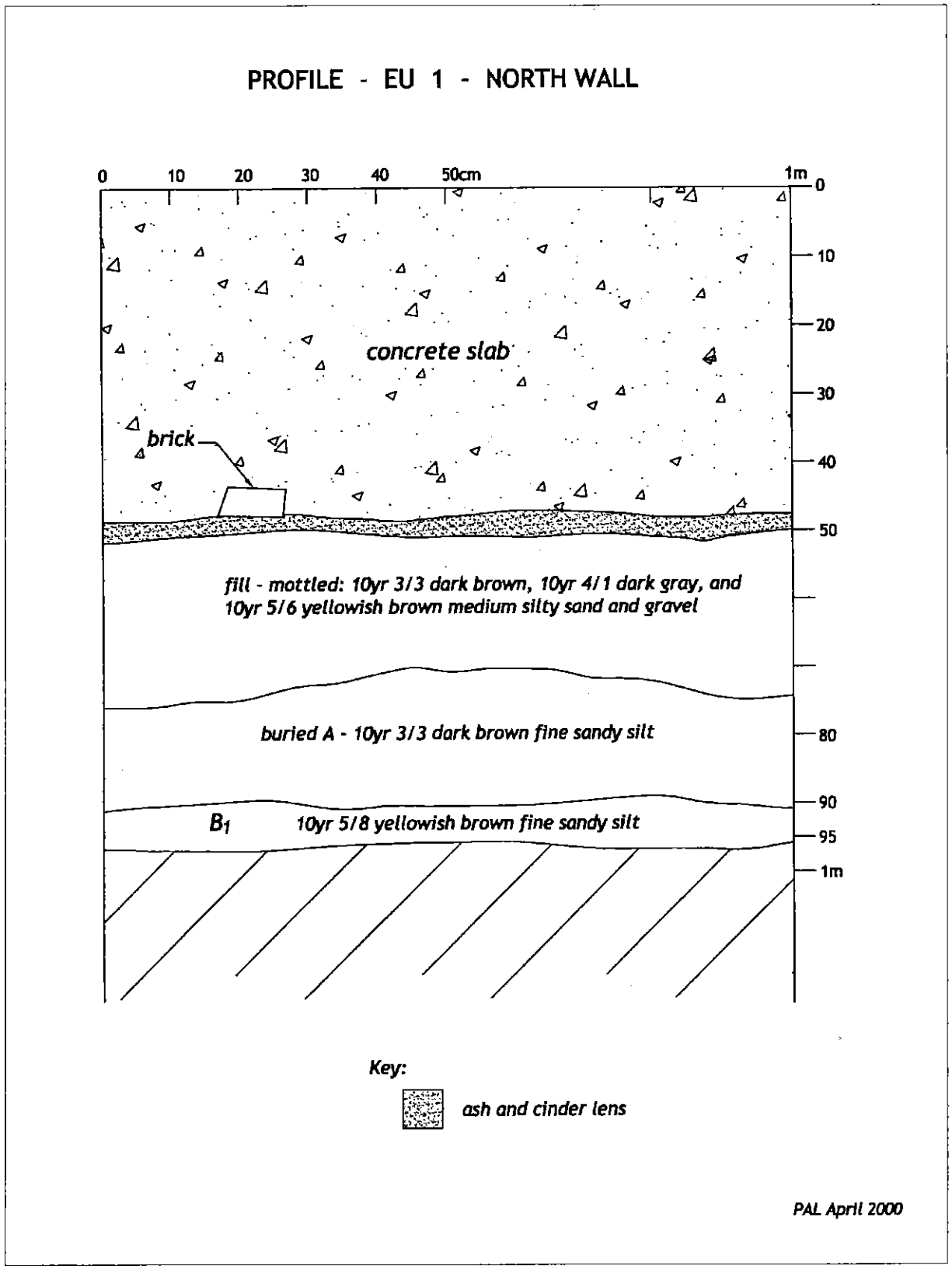

Figure 5-4. North wall profile of Excavation Unit 1, showing the vertical face of the south wall of the passenger platform.

Lamp Post

The lamp post is located on the south edge of the passenger platform, approximately 110 ft west of the passenger station and 10 ft east of the west end of the platform (Figure 5-5). It consists of an approximately 6 ft square, 10 ft tall, cedar post set into the ground. A steel pipe bracket with a scrollwork steel rod bracket with an acorn-shaped metal lamp globe fixture extends north from the top of the post.

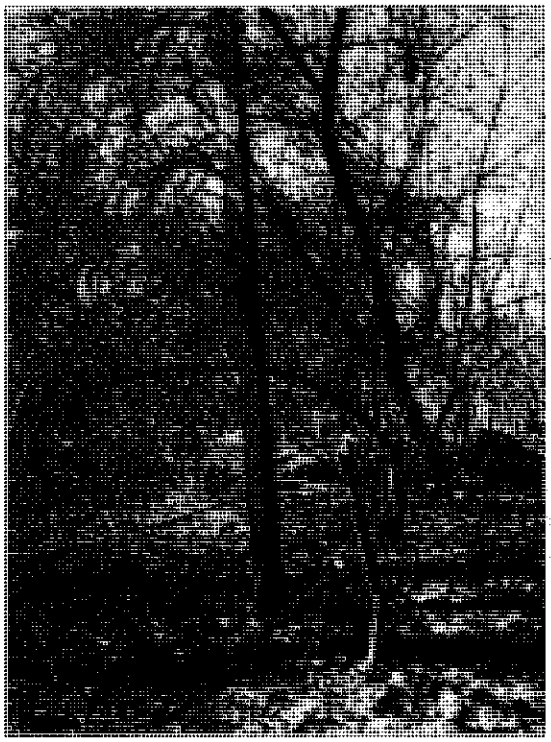

Figure 5-5. Photograph of the lamp post located on the south edge of the passenger platform (view southwest).

Switchstand (A)

The west facing point switch is controlled by a manual switch lever, or switchstand, located approximately six feet north of the north rail, where the siding diverges from the main line track 250 ft west of the west edge of Route 27 (Figure 5-6). The switchstand is an approximately 5 ft high steel mechanism mounted to a pair of long, continuous, parallel wood ties that support and extend north from the track structure. The switchstand consists of a rectangular cast steel mechanism housing base spiked to the ties. Raised letters cast into the base indicate that it was manufactured by Ramapo-Ajax of Hillburn, NY. A tapering round steel pivot post extends vertically from the base, and a lockable, curved steel handle extends northeast from the pivot. A sheet steel day target is bolted to a steel rod that extends from the top of the pivot. A switch rod extends south from the base, between the mounting ties, and is joined to the moveable switch points. A cast steel General Railway Signal electrical box is located on the east support tie, between the switchstand and the north rail. A pipe housing underground wiring extends from the east side of this electrical box, which retains its original Boston & Maine Railroad switch lock. The intact track structure associated with this switch is located south and southwest of the switchstand (Figure 5-7).

Figure 5-6. Photograph of the switchstand located opposite the passenger platform (view northwest).

Freight Car Remains

The freight car remains are located approximately 210 ft west of the passenger station, about 30 ft north of the tracks (Figures 5-8 and 5-9). This structure, which rests on the surface of the ground, is longitudinally oriented east-west, and measures approximately 37 ft long by 10 ft wide. It

Figure 5-7. Photograph of the intact track structure associated with the switchstand (view west).

Figure 5-8. Photograph of the freight car remains (view east).

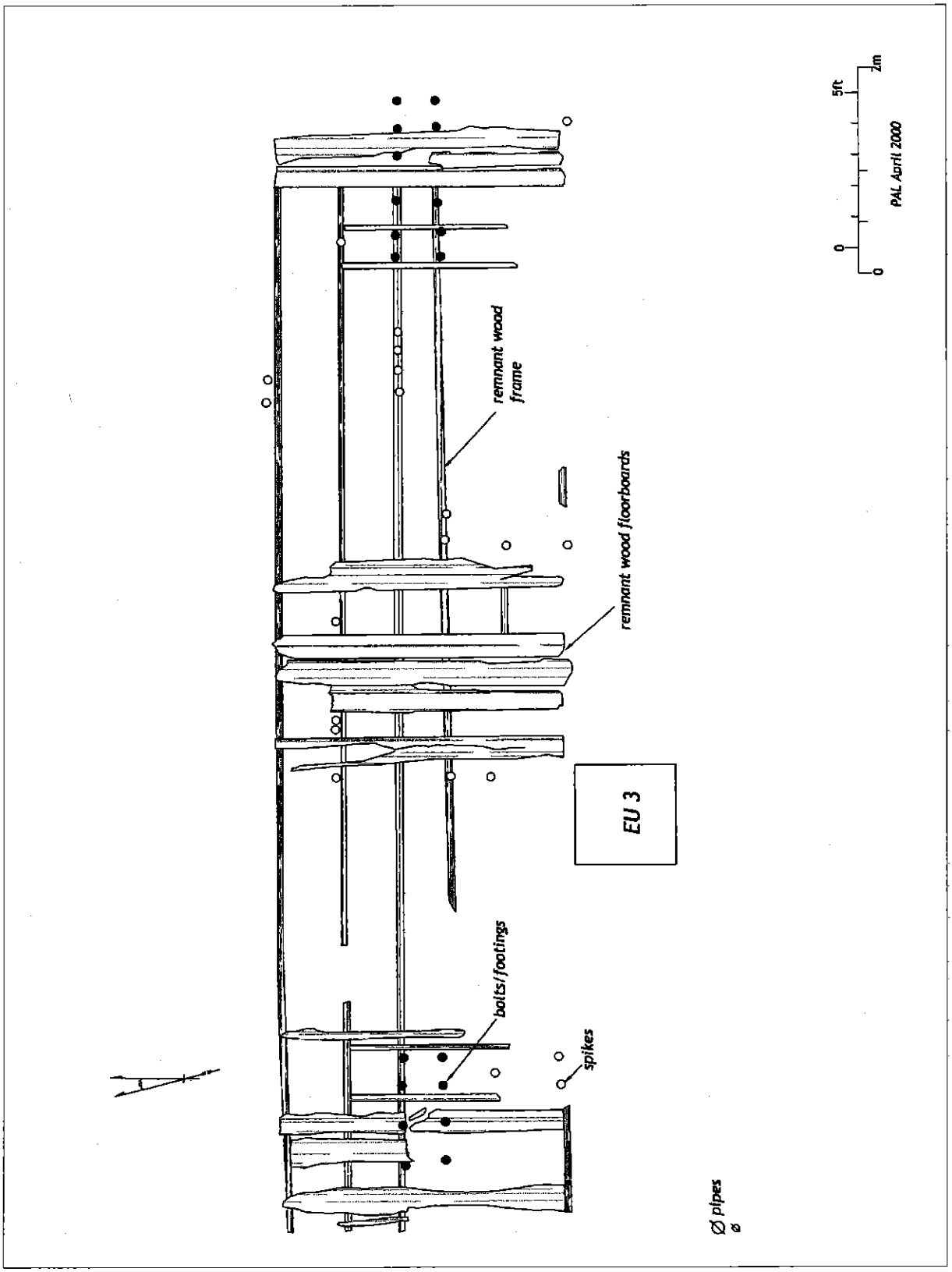

Figure 5-9. Detailed plan drawing of the freight car remains.

consists of an arrangement of partially rotted timbers and planks fastened by rusted steel spikes and bolts. It includes the remains of six longitudinal stringers with planks oriented normal to the stringers. At the outer ends of the structure are the hardware associated with the freight car 's drawbars, consisting of two parallel rows of large steel bolts with a pair of perpendicular steel rods (see Figures 5-8 and 5-9). Two galvanized steel pipes with locked, threaded caps are located approximately 4 ft south of the west end of the structure.

Subsurface testing to investigate the freight car remains was accomplished through the excavation of a 1x1 m unit (EU 03) placed adjacent to the south-central side of the structure. Stratigraphically, EU 03 contained a series of fill episodes overlying a partially disturbed A horizon (Figure 5-10). The remnant A horizon soil was, in turn, underlain by an intact yellowish brown B horizon silty subsoil. The absence of a builder 's trench confirms that the freight car remains were placed directly on top of the ground. Identical pin structures located at the east and west ends of the structure are associated with the drawbar mechanisms or wheel hardware on the underside of the freight car.

Water Tank Foundations

The water tank foundations are located approximately 245 ft west of the passenger station, about 10 ft north of the main line track (Figures 5-11 and 5-12). It is a masonry structure consisting of four adjacent rough-cut granite block walls oriented parallel to the track. The structure consists of two outer, north and south walls flanking a central H-shaped wall configuration (Figure 5-13). The four walls are approximately 7 ft apart at their center lines. The walls rise approximately one foot from the ground at their highest point, and measure approximately 31 ft wide overall east-west, and about 22 ft wide overall north-south. The individual granite blocks average 2 ft wide and vary in length from 2 to 7 ft long. Mortared brick leveling courses in varying condition are extant on the tops of some of the walls. The outer, north and south walls are approximately 14 ft long. The longer, south wall of the central H-shaped wall configuration is approximately 31 ft long, and the shorter, north wall of this component is about 26 ft long. These two walls are connected at their midpoint by two granite walls located approximately 5 ft apart, forming a 5 ft square pit. A 4 ft diameter threaded galvanized steel pipe is located in the northwest corner of this pit.

Subsurface testing to investigate the water tank foundations was conducted in the form of a 50x50 cm test pit and a 50 cm x 1 m excavation unit (EU 02) (see Appendix A). TP 6 was located within the northwestern corner of the water tank foundation 's center pit. Stratigraphically, test pit fill consisted of a uniform deposit of dense and compact stone, cement, mortar, and brick (see Figure 5-3). Very little soil was found intermixed between the rubble. The extremely dense concentration of stone and brick prevented excavation beyond 38 cmbs (1.25 ft). The 1915 railroad valuation records for this structure indicate that the pump pit extended 7.6 ft belowground (see Appendix E).

Excavation Unit 02 was a 50 cm x 1 m unit placed adjacent to the south side of the water tank foundations in order to determine the belowground configuration and condition of the structure. Excavation to a depth of more than 2.5 ft revealed a uniform light olive-brown to light yellowish brown coarse sandy trench fill. The rough-cut granite block visible on the surface is roughly 48 cm (1.6 ft) thick, and is supported by a shallow ash and cinder lense laid directly atop of a mottled dark brown, dark gray and yellowish brown sand and gravel fill (Figure 5-14). The 1915 railroad valuation records for this structure indicate that the masonry piers extended from 4.5 to 8.5 ft below ground.

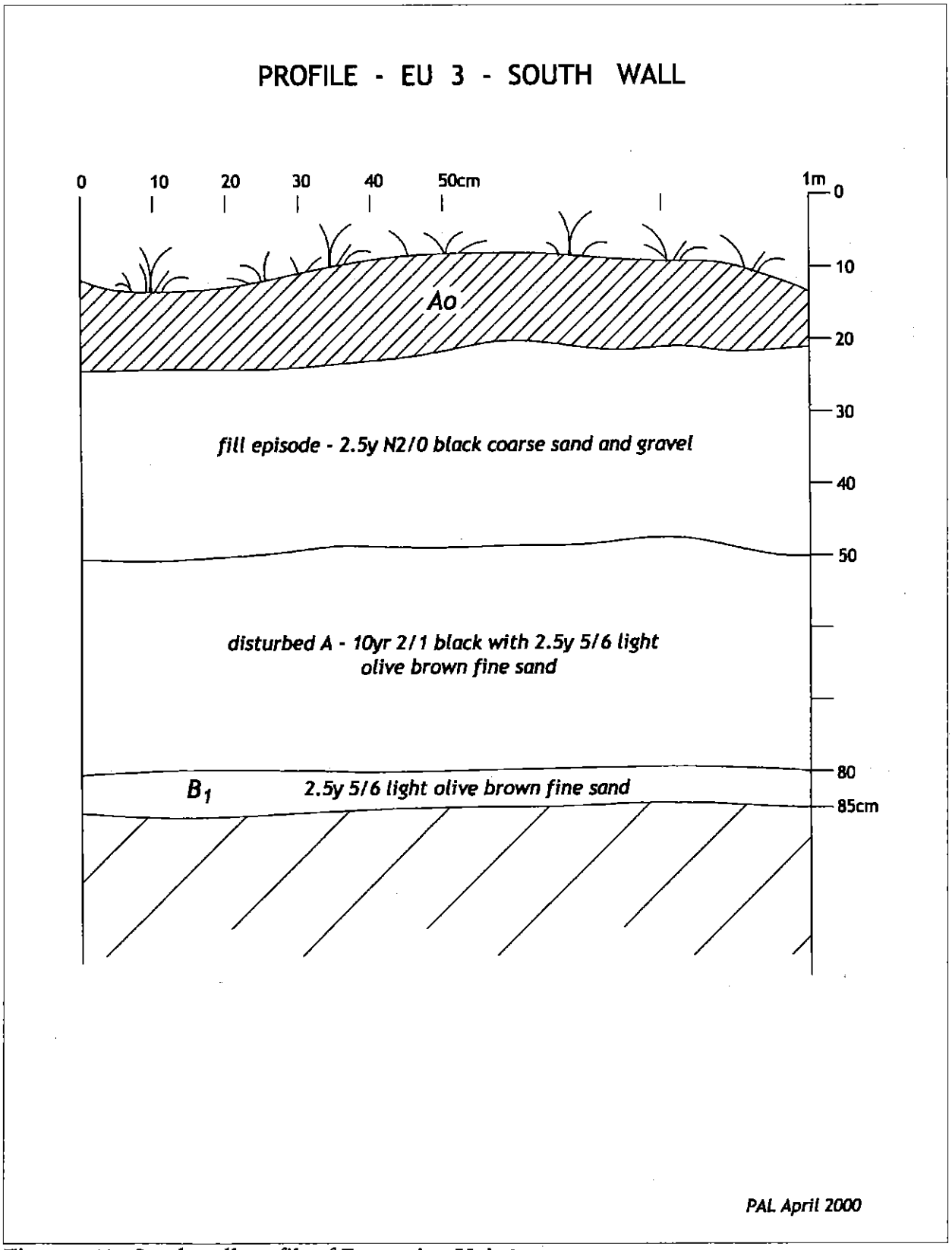

Figure 5-10. South wall profile of Excavation Unit 3.

Figure 5-11. Photograph of the water tank foundations (view southwest).

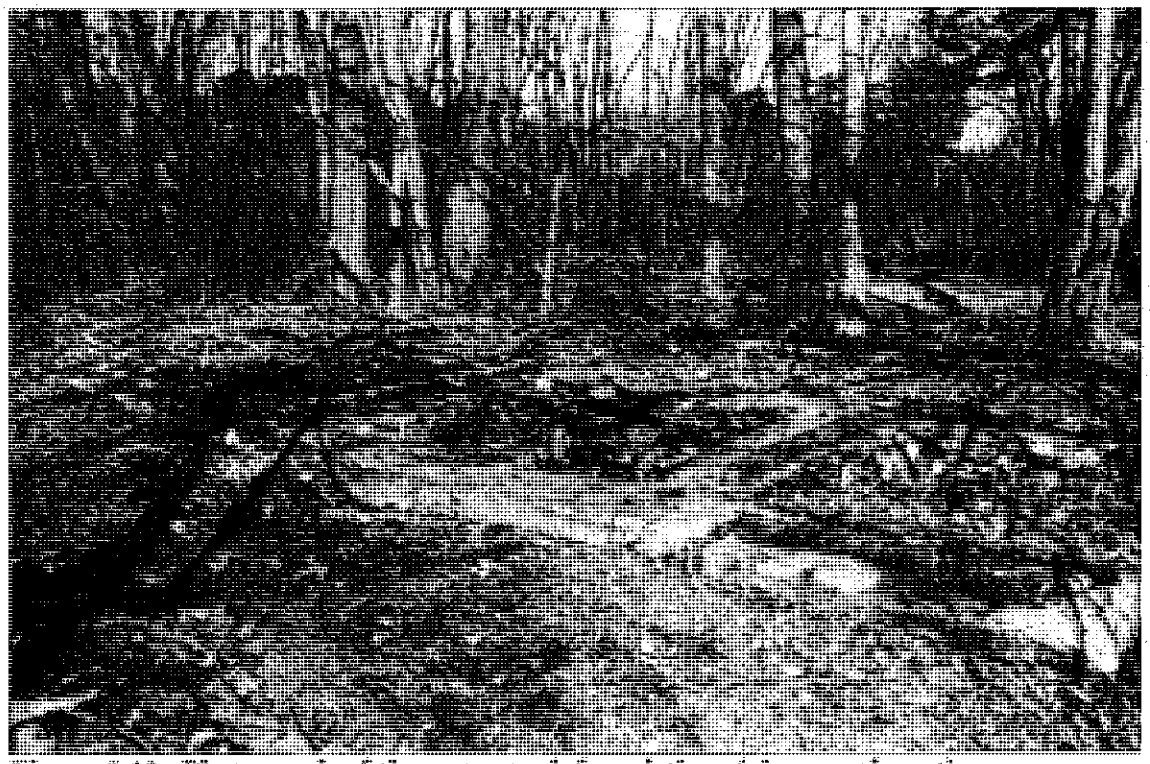

Figure 5-12. Photograph of the water tank foundations (view northwest).

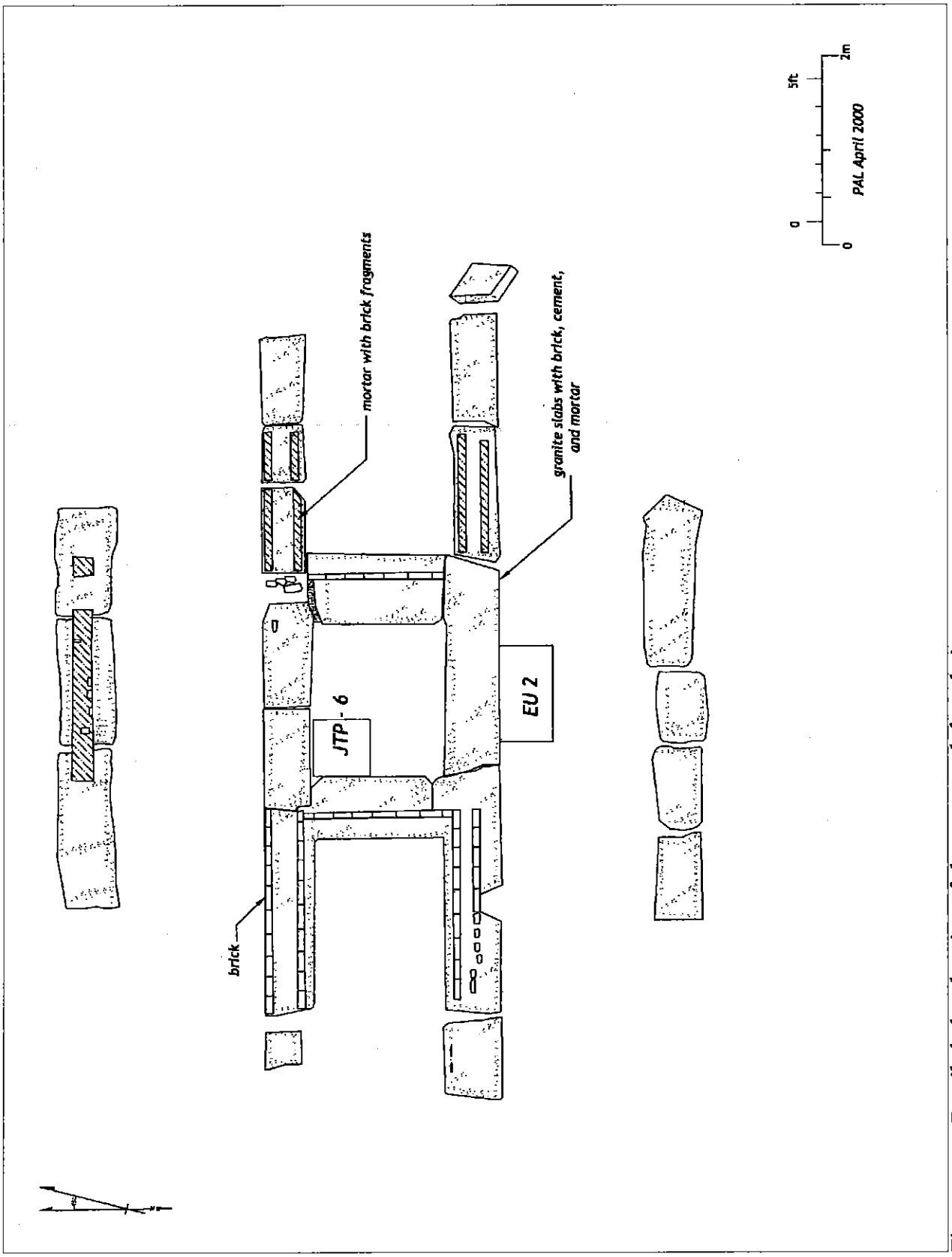

Figure 5-13. Detailed plan drawing of the water tank foundations.

Spare Rail Racks

The spare rail racks are located approximately 6 ft north of the main line track, about 660 ft west of the passenger station (Figure 5-15). They consist of three, 2 ft high, T-shaped reinforced concrete posts sunk into the roadbed. The east rack is missing its top and exhibits protruding steel reinforcing rods.

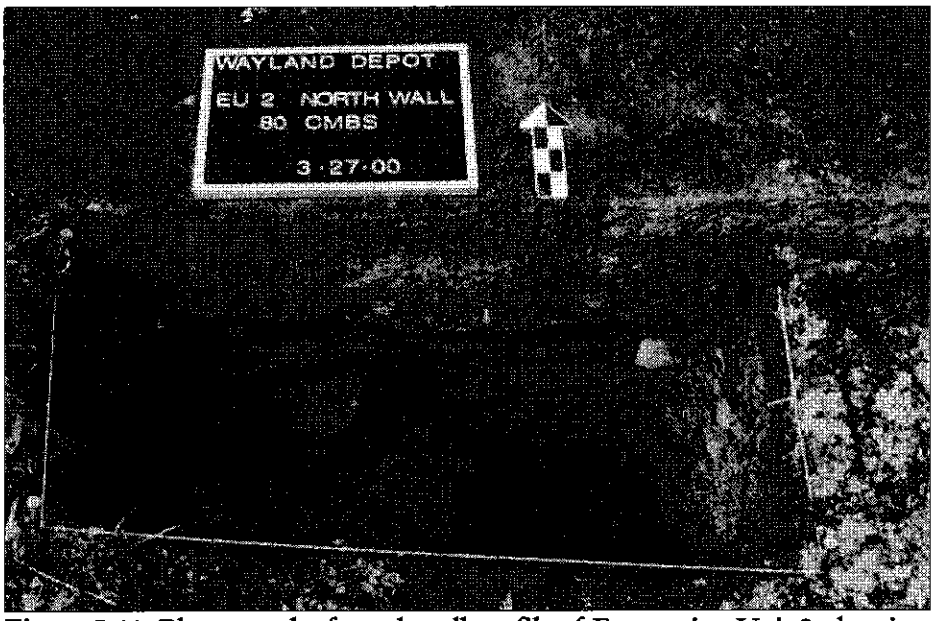

Figure 5-14. Photograph of north wall profile of Excavation Unit 2, showing the vertical face of the granite wall slabs of the water tank foundation.

Whistle Post (A)

The whistle post is located approximately 6 ft north of the main line track, about 680 ft west of the passenger station (see Figure 5-15). It is a toppled reinforced concrete post measuring approximately 4 ft long by 8 ft wide by 3 ft thick. It has chamfered corners, and the letters in XC incast into its face. It is broken off at its base and is currently lying flat on the ground.

Milk Shed

Transect AA, which consisted of four, 50x50 cm test pits, was located south and west of the concrete and earthen passenger platform in an attempt to locate the remains of the documented circa 1900 milk shed. Excavated test pits in Transect AA exhibited a fairly uniform dark brown compact fill that ranged in depth between 30 and 40 centimeters below surface (cmbs) (see Figure 5-3). This fill episode was underlain by an intact B_1/B_2 sandy subsoil. Excavated test pits failed to document any subsurface remains associated with the milk shed. This can be explained by the probable ephemeral nature of this type of railroad-related structure that would have left little if any subsurface indicators of their presence, making them difficult or impossible to locate archaeologically. It is likely that the milk shed was constructed in similar fashion to the freight house and to an extant section house on the line in nearby Sudbury, both of which are above ground structures mounted on timber stringers.

Figure 5-15. Photograph of the spare rail racks and the toppled whistle post (view east).

Resources Identified Outside the Project Area

The resources located outside the project area are divided into two sections. The following description first discusses the resources located east of the west edge of Route 27, and then covers the resources located west of the west edge of Route 27, south and west of the passenger station.

Resources Located East of the West Edge of Route 27

Track Structure

The track structure outside the project area has been torn up between the west edge of Route 27 and the east edge of Route 126. A switchstand for an eastward facing point switch is located in a small grassy triangle inside the apex of the intersection of routes 27 and 126. The track structure is intact from the east edge of Route 126 and extends beyond Millbrook Road at the east end of the surveyed area. The track structure consists of a main line track (two parallel rails) and a long parallel freight siding to the north. The track structure consists of a pair of steel rails mounted to wood ties. The rails are typically 39 ft long sections of rolled open-hearth steel, joined end-to-end by splice bars and roundheaded, threaded bolts. Manufacturing marks on the rail web include the Scranton Iron & Steel Company, Lackawanna Steel Company, and Midvale Steel Company, and are dated from 1900 to 1909. The rail is light, weighing between 75 and 90 lbs to the yard. The rails rest on steel tie plates, and are spiked to wood ties resting on cinder ballast.

Switchstand (B)

The east facing point switch was controlled by a manual switch lever, or switchstand, located approximately 6 feet north of the north rail, where the siding diverges from the main line track between Route 27 and Route 126 (Figure 5-16). The switchstand is an approximately 5 ft high steel mechanism that rises from a small triangular patch of lawn. It consists of a rectangular cast steel mechanism housing base spiked to the ties. Raised letters cast into the base indicate that it was manufactured by Ramapo-Ajax of Hillburn, NY. A tapering round steel pivot post extends vertically from the base, and a lockable, curved steel handle extends northeast from the pivot. A sheet steel day target is bolted to a steel rod that extends from the top of the pivot.

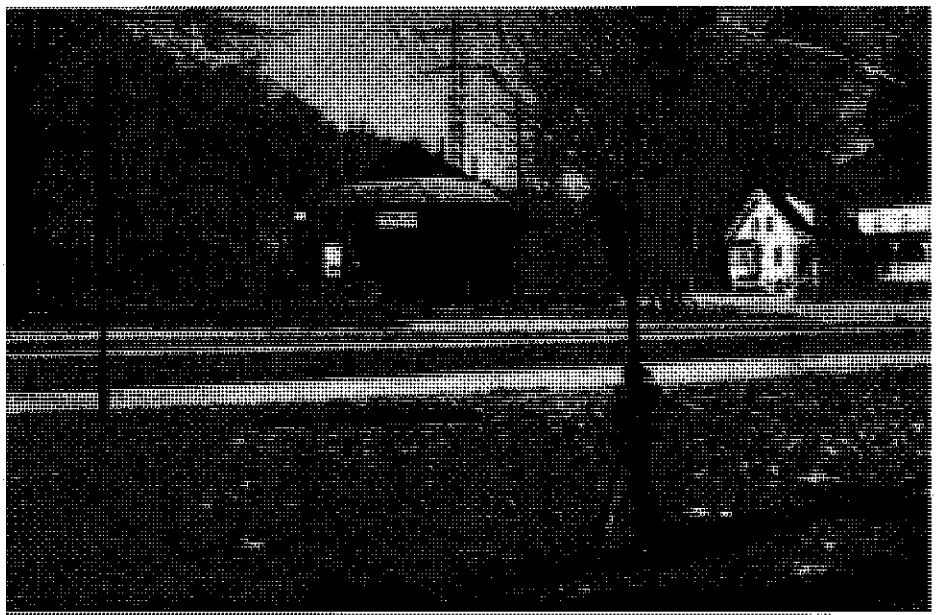

Figure 5-16. Photograph of the switchstand located between Routes 27 and 126 (view west).

Stop Sign Post

The stop sign is located approximately 10 ft south of the main line track, about 60 ft southwest of the freight house (Figure 5-17). It consists of a 5 ft high square wood post driven into the ground, with a vertical sign with the word in STOP in spelled out in white letters on a red background.

Figure 5-17. Photograph of the stop sign post located southwest of the freight house (view southwest).

Derail Mechanism

The derail mechanism is located immediately north of the freight house siding track, approximately 60 ft west of the freight house. It consists of the remains of a cast steel clamp attached to the head of the north rail, the control lever mechanism housing, and associated metal connecting rods. Raised letters cast into the mechanism indicate that it was manufactured by Ramapo-Ajax of Hillburn, NY.

Central Massachusetts Railroad Freight House

The Central Massachusetts Railroad Freight House is located 150 ft east of the junction of routes 27 and 126, approximately 12 ft north of the tracks, and about 150 ft southeast of the Wayland Public Library (see Appendix C). It is immediately surrounded on the east, north, and west sides by a small, unpaved auxiliary library parking lot. The Freight House is a rectangular, 50 ft-3 in long by 25 ft-4 in wide, one story, wood-frame building with a timber foundation, vertical board-and-batten siding, and a moderate-pitch, asphalt-shingled gable roof with its long axis oriented parallel to the adjacent east-west railroad tracks (Figure 5-18). The roof overhangs the walls 15 in and includes rake moldings, planked soffits, and aluminum replacementgutters. The timber sill of the building is raised 4 ft-6 in above the surface of the ground and rests on 8 in square, sawn timber sunk vertically into the ground on 8 ft centers. The open area under the building is closed off by a vertical plank skirt. The walls are sheathed with vertical board-and-batten siding consisting of stained planks with their vertical joints covered by original, machine-routed, trilobate-section wood batten strips. The long north and south elevations each contain a pair of 8 ft high, 6 ft wide horizontally-sliding doors mounted on interior overhead tracks. The doors on the north and south elevations are paneled, and the door on the west elevation is sheathed with diagonally oriented planks. Fenestration consists of two rectangular windows on the west elevation covered with panels incorporating vertical batten strips to resemble the original siding, one window on the east elevation covered with a simple wood panel, and a similarly covered window at the center of the south elevation, located between the freight doors. The interior consists of a single, large, open room with a heavy, wood plank floor; exposed,

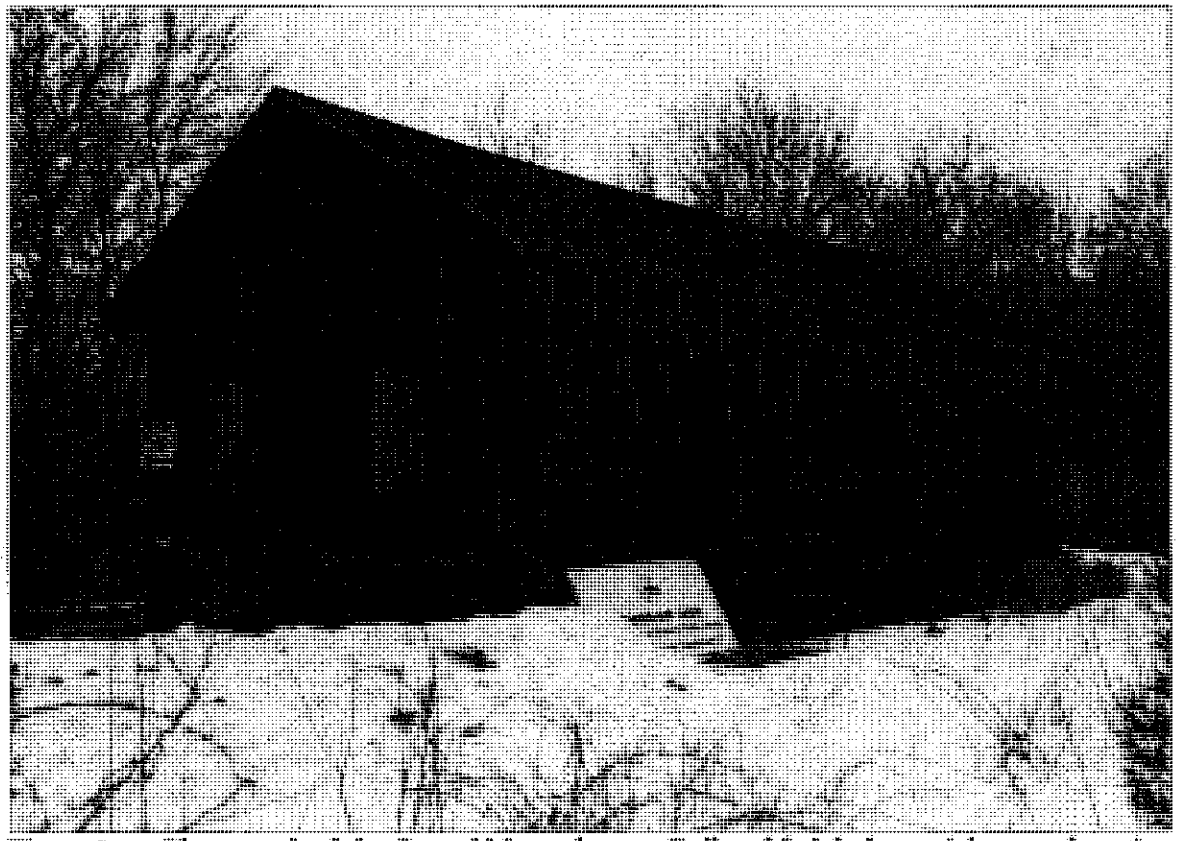

Figure 5-18. Photograph of the Central Massachusetts Railroad freight house (view northeast).

wood-framed walls; and exposed roof joists. The all-sawn framing consists of 7 in by 8 in vertical posts with diagonal braces, 8 in by 8 in plates, 4 in square girts, and 3 in by 8 in joists (Interstate Commerce Commission 1915, *Freight House*).

Retaining Wall

The retaining wall is located opposite the freight house, approximately 20 ft south of the main line track (Figure 5-19). It is a 120 ft long, 3 ft high, dry-laid retaining wall constructed of granite and schist fieldstones. It is built into the north slope of a low hill that extends south from the right-of-way.

Figure 5-19. Photograph of the retaining wall located opposite the freight house (view south).

Telegraph Poles

Two telegraph poles are located in the vicinity of the freight house, one approximately 10 ft south of the main line track and about 50 ft southeast of the building (C), and the other approximately 15 ft north of the freight house

siding and about 150 ft east of the building (D). Both telegraph poles are approximately 20 ft high round wood posts with at least one intact crossarm and steel cable guy wires. No telegraph wires or insulators remain (Figure 5-20).

Figure 5-20. Photograph of a representative telegraph pole identified within the Wayland Center Railroad Complex (view northwest).

Coal Pit

The coal pit is located immediately north of the siding track, approximately 160 ft east of the freight house (Figure 5-21). It is an approximately 120 ft long rectangular excavation with its floor averaging about 6½ ft below the height of the rail bed. The surface is composed of a dense mixture of bituminous (soft) coal, anthracite (hard) coal, and foundry coke. It is situated at the location of the documented circa 1900 Atwood Coal Co. operation.

Whistle Post (B)

The whistle post is located approximately 6 ft south of the main line track, approximately 490 ft east of the freight house and about 110 ft west of the west edge of Millbrook Road (Figure 5-22). It is a standing reinforced concrete post measuring approximately 4 ft long by 8 in wide by 3 in thick. It has chamfered corners, and the letters in XC in cast into its west face.

Resources Located West of Route 27

Central Massachusetts Railroad Passenger Station

The Central Massachusetts Railroad passenger station is located 75 ft west of the junction of state routes 27 and 126, about 10 ft south of the main line track (see Appendix C). The passenger station is a rectangular, 22 ft-6 in long by 16 ft-5 in wide, one story, wood-frame, stick style building with a low masonry foundation,

Figure 5-21. Photograph of the coal pit located east of the freight house (view north).

Figure 5-22. Photograph of the whistle post located east of the coal pit and freight house, west of Millbrook Road.

vertical board-and-batten siding, and an overhanging, low-pitch, asphalt-shingled, gable-on-hip roof with its long ridge axis oriented parallel to the adjacent east-west railroad tracks (Figure 5-23). The sill of the building rests on a low masonry foundation. The roof projects 7 ft-9 in from the walls, creating deep overhangs supported by elaborately turned diagonal brackets with knee braces. The eaves are covered by tongue-in-groove plank ceilings. A short, square brick chimney rises from the center of the roof ridge. A rectangular, 12 ft by 7 ft-9 in washroom and baggage room ell is located at the south end of the west elevation, and a three-sided station agent 's ticket office platform observation bay projects 3 ft-10 in from the north (trackside) elevation. The walls are sheathed with vertical board-and-batten siding consisting of red-painted planks with their vertical joints covered by original, machine-routed, trilobate-section wood batten strips. Passenger entrances consist of inward-swinging, paneled wood doors, with two on the south elevation, two on the north elevation flanking the station agent 's bay, and one each on the north and west sides of the washroom/ baggage room ell. Fenestration consists of rectangular, double-hung, six-over-six, wood-sash windows. Windows and doors are set in plank surrounds with hooded pediments containing jig-sawn floral motif swags. A square, wood, train order board signal post projects through the roof above the station agent's ticket office (Interstate Commerce Commission 1915, Passenger Station).

The interior consists of a large, open waiting room with a wood plank floor, vertical tongue-in-groove plank walls, and a tongue-in-groove plank ceiling. The station agent 's ticket office projects into the room from the west wall, and includes its original wrought-iron ticket window grille, heavy oak interior ticket counter, and manual order board signal level stand. The former women 's wash room is accessible from the waiting room, and the former men 's wash room and closet are accessible from outside the building. The interior passenger benches have been removed, and the original cast-iron stove has been relocated within the building.

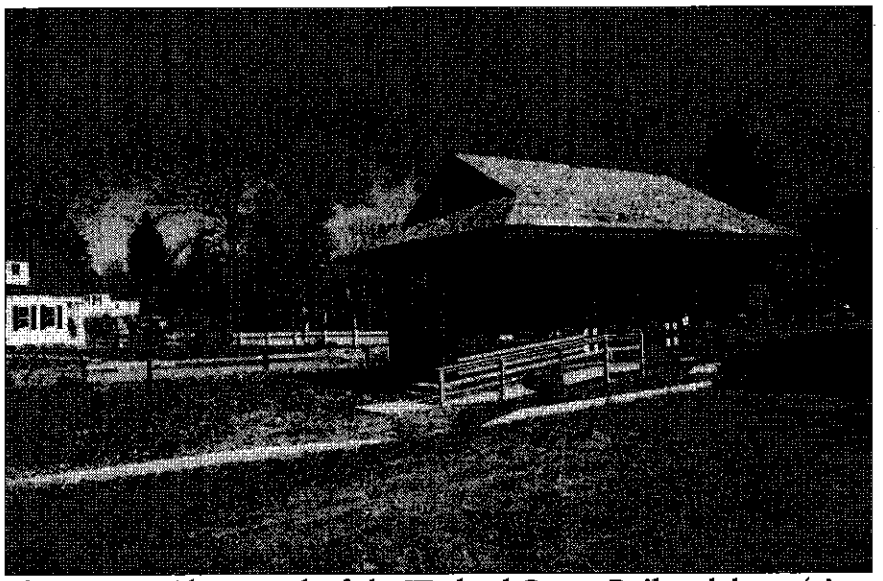

Figure 5-23. Photograph of the Wayland Center Railroad depot (view northeast).

Engine House Foundation

The engine house foundation is located approximately 40ft south of the siding track, about 310ft west of the passenger station. It is a complex structure consisting of granite blocks, earth fill, and concrete slabs, encompassing a west-pointing wedge-shaped area roughly 80ft long on its north and south sides, 15ft wide at its west end, and 80ft wide at its east end (see Appendix A). The structural remains consist mostly of a flat, broken, poured concrete slab foundation laid over a layer of sand and gravel fill, with large rectangular granite blocks below the fill. Two approximately 5 ft wide concrete aprons extend to the northwest from the main block of the concrete slab. The north and east boundaries of the concrete slab are broken and indistinct. The east edge of the structure is marked by an intermittent curved row of large rectangular granite blocks protruding from the earth at the bottom of a shallow slope. The most intact section of the concrete slab floor is located along the south edge of the structure, and includes several intact rectangular walls and pits. The superimposed layers of concrete slab floor, sand and gravel fill, and granite block are clearly visible along the south edge of the structure. The northeast corner of the structure is marked by the remains of a possible pump room that includes a rectangular granite machine base slab with threaded steel pins set in lead, loose bricks, and threaded steel pipes varying from 2 ft to 4 ft in diameter.

Turntable Pit Remains

The turntable pit remains are located approximately 15ft south of the siding track, about 450ft west of the passenger station (see Appendix A). This feature consists of a marshy depression approximately 50ft indiameter. The majority of the pit has been filled with earth and debris. Structural remains are visible at the west side of the pit, and consist of an approximately 30ft long curved wall of rectangular mortared granite blocks (Figure 5-24). The wall consists of a wide, flat, lower course with a narrower vertical course on top of its outer edge, forming a stepped, L-shaped profile. A section of flat, poured concrete slab floor is cantilevered out over the west edge of the pit, and broken sections of the remainder of the floor its concrete supporting walls lie in the turntable pit below.

Telegraph Poles

Two telegraph poles are located in the area west of Route 27, one approximately 15ft south of the siding track and about 235ft west of the passenger station (B), and the other approximately 10ft south of the siding track, north of the lumber storage building near the west end of the project area (A). Both telegraph poles are approximately 20ft high round wood posts with at least one intact crossarm and steel cable guy wires. No telegraph wires or insulators remain.

Lumber Storage Building

The lumber storage building is located near the west edge of the project area, approximately 30ft south of the siding track, and 640ft west of the passenger station (Figure 5-25). It is an 80 ft-4in long, 27 ft-1in wide, 1½-story, rectangular, wood-frame shop and administrative building with a concrete slab foundation, shingle-clad walls, simple plank trim, and an asphalt-shingled gable roof with its long axis parallel to the railroad tracks. The main shop section of the building measures 60 ft-2in long by 27 ft-1in wide, and an attached office ell at the west end with a lower roof ridge measures 21 ft-2in long by 25 ft-3in wide. The primary entrances to the main shop are located in the east end and consist of two paneled roll-type overhead garage doors, with a boarded up lo ft

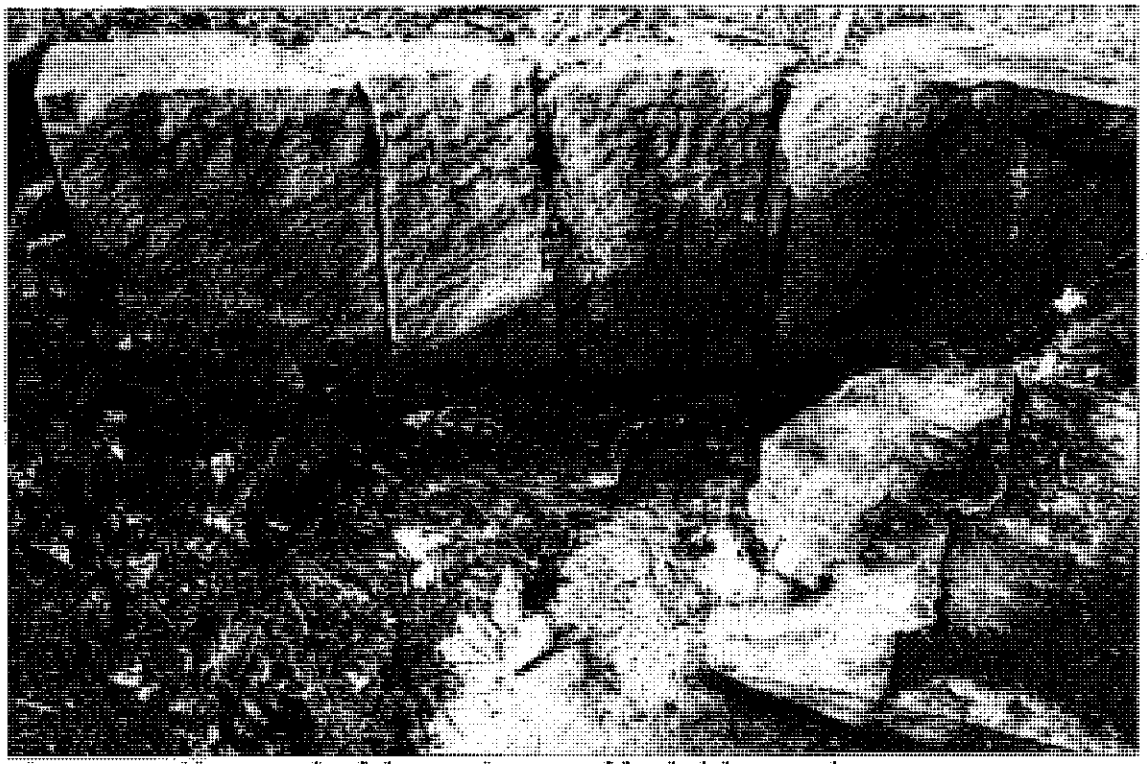

Figure 5-24. Photograph of the granite turntable pit (view west).

Figure 5-25. Photograph of the lumber storage building south of the Central Massachusetts Railroad line (view southeast).

access door above them in the gable pediment. The building is lit by a pair of double-hung, 2/2 wood-sash windows paired together at the center of the long north and south elevations. On the south elevation, which is sheathed in vinyl clapboard siding, the paired windows are flanked by modern paneled metal doors at the outer ends of the elevation. A pair of small shed-roofed storage sheds are located at the east end of the north elevation. The office ell attached to the west end has a large plate glass window and a paneled metal door in the south elevation, and a s ingle-sash, multi-pane window in the west elevation.

The top surface of one of the rails associated with the documented freight siding for this building are visible immediately to the north. Based on the location and architectural composition and style of the lumber storage building, it is likely the remains of the larger documented circa 1900 lumber store and hay and grain warehouse complex. A modern one-story, corrugated metal Butler-type building stands east of the lumber storage building. The property is operated by State Road Auto Body & Garage as an automobile repair and body shop

Switchstand (C)

The far-west-facing point switch was controlled by a manual switch lever, or switchstand, located approximately 6 feet south of the main line track where the siding diverges from the track in proximity of the historic lumber storage property. The switchstand is similar in size and shape to Switchstand (A) identified to the east.

Upright Granite Post

An upright granite post is present about 20 ft north of the main line track, about 870 ft west of the passenger station. The post is embedded in wetlands soils, with approximately 2-3 feet exposed above the ground surface. Its shape and exposed size indicates possible function as a railroad mile post, although no numbers or other markings are visible on the surface of the post.

CHAPTER SIX

INTERPRETATIONS AND RECOMMENDATIONS

Interpretations

The site examination investigations provided a substantial amount of documentary and archaeological data that were used to address the project's research questions and evaluate the historical significance of the Wayland Center Railroad Complex. This information contributes to an understanding of the complex's physical layout, its functions, and its role in the socioeconomic development of the town. The Wayland Center Railroad Complex's development within the context of an important historic regional railroad line was also examined.

Physical Lay Out and Integrity of the Wayland Center Railroad Complex

The Wayland Center Railroad Complex is characterized by a number of intact standing structures and archaeological remains situated along the abandoned railroad tracks to either side of Route 27 (Cochituate Road). These historic resources, as described in detail in Chapters 4 and 5, include the Central Massachusetts Passenger Station, Central Massachusetts Freight House, freight car remains, passenger platform, steam locomotive servicing terminal (engine house remains, turntable pit, water tank foundations), and other ancillary railroad track features (Table 6-1). Together, they constitute a rare complex of railroad-related resources that have typically not survived in such good physical condition and concentration along other abandoned rail lines in Massachusetts. These resources are typical of late nineteenth/early twentieth century rural railroad complexes in New England, and components compare in both size and construction methods to similar sites found along the former Boston & Maine and New York, New Haven, and Hartford rail lines.

The historic and archaeologically defined complex encompasses an approximate 2,500 ft long section along both sides of the east-west abandoned railroad tracks: from a point at the west edge of Millbrook Road, continuing west across Routes 27/126, to a point about 800 ft east of Route 20 (Figure 6-1). The complex lies primarily within the current MBTA easement property situated west of Route 27, except where it bows out to the south on town-owned property containing the existing passenger station and platform, and the engine house and turntable pit remains further west, and private property containing the lumber storage building. It also lies within the current MBTA easement property situated east of Route 27, except where it bows out to the north to include the existing freight house on town-owned property adjacent to the Wayland Public Library (see Figure 6-1).

Standing structures within the Wayland Center Railroad Complex include the passenger station and the freight house. As of 1975, the Central Massachusetts Railroad Passenger Station was one of six remaining passenger stations on the Central Massachusetts Railroad line, including Weston, Waltham Highlands,

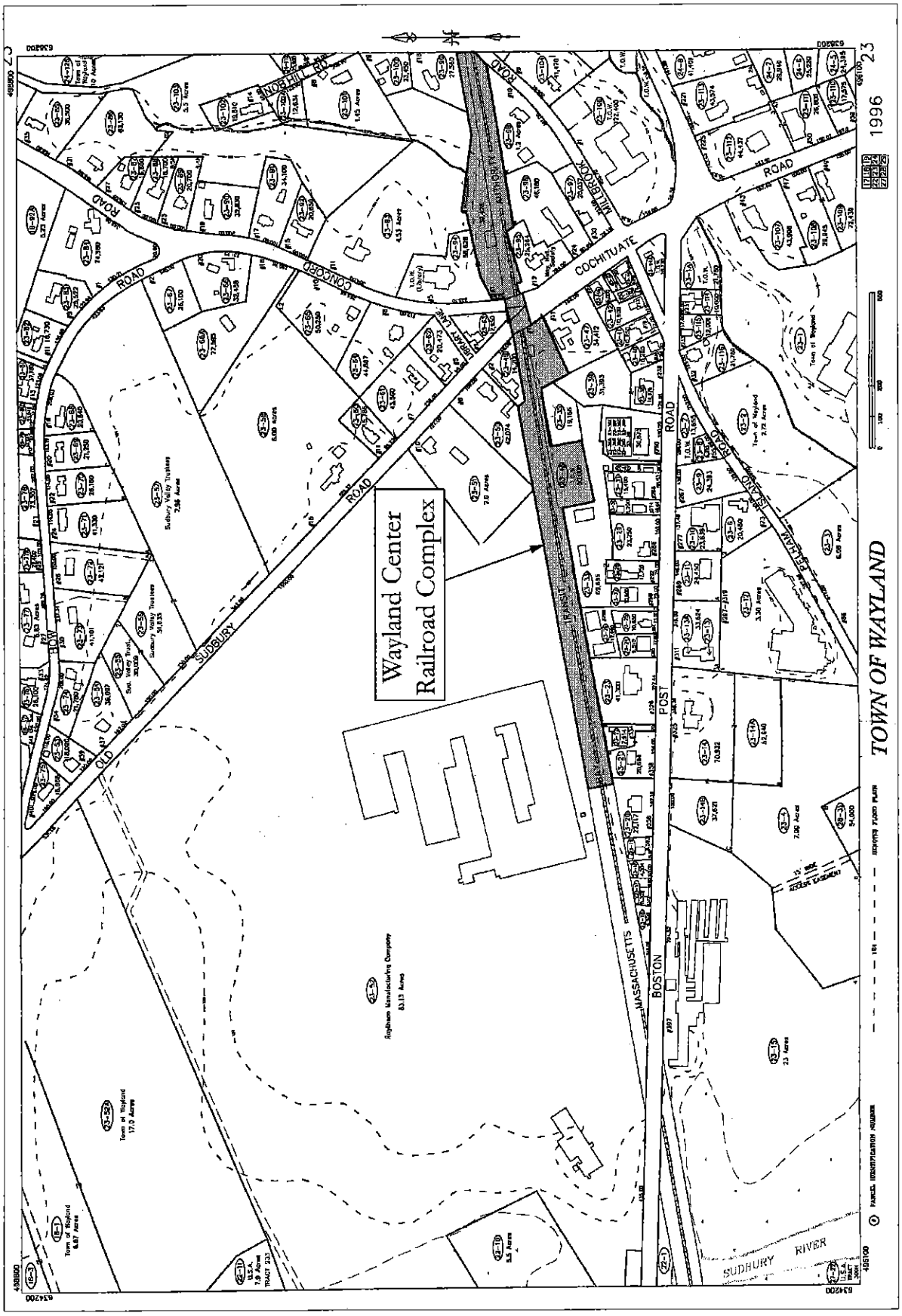

Figure 6-1. Location of the Wayland Center Railroad Complex on the Town of Wayland Assessor's Map (base map provided by Town of Wayland 1996).

Table 6-1. Summary of Historic and Archaeological Structures and Features Identified Within the Wayland Center Railroad Complex, Wayland, Massachusetts.

Site Element	Location	Relation to Project
Track Structure (rails, ties, and ballast)	MBTA easement: runs east-west several miles through Wayland Center	Approximately 800 ft of main line and siding track within the project area * needs protection measures
Central Massachusetts Railroad Passenger Station	Private property: 75 ft west of the junction of State routes 27 and 126, about 10 ft south of the track structure	Outside of the project area
Central Massachusetts Railroad Freight House	Town property: 150 ft east of the junction of routes 27 and 126, about 12 ft north of the track structure	Outside of the project area
Passenger Station Platform	MBTA easement: 35 ft west of the edge of pavement at Route 27 to its end 230 ft west of Route 27, at the south side of the track structure	Within the project area; * needs protection measures
Cedar Lamp Post	MBTA easement: 110 ft west of the passenger station and 10 ft east of the west end of the station platform	Within to the project area; * needs protection measures
Switchstand (A)	MBTA easement: 250 ft west of Route 27, about 6 ft north of the track structure	Within the project area; * proposed relocation
Freight Car Remains	MBTA easement: 210 ft west of the passenger station, about 30 ft north of the tracks	Within the project area; * needs protection measures
Water Tank Foundations	MBTA easement: 245 ft west of the passenger station, about 10 ft north of the track structure	Within the project area; * needs protection measures
Spare Rail Racks	MBTA easement: 660 ft west of the passenger station, about 6 ft north of the track structure	Within the project area; * proposed relocation
Whistle Post (A)	MBTA easement: 680 ft west of the passenger station, about 6 ft north of the track structure	Within the project area; * proposed relocation
Switchstand (B)	Town property: 5 ft east of the edge of pavement at Route 27, about 6 ft north of the track structure	Outside of the project area
Stop Sign	MBTA easement: 60 ft southwest of the freight house, about 10 ft south of the track structure	Outside of the project area

Table 6-1 (continued). Summary of Historic and Archaeological Structures and Features Identified Within the Wayland Center Railroad Complex, Wayland, Massachusetts.

Derail Mechanism	MBTA easement: 60 ft west of the freight house, immediately north of the freight house siding track	Outside of the project area
Stone Retaining Wall	MBTA easement: opposite the freight house, about 20 ft south of the track structure	Outside of the project area
Telegraph Pole (A)	MBTA easement: 685 ft west of the passenger station, about 10 ft south of the siding track off the main track structure	Outside of the project area
Telegraph Pole (B)	Town property: 235 ft west of the passenger station, about 15 ft south of the siding track off the main track structure	Outside of the project area
Telegraph Pole (C)	MBTA easement: 50 ft southeast of the freight house, about 10 ft south of the track structure	Outside of the project area
Telegraph Pole (D)	MBTA easement: 150 ft east of the freight house, about 15 ft north of the freight house siding	Outside of the project area
Coal Pit	MBTA easement: 160 ft east of the freight house, immediately north of a siding track off the main track structure	Outside of the project area
Whistle Post (B)	MBTA easement: 490 ft east of the freight house, 110 ft west of the west edge of Millbrook Road, about 6 ft south of the track structure	Outside of the project area
Engine House Foundations with Pump House Remains	Town property: 310 ft west of the passenger station, about 40 ft south of the siding track off the main track structure	Outside of the project area
Turntable Pit Remains	Town property: 450 ft west of the passenger station, about 15 ft south of the siding track off the main track structure	Outside of the project area
Lumber Storage Building	Private property (State Road Auto Body and Garage): 640 ft west of the passenger station, about 30 ft south of the siding track off the main track structure	Outside of the project area
Switchstand (C)	MBTA easement: 6 ft south of the main line track, about 720 ft west of the historic lumber storage building	Outside of the project area

Table 6-1 (continued). Summary of Historic and Archaeological Structures and Features Identified Within the Wayland Center Railroad Complex, Wayland, Massachusetts.

Possible Mile Post	MBTA easement: 20 ft north of main line track, about 870 ft west of the passenger station	OP

* refer to separate *Historic Resources Impact Avoidance and Mitigation Plan (Construction Sheet H-1)*

Gilbertville, and Amherst. It is currently the best-preserved of these stations, and the only one open to the public. The passenger station's companion, the Central Massachusetts Railroad Freight House, located 325 ft west across Route 27, is the only standing freight house remaining on the former Massachusetts Central Railroad line (Crouch and Conard 1975). Although freight houses stood near many nineteenth-century railroad stations, most of them are no longer standing, making Wayland's Central Massachusetts Railroad Freight House a rare surviving type of railroad building.

The visible archaeological remains of the water tank foundations, passenger platform, freight car, and track-related structures and features situated within and immediately adjacent to the current project area are ingood physical condition. The subsurface testing at the platform and water tank foundations determined that their below ground components are also intact. The subsurface testing at the freight car remains determined that this structure rests on the ground surface. The domestic type cultural material assemblage collected in proximity to the freight car remains support its documented site use as a bunk house in the early 1900s. Other visible remains in the project area include the track structure itself, a lamp post, a switchstand, spare rail racks, and a whistle post, all of which possess good physical integrity. Archaeological remains of the documented milk shed were not identified during the site examination investigations.

The visible archaeological remains of the engine house and turntable pit, outside of the current project area, are also in good condition, despite the fact that the poured concrete slab floors present within both structures appear to have been added over a layer of sand and gravel fill. This structural configuration can be explained by the documented use of the engine house and turntable pit area by a mid-twentieth century lumber business. The railroad structures at this location appear to have been adaptively reused and incorporated into lumber storage buildings with concrete floors. This rail-served enterprise consisted of several structures west of the engine house and turntable, one of which, the lumber storage building, is still standing along with the historic freight siding adjacent to the main line tracks. This building is currently used by State Road Auto Body & Garage.

Other railroad-related structures were identified to both the east and west sides of Route 27, outside of the current project area. These include the track structure, two switchstands, a stop sign post, a derail mechanism, a stone retaining wall, four telegraph poles, a possible mile post, and a whistle post. These resources are located at their original historic locations and all possess good physical integrity based on visual inspections conducted during the site examination investigations. The visible remains of a coal pit associated with a documented coal operation to the east side of Route 27 along the tracks also appear to be in good physical condition. However, the documented location of a "coal office" just west

of the freight station was reportedly disturbed several years ago during improvements to the library parking lot and adjacent Route 126 (Richard Conard, personal communication 2000).

A number of small ancillary structures and features documented within and in proximity to the project area were not identified during the site examination investigations. The locations of the crossing barrier gates adjacent to the intersections of the tracks and Routes 27 and 126 were likely disturbed by late-twentieth- century road maintenance activities. The freight car remains lie atop the location of two gable-roofed structures, one of which may have been the documented section house. No below ground evidence of these structures was identified during intensive survey and site examination investigations. This can be explained by the probable ephemeral nature of this type of railroad-related structure that would have left little if any subsurface indicators of their presence, making them difficult or impossible to locate archaeologically. It is likely that the section house was constructed in similar fashion to the freight house and to an extant section house on the line in nearby Sudbury, both of which are aboveground structures mounted on timber stringers that rested directly on the ground surface. Likewise, the documented crossing shanties situated just east of Boston Post Road and just east of Millbrook Road, as well as the small shed southwest of the passenger station, a handcar house just east of Millbrook Road, and a small building just northwest of the engine house were probably all similarly constructed wood-frame structures mounted on timber stringers that rested directly on the ground surface.

Influence of the Wayland Center Railroad Complex on the Town's Socioeconomic Development

The Wayland Center Railroad Complex was developed over a period of about forty years, from 1880 when the tracklayers of the Massachusetts Central Railroad reached Wayland to about 1920 when passengerservice along the line was substantially reduced and the steam locomotive servicing terminal was discontinued. The site of this complex, with its passenger station, freight house, engine house, turntable, and water tank, among other features, was the logical choice of the Wayland Center residents who had been convinced since the 1840s that their town should share in the prosperity enjoyed by adjacent towns that had rail service. Several notable citizens who lived in Wayland Center, such as James Sumner Draper and Charles A. Cutting, were responsible for successfully petitioning the Massachusetts State Legislature to charter the Wayland & Sudbury Branch Railroad. These citizens also hoped that the arrival of the railroad in Wayland Center would encourage the development of local industries similar to those that had been so successful to the south in the village of Cochituate.

Although the rail service to Wayland Center never lived up to the full expectations of its citizens, it did set the stage for later commercial and residential development in the village. Railroad personnel established residences in the town, and one locomotive engineer even served as a town selectman for several years. Other residents promoted Wayland as a summer resort destination and commuter suburb of Boston. This led to the construction of new homes and the remodeling of older homes in Wayland Center and the nearby Tower Hill area. Local farms and industries profited from the ability to ship considerable quantities of their goods to the Boston market center. By the 1890s, freight received and handled at the Wayland Center Railroad Complex included milk, cattle feed, manure, fertilizer, coal, building materials, and hardware along with leather for the Cochituate shoe factories.

By the early 1900s, Wayland Center, with its railroad depot and associated servicing terminal complex, had become the site of several small-scale commercial enterprises that boosted both the local population

and the economy through the post-World War II era. These railroad-served businesses included a hay and grain company, an associated lumber warehouse, and a coal company along the tracks west and east of the depot. Prior to the establishment of these businesses, this section of Wayland Center was not densely settled or developed, despite the presence of favorable building sites along both sides of Cochituate Road. These businesses were attracted to this location in Wayland Center because of the rail connection, and certainly would not have been established had it not been for this transportation mode.

The important role of the railroad in transforming the mostly rural agricultural character of Wayland Center and establishing the town as a residential suburb of Boston is indisputable. The residential infilling and commercial businesses along with the ability for local farmers to ship and receive freight, helped sustain the town through the two world wars and depression in the first half of the twentieth century. The landscape of Wayland Center was substantially altered by the arrival of the rail line and its associated structures. The presence of the servicing terminal equipped with a three-stall engine house, turntable, and water tank west of the depot attests to the complex's status as an important turning point for both passenger and freight service between Boston and Wayland, along the Central Massachusetts Railroad.

The town has continued to recognize the importance of this railroad complex in its historic development. The passenger station was saved from certain demolition by a group of Wayland citizens, and now stands along Cochituate Road at its original historic location within the Wayland Center Historic District as a restored symbol of Wayland's small-town character. And now, as a result of the current historic and archaeological investigations, the depot can be placed within its appropriate historic context as a reminder of the whole railroad complex that once dominated the local landscape, provided jobs for many local residents, and, with its various above-and belowground elements, survives today as a rare example of a Central Massachusetts Railroad complex.

Recommendations

The identified historic and archaeological buildings, structures and features that comprise the Wayland Center Railroad Complex, both within and adjacent to the AT&T and Omnipoint Telecommunications project area, are significant resources that should be collectively considered eligible to the National Register of Historic Places under Criteria A, C, and D. Criterion A concerns sites "that are associated with events that have made a significant contribution to the broad patterns of our history"; the Wayland Center Railroad Complex played an important role in the socioeconomic development and transformation of the town in the late nineteenth and twentieth centuries. Criterion C concerns sites "that embody the distinctive characteristics of a type, period, or method of construction . . . (and that) represent a significant and distinguishable entity whose components may lack individual distinction"; taken collectively, the surviving structural and archaeological resources at the Wayland Center Railroad Complex represent key components of a typical late-nineteenth-century railroad passenger, freight, and locomotive servicing facility. Criterion D concerns sites "that have yielded, or may be likely to yield, information important to prehistory or history"; the Wayland Center Railroad Complex contains the archaeological remains of major site elements including the water tank foundations, freight car remains, engine house, and turntable pit.

Only a small portion of the Wayland Center Railroad Complex lies within the current boundaries of the Wayland Center National Register Historic District and the Wayland Center Local Historic District (see Figure 5-2). This small area contains the passenger station adjacent to Route 27. Due to the National Register eligibility of the whole complex, it is recommended that the boundaries of the current historic district be revised to the west and east to include all of the newly identified railroad-related historic and archaeological resources that surround the passenger station (see Figure 6-1).

The railroad complex resources identified within the AT&T and Omnipoint Telecommunications project area should be avoided during construction, or further documentation (archival and photographic documentation, archaeological testing) may be warranted in consultation with the MHC. The resources within the project area include, from east to west: 1) a cast steel switchstand (A); 2) the concrete passenger platform; 3) the cedar post and wrought iron lamp post; 4) the timber and steel frame freight car remains; 5) the brick and granite water tank foundations; 6) the concrete spare rail racks; and 7) a concrete whistle post (A). Except for the passenger platform, these resources are situated on the north side of the tracks between Route 27 and BECO Tower #112.

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List of Informants

Steven Jones, State Road Auto Body & Garage, Wayland, MA.

Richard Conard, Wayland Historical Society, Wayland, MA.

Appendix A

WAYLAND CENTER RAILROAD COMPLEX SITE PLAN

Appendix B

CULTURAL MATERIAL INVENTORY

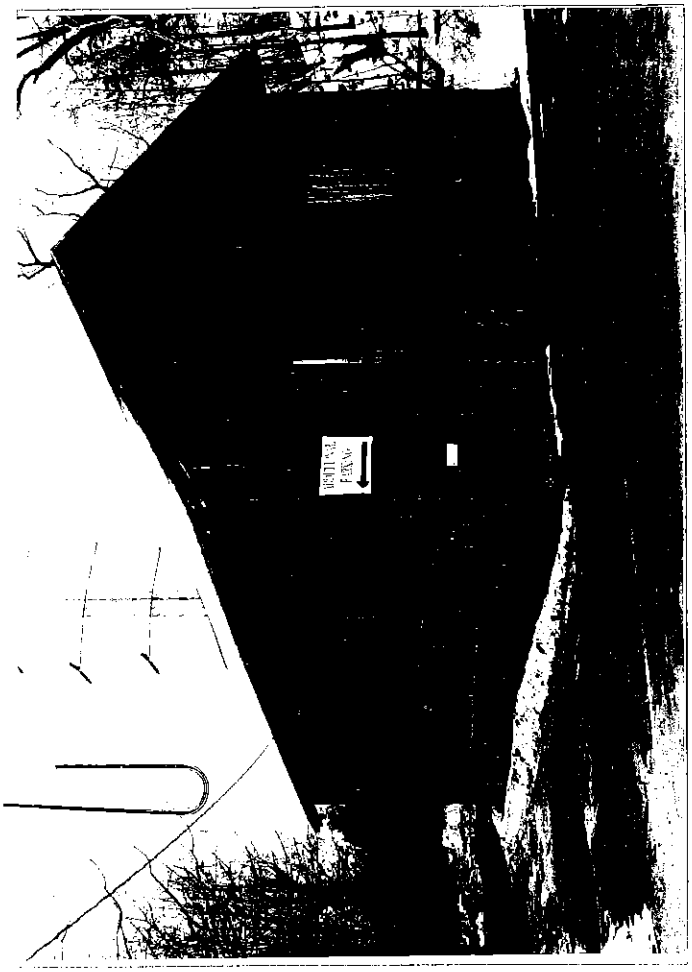
Appendix C

MHC HISTORIC BUILDING FORMS

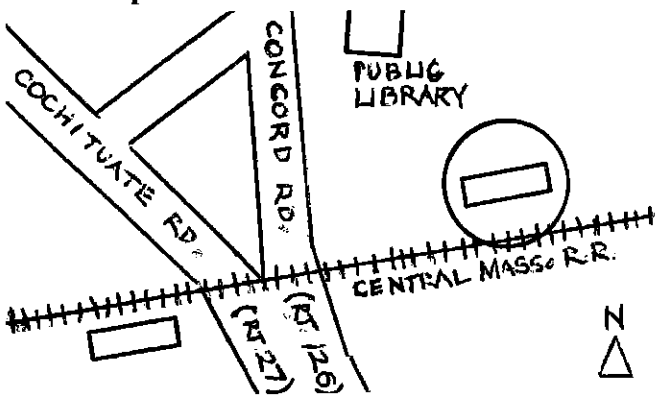
FORM B - BUILDING

Assessor's number	USGS Quad	Area(s)	Form Number
Map 23, Lot 94A	Natick		256

Massachusetts Historical Commission
Massachusetts Archives Facility
220 Morrissey Boulevard
Boston, Massachusetts 02125



Sketch Map



Recorded by M. Kierstead, J. Mekinda

Organization The Public Archaeology Laboratory, Inc.

Date ***(month/day/year)*** March 2000

Town Wayland

Place ***(neighborhood or village)***
Wayland Center

Address 1 Concord Road

Historic Name Central Mass. Railroad Freight House

Uses: Present public library storage

Original railroad freight house

Date of Construction 1881

Source Crouch and Conard 1975

Style/Form no style

Architect/Builder Massachusetts Central Railroad

Exterior Material:

Foundation timber

Wall/Trim board-and-batten

Roof asphalt shingle

Outbuildings/Secondary Structures
none

Major Alterations ***(with dates)***
trackside freight platform removed, date unkown

Condition fair

Moved X **no** ____ **yes** **Date** ____

Acreage .9

Setting 150- east of rtes. 27/126, at east end of public library parking lot, immediately north of railroad tracks

Follow Massachusetts Historical Commission Survey Manual for instructions for completing this form.

BUILDING FORM

Community: Wayland
Address: 1 Concord Road

ARCHITECTURAL DESCRIPTION

The Central Massachusetts Railroad Freight House is located in Wayland Center, 150' east of the junction of State routes 27 (Cochituate Road and126 (Concord Road), immediately north of the abandoned Central Massachusetts Railroad tracks, approximately 150' southeast of the Wayland Public Library. It is immediately surrounded on the east, north, and west sides by a small, unpaved auxiliary Library parking lot. A small marshy area lies north of the building. The east-west-oriented Central Massachusetts Railroad right-of-way is dominated by tall galvanized sectional steel high-tension wire towers footed in concrete plinths. Rail-related features within the right-of-way south of the building include track, ties, a square wood lamp post, remains of switch and derail mechanisms, and a vertical red-and-white "STOP" sign. The south border of the right-of-way forms the north border of the Wayland Center Historic District (Arbo 1974).

The Central Massachusetts Railroad Freight House is a rectangular, 50'-3" long by 25'-4" wide, one story, wood-frame building with a timber foundation, vertical board-and-batten siding, and a moderate-pitch, asphalt-shingled gable roof with its long axis oriented parallel to the adjacent east-west railroad tracks. The roof overhangs the walls 15" and includes rake moldings, planked soffits, and aluminum replacement gutters. The timber sill of the building is raised 4'-6" above the surface of the ground and rests on 8" square, sawn timber sunk vertically into the ground on 8' centers. The open area under the building is closed off by a vertical plank skirt. The walls are sheathed with vertical board-and-batten siding consisting of stained planks with their vertical joints covered by original, machine-routed, trilobate-section wood batten strips. The long north and south elevations each contain a pair of 8' high, 6' wide horizontally-sliding doors mounted on interior overhead tracks. The doors on the north and south elevations are paneled, and the door on the west elevation is sheathed with diagonally-oriented planks. Fenestration consists of two rectangular windows on the west elevation covered with panels incorporating vertical batten strips to resemble the original siding, one window on the east elevation covered with a simple wood panel, and a similarly-covered window at the center of the south elevation, located between the freight doors. The interior consists of a single, large, open room with a heavy, wood plank floor; exposed, wood-framed walls; and exposed roof joists. The all-sawn framing consists of 7" by 8" vertical posts with diagonal braces, 8" by 8" plates, 4" square girts, and 3" by 8" joists (Interstate Commerce Commission 1915, *Freight House*).

HISTORICAL NARRATIVE

The Central Massachusetts Railroad was a product of the "railroad fever" that gripped the United States during the mid-nineteenth century. During the mid-1830s, three of the earliest railroads in the United States, the Boston & Lowell, Boston & Providence, and Boston & Worcester railroads were completed in Massachusetts, and soon extended west through links with other railroads to connect Boston with the New York City and the Hudson River—Erie Canal system in the Albany, New York, vicinity. The success of this new transportation system inspired entrepreneurs, politicians, and industrialists in every sizeable southern New England community to pursue a rail connection to these east-west mainlines, hoping to benefit from the economic growth that rail service could bring. The chartering and construction of these new railroads resulted in a dense, sometimes redundant, network of trackage. In the period after the Civil War, Massachusetts railroad speculators dreamed of building additional mainline railroads from Boston to the west, including the Massachusetts Central Railroad/Central Massachusetts Railroad line running through Wayland, which despite its various incarnations, has always been popularly referred to as the "Central Mass."

The development of this railroad line began in 1868 with the chartering of the seven-mile Wayland & Sudbury Branch Railroad between Weston and Sudbury. That year the central Massachusetts town of Barre was granted a charter for a Massachusetts Central Railroad linking Boston and Northampton, using the Wayland & Sudbury Branch Railroad's right-of-

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way. Construction began in 1871 but was plagued by financial difficulties. In 1881, the year the Central Massachusetts Railroad Passenger Station and Freight House (WND 256) were built, the Massachusetts Central Railroad opened the 28 mile section between Boston and Hudson for service (Karr 1995:177). Westward construction continued to Clinton, and then faltered in 1883. In 1885 control of the line was assumed by the Boston & Lowell Railroad, which reorganized the line as the Central Massachusetts Railroad. In 1887 the line was absorbed by the Boston & Maine Railroad, which completed the line to Northampton. The early years of the Central Massachusetts line were its most profitable. The line became an important link in a long-distance passenger train route operated by a consortium of railroads between Boston and cities including Harrisburg, PA, and Washington, D.C. This route was made possible by the construction of a massive bridge over the Hudson River at Poughkeepsie, NY, that allowed trains to bypass New York City. This service ended in 1893 due to changes in regional railroad operating patterns, and in 1900 the Boston & Maine Railroad purchased the Fitchburg Railroad to the north, giving them an east-west freight route that was superior to the Central Massachusetts line, which was then relegated to branch line status (Karr 1995:178).

The twentieth-century history of rail service on the "Central Mass." line was one of slow attrition. In 1903 a portion of the line was bypassed due to the construction of the Wachusett Reservoir. As early as the 1920s the Boston & Maine Railroad began to eliminate passenger service, which was cut back to Boston–Clinton runs in 1932. Freight traffic also suffered, and a section in the middle of the line between Oakdale and Rutland was abandoned in 1938. The Great New England Hurricane of 1938 washed out sections of the line between Oakdale and Wheelwright that were not repaired, cutting the former Boston–Northampton through route into two long branches. Some of the last regularly-operated steam locomotive-drawn Boston & Maine Railroad passenger trains ran on the Boston–Clinton round trips in 1956. Passenger service was cut back to Hudson in 1958 and South Sudbury in 1965. Passenger service was soon reduced to one round-trip per day, and finally ceased on November 26, 1971. Sporadic freight service remained until 1980, when the Boston & Maine was granted permission to officially abandon the line (Karr 1995:178-179).

The town of Wayland was caught up in "railroad fever" as early as 1843, when a railroad line was proposed from the Boston & Worcester Railroad in Framingham, through Sudbury to the Stony Brook station on the Fitchburg Railroad. Apparently stock was sold to enthusiastic Wayland parties, but the line was never built. By the Civil War a group of Wayland men became convinced that their town, a former Boston Post Road community now bypassed by the railroads, should share in the prosperity enjoyed by adjacent towns that had rail service. At that time Wayland residents had to make a 3½ mile journey to the Stony Brook station in the adjacent town of Weston, which had four passenger stations on the Fitchburg Railroad. The group that successfully petitioned the Massachusetts State Legislature to charter the Wayland & Sudbury Branch Railroad included a group of Wayland landowners led by James Sumner Draper, who was eventually elected a director of the Massachusetts Central Railroad along with Wayland resident Charles A. Cutting. In 1869 the citizens of Wayland voted 103 to two in favor of subscribing in stock in the Massachusetts Central. Construction took almost a decade to begin, during which the town was divided over whether or not to rescind their stock investment. The tracklayers reached Wayland by November 1880, when the first train, a work extra, ran through the town. The Central Massachusetts Passenger Station and Freight House (WND 256) were constructed by the Massachusetts Central Railroad in 1881, the year the first 28 miles of the line between Boston and Hudson opened. The line between Boston and Hudson was officially opened to great fanfare on October 1, 1881, with a special train stopping for celebrations at every new station. As early as October 5, 1881 the same Wayland parties that had championed the construction of the Massachusetts Central Railroad began to place articles in Boston newspapers promoting Wayland as a summer resort destination and commuter suburb of Boston (Emery 1981:144-151).

When the Boston & Maine Railroad took over the Central Massachusetts in 1887, the new owner instituted additional passenger service on the line, and Wayland became the turning point for several daily Boston–Wayland round-trips. This new status required the construction of facilities for turning, storing, and servicing steam locomotives; and a turntable, three-stall engine house, and a water tank were built west of the Passenger Station. Archaeological remains of these and other railroad-related buildings and structures are still visible west of the passenger Station today. Wayland became a "tank town," with many locomotives stopping there to take on water. At night, commuter trains were parked on a siding, and the locomotives were sheltered and maintained in the engine house. The establishment of Wayland as a terminal made it home to several railroad personnel, for example Thomas F. Mahoney, a locomotive engineer who served as a town selectmen for several years (Emery 1981:144-151, Patterson 1955).

By the 1890s the railroad had fostered considerable residential development at Wayland Center and in the Tower Hill station to the east. The Draper-owned farmland near Plain Road at Tower Hill was subdivided for summer homes, and about 1900 the promoter of a commuter subdivision in the Winthrop Road area near the center of town noted the convenience of commuter trains to Boston. The prospect of industry settling in Wayland Center appeared when Hodijah B. Braman announced that he was going to build a furniture factory in the village, but this never came to pass, and the railroad failed to entice industry to locate in Wayland. Local freight was mostly associated with agriculture, and included milk, cattle feed, and manure for fertilizer (Emery 1961:8-9, 1981:144-151).

The Central Massachusetts Railroad Freight House is evidence of Wayland's importance as a local railroad freight terminal and is typical of railroad freight houses in form and function. Like many small communities, Wayland had enough freight traffic to require a separate freight house, which was commonly a separate building located adjacent to the passenger station. The Freight House handled less-than-carload, or "LCL" freight, which included large parcels, hardware, perishables, milk, newspapers, and all manner of household items that were purchased from mail order catalogs. Its location between the railroad siding and access road facilitated the transloading of freight between freight cars and road vehicles. Its board-and-batten siding and overall appearance are consistent with freight houses in general, and with the nearby Central Massachusetts Railroad Passenger Station and other surviving passenger stations on the Central Massachusetts Railroad line.

A wood-framed, plank-decked freight platform, no longer extant, originally ran the length of the south (trackside) elevation. This structure allowed freight to be moved horizontally from the floor of a freight or baggage car to the interior of the freight house without requiring any vertical movement. Freight-handling equipment originally kept in the building included iron and wood freight skids, wood barrels and pails, a two-wheel freight truck, a snow scoop, and ladders. A Fairbanks scale with a 5' by 6' platform for calculating the weight and charge for outgoing freight was originally located along the north interior wall, and is no longer extant (Interstate Commerce Commission 1915, *Freight House*). The building is currently owned by the Town of Wayland and is used for storage by the adjacent Wayland Public Library. Boston Edison maintains a high-tension power line easement along the adjacent right-of-way.

The Central Massachusetts Railroad Freight House is the only standing freight house remaining on the former Massachusetts Central Railroad line. The building's companion, the Central Massachusetts Railroad Passenger Station, is located 325' west across State routes 27/126. Only six passenger stations remain on the former Central Massachusetts Railroad line, in varying conditions from restored and occupied to abandoned. Wayland's Passenger Station is the best-preserved of these stations and the only one open to the public (Crouch and Conard 1975:90). Historical sources indicate that the area west of the

Railroad Station contained a steam locomotive servicing facility including an engine house, turntable, water tank, section house, and milk house, surface and subsurface remains of which are visible or known to survive. The Central Massachusetts Railroad Freight House, Passenger Station, and locomotive servicing facility archaeological remains constitute a rare complex of railroad-related buildings and features that have typically not survived along other abandoned rail lines in Massachusetts.

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NATIONAL REGISTER OF HISTORIC PLACES CRITERIA STATEMENT

The Central Massachusetts Railroad Freight House is potentially eligible for listing in the National Register of Historic Places under Criteria A and C at the local level in the areas of industry and transportation. Under Criterion A, the property possesses significance for its association with the history and development of transportation in Wayland. The Freight House was constructed in 1881 by the Massachusetts Central Railroad as Wayland's anticipated general freight traffic warranted a freight handling facility separate from the passenger station. The property meets the eligibility requirements under Criterion C as an example of a surviving railroad freight house, a historic transportation resource type usually more ephemeral than

passenger stations. The Freight House is the sole surviving example of this type of railroad building on the Central Massachusetts line. Considered in context with the nearby Central Massachusetts Railroad Passenger Station (WND 82), and adjacent archaeological remains of the steam locomotive terminal, the Freight House is a significant component of Wayland's surviving railroad-associated landscape.

INVENTORY FORM CONTINUATION SHEET

Community:
Wayland

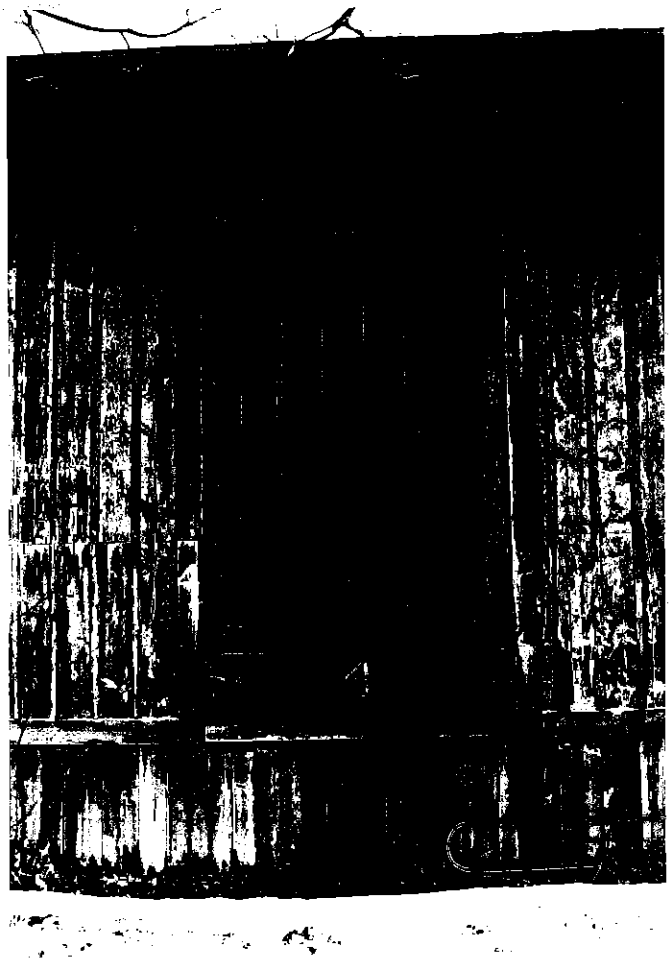
Property Address:
1 Concord Road

Massachusetts Historical Commission
Massachusetts Archives Facility
220 Morrissey Boulevard
Boston, Massachusetts 02125

Area(s)

Form No.
WND.256

PHOTOGRAPHS



INVENTORY FORM CONTINUATION SHEET

Community:
Wayland

Property Address:
1 Concord Road

Massachusetts Historical Commission
Massachusetts Archives Facility
220 Morrissey Boulevard
Boston, Massachusetts 02125

Area(s)

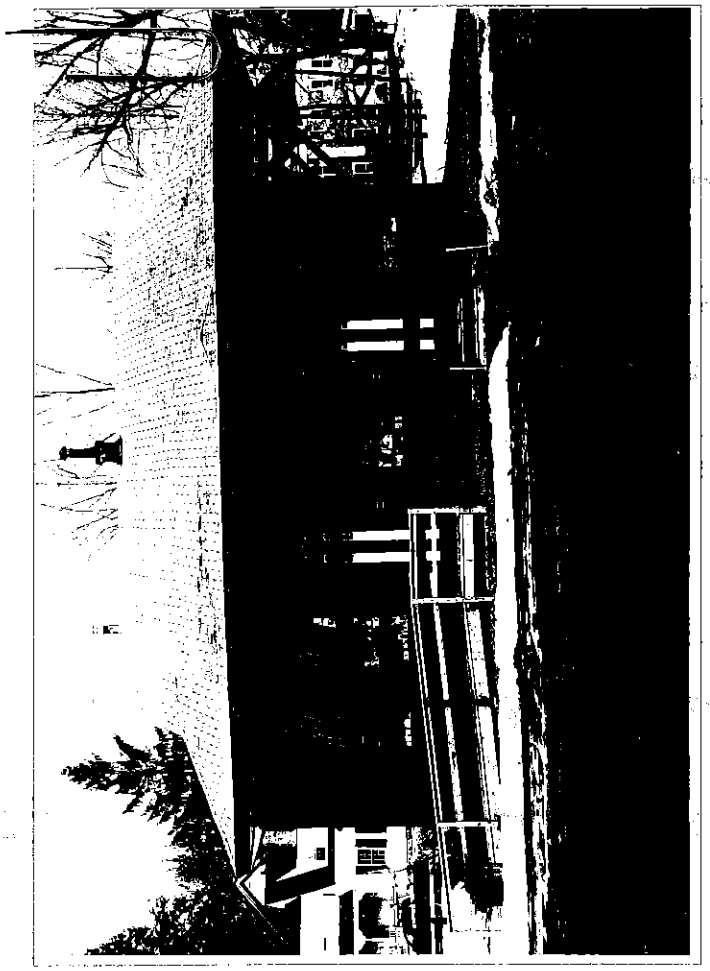
Form No.
WND.256

PHOTOGRAPHS

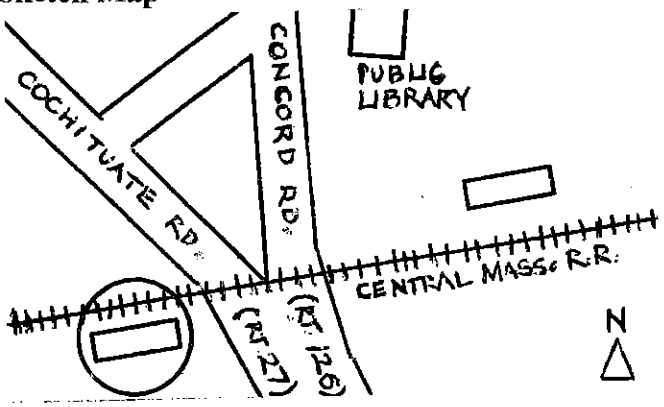
FORM B - BUILDING

Assessor's number	USGS Quad	Area(s)	Form Number
Map 23, Lot 48	Natick		82

Massachusetts Historical Commission
Massachusetts Archives Facility
220 Morrissey Boulevard
Boston, Massachusetts 02125



Sketch Map



Recorded by M. Kierstead, J. Mekinda

Organization The Public Archaeology Laboratory, Inc.

Date *(month/day/year)* March 2000

Town Wayland

Place *(neighborhood or village)*
Wayland Center

Address 1 Cochituate Road

Historic Name Central Mass. Railroad Passenger Station

Uses: Present retail craft shop

Original railroad passenger station

Date of Construction 1881

Source Crouch and Conard 1975

Style/Form Gothic/Stick

Architect/Builder Massachusetts Central Railroad

Exterior Material:

Foundation masonry

Wall/Trim board-and-batten

Roof asphalt shingle

Outbuildings/Secondary Structures
Central Mass. Railroad Freight House (WND 256), located on railroad track 225' east across rtes. 27/126.

Major Alterations *(with dates)*
none

Condition excellent

Moved X **no** ____ **yes** **Date** ____

Acreage 1.13

Setting 75' west of rtes. 27/126, in gravel parking lot immediately south of railroad tracks

Follow Massachusetts Historical Commission Survey Manual for instructions for completing this form.

BUILDING FORM

Community: Wayland
Address:1 Cochituate Road

ARCHITECTURAL DESCRIPTION

The Central Massachusetts Railroad Passenger Station is located in Wayland Center, 75' west of the junction of State routes 27 (Cochituate Road) and 126 (Concord Road), immediately south of the abandoned, east-west-oriented Central Massachusetts Railroad tracks. Historic residential properties are located immediately north and south of the Station. The Massachusetts Railroad right-of-way is dominated by tall galvanized sectional steel high-tension wire towers footed in concrete plinths. Rail-related features within the right-of-way immediately north and west of the building include track, ties, a square wood lamp post, concrete platform edge curbing, granite water tower foundations, remains of switch and derail mechanisms, and a milk house site. The Station is located in the extreme northwest corner of the Wayland Center Historic District (Arbo 1974), the north border of which is formed by the north border of the railroad right-of-way north of the Station.

The Central Massachusetts Railroad Passenger Station is a rectangular, 22'-6" long by 16'-5" wide, one story, wood-frame, Stick Style building with a low masonry foundation, vertical board-and-batten siding, and an overhanging, low-pitch, asphalt-shingled, gable-on-hip roof with its long ridge axis oriented parallel to the adjacent east-west railroad tracks. The sill of the building rests on a low masonry foundation. The roof projects 7'-9" from the walls, creating deep overhangs supported by elaborately-turned diagonal brackets with knee braces. The eaves are covered by tongue-in-groove plank ceilings. A short, square brick chimney rises from the center of the roof ridge. A rectangular, 12' by 7'-9" washroom and baggage room ell is located at the south end of the west elevation, and a three-sided station agent's ticket office platform observation bay projects 3'-10" from the north (trackside) elevation. The walls are sheathed with vertical board-and-batten siding consisting of red-painted planks with their vertical joints covered by original, machine-routed, trilobate-section wood batten strips. Passenger entrances consist of inward-swinging, paneled wood doors, with two on the south elevation, two on the north elevation flanking the station agent's bay, and one each on the north and west sides of the washroom/baggage room ell. Fenestration consists of rectangular, double-hung, six-over-six, wood-sash windows. Windows and doors are set in plank surrounds with hooded pediments containing jig-sawn floral motif swags. A square, wood, train order board signal post projects through the roof above the station agent's ticket office (Interstate Commerce Commission 1915, Passenger Station).

The interior consists of a large, open waiting room with a wood plank floor, vertical tongue-in-groove plank walls, and a tongue-in-groove plank ceiling. The station agent's ticket office projects into the room from the west wall, and includes its original wrought-iron ticket window grille, heavy oak interior ticket counter, and manual order board signal level stand. The former women's wash room is accessible from the waiting room, and the former men's wash room and closet are accessible from outside the building. The interior passenger benches have been removed, and the original cast-iron stove has been relocated within the building.

HISTORICAL NARRATIVE

The Central Massachusetts Railroad was a product of the "railroad fever" that gripped the United States during the mid-nineteenth century. During the mid-1830s, three of the earliest railroads in the United States, the Boston & Lowell, Boston & Providence, and Boston & Worcester railroads were completed in Massachusetts, and soon extended west through links with other railroads to connect Boston with the New York City and the Hudson River—Erie Canal system in the Albany, New York, vicinity. The success of this new transportation system inspired entrepreneurs, politicians, and industrialists in every sizeable southern New England community to pursue a rail connection to these east-west mainlines, hoping to benefit from the economic growth that rail service could bring. The chartering and construction of these new railroads resulted in a dense, sometimes redundant, network of trackage. In the period after the Civil War, Massachusetts railroad speculators dreamed of building additional mainline railroads from Boston to the west, including the Massachusetts Central Railroad/Central

_X_ Recommended for listing on the National Register of Historic Places. ***If checked, you must complete a National Register Criteria Statement.***

Massachusetts Railroad line running through Wayland, which despite its various incarnations, has always been popularly referred to as the "Central Mass."

The development of this railroad line began in 1868 with the chartering of the seven-mile Wayland & Sudbury Branch Railroad between Weston and Sudbury. That year the central Massachusetts town of Barre was granted a charter for a Massachusetts Central Railroad linking Boston and Northampton, using the Wayland & Sudbury Branch Railroad's right-of-way. Construction began in 1871 but was plagued by financial difficulties. In 1881, the year the Central Massachusetts Railroad Passenger Station and Freight House (WND 256) were built, the Massachusetts Central Railroad opened the 28 mile section between Boston and Hudson for service (Karr 1995:177). Westward construction continued to Clinton, and then faltered in 1883. In 1885 control of the line was assumed by the Boston & Lowell Railroad, which reorganized the line as the Central Massachusetts Railroad. In 1887 the line was absorbed by the Boston & Maine Railroad, which completed the line to Northampton. The early years of the Central Massachusetts line were its most profitable. The line became an important link in a long-distance passenger train route operated by a consortium of railroads between Boston and cities including Harrisburg, PA, and Washington, D.C. This route was made possible by the construction of a massive bridge over the Hudson River at Poughkeepsie, NY, that allowed trains to bypass New York City. This service ended in 1893 due to changes in regional railroad operating patterns, and in 1900 the Boston & Maine Railroad purchased the Fitchburg Railroad to the north, giving them an east-west freight route that was superior to the Central Massachusetts line, which was then relegated to branch line status (Karr 1995:178).

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The town of Wayland was caught up in "railroad fever" as early as 1843, when a railroad line was proposed from the Boston & Worcester Railroad in Framingham, through Sudbury to the Stony Brook station on the Fitchburg Railroad. Apparently stock was sold to enthusiastic Wayland parties, but the line was never built. By the Civil War a group of Wayland men became convinced that their town, a former Boston Post Road community now bypassed by the railroads, should share in the prosperity enjoyed by adjacent towns that had rail service. At that time Wayland residents had to make a 3½ mile journey to the Stony Brook station in the adjacent town of Weston, which had four passenger stations on the Fitchburg Railroad. The group that successfully petitioned the Massachusetts State Legislature to charter the Wayland & Sudbury Branch Railroad included a group of Wayland landowners led by James Sumner Draper, who was eventually elected a director of the Massachusetts Central Railroad along with Wayland resident Charles A. Cutting. In 1869 the citizens of Wayland voted 103 to two in favor of subscribing in stock in the Massachusetts Central. Construction took almost a decade to begin, during which the town was divided over whether or not to rescind their stock investment. The tracklayers reached Wayland by

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When the Boston & Maine Railroad took over the Central Massachusetts in 1887, the new owner instituted additional passenger service on the line, and Wayland became the turning point for several daily Boston–Wayland round-trips. This new status required the construction of facilities for turning, storing, and servicing steam locomotives, and a turntable, three-stall engine house, and a water tank were built west of the Passenger Station. Archaeological remains of these and other railroad-related buildings and structures are still visible west of the passenger Station today. Wayland became a "tank town," with many locomotives stopping there to take on water. At night, commuter trains were parked on a siding, and the locomotives were sheltered and maintained in the engine house. The establishment of Wayland as a terminal made it home to several railroad personnel, for example Thomas F. Mahoney, a locomotive engineer who served as a town selectmen for several years (Emery 1981:144-151, Patterson 1955).

By the 1890s the railroad had fostered considerable residential development at Wayland Center and in the Tower Hill station to the east. The Draper-owned farmland near Plain Road at Tower Hill was subdivided for summer homes, and about 1900 the promoter of a commuter subdivision in the Winthrop Road area near the center of town noted the convenience of commuter trains to Boston. The prospect of industry settling in Wayland Center appeared when Hodijah B. Braman announced that he was going to build a furniture factory in the village, but this never came to pass, and the railroad failed to entice industry to locate in Wayland. Local freight was mostly associated with agriculture, and included milk, cattle feed, and manure for fertilizer (Emery 1961:8-9, 1981:144-151).

In its heyday at the start of the twentieth century, the station was manned by an agent with a small office on the north side of the building that included a three-sided bay window that allowed observation of approaching trains and waiting passengers. The station agent was responsible for selling tickets; handling mail, express, baggage, and freight; keeping financial and operating records; operating the telegraph and crossing gates; and general house and grounds keeping. In 1917 World War I economy measures led to reduced passenger service on the Central Mass., and the Wayland steam locomotive terminal was discontinued. Due to the Depression and the rise of the automobile, passenger traffic declined further during the 1930s, and Wayland's freight traffic was limited to coal, lumber, animal feed in bulk freight cars, and leather for shoe factories in the village of Cochituate to the south. The last passenger trains to run past Wayland ran in 1932. The water tank was discontinued by 1934, and the engine house was torn down. The Passenger Station remained an important center of social activity until service began to deteriorate after World War II. The bulk of passengers were Boston commuters or mid-day riders of the "shopper" train bound for the nearby commercial center of Waltham. The station agent's position was discontinued in 1949. The Boston & Maine Railroad ran eight Boston round trips until 1958, then four in1959, and then one after 1950. The Passenger Station was abandoned and derelict through most of the 1950s and 1960s. The building was briefly used by a taxi company in 1957. The Passenger Station came close to being demolished in 1965, when several Wayland citizens banded together to maintain and preserve it. The building was purchased from the Boston & Maine Railroad in 1974

and repainted. In 1974 the Passenger Station was included in the Wayland Center Historic District (Arbo 1974), and the town restored the interior for use for small local functions. Passenger service fluctuated, and was finally discontinued on November 26, 1971. Occasional freight service continued to Sudbury and Hudson, and animal feed boxcars for the Watertown Dairy were sometimes left on the Wayland siding. In 1976 the right-of-way was sold to the Massachusetts Bay Transportation Authority (MBTA). In February 1980 the building was restored by the Wayland Depot, Inc., for use as a non-profit handicraft shop. The last freight train on the Central Massachusetts line also ran that year (Conard 1998, Lewis 1988:11, Patterson 1955).

The Central Massachusetts Railroad Passenger Station was designed in a distinctive, picturesque hybrid of the Gothic Revival and Stick styles that characterized many small American railroad stations built between the Civil War and the 1880s. The Massachusetts Central Railroad adopted a consistent appearance and design for their early stations on the original Boston—Hudson segment. The more important stops were equipped with stations like Wayland with deeply-overhanging eaves and knee braces. The busier of these stops included a separate freight house, like Wayland, while the less-frequented ones had a smaller freight shed extending from the passenger station. Less important stops had a simple, gable-roofed station or smaller flag-stop shelter. The railroad planned the station distribution so that no two contiguous stations were exactly similar in design, giving each community's gateway a sense of individuality. After construction resumed in 1887 the stations were built in a manner consistent with the earlier ones, but with more economical hip roofs. The architect responsible for this architectural program remains unknown. About 1910 the Boston & Maine Railroad installed the vertical train order board posts on the Central Massachusetts Branch stations. The Central Massachusetts Railroad Station became a sort of informal symbol for the town of Wayland. The building was chosen for its universal small-town character to illustrate winter scenes on covers for a 1945 issue of *The Christian Science Monitor*, and a 1964 issue of *Yankee Magazine*, examples of which are hanging in the building.

As of 1975, the Central Massachusetts Railroad Passenger Station was one of six remaining passenger stations on the Central Massachusetts Railroad line, including Weston, Waltham Highlands, Gilbertville, and Amherst. It is currently the best-preserved of these stations, and the only one open to the public. The Passenger Station's companion, the Central Massachusetts Railroad Freight House (WND 256), located 325' west across State routes 27/126, is the only standing freight house remaining on the former Massachusetts Central Railroad line (Crouch and Conard 1975:90). Historical sources indicate that the area west of the Central Massachusetts Railroad Station contained a steam locomotive servicing facility including an engine house, turntable, water tank, section house, and milk house, surface and subsurface remains of which are visible or known to survive. The Central Massachusetts Freight House, Passenger Station, and locomotive servicing facility archaeological remains constitute a rare complex of railroad-related buildings and features that have typically not survived along other abandoned rail lines in Massachusetts.

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1955 Paper Prepared by Harry Patterson for Exhibition titled "From Stagecoach to Railroad in Our Country Town." Wayland, MA.

NATIONAL REGISTER OF HISTORIC PLACES CRITERIA STATEMENT

The Central Massachusetts Railroad Passenger Station is a contributing element in the Wayland Center Historic District (Arbo 1974).

INVENTORY FORM CONTINUATION SHEET

Community:
Wayland

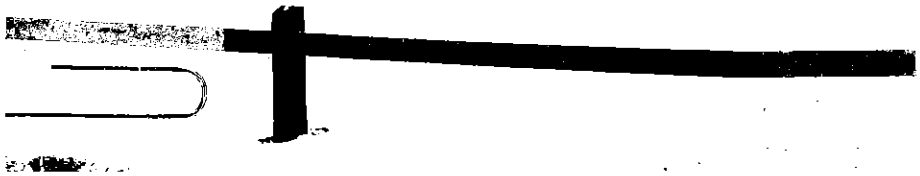
Property Address:
1 Cochituate Road

Massachusetts Historical Commission
Massachusetts Archives Facility
220 Morrissey Boulevard
Boston, Massachusetts 02125

Area(s)

Form No.
WND.82

PHOTOGRAPHS



INVENTORY FORM CONTINUATION SHEET

Community:
Wayland

Property Address:
1 Cochituate Road

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220 Morrissey Boulevard
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Area(s)

Form No.
WND.82

PHOTOGRAPHS

INVENTORY FORM CONTINUATION SHEET

Community:
Wayland

Property Address:
1 Cochituate Road

Massachusetts Historical Commission
Massachusetts Archives Facility
220 Morrissey Boulevard
Boston, Massachusetts 02125

Area(s)

Form No.
WND.82

PHOTOGRAPHS

Appendix D

MHC ARCHAEOLOGICAL SITE FORMS

FORM **D** ARCHAEOLOGICAL SURVEY
HISTORIC ARCHAEOLOGICAL SITES
Massachusetts Historical Commission
Office of the Secretary
State House, Boston

FOR MHC OFFICE USE ONLY

MHC NO.

Town
UTM / / / / / / / / / / / / / / / / / /
ZONE EASTING NORTHING
QUAD

NR ☐ ACT ☐ ELIG. ☐ NO DISTRICT ☐ YES ☐ NO

IDENTIFICATION

1. SITE NAME (S)
Wayland Center Railroad Complex

MAS NO. OTHER NO.

2. TOWN/CITY
Wayland

COUNTY
Middlesex

3. STREET & NUMBER (IF NOT AVAILABLE, GIVE DETAILED DESCRIPTION OF HOW TO REACH SITE)
About 1000 ft east of Old Sudbury Road (Route 27) and Concord Road (Rt 126) intersection; and about 1500 ft west of the same intersection

4. OWNER (S) AND ADDRESS(ES)
☐ Public
☒ Private

5. SITE LOCATED BY
☒ CRM Survey ☐ Avocational Collector ☐ Field School ☐ Other (Specify) _____
Describe Sampling Strategy used to Locate Site:
Reconnaissance and intensive level (shovel test pits); site examination mapping and subsurface testing (test pits, excavation units)

DESCRIPTION

6a. PERIOD(S) (Check all applicable boxes)
☐ 17th C. ☐ 18th C. ☒ 19th C. ☒ 20th C. ☐ Unknown

6b. Estimated Occupation Range *1880 to 1920; rail service continued until 1971*

7. DATING METHOD
MAPS *Walker 1889; Boston & Maine Central Right-of-Way 1914*
TITLE SEARCH ☐ Yes ☒ No
ADDITIONAL DOCUMENTS *Boston&Maine RR Valuation Records; Central Mass. Railroad Histories, Historical Photographs*
Comparative Materials *n/a*
OTHER

8a. SITE TYPE ☐ Agrarian ☐ Residential ☐ Industrial ☒ Commercial ☐ Military ☐ Unknown ☐ Other (specify)

8b. DESCRIBE *Transportation: Depot and Freight House (extant structures); Engine Servicing Facility (roundhouse, turntable, water tank), and related features.*

9. DESCRIBE SIZE AND HORIZONTAL & VERTICAL BOUNDARIES

Horizontally, the railroad complex extends approximately 2500 feet along both sides of the east-west abandoned railroad tracks: from a point at the west edge of Millbrook Road, continuing west across Routes 27/126, to a point about 800ft east of Route 20. Structural remains extend from the ground surface to depths of 6-10 ft below surface (at the water tank foundation).

10. STRATIGRAPHY
Surface Indicators
☒ Standing Ruins
☒ Surface finds
☐ Markers
☐ Cellar Hole
Stratigraphy
☐ Stratified
☐ NOT Stratified
☒ Below ground structural remains

ENVIRONMENT

11. SOIL
USDA Soil Series *udorthents - fills*
Contour Elevation *150 ft*
% Slope of Ground ☒ 0 - 5 ☐ 5 - 15 ☐ 15 - 25 ☐ Over 25
Acidity 1 ——— 7 ——— 14 (Acid) (Base)

12. TOPOGRAPHY
☐ Flat ☒ Gentle undulation ☐ other ☐ Rolling Hills ☐ Mountains

13. WATER
NEAREST WATER SOURCE *Hop Brook wetlands*
SIZE AND SPEED
DISTANCE FROM SITE *about 150 feet*
SEASONAL AVAILABILITY *year-round*

14. VEGETATION
PRESENT *undergrowth of small pines, briars, poison ivy*
PAST *agricultural fields and woodland prior to railroad tracks/complex*

CONDITION

15. SITE INTEGRITY
☐ Undisturbed ☒ Good ☐ Fair ☐ Destroyed
IF DISTURBED, DESCRIBE DISTURBANCE
existing BECO tower footings; disposal of trash and yard wastes

16. SURROUNDING ENVIRONMENT
☐ Open Land ☐ Woodland ☐ Eroded Soils ☒ Residential ☐ Scattered Buildings
☒ Commercial ☐ Industrial ☐ Rural Visible from Site
☐ Coastal ☐ Isolated

17. ANY THREATS TO SITE DESCRIBE POTENTIAL THREATS:
☒ Yes ☐ No *Proposed telecommunication facility - driveway, parking, and construction staging areas*

18. ACCESSIBILITY TO PUBLIC
☐ Free Access ☒ Need Owner Permission ☐ Restricted ☐ No Access

RESEARCH STATUS

19. PREVIOUS WORK	BY WHOM / AFFILIATION	DATE
☐ Surface Collected		
☐ "Pot hunted"	BY WHOM / AFFILIATION	DATE
☒ Tested	BY WHOM / AFFILIATION *S. Cherau/PAL*	DATE *March 2000*
☐ Excavation	BY WHOM / AFFILIATION	DATE

20. PRESENT LOCATION OF MATERIALS (INCLUDE ADDRESSES)

The Public Archaeology Laboratory, Inc., 210 Lonsdale Ave., Pawtucket, RI 02860

21. REFERENCES/REPORTS

Suzanne G. Cherau, Matthew A. Kierstead, and Joseph N. Waller
2000 Archaeological Site Examination, Wayland Center Railroad Complex, AT&T and Omnipoint Telecommunications Complex, Wayland Massachusetts. Submitted to AT&T Wireless Services and Omnipoint Communications.

SIGNIFICANCE

22. RECOVERED DATA (identify in DETAIL, including structures, related outbuildings, landscape features, etc.)

A. Documentary: *Archival records indicate the presence of a passenger station, freight house, three-stall engine house, turntable, water tank, section house, old freight car for shop, and milk house along with ancillary structures and features including crossing barrier gates at the intersections of the tracks and routes 27 and 126.*

B. Archaeological: *Above and below ground remains include: the engine house, turntable pit, water tank, foundations, freight car remains, track, passenger platform, cedar land post, 3 switchstands, spare rail racks, 2 whistle posts, a stop sign post, a derail mechanism, a stone retaining wall, a mile post, and 4 telegraph poles.*

23. ARCHAEOLOGICAL OR HISTORICAL SIGNIFICANCE

The Wayland Center Railroad Complex was developed over a period of about forty years, from 1880 to about 1920. The identified historic and archaeological buildings, structures, and features that comprise this complex are significant resources that should be collectively considered eligible to the National Register of Historic Places under Criteria A, C, and D. The Wayland Center Railroad Complex played an important role in the socioeconomic development and transformation of the town in the late nineteenth and early twentieth centuries. Taken collectively, the surviving structural and archaeological resources at the complex represent key components of a typical late-nineteenth-century railroad passenger, freight, and locomotion servicing facility.

SITE PLAN

24. ATTACH PORTION-OF USGS QUAD WITH SITE AREA , MARKED TO THIS FORM

25. SKETCH PLAN OF SITE

See Attached

Scale:

26. PHOTOS: Attach if available

Label each with: Date of photo, photographer, view shown, name of site.

Please refer to the 2001 final report

REPORTED BY:	NAME	ADDRESS
	Suzanne Cherau	*210 Lonsdale Ave, Pawtucket, RI 02860*
	ORGANIZATION	DATE
	PAL	*4/28/00*

FOR OFFICE USE ONLY

FIELD EVALUATION

COMMENTS

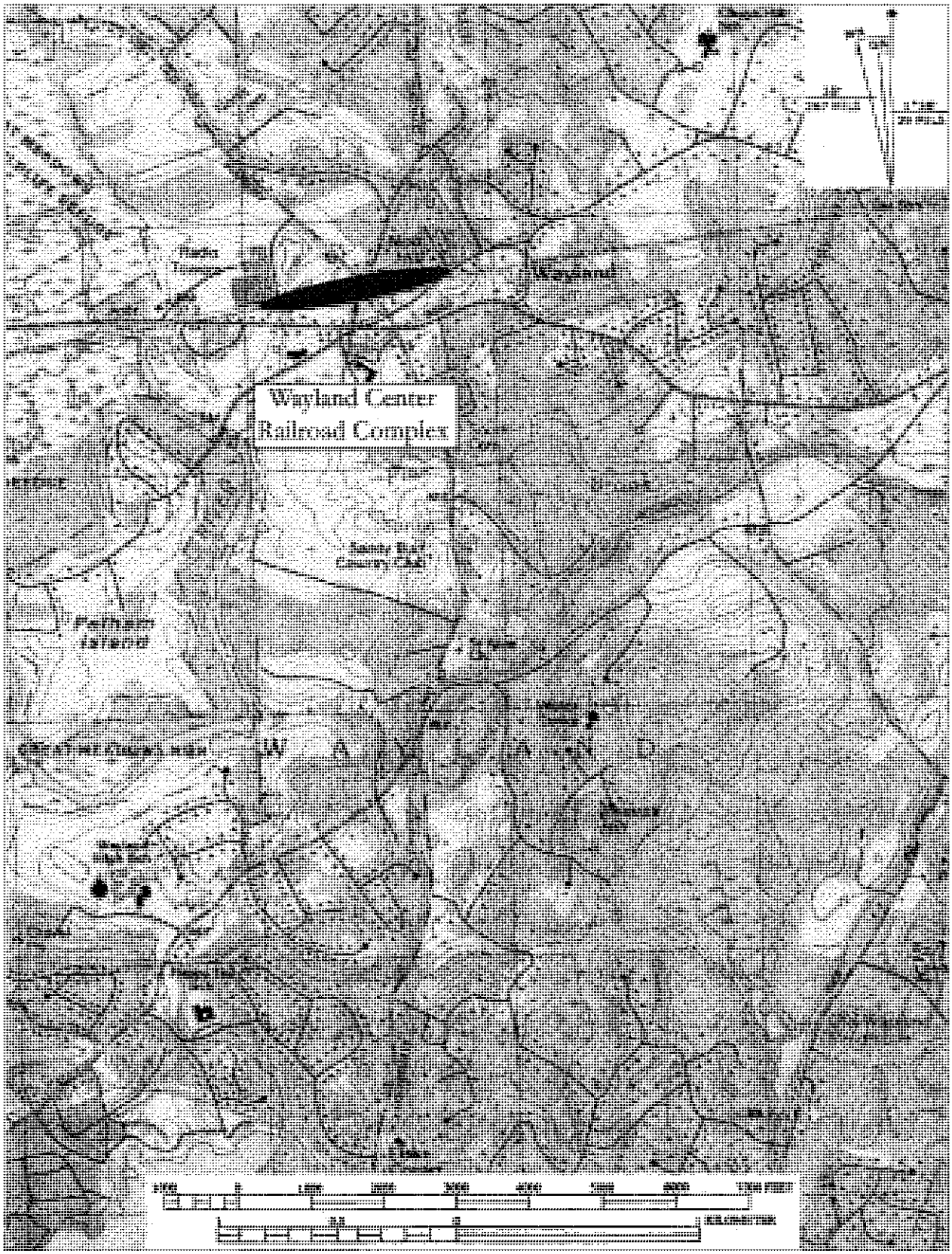


Figure 1. Location of the Wayland Center Railroad Complex on the Framingham, MA topographic quadrangle, 7.5 minute series.

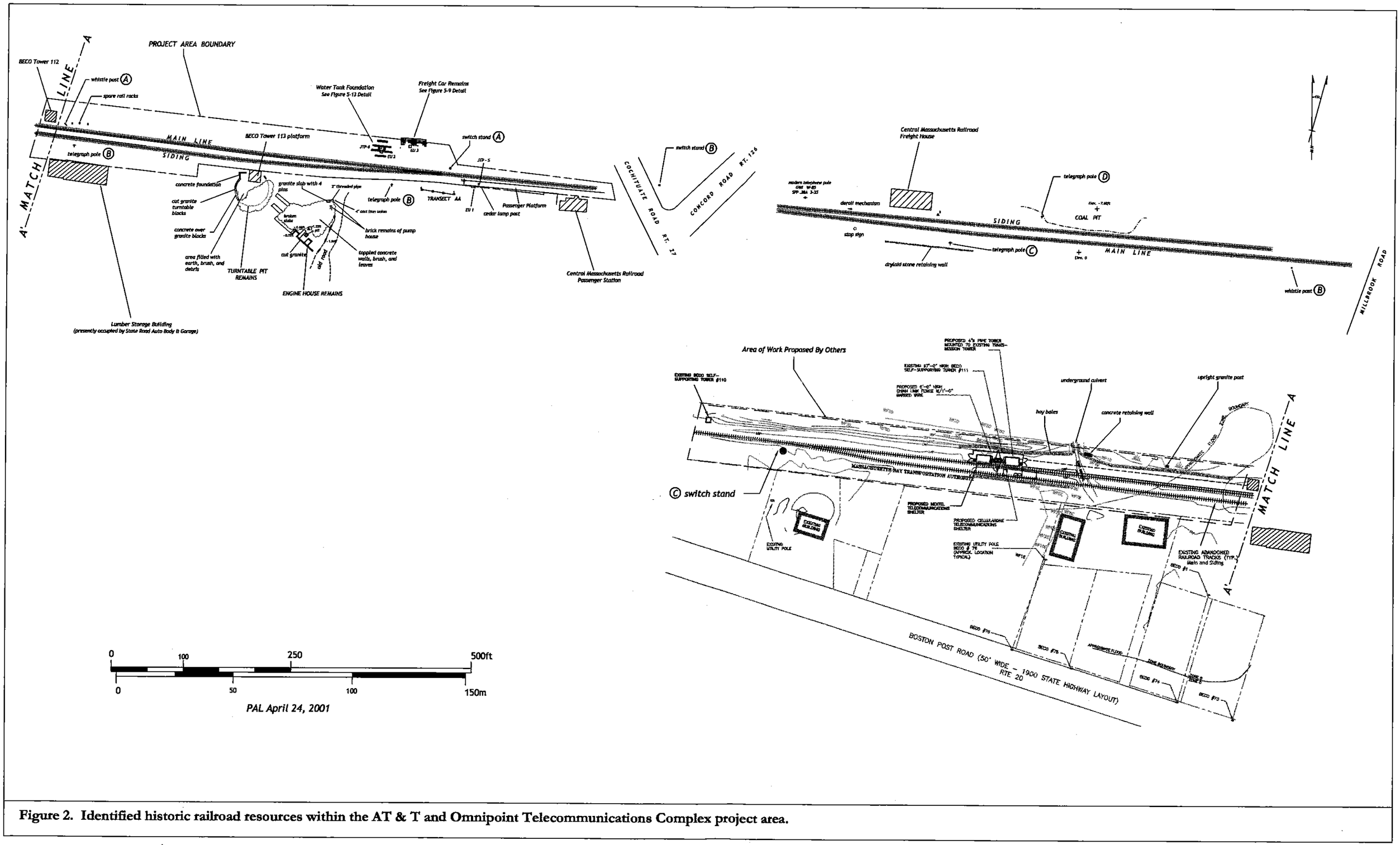


Figure 2. Identified historic railroad resources within the AT & T and Omnipoint Telecommunications Complex project area.

FORM **D** ARCHAEOLOGICAL SURVEY
HISTORIC ARCHAEOLOGICAL SITES
Massachusetts Historical Commission
Office of the Secretary
State House, Boston

FOR MHC OFFICE USE ONLY

MHC NO.

Town
UTM / / / ZONE / / / / / / / EASTING / / / / / / / NORTHING
QUAD

NR ☐ ACT ☐ ELIG. ☐ NO DISTRICT ☐ YES ☐ NO

IDENTIFICATION

1. SITE NAME (S)
Atwood Company Coal Pit

MAS NO. OTHER NO.

2. TOWN/CITY
Wayland

COUNTY
Middlesex

3. STREET & NUMBER (IF NOT AVAILABLE, GIVE DETAILED DESCRIPTION OF HOW TO REACH SITE)
About 50 ft east of Old Sudbury Road (Route 27) and Concord Road (Route 126) intersection

4. OWNER (S) AND ADDRESS(ES)
MBTA Easement and Town of Wayland

☐ Public ☒ Private

5. SITE LOCATED BY
☒ CRM Survey ☐ Avocational Collector ☐ Field School ☐ Other (Specify) _____
Describe Sampling Strategy used to Locate Site:
visual surface inspection only

DESCRIPTION

6a. PERIOD(S) (Check all applicable boxes)
☐ 17th C. ☐ 18th C. ☒ 19th C. ☒ 20th C. ☐ Unknown

6b. Estimated Occupation Range *circa 1900 to 1950s*

7. DATING METHOD
MAPS *Wayland Center circa 1900*
TITLE SEARCH ☐ Yes ☒ No
ADDITIONAL DOCUMENTS
Comparative Materials
OTHER

8a. SITE TYPE ☐ Agrarian ☐ Residential ☐ Industrial ☒ Commercial ☐ Military ☐ Unknown ☐ Other (specify)

8b. DESCRIBE
Rail-served coal company in Wayland Center

9. DESCRIBE SIZE AND HORIZONTAL & VERTICAL BOUNDARIES
Visual only: 120 foot long rectangular depression with interior surface averaging about 6.5 feet below the height of the rail bed adjacent to the stream.

10. STRATIGRAPHY
Surface Indicators
☐ Standing Ruins
☒ Surface finds
☐ Markers
☐ Cellar Hole
Stratigraphy
☐ Stratified
☐ NOT Stratified
☐ Below ground structural remains

ENVIRONMENT

11. SOIL
USDA Soil Series *udorthents-fills*
Contour Elevation *143 ft*
% Slope of Ground ☒ 0 - 5 ☐ 5 - 15 ☐ 15 - 25 ☐ Over 25
Acidity 1 ——— 7 ——— 14 (Acid) (Base)

12. TOPOGRAPHY
☐ Flat ☐ Gentle undulation ☐ other ☐ Rolling Hills ☐ Mountains

13. WATER
NEAREST WATER SOURCE *Hop Brook wetlands*
SIZE AND SPEED
DISTANCE FROM SITE *adjacent to depression*
SEASONAL AVAILABILITY *Year -round*

14. VEGETATION
PRESENT *mixed deciduous-coniferous; wetlands species*
PAST *woodlands prior to railroad/tracks/coal complex*

CONDITION

15. SITE INTEGRITY
☐ Undisturbed ☒ Good ☐ Fair ☐ Destroyed
IF DISTURBED, DESCRIBE DISTURBANCE
none

16. SURROUNDING ENVIRONMENT
☐ Open Land ☒ Commercial ☐ Coastal
☐ Woodland ☐ Industrial ☐ Isolated
☐ Eroded Soils
☒ Residential ☐ Rural
☐ Scattered Buildings Visible from Site

17. ANY THREATS TO SITE DESCRIBE POTENTIAL THREATS:
☐ Yes ☒ No *none known*

18. ACCESSIBILITY TO PUBLIC
☐ Free Access ☒ Need Owner Permission ☐ Restricted ☐ No Access

RESEARCH STATUS

19. PREVIOUS WORK	BY WHOM / AFFILIATION	DATE
☐ Surface Collected		
☐ "Pot hunted"	BY WHOM / AFFILIATION	DATE
☒ Tested	BY WHOM / AFFILIATION *S. Cherau,PAL, Inc.*	DATE *March 2000*
☐ Excavation	BY WHOM / AFFILIATION	DATE

20. PRESENT LOCATION OF MATERIALS (INCLUDE ADDRESSES)

The Public Archaeology Laboratory, Inc., 210 Lonsdale Ave., Pawtucket, RI 02860

21. REFERENCES/REPORTS

Suzanne G. Cherau, Matthew A. Kierstead, and Joseph N. Waller
2000 Archaeological Site Examination, Wayland Center Railroad Complex, AT&T and Omnipoint Telecommunications Complex, Wayland Massachusetts. Submitted to AT&T Wireless Services and Omnipoint Communications.

SIGNIFICANCE

22. RECOVERED DATA (identify in DETAIL, including structures, related outbuildings, landscape features, etc.)

A. Documentary: *Archival research indicates the presence of the Atwood Coal Company at this location in the first half of the 20th century. It does not appear on nineteenth century town maps or on the 1914 railroad track plan.*

B. Archaeological: *Rectangular depression visible on the ground surface, composed of a dense mixture of bituminous (soft) coal, anthracite (hard) coal, and foundry coke.*

23. ARCHAEOLOGICAL OR HISTORICAL SIGNIFICANCE

The coal pit portion of the documented Atwood Coal Company operation was likely the site of a simple timber-walled, multiple-bay structure for the storage and loading of bituminous (soft) coal for steam heating, blacksmithing, etc., anthracite (hard) coal for domestic heating; coke for foundry and metalworking. The coal pit appears to have been accessed from the town road by a sloping earth ramp at its northwest corner. This railroad-served commercial business developed in response to the establishment of Wayland Center as the site of an important rail servicing facility along with the passenger station and freight house near the coal operation. The coal pit and other below-ground structural and artifactual remains may be potentially significant resources, and should be further studied should any future development of the area east of the freight house be planned.

SITE PLAN

24. ATTACH PORTION-OF USGS QUAD WITH SITE AREA , MARKED TO THIS FORM

25. SKETCH PLAN OF SITE

Please refer to 2001 report

Scale:

26. PHOTOS: Attach if available

Label each with: Date of photo, photographer, view shown, name of site.

Please refer to 2001 report

REPORTED BY:	NAME	ADDRESS	
	S. Cherau,PAL, Inc.	*210 Lonsdale Ave, Pawtucket, RI 02860*	
	ORGANIZATION		DATE
	PAL		*4/28/01*

FOR OFFICE USE ONLY

FIELD EVALUATION

COMMENTS

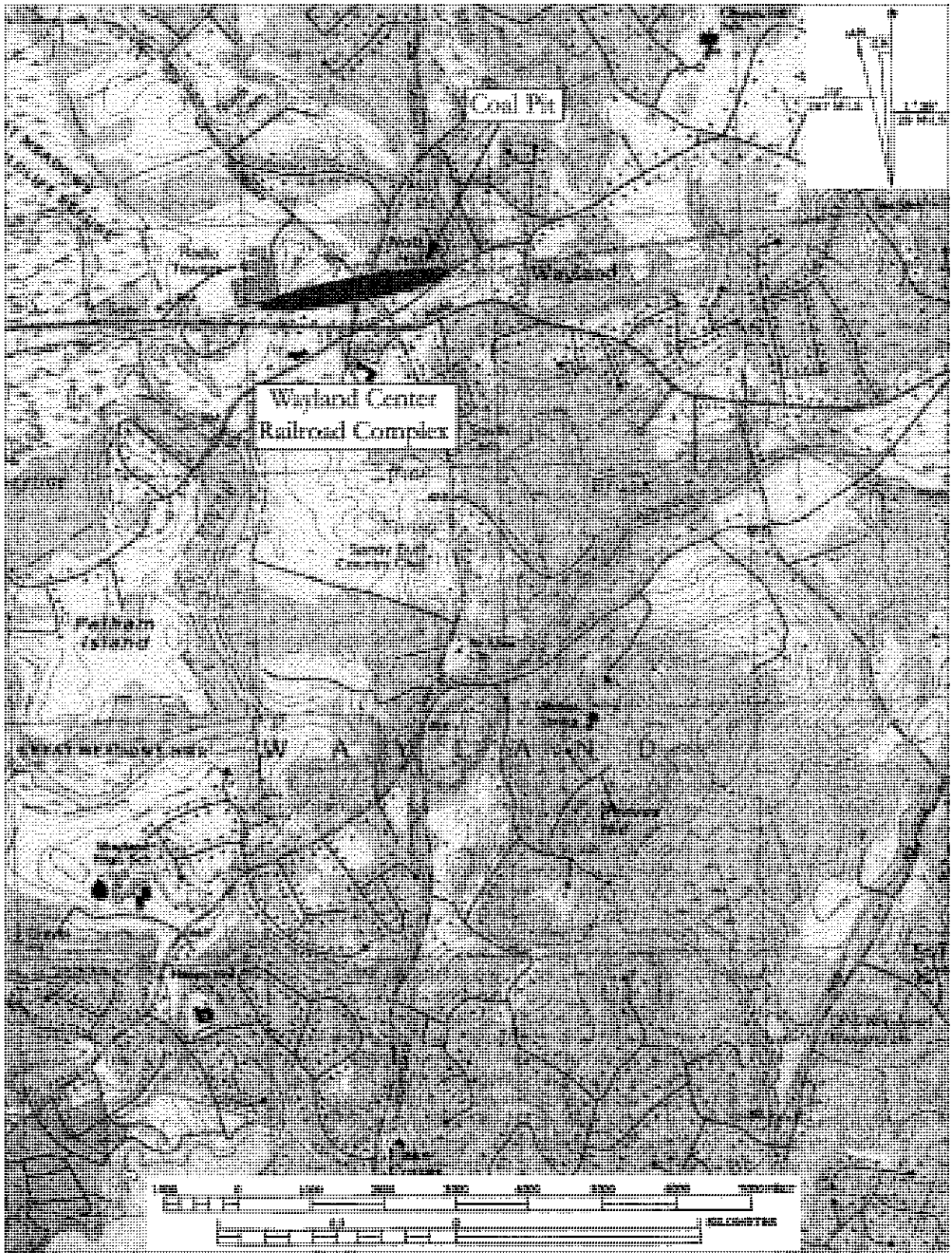


Figure 1. Location of the Atwood Coal Company "coal pit" on the Framingham, MA topographic quadrangle, 7.5 minute series.

Appendix E

INTERSTATE COMMERCE COMMISSION VALUATION RECORDS

O. W. MOUNTFORT REC

D. V. FORM NO. 9 **INTERSTATE COMMERCE COMMISSION** PAGE 29

DIVISION OF VALUATION

DATE 9-3-15

CARRIER B & M R R

VALUATION SECTION 5

O. W. Mountfort FOR CARRIER

V. H. Hutton FOR I. C. C.

ACCOUNT 16

Pass. Station
Wayland, Mass.
Sta. 651+21.

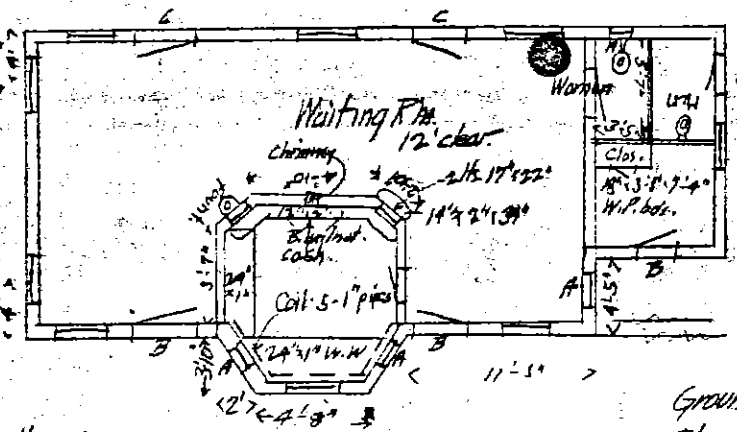
360 +3
363

84+9 See Photo.
03

Platform inventoried by track party.
Concrete curbing 7"x18" all around platform.

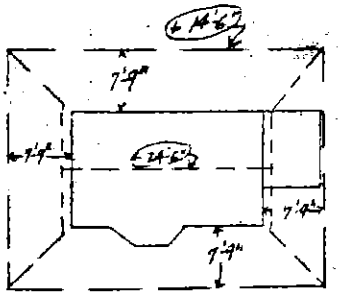
30'-3" | 7'-9"

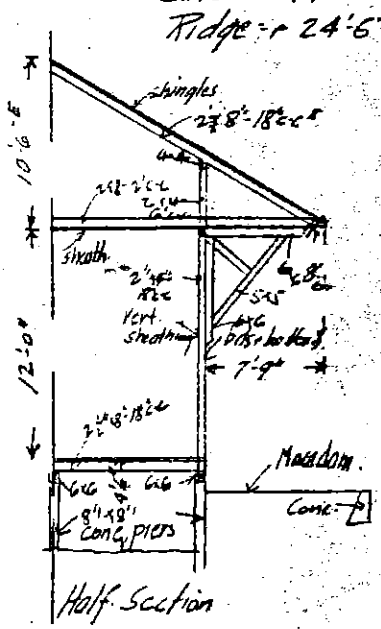
Concrete Steps-
B = 2'x4'-8"x18"
C = 3'-8"x4'-8"x24"



D.H. Windows - 12 Hts. 12"x20"
A " " 8 Hts. 12"x20"
Ext. doors - 3'x8'-6"x2¼"
Int. doors - 2'-8"x7'-0"x1¾"

Ground = 0'-0"
Floor = +2'-0"
Air Space = -2'6"
Eaves = +14'-6"
Ridge = +24'-6"±





5 R.R. Safety gates, East of Sta.
1 arm @ 28'-4"
1 " @ 27'-9"
1 " @ 31'-7"
1 " @ 29'-6"
1 " @ 31'-7"
Underground Conduction 731 lin. ft.

From Richard Conrad, Dec. 1977

D. V. FORM NO. 3 **INTERSTATE COMMERCE COMMISSION** PAGE 30

DIVISION OF VALUATION

DATE AUG 2 - 1915

CARRIER B&M. R.R. — O.W. Mountfort FOR CARRIER

VALUATION SECTION 5 — V. Weintraub FOR I. C. C.

ACCOUNT 16

Pass. Sta. Wayland, Mass.
Sta. 651+21

1- Concrete Piers 8"x8" - on 8'-0" centers-
2- Brick from 2' from ceiling-
3- Spruce boards, Ogee Battens, painted two coats-
4- Belt course, facia, chamfered brackets, door and window trim, plain - all W.P.
5- Cedar shingles. 5A - T.G.&B. Spruce-
6- Cypress gutter front & rear with 4-3" Corr. G.I. downspouts with 6' of C.I. protection each.
7- Double hung & weighted - 6 lights each - 12"x20" - W.P. sash & fr.
9- See X section giving details-
10- Maple in W.R. Rift H.P. on sq. edge hemlock in other rooms-
11- T.G.&B. Spruce wainscoting to window sills- Above T.G.&B. walls & ceilings - vertical sheathings-
12- Matched W.P. boards-
13- 4 panel wood W.P. 8½'x3'x2" - (Exterior)
4 " " W.P. 7'x2'-7"x1¾ (Interior)
14- Baseboard, moulding at ceiling, 6" moulded door & window trim, mitred corners- W.P. trim-
15- 54 lin. feet of {settees / wall} - oak frames but fibre board seats-
16- 2 Diamond mesh wire in frames- 18"x20" each-
17- Two B.&M. combination seats - G.I. Automatic flush tanks- One enamel iron 12" φ drinking fountain in W.R. Sewage to cesspool- Water from Water Station. (Tank).

PARTY V. Weintraub

D. Y. FORM NO. 9 — INTERSTATE COMMERCE COMMISSION — DIVISION OF VALUATION — PAGE 31

DATE AUG 3 1915

CARRIER B.&M. R.R.

VALUATION SECTION 5

C.W. Mountford — FOR CARRIER

V. Weintraub — FOR I. C. C.

Pass. Sta., Wayland, Mass.
Sta. 651+21

ACCOUNT 16
W 7

17 (cont.) Drainage inventoried by Track Party - Book 36 - Page 34 -
Cesspool is brick lined - 3' diam. 9' deep -
330 lin. ft. of 3½" W.I. Pipe (supply) from Water Tank to X'ing 4 connections -
Excav. 330' x 4' x 1' - Refill - same -

18 - Stove - Station Heater #16 - Hot Water attachment -
See plan for location of coil pipes -

19 - Electricity - Power by Edison Co. - Waltham, Mass. -
3 lights from chords - 4 from pipes - 2 from iron brackets on high wood posts - 1 flirty oil lamp - Glass shades on lamps from pipes - 2 en. iron shades on others - Concealed wiring -

20 - Mortise locks, brass knobs - sash fasts + Blount door checks -

30 - 10' x 12" x 1" - D - 25 - W.P.

Furniture - Clock - 12" face - B.W. stand - Howard & Co. -
Ticket case - 2' x 1'-4" x 10"
2 swivel chairs
Pigeon Holes - 3'-6" x 1'-7" x 12" - 20 holes, odd sizes -
Mirror - 22" x 12" in 1" moulded B.W. frame -

Bulletins - 22" x 13" x 1" - oak
2 - 14" x 11" x 1" - "

3 enamel-iron sta. signs -
Fairbanks #11 - 1-2 wheel truck
1 - G.I. rubbish can

Inst. by, Hand, W102 $206.00 (incl. oil Equip)

Coal Box - 5' x 16' x 5'9" - Type 10 -

O. W. MOUNTFORT REG.

D. V. FORM NO. 9

INTERSTATE COMMERCE COMMISSION

DIVISION OF VALUATION

PAGE ____

DATE 8-3-15

CARRIER B&M

VALUATION SECTION 5

O.W.M. FOR CARRIER

11—695

____ FOR I. C. C.

Pass. Station
Maynard
Sta. 657+21

-35 History – Built about 35 years ago.
New floor in W.R. 1 year ago.
New foundations + electric light 1 year ago.
Plumbing installed 3 years ago.
Shingled once.

per C. R. Cole
Agt.

Condition: – Foundations new + good
Framing sound
Interior good
Exterior needs painting.
Shingles good. Rem. life 4 years.
CC 25 Generally fair – Rem. life 40 years +

Macadam platform – mw. by track party –
Concrete curbing
Good condition – recently put in
Rem. life 17 years +

CW 10

COMPUTATIONS

D. V. FORM NO. 8 INTERSTATE COMMERCE COMMISSION PAGE C-31-1
DIVISION OF VALUATION 1 of 1

DATE 6 30 1915

CARRIER BOSTON AND MAINE R. R. — O. W. Mumford FOR CARRIER

VALUATION SECTION 5 — V. Weintraub FOR I. C. C.

Pass. Sta. Wayland, Mass.
Sta. 651+21

5/11/23 V. Weintraub O.W.M.

Cubic Contents –

30.3' x 16.4' x 21.8'+½ = 12025 Cu. ft.
6.8' x 3.9' x 14.5'+½ = 448 " "
12.0' x 7.8' x 14.5'+½ = 1582 " "
14,055 " "

Overhang – 124.5' x 9.2' = 1145 Sq. ft.
Cabd "C"

Piping – 330' of 3½" W.I. Pipe

Cesspool – 9.45' x 0.6 x 9' = 50 Cu. ft. Brick Work –

Excavation – 330' x 4' x 2' = 98 Cu. Yds.
195□' x 9 = 7 " "
105 Cu. Yds.

Back Fill – 330' x 4' x 2' = 98 Cu. Yds.

Platform & Drains – Inventoried by Track Party
Book 36 – Page 34 –

5 Xing Gates –
231' of Underground Const. Turnbuckle –

16 73

O. W. MOUNTFORT REC.

D. V. FORM NO. 9

INTERSTATE COMMERCE COMMISSION

DIVISION OF VALUATION

PAGE 32

DATE 8-3-15

CARRIER B & M RR

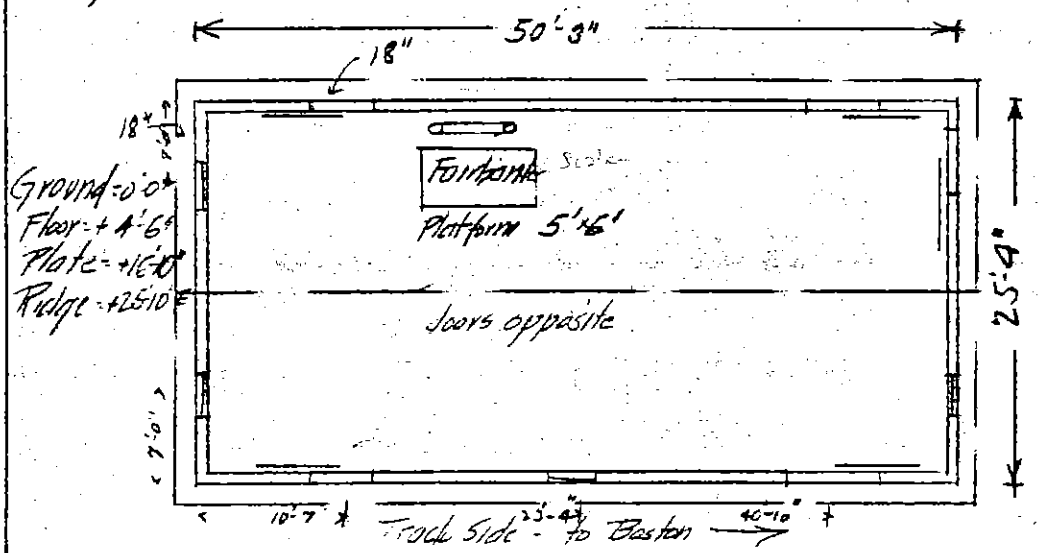
VALUATION SECTION 5

O.W. Mountfort FOR CARRIER

FOR I. C. C.

ACCOUNT 16

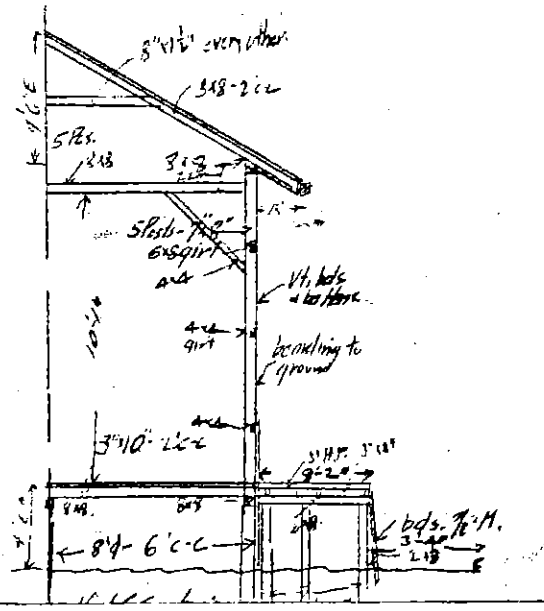
Freight House.
Wayland. Sta. 647+38.



Platform inventoried by track party.

DVS. Windows - 12 lts. 10"x14"
Doors - Pat. Slid. Gear - Size 6'x8'x1" W.P. Battens.

Cattle Brow, Type A with iron rollers



Reproduced from Boston & Maine Railroad Historical Society Archives

PARTY V. Weintraub 74

O.W. Mountfort

D. V. FORM NO. 9

INTERSTATE COMMERCE COMMISSION
DIVISION OF VALUATION

PAGE 33

DATE AUG 3 1915
CARRIER B. & M. R.R. O.W. Mountfort FOR CARRIER
VALUATION SECTION 5 12—693 V. Weintraub FOR I. C. C.

Freight House - Wayland, Mass.
Sta. 647+38

ACCOUNT 16

1 - No piles - average 8' φ - on 8'-0" centres -
3 - Spruce boards, Ogee battens, painted 2 coats -
4 - Base, facia, corner strips, door & window jambs - W.P.
5 - Cedar shingles -
6 - 4"x6" cypress gutters, front & rear - two outlet tubes at eaves -
7 - Double, vertical sliding - 6 lts. each - 10"x 13½".
9 - See X'section showing details of framing -
10 - 2" spruce plank on railing floor -
11 - Rough - Matched W.P. boards -
12 - Hemlock - sq. edge
13 - Sliding batten door - of spruce boards & Ogee battens - See sketch -
Size = 6'x8'x 2" - See sketch -
14 - None
20 - Door hangers - Trap - hasps & hinges - Padlocks -

Furniture -

Iron Skid - 3'x3'x¼"	$ 3.60
Wood " 3'x4'x2" - iron shod -	3.60
" " 3'x15' Type R-2	3.50
2 water bbls. 2.00 & 4 pails 2.00	6.00
1 - 2 wheel truck	5.68
1 - Hopper snow scoop	3.00
1 - 8' step ladder	2.64
1 - 20' ladder	3.20
	27.11

4/14 11

incl. 10% Handling $42.00

O. W. MOUNTFORT REG.

D. V. FORM NO. 9 — INTERSTATE COMMERCE COMMISSION — DIVISION OF VALUATION — PAGE

DATE 8-3-15

CARRIER B.N.

VALUATION SECTION 5

O.W.M. FOR CARRIER

FOR I. C. C.

Freight House
Wadsland
Sta. 647+36.

History - Built 35 years ago.
No repairs but new roofing.

pur Coal Dealer
near by.

Condition - Foundations, Framing, & Ext. Covering good.
Shingles fair - rem. life 5 years.
Flooring fair - rem. life 6 years.
Platform sills etc. good - rem. life 15 years.
Flooring worn rem. life 7 years.
Generally sound rem. life 40 years.

CC 25

Cattle Chute
Fair.
Rem. life 15 years.

COMPUTATIONS
V. FORM NO. 9 INTERSTATE COMMERCE COMMISSION PAGE C-33-1
DIVISION OF VALUATION 1 of 1
DATE 8-4-15
CARRIER B. & M. R.R. R.W. [illegible] FOR CARRIER
VALUATION SECTION 5 Y. Weintraub FOR I. C. C.

COMPUTED BY Y. Weintraub
CHECKED BY OWM
9/4/19

Freight House -
Wayland, Mass.
Sta. 647+38

Cubic Contents -

50.2' x 25.3' x 21.3' = 27,051 Cu. ft.

Cattle Brow - Type A with Iron Rollers - (Inventoried by Track Party) } [illegible]

Furniture -

O. W. MOUNTFORT REC.

D. V. FORM NO. 9 — **INTERSTATE COMMERCE COMMISSION** — PAGE 1

DIVISION OF VALUATION

DATE 8-3-15

CARRIER B&M RR

VALUATION SECTION 5

12—698

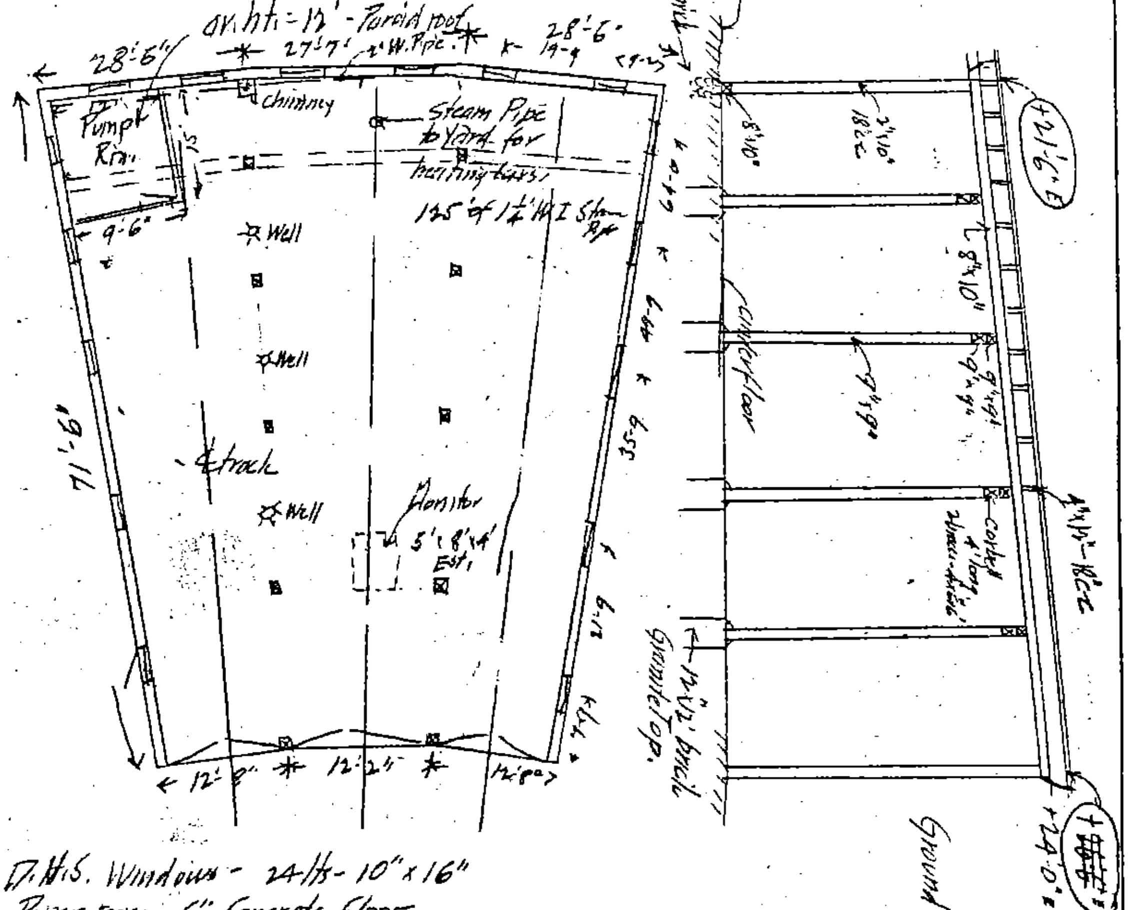
O. W. Mountfort FOR CARRIER

[signature] FOR I. C. C.

ACCOUN 20

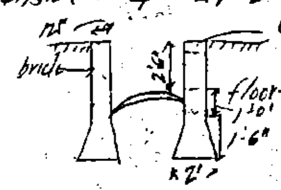
Engine House, Wayland,
Sta. - 654+71

See Photo.



D.H.S. Windows - 24 Lts - 10"x16"
Pump room - 6" Concrete floor.
Pump foundation = 4'x6' - brick - depth - 4'

3 Brick Pits - each as follows:-
Inside: 4' x 49'-2"



C.I. Block: 2"x4"x12" with 2 rail clips - 20" c-c

From Richard Conrad, Dec 1999

O.W. Mountfort

D. V. FORM NO. 9 INTERSTATE COMMERCE COMMISSION PAGE 2
DIVISION OF VALUATION

DATE AUG 2 - 1915
CARRIER B. & M. R.R. — O.W. Mountfort FOR CARRIER
VALUATION SECTION 5 — V. Weintraub FOR I.C.C.

Engine House -
Sta. 654+71

ACCOUNT 20

1 - Brick Wall on stone foundation -
2 - Brick - Concrete Cap - 2 Louvres - Tile chimneys -
3 - Spruce clapboards on matched spruce boards -
4 - Corner boards, door & window casings - plain - Spruce -
5 - Sheet steel (Rafts) Ready roofing over pump room in Engine House - (on 4 ply tar & gravel)
6 - None
7 - Double vertical sliding - 12 lights each - 10"x16" - See sketch
9 - Studs 10"x2" - 18" ¢ - See X section for details -
10 - Dirt in Engine House - Concrete in Pump Room -
11 - Rough - Rough W.P.D - 15 boards in pump room -
12 - Sq. edge matched spruce boards -
13 - T.G.&B. Spruce batten doors - double - 5'-6" x 14'-8" x 3" - (6 thus)
See sketch for sizes of others
14 - None
18 - 2 stoves - Sawyer Smith - 2' ¢ - 4' high - 1 Station heater #14 in P. Room -
20 - Strap hinges, fasteners - padlocks & sash fasts -

Pump - 3 H.P. Motor - Electric - Deming, Salem, O. #628 ⊗ Size 5" x 6" - 4" suction, 3" outlet -
Motor - single phase - Wagner - 220 Volts, 15 amperes
Rating = 1750 revolutions - $50

⊗ B. & M. standard oil waste box - 9.00
2 - 4'x4'x4" C.I. stove stands @1.75 3.50
Water bbl. & fire pail - 2.50
2 - Stoves @ 25.00
1 Locker 4'x6'-2"x18" - Rough W.P. 12.50
Skid - Type 4.55
50 - 3/4" Garden hose - 11.50
1 - 30' ladder 4.80

2049 Act 18 0.50 2.00

O. W. MOUNTFORT REC

D. V. FORM NO. 9

INTERSTATE COMMERCE COMMISSION

DIVISION OF VALUATION

PAGE

DATE 8-3-15

CARRIER B&M

VALUATION SECTION 15

12—393

D.W.M. FOR CARRIER

FOR I. C. C.

Engine House Wayland

History – Built 26 years ago
Roofing replaced 4 years ago
Roof and flashing 1 year ago

Condition – Clapboards show weathering – need patching
Generally good – rem. life 40 years +
1a 25 Foundation, sills + all framing – sound.

PARTY V. Weintraub

D. V. FORM NO. 9

INTERSTATE COMMERCE COMMISSION

DIVISION OF VALUATION

O. W. Mountfort

PAGE C-2-1
1 of 1

DATE 8-25-15
CARRIER B. & M. R.R.
VALUATION SECTION 5

O W Mountfort FOR CARRIER
V. Weintraub FOR I. C. C.

Engine House - Wayland, Mass.
Sta. 654+71

V. Weintraub
O.W.M.

APP'D 1583°

Cubic Contents -
Main Bldg. 61' x 71.5' x 22.7' = 99,006 Cu. ft.
Monitor - 5'4' x 8' = 2,160 Cu. ft.
99,166 " "

6/21/15

Brick - 330' x 1' x 3.5' = 1155 cu. ft.
330' x 1.5' x 1.5' = 742 " "
1897 " " = 70 Cu. Yds.

Brick floor in Pit - Laid Flat - 3 x 4' x 49.2' = 590.4 Sq. ft. laid Flat -

Hardware - (blocks) 60 x 3 x 29# = 5220#

Excavation - 53' x 3' x 5' x 8' = 6360 cu. ft. = 235 Cu. Yds.

Backfill - 118' x 5' x 1' = 21 Cu. Yds -

Cinders - 3.8' x 2.4' x 49' x 3' = 1341 cu. ft. = 50 Cu. Yds.

Furniture -

Waltham Notes

D. V. FORM NO. 313.

INTERSTATE COMMERCE COMMISSION

DIVISION OF VALUATION

PAGE 341 8122

DATE 12-30-15

CARRIER B.&M.R.R.

LOCATION Wayland, Mass.

ACCOUNT NO. — 32 etc

L. J. Proctor FOR CARRIER

Harold C. Ramsey FOR I. C. C.

Val. Sect. 5.

Acct.		DESCRIPTION	Date	Cond.
33	2	40 ft. Class B chestnut poles.		
33	2	35 ft. " " "		
33	6	4 pin yellow pine crossarms, painted, 5'-6" L.		
33	1	2 " " " " " " , 3'-0" L.		
		Cross arms 3¼" X 4¼".		
32	20	deep groove glass insulators, Brookfield #27		
32	11	porcelain insulators, Locke #44		
33	5	iron house brackets		
33	14	1¼" X ¼" X 26" galv. cross arm braces.		
33	7	½" X 4" " lag screws.		
33	14	3/8" X 4½" " carriage bolts.		
33	4	5/8" X 14" " through "		
33	1	5/8" X 16" " " "		
32	1525	ft. #4 W.P.I.R. wire		
32	150	ft. # 2 " "		
18	10	ft. 1¼" conduit.	1912	Good
18	2	1¼" Type C Condulets, with porc. covers		
18	40	ft. #0 stranded R.C.D.B. wire.		
18	140	ft. #2 " " "		
18	75	ft. #2 solid " "		
18	2	S.P. enclosed fuse cutouts + fuses, 100 amp. 250 V.		
18	4	" " " " " " 60 " " "		
18	2	DPST knife switches, 100 amp., 250 volts.		
18	60	ft. 1" conduit.		
18	1	1" Type A Condulet, with porc. cover.		
18	2	1" " L " " blank "		
18	18	G.E. 9420 porc. knobs		
18	2	½" X 14" " tubes		
18	1	galv. iron oil pan for motor, 4' X 3' X 1" deep.		
18	1	white pine wood box, 48" X 31" X 9" with double hinged paneled doors + latches. Lined with #16 galv. iron.		
18	1	Wagner single phase motor, Type BK, Model 117, 220 volts, 3 H.P., 60 cyc, 1750 R.P.M. Serial #59578. Foundation - Wood. Cont. 3. Belt connected to triplex pump.		

12—830

Valuation Section 5 Account 32

Form approved June 18, 1915.

D. V. FORM NO. 9 INTERSTATE COMMERCE COMMISSION PAGE .....
DIVISION OF VALUATION
DATE .....
CARRIER ..... O. W. MOUNTFORT REG. ..... FOR CARRIER
VALUATION SECTION ..... FOR I. C. C.

Index. Account 17. V.S. 5

Sta.	Notes	Condition	Item
9-19	1	1-C	Section House, N. Cambridge ✓
312-98	2	2-C	" " ✓
633-67	3	3-C	" " Wayland ✓
631-79	4	4-C	Freight Car for Shop ✓
1236-70	5	5-C	Section House ✓
1252-36	6	6-C	" " ✓
806-06	7	7-C	" " E. Sudbury ✓
1399-60	8	8-C	Old Shed ✓
1452-67	9	9-C	Section House, Berlin ✓
1649-82	10	10-C	" " ✓
1949-80	11	11-C	" " ✓
1964-96	12	12-C	" " ✓
2297-77	13	13-C	" " Jefferson ✓

Valuation Section 5 Account 17 Reproduced from B&MRRHS Archives

17 382

O. W. MOUNTFORT REC.

D. V. FORM NO. 9

INTERSTATE COMMERCE COMMISSION

DIVISION OF VALUATION

PAGE 3

DATE 8-3-15

CARRIER B. M. R.R.

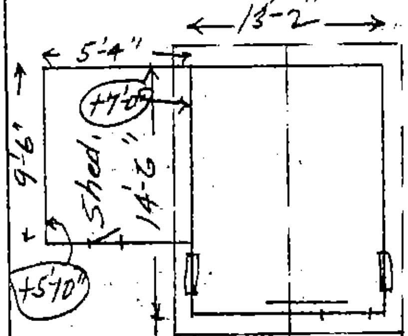
VALUATION SECTION 5

O.W. Mountfort FOR CARRIER

[signature] FOR I. C. C.

Section House,
Wayland Sta. - 633+67.

ACCOUNT 17



Platform - see track notes.
Book 36
Page 31

Ground 0-0
Floor + 1'-6"
Plate + 8'-6"
Ridge + 13'-0"

Type # 1 Section Tool House. Exceptions :-

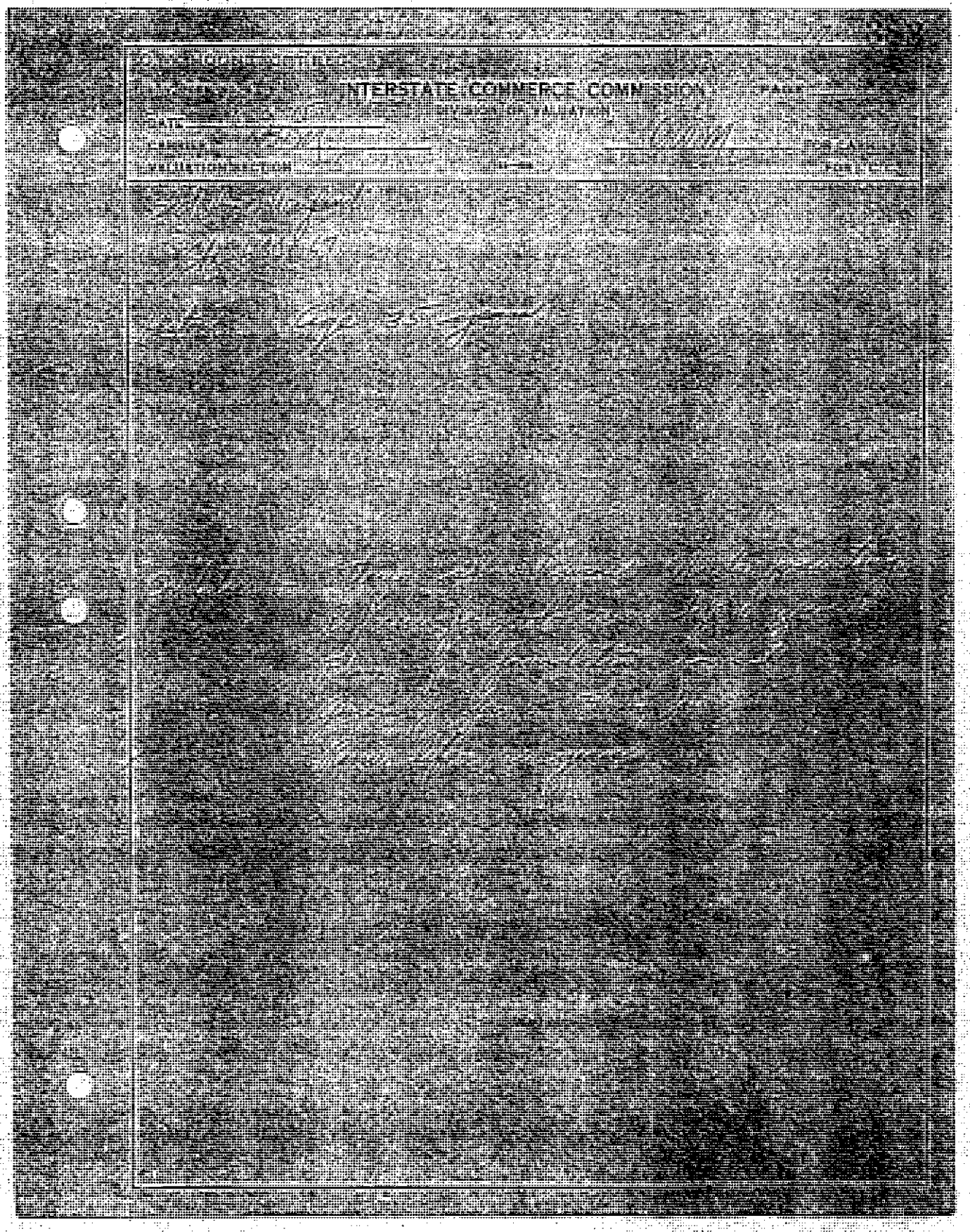
2. C.I. Ornamental Top.
7. - Double. 2 lts. each 11" x 17½"
13. Sliding Batten, T.G. & B. Spruce - 6'-9" x 7'-11" x 7/8"
Misc. - Cricket #60 stove.

Shed - rough pine boards + 2" planking on sides.
Paroid roofing.
Door - matched spruce boards.

9/22/32

Incl. 10% Hauling 65.00

Reproduced from B&MRRHS Archives


INTERSTATE COMMERCE COMMISSION
DIVISION OF VALUATION

COMPUTATIONS

D. V. FORM NO. 9

INTERSTATE COMMERCE COMMISSION

DIVISION OF VALUATION

PAGE C-3-1
1 of 1

DATE 8-5-15

CARRIER B. & M. R.R.

VALUATION SECTION 5

13—693

[signature] FOR CARRIER

[signature] FOR I. C. C.

17

Computed by [signature]

Checked by [signature]

Section House - Wayland, Mass. - Sta. 633+67

AFE 2105

Cubic Contents -

$13.2' \times 14.5' \times 10.8' = 2064$ Cu. ft.

Shed -

$5.3 \times 9.5' \times 6.3' = 317$ Cu. ft.

* Platform - 4" - [illegible]

$6' \times 9.5' = 57$ □'

9/22/32

* Platform [illegible] -

$6' \times 4' = 24$ □'

10/7/42

* - Inventoried by Track Party - Book 36 - Page 3

17 385

O. W. MOUNTFORT REC

D. V. FORM NO. 8 — INTERSTATE COMMERCE COMMISSION — DIVISION OF VALUATION — PAGE 4

DATE 8-3-15

CARRIER B. M. R.R.

VALUATION SECTION 5

12—608

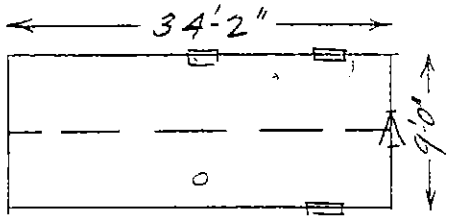
O. W. Mountfort — FOR CARRIER

FOR I. C. C.

Old Freight Car for shop.

Sta. 631+79

ACCOUNT 17



Ground = 0'0"
Floor = + 1'-6"
Plate = + 8'-6"
Ridge = + 9'-0"

1. Blocking.
2. 6" G. I. Smoke Jack
3. T. G. & B. Hard Pine. Outside coating of tar paper.
5. Matched H. P. boards.
7. H. Sliding - 1 Ft. 24" x 18"
8. Each has 5 bars - 1¼" x ⅛" x 24" Door - Matched W. P.
9. Std. box car.
10. Rift. H. P. on nailing floor.
11. T. G. & B. - W. P. - planed one side.
12. Matched W. P. boards.
13. 4 panel wood, 2'-2" x 6'-8" x 1¼". W. P.
14. rough - no finish.
15. 10 lin. ft. - hard bench (2" x 12")
18. Stove. ✓

9/22/32

#20. - Mortice lock + padlock.

Could not enter.

1 Stove 25.00

Incl. 10% Hand. 26.00

INTERSTATE COMMERCE COMMISSION

DIVISION OF VALUATION

COMPUTATIONS

D. V. FORM NO. 9

INTERSTATE COMMERCE COMMISSION

DIVISION OF VALUATION

PAGE C-4-1
1 of 1

DATE 8-5-15

CARRIER B. & M. R.R.

VALUATION SECTION 5

R.W. Mountfort FOR CARRIER

V. Weintraub FOR I. C. C.

Old Freight Car -
Sta. 631+79

COMPUTED BY V. Weintraub

CHECKED BY O.W.M.

Cubic Contents

34.2' x 9' x 8.7' = 2678 Cu. ft

9/22/32

B&MKK 5

Whitney

⊗ A.F.E.# 14711 in 1934

WATER TANK ADDITIONAL

NO. 9 INTERSTATE COMMERCE COMMISSION PAGE
DIVISION OF VALUATION
O. W. MOUNTFORT REC
FOR CARRIER
ION SECTION 12—695 FOR I. C. C.

Index. Account 18. V.S. 5

	Notes	Condition	Item
15	1	2-C	Water Tank, Wayland, Mass.
44	3	4-C	Water Tank, Hudson, Mass.

INTERSTATE COMMERCE COMMISSION
DIVISION OF VALUATION

⊗ A.F.E.# 14711 in 1934

TANK ADDITIONAL

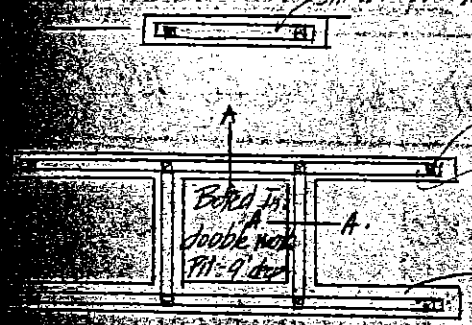
INTERSTATE COMMERCE COMMISSION PAGE 1
DIVISION OF VALUATION

FOR CARRIER
FOR I. C. C.

⊗ A.F.E.# 14711 in 1934. ACCOUNT 18

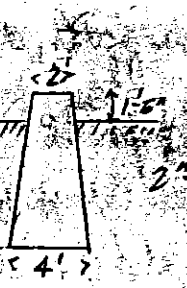
See Photo.

For location of drive walk see plan of Engine House



N.B.
Pit = deepth - 9'-0" below floor.
Depth below ground - 7'-6".

2nd Class Granite in Cement.



Section A-A

INTERSTATE COMMERCE COMMISSION
DIVISION OF VALUATION

⊗ A.F.E.# 14711 in 1934

Tank ADDITIONAL

PARTY V. Weintraub 41

O. W. Mountfort

INTERSTATE COMMERCE COMMISSION PAGE 2
DIVISION OF VALUATION

1915

R.R.

O. W. Mountfort FOR CARRIER

V. Weintraub FOR I. C. C.

12—603

Wayland, Mass. ⊗ A.F.E.# 14711 in 1934. ACCOUNT 18

54+15

...locomotives and Passenger Station.
...from driven well - 54' deep - 4" pipe - Pumped to Tank -

...B. & M. 50,000 gals. Tank - See Standard Plan -
Issue A-2-7-1914 -

Diameter = 24' Material - 3" cypress staves -
Height = 16' (16') Capacity = 50,000 gals.
...to Bottom of Tank = 12' (11'-6")

...Paper roofing.

* See Engine House Acct 20 Notes for description of pump.

...Standard Paint.
...side of Flooring T.&G. B. W.P.

H.P. 12"x12" timber - on 12"x12" sills on Brick & St. Foundation.
Height of Uprights is 9'-6"

...round iron bands - 1" wide, lugged ~~not~~ three -

...Frame - 4"x8"x17' H.P. 25' of 1/2" link chain
2-6"x4"x8' H.P.
1-16"x7'-6"x12'-0" Matched W.P.
4" supply - 4" overflow - (85' of 3" pipe from Well to Tank
(Inventoried by 1st Party Bk-36-P-35)
... - See sketch for X section

...- 30" high

INTERSTATE COMMERCE COMMISSION
DIVISION OF VALUATION

B & MRR
5

⊗ A.F.E.# 14711 in 1934

WATER TANK

ADDITIONAL

18 42

MOUNTFORT REC

INTERSTATE COMMERCE COMMISSION
DIVISION OF VALUATION

PAGE

No. 823-15
B & M
SECTION 15

FOR CARRIER
FOR I. C. C.

12—693

Tank
land
654+13

Built 3 years ago.

As good as new
Rem. useful life 30 years +

INTERSTATE COMMERCE COMMISSION
DIVISION OF VALUATION

11237 B&MRR 5

R.H. ...

Ⓐ A.F.E. # 14711 1934

WATER TANK
WAYLAND
Sta. 654+15

ADDITIONAL
CLAIM
NOTES

Brick under Timber:-
4"x12"x82'-0" = 25 cu.ft.

INTERSTATE COMMERCE COMMISSION
DIVISION OF VALUATION

INTERSTATE COMMERCE COMMISSION
DIVISION OF VALUATION

PAGE

FOR CARRIER

FOR I. C. C.

12—693

ACCOUNT

-TO-

Page Note	Page Condition	Description
1	1-C	Turn Table
2	2-C	Ash-Pit
3		Authority.

PARTY J.W. CONNOLLY. REC. 66

J.B MAILEY For B & M

INTERSTATE COMMERCE COMMISSION PAGE 1...

DIVISION OF VALUATION

...30-15

...Maine RR

SECTION 5

12—608

J.B. Mailey FOR CARRIER

J.W. Connolly FOR I.C.C.

...+0± Wayland Mass. ACCOUNT 20

...ers C.I. Turntable. depth at ctr. 4'

...6"x6"x50'x2" H.P.

...6"x8"x12' H.P. 2-8"x16"x12" cut to arc

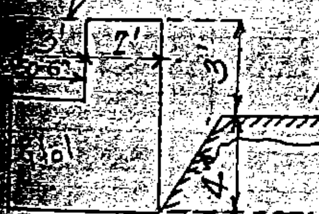
...turning levers and castings. 1-Latch:

...under circular rail - 6"x8"x3' H.P. 2'-6" ctrs

...4"x4" cir. rail. 46' dia

...ry- 3rd Class in cement.

Excavation Dry.



...Pedestal. Block 6'x6'x6'

Excav 5' deep slope 1 to 1 Dry

...not drained and not paved.

INTERSTATE COMMERCE COMMISSION

DIVISION OF VALUATION

PAGE 12

FOR CARRIER

ACCOUNT 20

INTERSTATE COMMERCE COMMISSION
DIVISION OF VALUATION

J.W. CONNOLLY, REC.
B. MAILEY For B & M

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INTERSTATE COMMERCE COMMISSION
DIVISION OF VALUATION

PAGE 2

15
Boston & Maine
SECTION 5

12—693

J. Bueeney FOR CARRIER
J.W. Connolly FOR I. C. C.

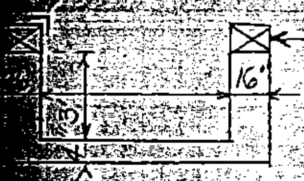
at Oakdale Mass.

ACCOUNT 20

49

Pit Inside dimensions 4' x 24' 8"

Iron Plate 12" x 1/4" x inside perimeter put on Sept. 1914
No plate previous to this time



Not drained

Excavation ~~Dry~~ None
Av. Gr. at same elevation
as bott of pit.

INTERSTATE COMMERCE COMMISSION
DIVISION OF VALUATION

...23, 1917

INTERSTATE COMMERCE COMMISSION
DIVISION OF VALUATION

PAGE 2-C

...5-1915

FOR CARRIER

SECTION 5

12—693

FOR I. C. C.

...pit at Oakdale - Sta 1949+0

...ry
...
...1881
...curb - 1914

...d cond.
...ore - life timber curb - 7 yrs
...k 9 yrs
...b - 2

INTERSTATE COMMERCE COMMISSION
DIVISION OF VALUATION

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COMPUTATIONS
INTERSTATE COMMERCE COMMISSION

DIVISION OF VALUATION

PAGE C-2-1

1 of 1

16-15

B & M RR

SECTION 5

H Restall FOR CARRIER

W Connolly FOR I.C.C.

Mass.

ACCOUNT 20

949

COMPUTED BY W Connolly

CHECKED BY H Restall

8 × 16" = 627± 669 FDY H.P.

3.3 × 62.7' = 269 c.ft.

247 × 0.3' = 30

299 c.ft. 11 c.y. Brick

Excavation

WEIGHTS OF TURNTABLES

VALUATION SECTION NO. 5

ACCOUNT 20

Table at Wayland, Mass. 50'0"
Capacity:- Letter from Wm. Sellers & Co. Weight:- 27,000 #
dated Feb. 11, 1915

All letter are on file in the Office of Valuation Engineer, Boston and Maine R. R., Boston, Mass.

Appendix F

PROJECT CORRESPONDENCE

November 8, 1999

Deborah C. Cox
PAL
210 Lonsdale Road
Pawtucket, RI 02860

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

RE: Telecommunications Installation, Wayland, MA, MHC# RC.21871; PAL #1085.

Dear Deborah:

Staff of the Massachusetts Historical Commission have reviewed the draft archaeological report prepared by the PAL, "Intensive (Locational) Archaeological Survey of the Wayland Communication Complex, Wayland, Massachusetts," received October 20, 1999. In preparing a final report, please take into account the following comments. Please provide the MHC with two (2) copies of the revised final report, a site form, and a diskette.

In general, more details and analysis is required to identify and locate all the cultural features in the project area, using the documentary evidence and the results of the surface reconnaissance. Not all the features mentioned in the report, shown on historical maps, or observed by the project engineers were located and identified on the archaeological base maps (Figure 7-2). Not all of these features have been sufficiently described in the text, on larger-scale plans, or in photographs.

The archaeological survey located the remains of the engine house, turntable, water tank, handcar house/shed, coal and slag dump, and a concrete passenger platform with an intact lamp post with curved metal bracket. Additional, potentially significant remains located on project plans but not included in the archaeological report include a brick rubble foundation and granite blocks approximately 30' west of the water tank; please locate and describe these two features. Associated features that are not sufficiently described, not shown on project plans nor the archaeological base map, but are mentioned in the archaeological report or shown on historic maps include sections of exposed and buried railroad track bed, rail ties and switch equipment, a milk shed, and a lumber company, and a grain company (pages 32, 33, 35, 40). Please locate and describe these features and provide larger-scale plans and photographs as appropriate. The project plans were last revised on October 5, 1999. Please be sure to use the most current project plans in the revised report.

The draft report of the results of the intensive (locational) archaeological survey located several historic and archaeological features that are associated with the Central Massachusetts division of the Boston & Maine Railroad. The Wayland Depot, with which several of these railroad-related structural features are associated, was listed in the State and National Register to recognize the significance of the railroad to Wayland Center. These railroad related features are considered to be potentially significant elements of an historic and archaeological district, considered as an extension of the present boundaries of the Wayland Center Historic District. Additional information is needed to determine the precise location, identity, integrity, and significance of these historic and archaeological features; MHC has requested that a site examination archaeological survey be conducted. Some of these archaeological features may be rare survivals of a type of railroad structure (e.g., the turntable). Additional contextual information is required to evaluate the significance of these features. Please review the results of previous investigations with similar resources (for example, the Old Colony Railroad Rehabilitation project in Whitman). Please describe the potential significance of these remains more fully.

Please be sure to include in the revised report the text from Chapter 6 that was missing in the draft report. Please correct the spelling of "tract" (track); include the missing parenthetical citation on page 7 ("(XXXX)"); and, provide a bibliographic citation for Conrad 1998.

These comments are offered to assist in compliance with MGL c. 9, ss. 26-27C (950 CMR 70), and the Secretary of Interior's Standards and Guidelines for Archeology and Historic Preservation (48 Fed. Reg. 190 (1983)). Please contact me if you have any questions or need more information.

Sincerely,

Edward L. Bell
Senior Archaeologist
Massachusetts Historical Commission

The Commonwealth of Massachusetts

William Francis Galvin, Secretary of the Commonwealth
Massachusetts Historical Commission

December 29, 1999

Stephen D. Anderson
Anderson & Kreiger LLP
47 Thorndike Street
Cambridge, MA 02141

RE: AT&T and Omnipoint Telecommunications Installations, Wayland, MA. MHC# RC.21871.

Dear Mr. Anderson:

The Massachusetts Historical Commission (MHC) is in receipt of your photographic documentation, received at this office on December 6, 1999, concerning the proposed project referenced above. As you know, the MHC is commenting on this project to assist the Federal Communications Commission in compliance with the National Historic Preservation Act of 1966 as amended (36 CFR 800).

The photographic documentation will be helpful in our consultation, and the MHC looks forward to reviewing the results of the archaeological site examination (950 CMR 70) being conducted for the project.

To assist the consultation process (see especially 36 CFR 800.6(a)(3)), the project proponents should concurrently provide all the *consulting parties* with a copy of the same information that is submitted to the MHC. Presently, MHC understands that the consulting parties for this review include the MHC, AT&T Wireless Services, Omnipoint Communications, the Wayland Historic District Commission, and the Wayland Historical Commission. I understand that you are still developing a public participation plan that will describe how you propose to provide the *interested public* with project information and to seek public comment. When it is available, please submit a draft of the public participation plan to the MHC for review and comment.

These comments are offered to assist in compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (36 CFR 800) and M.G.L. Chapter 9, Section 26-27C, as amended by Chapter 254 of the Acts of 1988 (950 CMR 70-71). Should you have any questions, please feel free to contact Edward L. Bell or Ann Lattinville of my staff.

Sincerely,

Brona Simon DSHPO

for Judith B. McDonough
Executive Director
State Historic Preservation Officer
Massachusetts Historical Commission

xc: Bryan Bakis, Omnipoint Communications MB Operations, LLC
Don Klima, Advisory Council on Historic Preservation
John Clark, FCC Wireless Telecommunications Bureau
Rose Crelin, FCC Wireless Telecommunications Bureau
Massachusetts Department of Public Health
Paul Gardescu, Wayland Historical Commission
Christopher Hagger, Wayland Historic District Commission
Deborah C. Cox, PAL

220 Morrissey Boulevard, Boston, Massachusetts 02125 · (617) 727-8470
Fax: (617) 727-5128 · TDD: 1-800-392-6090
www.state.ma.us/sec/mhc

PAL

February 1, 2000

Brona Simon
State Archaeologist
Massachusetts Historical Commission
220 Morrissey Boulevard
Boston, Massachusetts 02125

Re: AT&T and Omnipoint Telecommunications Complex, Wayland, Massachusetts
Archaeological Site Examination
PAL #1085, MHC #RC.21871, Omnipoint Reference #B6-009-02

Dear Ms. Simon:

Enclosed please find an application for a permit to conduct archaeological site examination. This application concerns the Wayland Center Railroad Complex within and in proximity to the proposed Wayland Telecommunications Complex project area in Wayland, Massachusetts. The project area is located on the Framingham, Massachusetts USGS quadrangle. We would like to begin investigations as soon as the weather permits. Thank you for your time and attention to this matter.

If you have any questions or require further information, please do not hesitate to contact Suzanne Cherau or me at your convenience.

Sincerely,

Deborah C. Cox
President

/tp

Enclosures

cc: Bryan Bakis, Omnipoint Communications (w/encl.)
Justin Leland, AT&T Wireless Services (w/encl.)
Stephen D. Anderson, Anderson & Kreiger LLP (w/encl.)

PAL
Archaeological
Laboratory

210 Lonsdale Avenue
Pawtucket, RI 02860
TEL 401.728.8780
FAX 401.728.8784

950 CMR: DEPARTMENT OF THE STATE SECRETARY

APPENDIX B
COMMONWEALTH OF MASSACHUSETTS

SECRETARY OF STATE: MASSACHUSETTS HISTORICAL COMMISSION

PERMIT APPLICATION: ARCHAEOLOGICAL FIELD INVESTIGATION

A. General Information

Pursuant to Section 27(c) of Chapter 9 of the General Laws and according to the regulations outlined in 950 CMR 70.00, a permit to conduct a field investigation is hereby requested.

1. Name(s): Suzanne G. Cherau
2. Institution: The Public Archaeology Laboratory, Inc.
   Address: 210 Lonsdale Avenue
   Pawtucket, Rhode Island 02860
3. Project Location: AT&T and Omnipoint Telecommunications Complex
   see attached proposal
4. Town(s): Wayland
5. Attach a copy of a USGS quadrangle with the project area clearly marked.
   see attached
6. Property Owner(s): MBTA and Town of Wayland
7. The applicant affirms that the owner has been notified and has agreed that the applicant may perform the proposed field investigation.
8. The proposed field investigation is for a(n):
   a. Reconnaissance Survey
   b. Intensive Survey
   (c.) Site Examination
   d. Data Recovery

B. Professional Qualifications

1. Attach a personnel chart and project schedule as described in 950 CMR 70.11 (b).

   a. Personnel

Principal Investigator(s):	Suzanne Cherau
Project Archaeologist(s):	Jay Waller
Field Crew:	Dan Lynch Kirk Van Dyke

   b. Schedule

Fieldwork:	March 2000
Laboratory:	April 2000
Report:	May 2000

2. Include copies of curriculum vitae of key personnel (unless already on file with the State Archaeologist).

C. Research Design

1. Attach a narrative description of the proposed Research Design according to the requirements of 950 CMR 70.11.

2. The Applicant agrees to perform the field investigations according to the standards outlined in 950 CMR 70.13.

3. The Applicant agrees to submit a Summary Report. prepared according to the standards outlined in 950 CMR 70.14 by: August 2000

4. The specimens recovered during performance of the proposed field investigation will be curated at:

   The Public Archaeology Laboratory, Inc.
   210 Lonsdale Avenue
   Pawtucket, Rhode Island 02860

SIGNATURE Suzanne G Cherau 2-1-00
APPLICANT(S) DATE

The Commonwealth of Massachusetts

William Francis Galvin, Secretary of the Commonwealth
Massachusetts Historical Commission

February 14, 2000

Deborah C. Cox
PAL
210 Lonsdale Road
Pawtucket, RI 02860

RE: AT&T and Omnipoint Telecommunications Installations, Wayland, MA. MHC# RC.21871.
PAL #1085.

Dear Deborah:
Thank you for submitting a permit application (950 CMR 70) for an archaeological site examination at the Wayland Center Railroad Complex in the project area referenced above.

In conducting documentary research, please inquire with archivists at additional repositories to locate pertinent archival materials on the Wayland Center Railroad Complex. For example, Baker Library at Harvard University and Yale University Library have collections for the Boston & Maine Railroad (see enclosed). These collections should be consulted if they include material on the Wayland Center Railroad Complex.

The Principal Investigator should ensure that weather, ground, and soil conditions are suitable to implement the investigation and maintain field standards for surface observation, excavation, and recording.

A permit has been issued for this investigation and I look forward to reviewing the results. Please feel free to contact Ed Bell if you have any questions or need additional information.

Sincerely,

Brona Simon

Brona Simon
State Archaeologist
Deputy State Historic Preservation Officer
Massachusetts Historical Commission

Enclosures

220 Morrissey Boulevard, Boston, Massachusetts 02125 · (617) 727-8470
Fax: (617) 727-5128 · TDD: 1-800-392-6090
www.state.ma.us/sec/mhc

The Commonwealth of Massachusetts

William Francis Galvin, Secretary of the Commonwealth
Massachusetts Historical Commission

PERMIT TO CONDUCT ARCHAEOLOGICAL FIELD INVESTIGATION

Permit Number 1894

Date of Issue February 14, 2000

Expiration Date February 14, 2001

PAL is hereby authorized to conduct an archaeological field investigation pursuant to Section 27C of Chapter 9 of General Laws and according to the regulations outlined in 950 CMR 70.00.

Wayland Center Railroad Complex, Wayland
Project Location

Brona Simon

Brona Simon, State Archaeologist
Massachusetts Historical Commission

220 Morrissey Boulevard, Boston, Massachusetts 02125 · (617) 727-8470
Fax: (617) 727-5128 · TDD: 1-800-392-6090
www.state.ma.us/sec/mhc

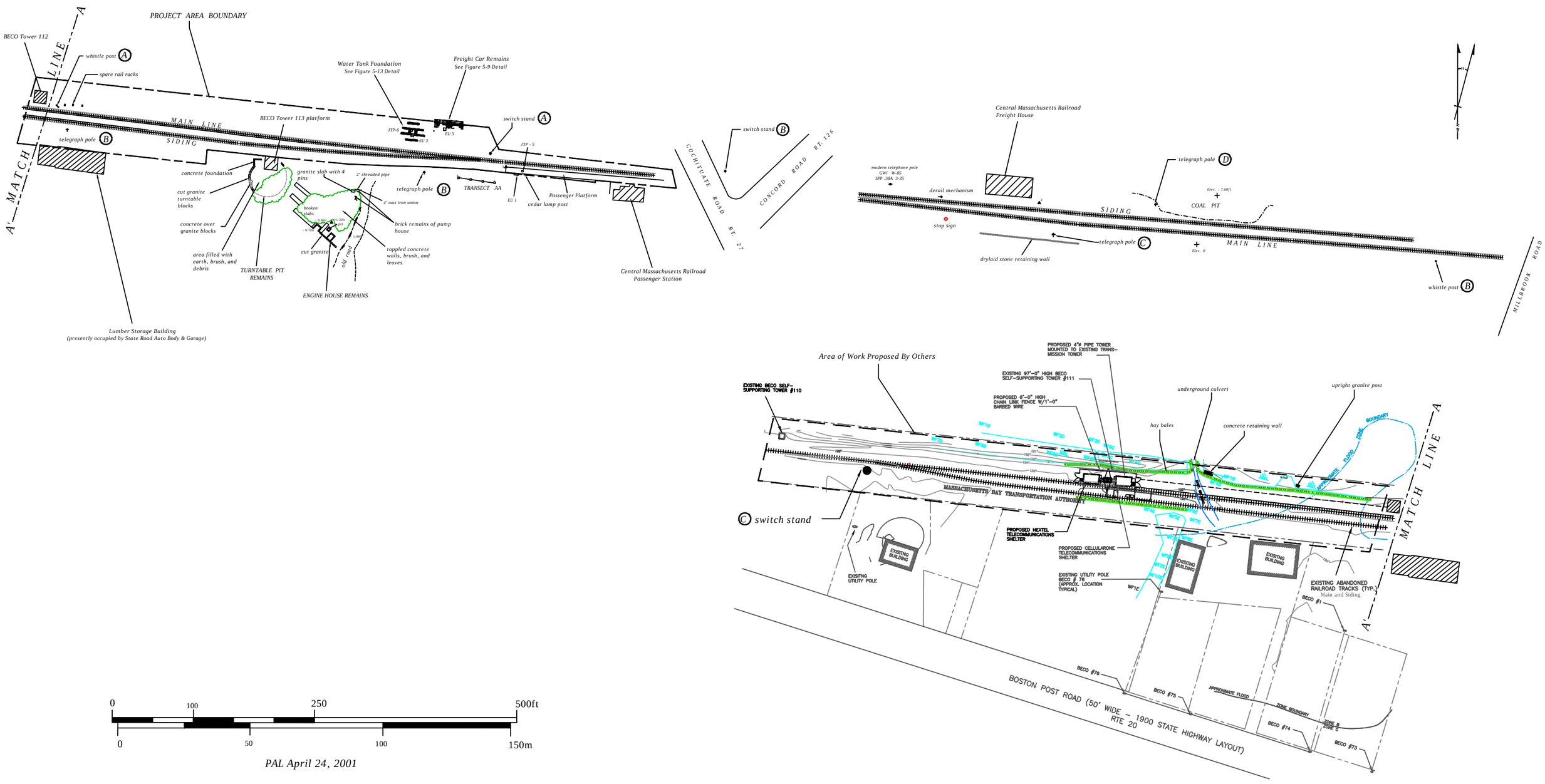

Figure 2. Identified historic railroad resources within the AT & T and Omnipoint Telecommunications Complex project area.

Appendix A. Wayland Center Railroad Complex Site Plan.