CHAPTER SIX

RESULTS – HISTORIC RESOURCES

This chapter presents the combined results of the three separate historic resources survey and identification efforts undertaken in 2008 through 2010 for the Green Line Extension project. The initial historic resources reconnaissance survey included archival research, fieldwork, and preliminary National Register eligibility evaluations for all project alternatives under consideration in 2008, in support of the Draft Environmental Impact Report (DEIR)/ Environmental Assessment (EA) for the project (Adams et al. 2008). PAL subsequently completed a historic resources assessment for Maintenance Facility Option L in Somerville (Adams et al. 2010a) and an intensive survey and evaluation of historic resources within the Proposed Action project area (Adams et al. 2010b). Several adjustments to the identification of historic properties resulting from Section 106 consultation meetings held by MassDOT in October 2010 are also incorporated into this updated report. This report thus integrates all analyses conducted to date and is intended to serve as a comprehensive record of the process undertaken by MassDOT to identify historic properties. Property descriptions and National Register eligibility evaluations for historic properties within the Proposed Action project area are updated to November 2010. The complete listing and location of historic properties identified for the Proposed Action is presented at the end of this chapter.

Summaries of the historic resources identified and evaluated during each phase of the historic survey and consultation process are provided below. The summaries are followed by an overview of the general characteristics of the entire project area and a discussion of the two railroad corridor landscapes within the APE. The remainder of the chapter is organized by project alternatives followed by the Proposed Action, with the National Register eligibility status of the identified historic resources located along each portion of the project. Refer to Chapter 1 for a description of the alternatives, Maintenance Facility Option L, and Proposed Action, and for information regarding the 2010 updates to the report.

Summary of Historic Resources Identified

Reconnaissance Survey

A total of 425 individual resources and 15 area/districts, including 2 railroad corridor landscapes were identified during the historic architectural reconnaissance survey in 2008. The National Register eligibility status of these resources has been updated in this report to reflect the most current information and incorporates any 2010 changes in recommendations resultant from the historic intensive survey and consultation process. The location of the Green Line Extension project area is shown on Figures 1-1 and 1-2 in Chapter 1. All properties identified within the APE are located on project maps in Appendix A-1 to A-10, are summarized in Tables 6-1 through 6-6 included in Appendix B, and are shown in photographs located in Appendix C. Table 6-1 (Appendix B) is a list of all the areas/districts identified, of which three are National Register-listed districts,

two are multiple property submissions listed in the National Register, and one is a local historic district of discontiguous individual properties listed in the State Register. Four areas/districts were recommended as potentially eligible historic districts in the reconnaissance survey, and were recommended as eligible during consultation. Table 6-2 (Appendix B) lists all of the individual properties identified, of which four are individually listed in the National Register, six have been previously determined eligible for listing by the MHC, and two are single-property local historic districts listed in the State Register of Historic Places. A total of 15 individual properties are recommended eligible for National Register listing. The designation status of four properties has been updated from the 2008 draft of the reconnaissance survey due to information collected during the intensive survey and consultation process (Adams et al. 2008). These properties are the determined eligible William L. Lockhart Coffin Factory Office, the determined eligible Somerville Automobile Company, the determined not eligible A & P Grocery Warehouse and Bakery, and the recommended not eligible Kelly's Diner. These historic district and individual property National Register eligibility recommendations reflect all analyses completed to date.

A total of 13 areas/districts and 53 individual resources were previously recorded in the MHC inventory. The two railroad corridors in the project area, which are recommended as not National Register eligible, and the resources located along each corridor, are listed in Tables 6-3 and 6-4 (Appendix B). Several previously inventoried resources were observed in the field to be no longer extant and are listed in Table 6-5 (Appendix B). All of the historic properties identified during the reconnaissance survey as eligible or listed in the National Register are listed in Table 6-6 (Appendix B). Forms for National Register listed and previously inventoried resources are located in Appendices D and E. In the discussion below, resources are presented in geographic sequence from south to north along the line (refer to map identification numbers for their location) and are described in detail the first time they appear, after which they are simply listed.

Maintenance Facility Option L Assessment

No historic resources that are listed in or are eligible for inclusion in the National Register were identified within the 11-acre site project APE for the maintenance facility Option L in Somerville. The location of maintenance facility Option L is shown in Figure 1-4 in Chapter 1. Fieldwork and research conducted for the Option L Assessment included a review of five buildings and one structure that had not been included in the previous historic reconnaissance survey (Figure 6-1) (Adams et al. 2008; Adams et al. 2010a). The five buildings are less than 50 years of age and are not historic properties. The structure, the High Line Bridge (Map No. 421), is listed in Table 6-2 and shown on Figure 6-3 and Figure A-1 (Appendix A) and was evaluated as not eligible for National Register listing in the MHC survey of 1988. The work completed for the Green Line Extension did not identify information that would revise the ineligible status.

Intensive Survey

Six individual properties that were recommended as potentially eligible in the reconnaissance survey, but lacked MHC Inventory forms, were included in the historic intensive survey completed in 2010 (Adams et al. 2008; 2010b). The location of the intensive survey is shown in Figures 1-3 and 1-5 in Chapter 1. Table 6-7 (Appendix B) provides a list of these six properties and their National Register eligibility recommendations resulting from

Figure 6-1. Location of Historic Resources Identified within the Green Line Extension project maintenance facility Option L Area of Potential Effect.

the intensive survey. The intensive survey involved the completion of MHC Inventory forms and National Register Criteria Sheets for each of the six properties, which are contained in Appendix F. During the intensive survey, five of these six properties were recommended as National Register eligible: the John Morrell and Company Branch House (Map No. 12); Whitehead Metal Products Company (Map No.13); Warner and Childs Division Factory Mill and Garage (Map No. 302); Bray Memorial Laboratory of Mechanical Engineering (Map No. 305); and the Commons Building/Curtis Hall (Map No. 307). One property, Kelly's Diner (Map No. 274), was recommended as not eligible for National Register listing.

Consultation

A number of properties included in the historic reconnaissance survey and located within the APE for the Proposed Action were reevaluated during project consultation processes in October 2010. The outcome of the identification surveys for the Proposed Action is presented at the end of this chapter. The consultation resulted in the collection of additional information for 12 individual and groups of properties. The National Register eligibility recommendations from the historic reconnaissance survey were adjusted during consultation for three properties. The William L. Lockhart Coffin Factory Office (Map No. 11) in Cambridge, was previously determined National Register Eligible by MHC, the Somerville Automobile Company (Map No. 288) in Somerville is recommended National Register eligible, and the A & P Grocery Warehouse and Bakery (Map No. 20) in Somerville was determined not eligible by the MHC. One National Register-listed individual property, the Central Library (Map No. 161-1) in Somerville, was also incorporated into the project APE and added to the list of identified historic properties during the consultation process.

The National Register designation status of two historic properties that were included in the reconnaissance survey, but are outside of the Proposed Action has also been updated. The Middlesex Canal Historic District (Map No. O), which had been classified as eligible, was listed in the National Register in 2009, and the Russell Box Company (Map No. 412) was determined National Register eligible by the MHC in 2010. National Register listing of the Russell Box Company is pending as of November 2010.

Project Area Characteristics

The Green Line Extension project area is a linear corridor that spans dense, urban development over hilly terrain, along the railroad corridor from Cambridge, through Somerville to Medford. The south/east end of the project area, which extends parallel to Monsignor O'Brien/McGrath Highway, consists primarily of boxy, multi-story commercial and industrial structures constructed from the early to late twentieth century. The highway separates the rail corridor from residential neighborhoods to the south and limits pedestrian traffic. The majority of the project area is comprised of late-nineteenth to early-twentieth-century residential neighborhoods with modest wood-frame, two- to three-story single and multi-family houses. These residences are located on compact lots with 5- to 10-foot setbacks and face the street rather than the rail corridor. Most of the neighborhoods have sidewalks with granite curbs on either side of secondary streets and minimal street trees. Contemporary infill is not prevalent because the area was built out by the early twentieth century, but most of the houses have been updated with modern materials. Typical alterations include the installation of synthetic

siding and asphalt roof shingles, window replacement, the removal or covering of original architectural ornament, and the reconfiguration or enclosure of front porches.

The neighborhoods within the project area are adjacent to pockets of commercial development and small civic or institutional centers. Mixed use commercial cores are located at Union Square (Somerville Avenue and Washington Street) and along Boston Avenue and Broadway. These areas typically include modest one- to four-story frame or masonry buildings occupied by local service businesses including auto repair shops, convenience stores, and restaurants. The commercial buildings are integrated into the neighborhood and many have residential units on the upper floors. High style buildings are limited to those that face Union Square and the two major institutional entities in the project area: the civic center at Central Hill and Tufts University. The Central Hill area consists of one large city block located between Medford Street and Highland Avenue in Somerville. Classical Revival-style buildings occupied by the local library, high school, and city hall are situated on a hill overlooking the railroad at the location of the proposed Gilman Square station. The Tufts University Medford campus is located near the north end of the project area on either side of Boston Avenue.

Railroad Corridor Landscapes

MBTA Lowell Commuter Rail Line Corridor (former Boston & Lowell Railroad)

The proposed Green Line Extension alternatives encompass approximately 3.7 miles of the MBTA Lowell Commuter Rail Line (Lowell Line) (Map No. A Appendix C, Photos 1–12). This active railroad ROW was initially constructed by the Boston & Lowell Railroad, which was subsequently taken over by the Boston & Maine Railroad (B & M) and by the MBTA, who are the current owners (see Chapter 5). The proposed route alignment follows portions of the as-built course of the Boston & Lowell; however, maintenance and improvement programs have left few historic Boston & Lowell or B&M elements of the rail corridor intact. Historic structures associated with these railroads that were identified within the project area are listed in Table 6-3 and mapped in Figure 6-2. Where existing rail-related structures have been inventoried, the resource name is reflective of the railroad that constructed the resource.

The double-tracked corridor utilizes continuous welded, 132-pound rail clipped to tie plates on wood sleepers in a ballasted track bed. Tracks at the extreme south end of the alignment are paved over or are disused and overgrown (Appendix C, Photos 1-2). The portion of ROW that formerly held multiple tracks between Water Street in Cambridge and McGrath Highway in Somerville (i.e., Yard 8 and its approaches) is no longer maintained and has had significant portions of its tracks removed (Appendix C, Photos 3-5). One steel light tower for the yard remains near the intersection of Washington Street and New Washington Street (Appendix C, Photo 14).

Three historic railroad bridges over streets survive in the project area: the B & M Bridge over Washington Street (Appendix A-4, Map No. 67), the B & M Bridge over Harvard Avenue, and the Mystic Valley Parkway Bridge (Appendix A-10, Map No. 420) (historic bridges are discussed individually below and listed in Table 6-1). Spans for the Red Bridge at the crossing of the Lowell and Fitchburg lines were removed within the last 15 years, although the granite and concrete abutments remain (Appendix C, Photo 4). As described in Chapter 5, road bridges over the Lowell Line have recently been subject to

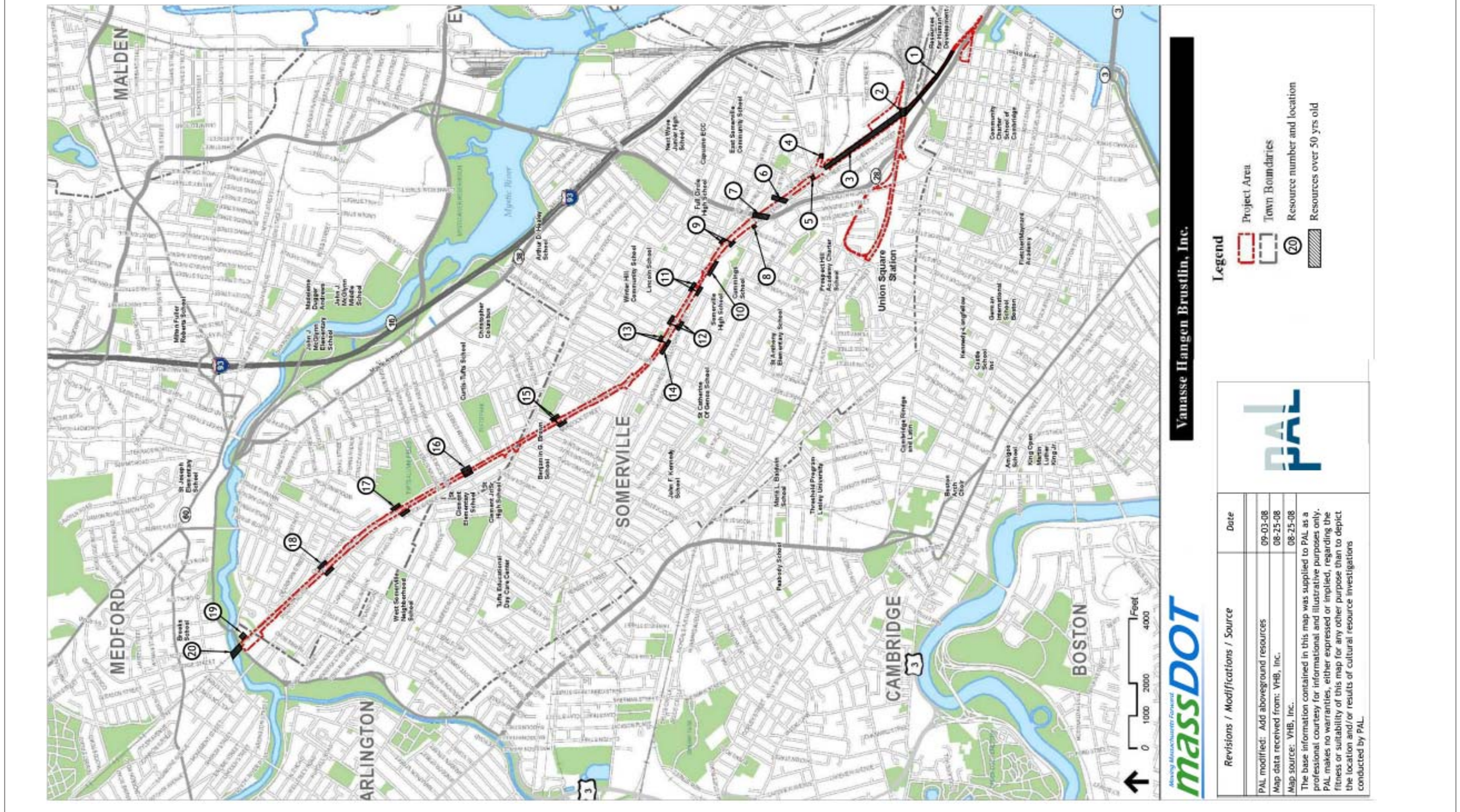

Figure 6-2. Historic Railroad-Related Structures in the Boston & Lowell Railroad Corridor, Green Line Extension APE.

extensive replacement, leaving only the Cross Street Bridge (Appendix A-4, Map No. 91) and McGrath Highway Bridge (Appendix A-4, Map No. 105). Some bridges retain abutments and wing walls of massive quarry-faced granite block construction that probably dates to B & M ownership in the late nineteenth and early twentieth century. However, many of these structures have been modified for new spans by the addition of concrete bridge seats or by the insertion of new concrete abutments between earlier wingwalls. A representative example of this type of wall and subsequent modification is shown in Appendix C, Photo 16.

Portions of the earthen cuts and fills along the rail ROW have been stabilized with retaining walls, typically in the locations of bridges and former stations. Retaining wall structures from all three railroads are extant on the line. The earliest identified wall in the project APE is a random-laid, split-faced, mortared granite structure on the south side of the alignment near Third Street in Cambridge (Appendix C, Photo 13). This wall and the raised railroad ROW it supports probably date to the 1862 construction of the first Red Bridge by the Boston & Lowell, making it the only structure associated with that railroad in the project area. B & M walls are of granite block construction as described in the previous paragraph (see Appendix C, Photo 16). Extensive MBTA-era retaining walls line embankments in the project area. These structures are typically constructed of pressure-treated dimensional lumber or of concrete cribbing.

Structural remnants associated with two demolished late-nineteenth-century railway stations on the line remain. West of Medford Street, granite retaining walls flank a level building site once occupied by the Winter Hill Station; a site now occupied by an electrical transformer substation (Appendix C, Photo 17). Retaining walls west of Central Street incorporate flights of granite steps and are topped by an ornate iron fence in the former location of the Somerville Center Station (Appendix C, Photo 18). There are no extant railroad stations.

Train movements are currently controlled via the MBTA's TCS from a central dispatch facility with movement indications provided by color-light signals along the ROW. One mid-twentieth-century color-light signal (abandoned) remains between Washington Street and McGrath Highway (Appendix C, Photo 15). One B & M granite mile post bearing the painted numeral "5" (indicating a distance of 5 miles from Boston) is located in Somerville adjacent to the Mystic Valley Parkway Bridge (Appendix A-10, Map No. 420) (Appendix C, Photo 19).

The Lowell Line corridor is not recommended as eligible for the National Register as a historic district. However, one resource, the B & M Railroad Bridge (No. S-17-014, MBTA No. 2.11, Br.5.08) over Mystic Valley Parkway/Route 16 (Appendix A-10, Map No. 420), is a contributing resource to the Mystic Valley Parkway National Register Historic District and a second resource, the McGrath Highway Bridge over the B & M Railroad, Somerville (Appendix A-4, Map No. 105) has been previously determined eligible by the MHC for listing in the National Register. These resources are described individually below.

The entirety of the Lowell Line corridor within the project APE is utilized by the proposed Green Line Extension under Alternatives 2, 4, and 5. Alternatives 1 and 3 only include the railroad corridor between East Street in Cambridge and the vicinity of Brookings Street in Medford. Alternative 6 only utilizes the railroad corridor between East Street in Cambridge and the former location of the Red Bridge in Somerville, where the now inactive portion of the Lowell Line and the active Fitchburg Line intersect.

MBTA Fitchburg Commuter Rail Line Corridor (former Fitchburg Railroad)

The proposed Union Square Spur of the Green Line Extension encompasses approximately 0.6 miles of the MBTA Fitchburg Commuter Rail Line (Fitchburg Line) (Map No. B, Appendix C, Photos 20–24), which was initially constructed by the Fitchburg Railroad (see Chapter 5). The route alternative also intersects with the former Grand Junction Railroad. Like the Lowell Line corridor, the Fitchburg Line has been extensively upgraded by the MBTA and there are few historic railroad structures extant. Historic structures associated with the Fitchburg or B & M railroads that were identified within the project area are listed in Table 6-4 and mapped in Figure 6-3. Where existing rail-related structures have been inventoried, the resource name is reflective of the railroad that constructed the resource.

The double-tracked corridor utilizes continuous welded, 132-pound rail clipped to tie plates on wood sleepers in a ballasted track bed. Train movements are controlled via the MBTA's TCS from a central dispatch facility with movement indications provided by color-light signals along the ROW. The extensive B & M Boston Engine Terminal east of Red Bridge has been entirely rebuilt by the MBTA (Appendix C, Photo 20). An air reservoir or expansion tank associated with a now-removed pneumatic switching system is located just east of the Red Bridge location (Appendix C, Photo 25). Only one historic road bridge, the McGrath Highway Bridge, remains in the project area (Appendix C, Photo 46). There are no historic retaining walls or railroad bridges in the project APE. The Fitchburg line passes between the abutments of the Boston & Lowell Red Bridge, which is discussed in the Boston & Lowell section above (Appendix C, Photo 13). No stations or associated structures in the APE remain.

One painted B & M granite mile post bearing the painted alpha-numeric combination "B2" (indicating a distance of 2 miles from Boston) is located on the east side of the north abutment of the Prospect Street Bridge in Somerville (Appendix C, Photo 26).

The Fitchburg Railroad corridor is not recommended as eligible for the National Register as a historic district and does not contain any historic resources that are listed, previously determined eligible, or recommended eligible for listing in the National Register.

The entirety of the Fitchburg Line railroad corridor within the project APE is utilized by the proposed Green Line Extension under Alternatives 1, 2, 3, 4, and 6. Alternative 5 only includes the Fitchburg Railroad corridor at the former location of the Red Bridge, where the railroad crossed below the former Boston & Lowell ROW.

All Project Alternatives

No Action and Baseline Alternative

The No Action alternative will have no effect on historic resources. The baseline alternative consists of increased bus and rail service along existing routes with no new infrastructure and is therefore not expected to result in any new impacts to historic resources.

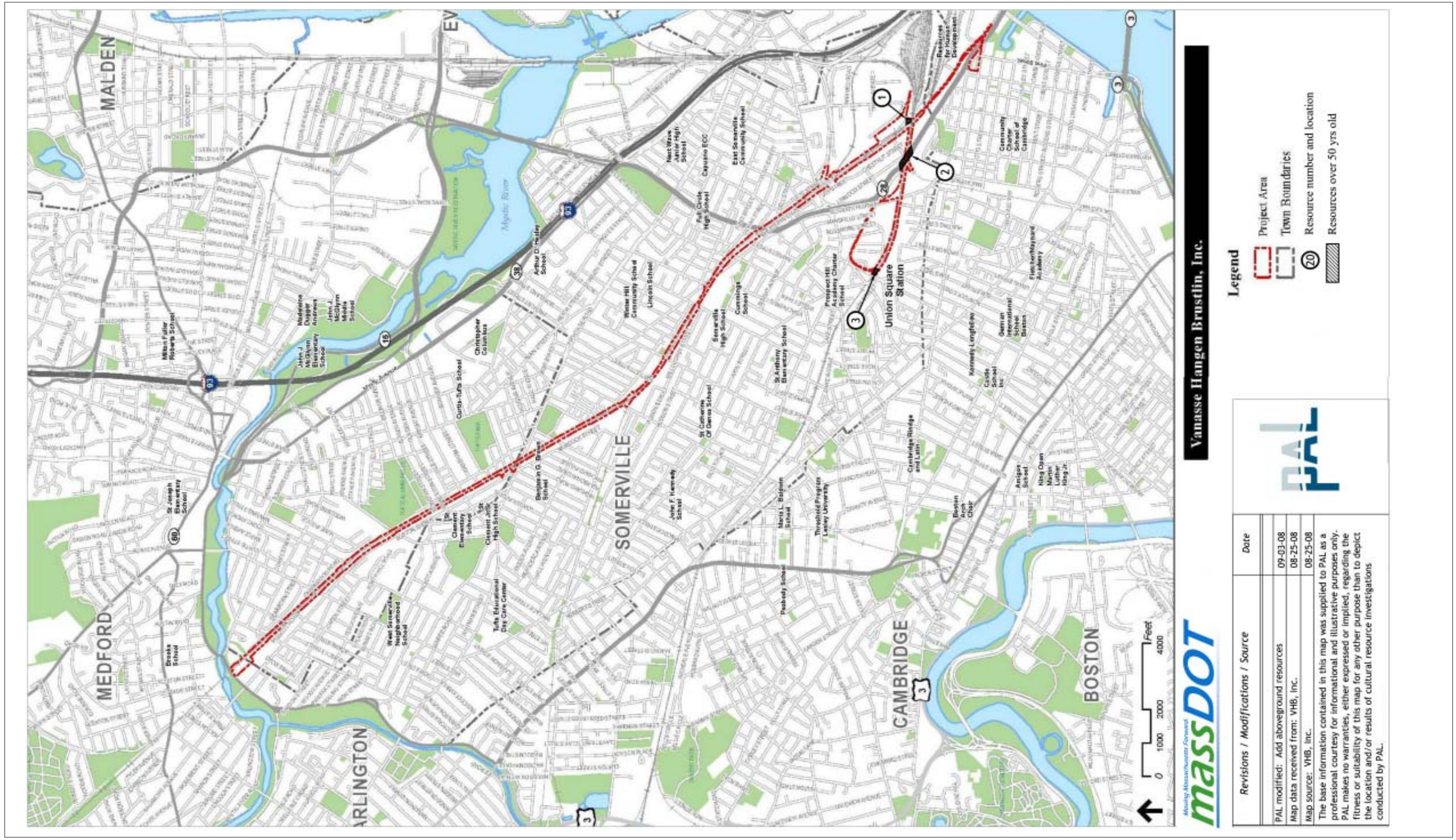

Figure 6-3. Historic Railroad-Related Structures in the Fitchburg Railroad Corridor, Green Line Extension APE.

Alternative 1: Extension to Medford Hillside and Union Square (via commuter rail ROW)

The historic resources survey identified 11 areas/districts, including two railroad corridor landscapes and 296 individual resources located along Alternative 1. Of the areas/districts, one is a National Register-listed historic district, one is a National Register Multiple Property Submission, and four areas are recommended as eligible National Register historic districts. Of individual resources, four properties are listed in the National Register, two are listed in the State Register only, four were previously determined eligible for the National Register, and 15 are recommended as eligible for listing. One of the two State Register listed properties is additionally recommended eligible for National Register listing.

National Register Listed Historic Districts

Charles River Basin Historic District, Cambridge

The Charles River Basin Historic District (Appendix A-1, Map No. C) encompasses the parkways, park reservations, canals, dams, bridges, and other infrastructure constructed along the Charles River in Boston and Cambridge during the late nineteenth and early twentieth centuries. The Charles River Basin was improved and incorporated into Boston's metropolitan park system in an effort to maximize land use along the shoreline. The east end of the Charles River Basin Historic District is immediately south of the origin of the Green Line Extension project area at Monsignor O'Brien Highway and Lechmere Station (Jenkins et al. 1998). One contributing resource within the Charles River Basin, the Lechmere Viaduct (Appendix A-1, Map No. 1), is located within the Green Line Extension project area, has been previously determined eligible for individual National Register listing, and is described below.

Somerville Multiple Resource Area

The City of Somerville National Register Multiple Resource Area (Somerville MRA) (Appendix A-5, Map No. F) includes four historic districts and 79 individually listed properties located throughout the City of Somerville. The Somerville MRA is identified in the MHC Inventory as Area SMV.AY. It consists of a collection of primarily residential, modest examples of architectural styles prevalent in Somerville during major periods of development from the early eighteenth to the early twentieth century. Three properties individually listed in the National Register as part of the Somerville MRA are located within Alternative 1 of the Green Line Extension Project Area.

National Register Listed Individual Properties

Samuel Ireland House, 117 Washington Street, Somerville

The Samuel Ireland House (Appendix A-4, Map No. 68; F) is located approximately 100 feet northwest of an open, paved area that is part of the Lowell Line ROW. The house is a 1.5-story, 5-bay by 2-bay Cape Cod cottage. It has an asphalt-clad side gable roof with two gable dormers on the facade, contemporary wood shingle cladding, and a concrete foundation. An enclosed gable-roofed entrance porch was added in the early twentieth century and the original windows have been replaced with vinyl sash. The house was initially inventoried by the MHC in 1986 and dated to circa 1792, based on deed research. The MHC evaluated the building as eligible for National Register listing at the local level under Criterion C, for its significance as the only known

eighteenth-century residence in the Cobble Hill neighborhood of Somerville. The building was surveyed again in 2005. The 2005 survey included documentation of two rear chimney stacks set on stone foundations. The Samuel Ireland House was designated as a Somerville Local Historic District in 1985 and was individually listed in the National Register as part of the Somerville MRA in 1989.

Central Library, 79 Highland Avenue, Somerville

The Central Library (Appendix A-5, Map No. 161-1) is sited atop a hill at the west corner of Walnut and Medford streets. The northeast boundary of the property borders the Green Line Extension project area. The library is a two-story, rectangular, nine-bay by five-bay, Renaissance Revival building designed by Edward Lippincott Tilton and erected in 1914. It has a near-flat hip roof with green pan tiles, yellow brick walls, and limestone trim. Each elevation is horizontally divided by Classical limestone band courses and cornices with layered bands of molding and ornamental motif panels. The main entrance is centered on the south elevation and is marked by an elaborate, shallow portico consisting of a flat door hood with a terra cotta shield on top, and two Doric columns. The Central Library was listed in the National Register as a physical expression of the construction of grand civic amenities in the early twentieth century as an example of the Renaissance Revival Style, designed by an architect influenced by McKim, Mead, and White, and the Ecole des Beaux Arts.

City Hall, 93 Highland Avenue, Somerville

The Somerville City Hall (Appendix A-5, Map No. 162; F; H), is located at the east corner of Highland Avenue and School Street. The building is sited within a civic complex on Central Hill above the Lowell Line ROW, but only the northeast (side) elevation of the building is visible from the railroad. The City Hall is a 3-story, Classical Revival-style building consisting of a 3-bay by 3-bay square central block with a flat roof flanked by 4-bay-by-3-bay gable-roofed wings. The building is constructed of brick pier and spandrel walls on a raised granite foundation. Classical details ornament the exterior including paired rectangular windows, an overhanging cornice with dentil molding, double-height Ionic columns, and molded, rectangular wood trim. The central block is marked by a wood cupola and copper spire. The main block was constructed in 1852 in the Classical Revival style, as the first Somerville High School. The southwest wing was added in 1896 after the building was converted to the City Hall in 1872. The building was expanded again in 1924 to include the northeast wing; the third floor, clock tower, spire, and weathervane on the main block; and the relocation of the main entrance from Highland Avenue, to School Street. The building is individually listed in the National Register in the Somerville MRA and is located within the Central Hill Area (Appendix A-5, Map No. H). City Hall is a local example of a prominent civic building designed in the Classical Revival style.

Susan Russell House, 58 Sycamore Street, Somerville

The Susan Russell House (Appendix A-6, Map No. 195; F) is located adjacent to the MBTA Lowell Line ROW and faces southeast toward Sycamore Street. The house is a 1.5-story, 3-bay-wide, rectangular, Greek Revival-style building constructed circa 1830. It has an asphalt-clad front gable roof and clapboard siding. The foundation is not visible. Fenestration consists of single, rectangular openings with original wood sills and trim, and 6-over-6, double-hung wood sash. Alterations include a historic ell addition to the northeast elevation, replacement wood clapboard, installation of skylights, and replacement of the

original chimney. The building is individually listed in the National Register in the Somerville MRA as a well preserved, intact, local example of a Greek Revival-style, single-family house.

National Register Previously Determined Eligible Properties

Lechmere Viaduct (a/k/a East Cambridge Viaduct), Cambridge and Boston

The Lechmere Viaduct (a/k/a East Cambridge Viaduct) (Appendix A-1, Map No. 1) is a contributing resource within the Charles River Basin. The Lechmere Viaduct was erected from 1910 to 1911 to carry MBTA street rail tracks over the river (Jenkins et al. 1978). The Viaduct consists of three elements: a ten-span concrete arch bridge incorporating a steel trunnion bascule, a steel elevated section in Boston, and a steel elevated section in Cambridge. The concrete portion of the Viaduct with its attendant bascule span was listed as a contributing resource in the Charles River Basin National Register Historic District form (Jenkins et al. 1978:7–10). This portion of the viaduct was also surveyed in 1984 and determined individually eligible for National Register listing in 1985 (Kierstead 2004; Roper 1985; Smith 1985). The steel elevated section of the viaduct in Cambridge was recommended as eligible for listing in the National Register by PAL in 2004 (Kierstead 2004). This portion of the viaduct extends within the construction limits of the Green Line project. The steel elevated section in Boston under Science Park Station was recommended as eligible for listing in the National Register by PAL in 2007 (Belcher 2007; PAL 2007).

William L. Lockhart Coffin Factory Office, 201 Monsignor O'Brien Highway, Cambridge

The William L. Lockhart Coffin Factory Office (Appendix A-1, Map No. 11) is located on Monsignor O'Brien Highway in the William L. Lockhart Factory Area (Appendix A-1, Map No. D). The north boundary of the property borders the Green Line Extension project area. The factory office is a four-story, irregular plan, nine-bay by five-bay, Second Empire style building constructed ca. 1868–1873. It has a flat roof with a shallow Mansard roof on the facade, slate shingles and red brick walls. The main entrance is on the west end of the façade with eight single-pane, fixed, full-height windows. The first and second stories are separated horizontally divided by a denticulated brick band course. The William L. Lockhart Coffin Factory Office was determined eligible for the National Register by the MHC in 1989 for its associations with the Lockhart Coffin Company and manufacturing in Cambridge during the period and as a rare surviving example of late-nineteenth-century industrial architecture in Cambridge. A concrete block shed (Map No. 11.1) on the lot is a non-contributing building constructed in the late-twentieth-century on the approximate site of a shop that is no longer extant.

McGrath Highway Bridge over B & M Railroad, Somerville

The McGrath Highway Bridge (Appendix A-2, Map No. 19) over the Lowell Line (formerly the B & M Railroad) (No. S-17-22, MBTA No. 2.11) is a double-barreled (three truss panels creating two roadways), riveted, Parker/Camelback through-truss bridge. The skewed, 162-foot span structure carries the McGrath Highway (formerly the Northern Traffic Artery) on a north-south course over the southeast-northwest trending, multi-track earthen cut of the former B & M Railroad, (originally the Boston Lowell). The bridge was erected as part of McGrath Highway construction in 1926 by the Boston Bridge Works, which followed designs provided by the Metropolitan District Commission. The bridge was rehabilitated

in 1983. The MHC determined that the bridge was eligible for the National Register in 1987 as the only known example of the camelback truss type in Massachusetts.

Somerville High School, 81 Highland Avenue, Somerville

The Somerville High School (Appendix A-5, Map No. 161-2) faces Highland Avenue within the Central Hill Area, but its northeast (rear) elevation overlooks a steep slope toward the Lowell Line and proposed Gilman Square Station. The High School is a 3-story, brick Classical Revival style brick building constructed in multiple sections between 1895 and 1928. The first building on the site is incorporated into the current central block of the complex. In 1895, the Somerville English High School was completed with a 7-bay main block with round arched spandrels, flanking 3-bay wide wings, and hip roofs. This section of the high school currently has flat roofs four additional bays on each wing and a large rear addition. The central building has replacement windows recessed within the arched spandrels, and a recessed entrance. The walls are ornamented with terra cotta and brownstone beltcourses, lintels, sills, and keystones. Two more 3-story wings on either side of the central building (called the east and west wings), and a connected 2-story auditorium wing were added to the school in 1928. The 1928 wings were constructed of the same materials and in the same style as the central building. The east and west wings are less decorative than the central building, but the auditorium wing (east of the east wing) has a full-height portico with Doric pilasters on the facade and wider, more prevalent band courses. Prior to the 1928 additions, the original Somerville Public Library and the Somerville Latin School (both not extant) were located on either side of the central building. Non-historic alterations to the school complex include the construction of a connected, non-contributing wing on the eastern edge of the property circa 1988, the removal of the original chimneys and hip roof on the main block, and installation of replacement windows throughout the complex. The Somerville High School was surveyed in 1978 and determined National Register eligible by the MHC in 1982 as the "center of a significant institutional complex," including the adjacent Somerville City Hall and Somerville Library.

Local Historic Districts (State Register-Listed Only)

Buddy's Truck Stop/Sawin's Diner, 113 Washington Street, Somerville

Buddy's Truck Stop/Sawin's Diner (Appendix A-4, Map No. 69; G) is located approximately 100 feet northwest of an open, paved area that is part of the Lowell Line ROW. The structure is a one-story diner constructed in 1929 by the Worcester Lunch Car Company. The diner has an asphalt-clad curved roof, steel cladding with a pressed sunburst design, and a raised, concrete block foundation. The entrance is comprised of a simple wood awning and metal door. The most notable features of the diner are the steel cladding, compact scale, and a large wood sign on the roof that reads "Buddy's, Est. 1930." The diner was moved to its current location from Leominster, Massachusetts in 1951, where it was known as Sawin's Diner. Buddy's Truck Stop was designated as a Local Historic District in 1989. Information about Buddy's Truck Stop was collected during the completion of the Diners of Massachusetts National Register Multiple Property Submission in 1999, but it was not selected as one of the pilot individual National Register nominations. In 2005, Buddy's Truck Stop was evaluated by the Somerville Historic Preservation Commission as individually eligible for National Register listing under Criterion C as a rare local example of an early-twentieth-century diner. Buddy's Truck Stop is recommended eligible for individual National Register listing.

The Montrose, 156 School Street, Somerville

The Montrose (Appendix A-5, Map No. 163; G) is located approximately 100 feet from the Lowell ROW, near the proposed location of the Gilman Square station to the east. The Montrose is a 3-story, 6-bay-wide apartment hotel constructed in the Queen Anne style in 1894 and subsequently updated with Colonial Revival features. The building is of wood-frame construction, with a raised brick foundation, clapboard and scalloped wood shingle walls, and a flat roof. Queen Anne three-sided bays flank the central, main entrance and two additional bays mark each end of the facade. The entrance is recessed and ornamented with an ogee pedimented hood supported by brackets and double pilasters. Some of the windows have been replaced and four original turrets have been removed. The Montrose was surveyed in 1988 and designated as a single building local historic district in 1989. The Montrose has been altered through the removal of its original turrets and represents a common building type to Somerville and the Greater Boston area. It does not have any other known significant historic associations. Therefore, The Montrose is recommended as not eligible for individual National Register listing.

Historic Districts Recommended Eligible for National Register Listing

Central Hill Area, Somerville

The Central Hill Area (Appendix A-5, Map No. H) is located along the north and south side of Highland Avenue between Central and Hamlet streets. The north boundary of the Central Hill Area meets the Green Line Extension project area near Gilman Square. The Central Hill Area is a linear, high-traffic corridor consisting of nine two- to four-story, late-nineteenth- and early-twentieth-century residential and institutional buildings, designed in the Queen Anne, Romanesque Revival, Renaissance Revival, and Colonial Revival styles; and one Greek Revival single-family residence. The area encompasses three National or State Register listed properties, including the Central Library (Appendix A-5, Map No. 161.1), the Somerville City Hall (Appendix A-5, Map No. 162), and the Fuller and Clark Apartment Houses (SMV.1022). The Somerville High School and Superintendent's Office (Appendix A-5, Map No. 161.2) was determined eligible for National Register listing by the MHC. The area is recommended as an eligible National Register District for its historic associations with the institutional development of Somerville and for its representation of large-scale late-nineteenth through early-twentieth-century architecture.

Gilman Square Area, Somerville

The Gilman Square Area (Appendix A-5, Map No. I) is located around Gilman Square, at the nexus of Medford, Marshall, and Pearl streets. This area contains four multi-story brick commercial and industrial buildings constructed between approximately 1887 and 1930. Gilman Square developed in the late nineteenth century as one of two competing commercial centers in Somerville, located along the former Boston & Lowell (later Boston & Maine) Railroad. The Lowell Line ROW abuts the southwest edge of the area and the Green Line Extension project may extend into Gilman Square. Gilman Square was surveyed in 1990 and no eligibility opinion was assessed. Although a few of the original buildings in Gilman Square are not extant, the area is recommended as eligible for listing in the National Register at the local level under Criteria A and C for its historical associations with the commercial development of Somerville and as a collection of intact building types that are not common in the Central Hill neighborhood.

Three contributing resources in the area, Malta Temple/Signet Commandery No. 188 (Appendix A-5, Map No. 137) at 339-343 Medford Street, Reid Murdock Company Warehouse (Appendix A-5, Map No. 138) at 350 Medford Street, and Litchfield Block (Appendix A-5, Map No. 136) at 247-251 Pearl Street are included within the project APE.

Stickney Subdivision Area, Somerville

The Stickney Subdivision Area (Appendix A-5, Map No. J) is an approximately six-block neighborhood that encompasses both sides of School, Dartmouth, and Thurston streets between Broadway and Medford Street. The east corner of the Stickney area meets the edge of the Green Line Extension project area at Gilman Square. The Stickney subdivision was platted in 1883 and developed with 2.5-story, wood-frame, Queen Anne and Colonial Revival houses constructed between approximately 1885 and 1910. The majority of the houses were constructed and inhabited by Boston businessmen. Two properties (Appendix A-5, Map No. 142 and 144) within the area are located within the Green Line Extension project area. The Stickney Subdivision area was surveyed in 1981, but no eligibility evaluation was included on the form. The area is recommended as an eligible National Register District at the local level under Criteria A and C for its associations with the development of Somerville as a commuter suburb and as an intact neighborhood of late-nineteenth- and early-twentieth-century residential architecture.

Powderhouse/Winter Hill Industrial Area, Somerville

The Powderhouse/Winter Hill Industrial Area (Appendix A-6, Map No. K) is located on the north and south sides of the Lowell Line (former Boston Lowell Railroad) at the now abandoned junction with the Fitchburg Freight Cut-Off in Somerville. This linear district contains a concentration of late-nineteenth- and early-twentieth-century industrial complexes associated with some of Somerville's historic manufacturing specialties, including baked goods, paper products, and wood furniture and architectural trim. Three contributing resources in the area, the Derby Desk Company (Appendix A6, Map No. 206) at 20 Vernon Street, Agar Manufacturing Co. (Appendix A-6, Map No. 226) at 55 Clyde Street, and Carlisle-Ayer Company (Appendix A-7, Map No. 227) at 50 Clyde Street are included within the project APE. The district was surveyed and recommended as eligible for the National Register in 1990. The Derby Desk Company was also recommended as individually eligible at this time.

Properties Recommended Individually Eligible for National Register Listing

Lechmere Station, Lechmere Square at Cambridge and Gore Street, Cambridge

Lechmere Station (Appendix A-1, Map No. 2) is an MBTA Green Line light rail complex located in Cambridge between O'Brien Highway (Bridge St./SR 28) and Cambridge Street. The station is located at the north end of the Lechmere Viaduct, which carries the Green Line across the Charles River. The triangular-plan station complex consists of inbound and outbound original station platforms and shelters separated by a two-track turning loop and, inside of the loop, a small holding yard with four spur tracks. A bus and car lane runs parallel to Cambridge Street next to the inbound platforms and a dedicated bus lane runs parallel to O'Brien highway and through an addition to the outbound platform shelter. The two platform shelters are flat-roofed, open-sided timber frame buildings, which have been partially

modified. The outbound platform has been altered by the addition of a flat-roofed, brick masonry and steel frame covered busway parallel to the original platform shelter, infill consisting of brick masonry and windows on portions of the south side of the shelter, a small wood frame snack bar within the shelter, and a metal frame and plastic passenger shelter inside the original shelter. The outbound platform, which is less altered than the inbound, has been modified by the enclosure of the three east bays and partial enclosure of four other bays, and the insertion of a wood frame snack bar in the east bay.

Lechmere Station was built by the Boston Elevated Railway Company (BERy), predecessor of the MBTA. The station was opened July 10, 1922 as a transfer point between street cars from Cambridge and Somerville and the Tremont Street Subway. Prior to the opening of the new station, cars from the Tremont Street Subway passed over the Lechmere Viaduct (completed 1910) and continued in streetcar service through Cambridge and Somerville. The new stop was designed to increase efficiency in Tremont Street Subway operation by separating its traffic from that of the streetcars (see attached form). The original wood frame platforms were left entirely open (Clarke and Cummings 1997:44). The bus platform was added ca. 1932 when these vehicles replaced streetcars. The dates of other alterations are not known. The station continues to serve in its intended capacity today. The station complex appears to be eligible under Criteria A and C at the local level. The station's construction and design as a transfer point was an important step in the rationalization of Tremont Street Subway operations and has continued to serve as a critical operations point to the present day. The station platforms are rare surviving early-twentieth-century street rail shelters. Although the platforms have been modified, the modifications appear to have been largely additive in nature, leaving the original structures substantially intact. The bus shelter is eligible as part of the complex and, in conjunction with the original platforms, is illustrative of changing approaches to mass transit shelter construction.

John Morrell and Company Branch House, 221 Monsignor O'Brien Highway, Cambridge

The John Morrell and Company Branch House (Appendix A-1, Map No. 12) was recommended as potentially eligible during the reconnaissance survey and further studied during the intensive survey. The description of the building below is an excerpt from the intensive survey (Adams et al. 2010b). An inventory form prepared for the property as part of the intensive survey is included in Appendix F.

The John Morrell and Company Branch House is located on the north side of the Lowell Line. It is a rectangular, four-bay by nine-bay, three-story plus basement, red brick food processing facility and warehouse constructed in 1929 in the Colonial Revival style. The facade faces south toward Monsignor O'Brien Highway, the east side elevation faces a parking lot, the north rear elevation overlooks the railroad right-of-way, and the west side abuts the adjacent Whitehead Metal Products Company at 225 Monsignor O'Brien Highway.

The building is constructed with a concrete frame and brick curtain walls with classically inspired details. It has a rectangular footprint and rises from a limestone foundation with brick walls laid in common bond, cast concrete trim, and a multi-level flat roof with a high parapet. The four-bay wide facade has a two-story, pedimented section that contains the main entrance and one window and is delineated by quoins in the eastern bay. Three wide, arched vehicle openings at the loading dock fill the remaining bays on the first floor. Four groups of three rectangular windows on the second floor extend between the cast concrete sills linked by a string course and the cornice that runs the length of the building and forms the base of the pediment. The

coping, cornice, and entablature between the second and third stories and the belt-course between the first and second stories are all cast concrete. These details continue onto the first bay of the east side elevation. The westernmost bay and the tall, blank third floor wall was an addition to the building in the 1930s. The pedimented section contains the primary recessed entrance articulated by a cast stone door surround with fluted pilasters and entablature, bull's-eye and floral motifs, and a broken pediment with a pineapple atop a pedestal. The entrance retains its original wood door and hardware, currently covered with plywood, and four-light transom. The large arched openings on the first story facade have cast concrete springer stones and keystones and are separated by thick brick columns. The western two vehicle openings retain metal roll-up doors, while the eastern arch is filled with brick and steel sash windows. The window openings are covered with plywood and sash appears to have been removed. Based on the visible examples remaining on the east elevation the original windows were likely two-over-two double-hung wood sash. Four cast concrete shields are located between each of the window bays on the second story. A vertical neon and metal 1950s sign composed of four different sections including a clock, "The Genoa Packing Company," and the company logo is attached to the west side of the entrance bay. An interior brick chimney laid in common bond with a cast concrete cap is located on the east elevation.

The John Morrell and Company Branch House is in fair condition. The majority of the windows have been removed and filled with modern materials or covered with plywood. The building remains in its original location on Monsignor O'Brien Highway and near the railroad tracks. While the building has not been maintained since it was vacated, the design intent, workmanship, and materials are intact. The John Morrell and Company Branch House retains its decorative details and its association with the early- to mid-twentieth century meat packing and distribution facilities in the Cambridge area.

The John Morrell and Company Branch House was constructed in 1929 as part of the organization's expansion into the East Coast. The John Morrell and Company, originally founded in Bradford, England in 1837 by George Morrell, specialized in smoked meats. In 1864, the company began a smoked and cured meats importing business in New York, New York. In 1871, the organization expanded to include extensive operations from Chicago, Illinois. Throughout the late nineteenth century they continued to grow, and in 1877 began operating a processing plant in Ottumwa, Iowa. By the beginning of World War I the company thrived with pork, beef and butter as its main products. This success prompted the Morrell Company to increase its processing plant in Ottumwa and open facilities in other cities including New York and Boston (Naumann and Rathburn 1991; Smithfield Foods; n.d.).

Architect Hans Peter Henschien (1881–1959) designed the John Morrell and Company Branch House as a specialized facility for meat packing and distribution. Henschien, a Chicago architect, specialized in the design of meat packing plants and cold storage facilities. In 1915 he wrote a book, *Packing House and Cold Storage Construction*, that provided in-depth details of the government regulations, technological improvements in refrigeration, and the design and construction of meat processing facilities. Starting in 1922, Henschien, as part of the architectural firm of Henschien and McLaren, served as the company architect for the John Morrell and Company and designed numerous buildings for their meat packing plant in Ottumwa, Iowa (no longer extant) (Naumann and Rathburn 1991).

By 1954, the organization vacated the building and the Colonial Provision Company continued to use it as a meat processing and packing facility (Manning 1954). They were replaced by the Genoa Packing Company,

who occupied the building and one adjacent, until at least 1969 (CHC 1969). It is unknown when the Genoa Packing Company stopped processing and distributing meat at this location. The building is currently vacant.

The Cambridge Historical Commission included the John Morrell and Company Branch House in its Cambridge Architectural Inventory and considers the building significant and potentially eligible for the National Register. The building is recommended individually eligible for listing in the National Register at the local level under Criterion A in the areas of Commerce and Industry. The branch house was constructed in 1929 for the John Morrell and Company, a national firm with a large meat processing plant in Ottumwa, Iowa and distribution facilities in Chicago, Illinois and New York, New York. This building was part of their continued expansion into the East Coast and established their presence in the Boston area. Its location tucked between a freight rail line and a substantial road in the early days of trucking distribution demonstrates the role of efficient intermodal transportation to the industry's successful operations. The John Morrell and Company Branch House is also recommended eligible for listing in the National Register under Criterion C in the area of Architecture. The firm of Henschien and McLaren, architects for John Morrell and Company, designed the building in the Colonial Revival style as a formal advertising statement, using a regional stylistic idiom. The building is a representative example of an early-twentieth-century plant constructed for a specialized industry with ornamentation that reflects the more embellished, stylistically conscious manufacturing buildings of early-twentieth-century food production facilities.

Whitehead Metal Products Company, 225 Monsignor O'Brien Highway, Cambridge

The Whitehead Metal Products Company building (Appendix A-1, Map No. 13) was recommended as potentially eligible during the reconnaissance survey and further studied during the intensive survey. The description of the building below is an excerpt from the intensive survey (Adams et al. 2010b). An inventory form prepared for the property as part of the intensive survey is included in Appendix F.

The Whitehead Metal Products Company building is located on the north side of the Lowell Line. It is a rectangular, seven-bay wide by six-bay deep, four-story manufacturing loft and warehouse built in 1929 and designed in the Art Deco style. The facade faces southwest (hereafter referred to as south) toward Monsignor O'Brien Highway, the west side elevation faces a parking lot, the north rear elevation overlooks the railroad right-of-way, and the east side abuts the adjacent John Morrell and Company Branch House at 221 Monsignor O'Brien Highway (see above). The building is constructed with a reinforced concrete frame and brick curtain walls clad in metal panels that have a subtle stepped configuration along the horizontal line and may be the company's Monel product. Most are light green-gray in color. The interior uses a derivation of the Turner system of construction, with reinforced concrete slab floors supported by columns topped by mushroom shaped capitals. The building terminates in a flat roof with a horizontally stepped parapet. The facade is symmetrically arranged around a central entrance with three loading bay openings to the west and concrete block infill in the office windows located to the eastern three bays, where a pair of solid metal doors has been inserted. Horizontal bands of ribbon windows that wrap around the corners of the facade define the upper three stories. While most are covered with corrugated sheet metal, multi-light steel sash is visible on the second story of the western bays. Stepped decorative panels that mimic the roof parapet are located beneath the window bands, original metal panels remain between the second and third story. The primary entrance is set in a cast aluminum recess with stepped side walls with vertical and horizontal narrow band of chevron motif. The sheathing material appears to be painted metal. The aluminum and glass door and sidelight unit is a modern replacement, but the transom and trim are original. The transom that has the numerical address, "225" in gold

letters and the words "Alles Building" are located on a panel above the recess. The central bay of the facade features a vertical metal triangular marquee that extends above the parapet and is accented by triplets of horizontal bands.

A ca. 1933 photograph of the building shows that the facade windows are bands of three tiered windows with every other two panes in the center row operable as awning units. The west facade windows were 75-light sash, also with awnings. The office windows were six continuous plate glass units. The marquee had the name of the company on it and two large neon signs on the roof facing southwest and on the southeast said "Whitehead Monel Metal Hot Water Tanks" (Cambridge Historical Society Collection).

The Whitehead Metals Building remains in its original location on Monsignor O'Brien Highway (formerly Northern Artery) and the former railroad tracks. It maintains its original form and the overall design intent as an Art Deco-style industrial building remains strong. The building retains integrity of materials and workmanship including the distinctive use of metal, possibly Monel, sheathing and details. At least some of the historic steel window sash remains on the facade. Overall, the Whitehead Building maintains its integrity as an early-twentieth-century reinforced concrete structure with Art Deco detailing.

The Whitehead Metal Products Company building was constructed for the Whitehead Metal Products Company, a New York City-based firm that manufactured and distributed sheet metal, wire, pipes, valves, and fittings (White Head Metal Products Company 1955). The company used this facility for the manufacture and distribution of heating boilers and hot water tanks from Monel metal – a corrosion-resistant nickel-copper alloy that was popular in the early twentieth century for roofing, ventilation, and heating and cooling applications (Sanborn 1934). Monel was also a popular medium for decorative architectural elements in Art Deco structures (Gayle and Look 1992:39–40). By 1950 the Whitehead Metal Products Company no longer occupied the building and it was used by the Jordon Marsh department stores as a storage facility (Sanborn 1950). It is unknown how long the Jordan Marsh Company remained in the building. By 1972 the Genoa Meat Packing Company, who also owned the attached building, occupied it. It is currently owned and in use by the Superior Nut Company as a packing and distribution warehouse.

The Whitehead Metal Products building is an excellent example of an early-twentieth-century, reinforced concrete loft and warehouse building that utilizes a derivation of the Turner system. Reinforced concrete for warehouses and other industrial buildings was widely embraced at the beginning of the twentieth century since it is fireproof, can carry greater floor loads, and sustain larger window areas. Reinforced concrete is particularly well suited for industrial loft buildings since it increases floor spans and is more economical than steel frames. Claude Allen Porter Turner, a civil engineer, developed the "flat slab" method in 1908 that reduced floor beams by reinforcing the floor slabs between columns. This system requires mushroom-shaped columns to connect to the floor slab. It creates better light distribution, greater flexibility in floor plans and is more resilient to vibrations from machinery. Important variations on Turner's system were developed in 1909–1911, including the so-called "drop slab." This improved reinforcing system, which is used in the Whitehead Metal Products building, introduced a conical column capital and thickening of the slab above the capital to better absorb building stresses (Bradley 1999:155–159; Condit 1961:168).

The Whitehead Metal Products Company building is an excellent example of how reinforced concrete construction created an opportunity for designers of utilitarian and industrial buildings to incorporate the most up-to-date building construction technologies and to embrace the emerging Modernist movement, namely the Art Deco style. The use of reinforced concrete, and the additional window space it creates, introduced new design and aesthetic considerations for industrial buildings. Wall space for windows nearly doubled creating large openings extending between the piers and from floor to ceiling. Steel sash windows, introduced about 1910, became immediately popular as the standard for industrial buildings and supported even greater window expanses (Bradley 1999:161). The Art Deco style employs a linear decorative language that is well suited to the large, horizontal expanses of reinforced concrete and steel stash window construction. Its emphasis on clean horizontal and vertical lines could easily be incorporated into the designs of large factory and industrial buildings that required long expanses of windows and open floor plans. The design of the Whitehead Metal Products Company building clearly expresses the juxtaposition between horizontal and vertical elements typical of reinforced concrete construction. The horizontal window bands contrast with the vertical marquee on the center bay creating a striking visual presentation for an industrial building (Roth 2001:374).

The building is also an excellent example of the use of Art Deco decorative detailing to create a distinct corporate image and identity. During the early and mid-twentieth century, companies used Art Deco detailing to advertise their products, such as the automobile friezes on the Chrysler Building. The Whitehead Metal Products Company building employed cast aluminum bands and panels on the facade to advertise its metal products and to create a striking street view for drivers on the newly constructed Bridge Street or Northern Artery (Adams et al. 2008; Anon 1931; Gelernter 1999:242).

The Whitehead Metal Products Company building was designed by Maurice A. Reidy, a Boston structural engineer who was born in 1889 in Astoria, Long Island, New York. Reidy formed his own company, Maurice A. Reidy Engineers with offices at 101 Tremont Street, and worked with John H. Spiers. The Reidy firm, which his son, Maurice A. Reidy, Jr. (1919–2002) joined, designed numerous bridges and transportation structures, mostly notably the Calvin Coolidge Bridge (HAD.914) in Hadley, executed in conjunction with the W.L. Engineering Company (Anon. 2002). In addition, to designing bridges, the firm consulted on a number of churches including Saint Anthony's Shrine and Workers Chapel (BOS.1505) in the National Register listed Commercial Place Historic District, the Saint Christopher Roman Catholic Church (BOS.15221) and Rectory (BOS.15222), and the Cathedral of the Holy Cross Roman Catholic Rectory (BOS.13082).

The Whitehead Metal Products Company building was surveyed by the Cambridge Historical Commission in 1969 and 1993, is included in the Cambridge Architectural Inventory, and is considered by the Commission as significant and potentially eligible for National Register listing. The building is recommended as eligible for individual listing in the National Register at the local level under Criterion A in the area of Industry. The company was an important manufacturer of a popular and innovative early-twentieth-century product and established this plant in order to make and sell hot water heaters, which were a highly appreciated convenience of modern life. Its location tucked between a freight rail line and a substantial road in the early days of trucking distribution demonstrates the role of efficient intermodal transportation to the industry's successful operations. The Whitehead Metal Products Company building is also recommended as eligible for individual listing in the National Register of Historic Places at the local level under Criterion C because of its distinguished Art Deco decorative treatment as applied to an industrial manufacturing facility. It expresses the new aesthetic and design considerations made possible by the widespread use of reinforced concrete construction, which created large

horizontal fenestration and open floor plans. The exterior details also clearly indicate an attempt by the Whitehead Metal Products Company to use the building to advertise their business and promote their products through the use of cast aluminum exterior cladding. Of the approximately 20 recorded Art Deco-style buildings in Cambridge, the Whitehead Metal Products Company appears to be the only example of an industrial plant in the style. Although the building's fenestration has been covered and/or altered, the structure retains all of its character-defining massing and Art Deco trim elements.

Jackson and Newton Company, 51 McGrath Highway, Somerville

The Jackson and Newton Company building (Appendix A-2, Map No. 18) is a three story, twelve-bay-by twenty four-bay mill loft. The brick structure has a flat roof, a corbelled cornice with tile coping, segmental arched windows with granite sills, and four segmental arched vehicle loading bays with replacement doors on the first floor. A three-bay-wide concrete entrance entablature with brick pilasters is located on the O'Brien Highway facade. Original windows have been replaced with double-hung replacement units. The Jackson and Newton Factory was built between 1900 and 1908 for the manufacture of doors, sash, and blinds.

The company was owned by Frederick H. Newton of West Roxbury, who operated a second architectural trim company in West Somerville. The firm operated until ca. 1927, when it merged with Brockaway-Smith and a third company to form the Brockaway-Smith-Haigh-Lovell Company (now Brosco), which continues to operate as a wholesale distributor of building products (Brosco n.d.). The building was vacant from that year until 1933, when it was occupied by a furniture manufacturer and radiator company. The building appears to be partially unoccupied. Jackson and Newton was surveyed in 1990 as part of the *Somerville Industrial and Commercial Survey* and recommended eligible for the National Register under Criterion C as "a very well-preserved representative or early-twentieth-century brick and granite industrial architecture" (see attached form). Although the building has been partially rehabilitated since this recommendation, it is still eligible for the National Register under Criterion C because it retains the majority of its character-defining elements. The building is further recommended as eligible for the National Register under Criterion A because of its association with the building trades industry of Somerville in the late industrial period.

Buddy's Truck Stop/Sawin's Diner, 113 Washington Street, Somerville

See description above under State Register Listed Only section.

Hill-Michie Company Auto Garage, 295-97 Medford Street, Somerville

The Hill-Michie Auto Garage (Appendix A-5, Map No. 130) is located at the east corner of Walnut and Medford streets on a sloping lot bounded by the Lowell Line ROW on the northeast (rear) side. The garage is a one-story, brick commercial building constructed in 1906 and designed by Frank H. Dillaby of Boston. The building elevations are articulated with a flat parapet, corbelled cornices, flat brick pilasters, and arched and segmental arched window openings with granite sills. Most window openings are filled with brick and vehicle doors have been replaced with modern roll doors. The garage was surveyed in 1980 and 1990 and recommended as eligible for National Register listing in 1990. It is eligible for the National Register at the local level under Criterion A for associations with the development

of automobile commercial services in the city and under Criterion C as a well-preserved example of early-twentieth-century brick garage construction. The building is likely the oldest auto garage and car dealership in Somerville.

Litchfield Block, 247-251 Pearl Street, Somerville

The Litchfield Block (Appendix A-5, Map No.136) is located at the corner of Pearl and Marshall streets in Gilman Square on the north side of the Green Line Extension project area. The building is a four-story, seven-bay by eight-bay, rectangular building constructed in 1891. It has a flat roof, red brick walls, a brick parapet, and brownstone trim. Pairs of second and third story windows are capped with brownstone lintels or splayed brick arches. The third story has single windows. Three first story storefronts have recessed doorways and altered windows. A brick relief nameplate, which reads "Litchfield Block," is located between the second and third stories of the facade. The Litchfield Block is recommended eligible for the National Register at the local level under Criterion C for its representation of late-nineteenth-century commercial architecture in Somerville.

Malta Temple/Signet Commandery #188, 339-343 Medford Street, Somerville

The Malta Temple/Signet Commandery #188 (Appendix A-5, Map No. 137) is located at the corner of Medford and Pearl streets in Gilman Square. The property is located north of the Green Line Extension project area. The building is a three-and-one-half story, nearly triangular, Classical Revival building constructed in 1902. It has a flat roof, orange brick walls, and brownstone, terracotta, and copper trim. The facade is visually divided into three equal bays with a narrower fourth bay at one end. The central bay has a gable pediment and three, two-story, segmental arches. Three copper cast relief panels are located beneath the gable pediment. The main entrance is located at the southwest corner of the building with a large copper relief panel above the recessed opening. The first story storefront windows have been filled with brick. The first and second stories are separated by a projecting band course. The Malta Temple/Signet Commandery #188 was surveyed in 1990 and recommended eligible for the National Register. It is eligible for National Register listing at the local level under Criterion A for its association with the development of Gilman Square between the late-nineteenth- and early-twentieth-centuries and under Criterion C as a surviving example of a social hall with commercial space, a common building type in Somerville in the nineteenth century.

Reid and Murdock Company Warehouse, 350 Medford Street, Somerville

The Reid and Murdock Company Warehouse (Appendix A-5, Map No. 138) is located at the corner of Medford and School streets, bounded on the south by the Lowell Line (former Boston Lowell Railroad). The building is a three-story, nine-bay by four-bay, brick loft with austere Art Deco detailing constructed in 1929. The flat roof has a parapet with projecting geometric concrete crockets. Brick piers with corbelled capitals and concrete panels divide the elevations into equal-width bays. The two bays on the northwest end of the facade are part of a historic addition. The facade's center entrance has an elaborate concrete entablature with a lion's head (a company emblem) and projecting finials in relief. An original, three-bay loading dock is located on the southeast elevation. The rear (south) elevation retains a railway loading dock with a steel awning. Both the truck loading dock on the northwest elevation and the metal clad addition on the south (rear/trackside addition) are generic light industrial structures that are less

than 50 years old. The building was surveyed in 1990 and recommended eligible for National Register listing. It is eligible for the National Register at the local level under Criterion A for its associations with the Somerville wholesale foods industry and under Criterion C as a well preserved example of early-twentieth-century industrial design.

Derby Desk Company, 20 Vernon Street, Somerville

The Derby Desk Company (Appendix A-6, Map No. 206) is located at the corner of Vernon and Central streets and is bounded on the south by the Lowell Line (former Boston Lowell Railroad). The complex consists of two main buildings. The main factory located along Vernon Street, is a six-story, 26-bay by six-bay, rectangular building constructed in 1887. It has a flat roof, red brick walls, and brick piers vertically dividing each bay. A corbelled brick cornice is set in between each pier on the sixth story. A seven-story, flat-roofed, rectangular, brick stair and elevator tower with a corbelled brick cornice is located on the south elevation of the main factory building. The secondary mill is located at the corner of Vernon and Central Streets. It is a three-story, eight-bay by seventeen-bay, rectangular building constructed ca. 1895–1897. Central Street slopes down toward the railroad providing for a fourth story on the rear elevation. It has a flat roof, red brick walls, and vertical piers vertically dividing each bay. A corbelled brick cornice is set in between each pier on the third story. A two-story addition west corner of the complex connects the main factory and the mill. The Derby Desk Company was surveyed in 1980 and recommended individually eligible for the National Register for its associations with the woodworking manufacturing industry and representation of early-twentieth-century industrial architecture.

Hillson Building, 693-701 Broadway, 651 Boston Avenue, Somerville

The Hillson Building (Appendix A-7, Map No. 280; L) is located approximately 50 feet west of land that may potentially be used for the proposed Ball Square Station along the Lowell Line. The building is a two-story, Classical Revival style commercial block completed in 1925. It is constructed of brick and has a painted concrete facade divided by engaged concrete pilasters with Corinthian capitals. The facade includes eight bays along Broadway and three bays that form a curve facing Ball Square (the intersection of Broadway and Boston Avenue). The facade is further ornamented by urn medallions and dentil molding on the second story fascia, and anthemion crockets on the roof above each bay. The main entrance on Broadway is marked by a gable pediment at the first story, a swag and engraved lettering spelling 'Hillson Building' at the second story, and a parapet on the roof with the date, 1925. Despite the replacement of the original windows and storefronts, the original configuration of the storefronts and fenestration pattern remains intact. The building was inventoried in 1990 and recommended eligible for National Register listing at the local level under Criterion C, as a rare example of a Beaux Arts style commercial block in Somerville.

Somerville Automobile Company, 662-664 Boston Avenue, Medford and Somerville

The Somerville Automobile Company in Medford and Somerville (662-664 Boston Avenue, Appendix A-2, Map No. 288) fronts Boston Avenue at the intersection of Boston Avenue and Broadway in Ball Square. The property has not been previously surveyed and no MHC form exists. The complex occupies two parcels that are transected by the Medford-Somerville corporate boundary. The extreme southwestern

portions of both parcels and buildings are in Somerville. The MBTA Lowell Line is located at the rear of the property, where the Green Line Extension's Ball Square Station is proposed. The garage complex consists of two one-story, end-gable, light industrial garage buildings connected by a one-story hyphen. Both buildings have asphalt roofs with pairs of prominent cylindrical sheet iron vents; steel frames clad in corrugated sheet iron; and concrete slab foundations. One-story additions extend from the west (front), east, and north elevations of the north garage, which is now a bowling alley. Window openings on the north elevation of this garage are covered. The south building, which is still used as a garage, has a high modern vertical lift automobile doors on its front and rear elevations. What appear to be original fixed twelve-light steel or wood sash windows, now covered with Plexiglas storm windows, are retained on the south and east elevations. A free-standing one-story, gable-roofed building extends along the garage's south elevation. The core of this structure may be the original company office, but modern alterations to the building prevent a confirmation of this provenience.

The garage was established on Boston Avenue in 1906 with the two iron garage buildings and connecting hyphen that are retained today. The Medford Directory for 1907 confirms the presence of the company at the corner of Boston Avenue and Broadway, listing Frederick A. Dutton as manager. Like other early car-related facilities, the Somerville Automobile Company sold automobiles and also offered parking garage and repairing facilities. At its founding, the garage was one of only five auto sales and/or service companies in Medford, which then had 111 cars in a city of 19,686 persons. A series of automobile-related companies occupied the complex until 1940, when the north garage was converted to a bowling alley. At that time, the present one-story asbestos-clad additions were added to the west, north, and east elevations of the north garage. Sometime after 1950, the freestanding office building was demolished or incorporated into the current gable-roofed to the south of the garage. At the time of the current survey, the south garage continues to be used for its intended purpose. A 1912 photograph of the garage complex indicates that the property retains its overall massing, materials, and workmanship (City of Medford Assessor's Office 2010; City of Medford Building Department 1940; Dreilinger 2010; The Horseless Age 1906:433; Sanborn Map Company 1910, 1936; 1950; W.A. Greenough Co. 1907, 1909, 1912, 1916, 1924, 1926, 1928, 1930, 1938).

The Somerville Automobile Company complex is recommended eligible for National Register listing under Criterion A at the local level for its associations with automobile transportation in Medford and Somerville. The company was an early automobile sales, service, and storage facility at a time when the mode of transportation was little-used and business models and architectural forms for the auto were still under development. The automobile would later become an important factor in the evolution of Medford and Somerville into Boston suburbs and has left a lasting imprint on the cities' infrastructure and neighborhood development. However, related corporate infrastructure from this early period of development is scarce, making this property a significant surviving local example of the earliest phase of automobile-related business development. The complex is in fair condition and retains its integrity.

Warner and Childs Division Factory Mill and Garage, 574 Boston Avenue, Medford

The Warner and Childs Division Factory complex (Appendix A-8, Map No. 302 and 302.1) was recommended as potentially eligible during the reconnaissance survey and further studied during the intensive survey. The description of the building below is an excerpt from the intensive survey (Adams et al. 2010b). An inventory form prepared for the property as part of the intensive survey is included in Appendix F.

The Warner and Childs Division Factory complex in Medford abuts the Lowell Line at the corner of Boston Avenue and Harvard Street. It has a rectangular plan, fourteen-bay wide by seven-bay deep, four-story, reinforced concrete and brick manufacturing loft building built in 1919–1920. The factory is oriented with its long elevation running roughly north-south. It faces west along the Boston Avenue back-of-sidewalk edge and is bounded east by the MBTA Lowell line railroad embankment. A detached garage is situated at the north end of the lot. The mill building's reinforced concrete pier and spandrel construction is visible on the exterior. Heavy concrete vertical and horizontal elements and red brick infill panels separate the bays and stories. The building is topped by a flat roof with a box monitor, and a brick parapet with recently replaced metal coping runs along the entire length of the parapet wall. Manufacturing personnel, shipping, and receiving entrances are located on the north and south end elevations, and railroad access was provided along the east side. A projecting elevator shaft, an attached boiler room and connect firebrick smoke stack, are located on the north end elevation. The south elevation contains a projecting four-bay wide by one-bay deep stair, elevator and bathroom tower and a one-story concrete block loading dock with a wood roof that spans five-bays. The building's primary office entrance is recessed in the fourth bay from the southern end of the west facade. The five-panel wood door with sidelights and a transom is set in a molded and paneled wood surround.

The building retains the majority of its original steel industrial sash with the exception of the ground floor openings on the west facade, which are filled with glass block and ventilation grates; the two northernmost bays have a group of three replacement six-light fixed, metal sash windows with a transom covered in modern screens. The openings on the upper three stories retain original steel sash that are divided into three vertical sections comprised of 16-light windows with 6-light operable awning units flanking a center 12-light window. These same windows are repeated on the upper stories of the north, south, and east elevations, along with varying configurations of the 16-light and 12-light sections on the north and south elevations. Brick panels are located below the windows in each bay.

The north elevation has a variety of window and door openings and infill treatments, both original and modified. The westernmost bay contains metal fire doors on the upper floors. There are two loading bays with solid metal doors on the first story and brick or concrete filled ones on the upper stories. Some of the window openings on the upper stories are filled with concrete block. The two first floor bays east of the projecting tower on the north elevation are covered by the flat-roof attached boiler house, which is constructed of reinforced concrete and contains window bays filled with glass block. The free-standing chimney was originally connected to the boiler house. The east elevation of the factory that fronts onto the railroad right-of-way has three loading docks filled with brick on the second-story at the level of the rail embankment. The first-story is below the railroad grade and contains several window bays filled with concrete block. The south end elevation has two truck loading bays with solid metals doors within a covered loading dock that was added after 1936 (Sanborn Map 1936). The two easternmost bays of the south elevation have been filled with concrete block and one has a metal door inserted into it.

The one-story detached garage (ca. 1919–1920) north of the main building is four-bays wide by seven-bays deep and constructed of reinforced concrete piers and spandrels. It extends between the railroad and Boston Avenue. The garage has a projecting concrete cornice and flat frieze that continues on all four elevations, and a flat roof. The vehicle bays facing west onto Boston Avenue retain original wood double doors and 16-light wood transoms above. The doors have tongue-and-groove panels with chamfered cross bracing below 6-light glazed sections. The north leaf door of the northernmost bay has been replaced by

a solid metal door and the opening is partially covered with plywood. The south elevation facing the main factory contains two bays of 36-light metal sash windows with awning units and brick panels below at the west end, four full-height vehicle openings with wood paneled and 16-light glazed double doors, and a wider easternmost bay with a metal rollup door. The north elevation has been partially obstructed by an attached one-story industrial building on an adjacent lot, leaving the westernmost two bays exposed containing 36-light metal sash windows with brick panels below. The east elevation fronts onto the railroad right-of-way and has had all the bays filled with plywood.

The Warner and Childs Division Factory mill and garage retain their historic appearance and are well maintained and preserved. The form, design, workmanship, and majority of exterior materials are intact, and they maintain integrity as early-twentieth-century reinforced concrete industrial buildings. The overall setting remains with the railroad tracks that originally served this and other nearby early-twentieth-century buildings.

The Warner and Childs Company, makers of corrugated paper and fibre board boxes, was a local concern founded by 1916 when the company was listed as being located at 15 Winchester Street in Medford (building does not appear to be extant) (Anon. 1916:449; Greenough 1920). The company remained at its first location until moving in late 1920 or 1921 to the new plant nearby diagonally across Harvard Street and the railroad built in 1919–1920 on Boston Avenue (Greenough 1920, 1924, 1928; Sanborn 1936). In 1929 the Robert Gair Company, a conglomerate corporation, acquired The Warner and Childs Company, Inc., a regional leader in corrugated products manufacturing, to supplement its chain of New England plants. Then president of Warner and Childs, R.M. Taylor, continued to manage the facility (Anon. 1929a, 1929b).

The Robert Gair Company was founded in Brooklyn, New York in the 1860s by Robert Gair, a Scotch immigrant. Gair created a process of making folding box cartons used in the shipping and packaging of manufactured goods. In 1879 he developed a method of mechanized production of folded cardboard boxes and by the 1890s he distributed them to leading retailers such as Bloomingdale's, the Great Atlantic & Pacific Tea Company, Colgate, Ponds, and P. Lorillard, a tobacco manufacturer (*NYT* 2004; Twede and Selke 2005:41-42). Warner and Childs, later a division of the Robert Gair Company, was one of several paper box manufacturers in the Boston metropolitan area. The Agar Manufacturing Company at 55 Clyde Street in Somerville, the Medford Paper Company, and the Container Corporation of America at Boston Avenue and North Street in Medford were among the other contemporary local box manufacturers in the industrial sections of Medford, Cambridge, and Somerville.

The Robert Gair Company, Warner and Childs Division remained at the Boston Avenue plant until about 1936, when they vacated the facility (Greenough 1938). The next known occupant was the Rohmer Medford Wool Scouring Company, which moved from Medford to this building about 1956 (Sanborn Map 1956). Founded by Anthony L. Rohmer about 1932, the Rohmer Medford Wool Scouring Company processed wool in hot water and then washed it in detergent to remove any contaminants. It is unknown how long the company remained in the building. Currently the facility houses various woodworking companies and other light industries.

The Warner and Childs Division Factory is an excellent representative example of early-twentieth-century reinforced concrete warehouse loft construction built to withstand heavy floor loads. This type of construction supplanted brick pier-and-spandrel buildings as the preferred fireproof industrial-grade structural system since

fires would not affect the structural integrity of concrete buildings. Ernest L. Ransome patented a reinforced concrete frame system in 1902 that incorporated the extension of the "floor slab beyond the face of the building to support brick panel walls and large windows" (Bradley 1999:156–157). Reinforced concrete frames have triple the compressive and tensile strength of brick wall systems and easily absorbed vibration and noise from machinery, making them more structurally sound for industrial production (Bradley 1999:155–157).

Reinforced concrete frames enabled the further standardization of industrial building types that consisted of long rectangular buildings with uniform bays. This form could be easily expanded or adapted to use as factory, warehouse, storage building, store, or office. Brick, terra cotta, or stone typically covered exterior walls (Bradley 1999:227–229). Fireproof, standardized building frames developed simultaneously with improvements in industrial window design. American production of steel sash became common by 1910. Steel could be shaped into high-strength, slender T-shaped muntins that allowed for a maximum amount of window lights. Steel sash windows are noncombustible and water proof making it an ideal material for industrial use since it required less maintenance and allowed for more light and ventilation (Bradley 1999:166–167).

The Warner and Childs Division Factory was constructed by the engineering firm of William Melvin Bailey Company, general contractors and engineers who maintained an office at 88 Broad Street in Boston. Bailey, a member of the Boston Society of Engineers, had a specific focus on the use of expanded metal for concrete frame construction (Bailey 1901). He later served as the chief engineer for the eastern division of the Expanded Metal Company, a large conglomeration of regional companies (Anon 1901).

The Warner and Childs Division Factory is located along the railroad tracks of the former Boston Lowell Railroad, which had been absorbed into the Boston Maine Railroad about 10 years before the factory was constructed. At that time the railroad was still the primary means of moving goods into and out of the Boston metropolitan area. Companies who utilized the regional transportation network purchased cardboard boxes to pack products for shipping before loading them onto railroad cars.

The Warner and Childs Division Factory is recommended eligible for listing in the National Register of Historic Places at the local level under Criterion A for its association with the cardboard packing industry and its history as an independent company that consolidated with the Robert Gair Company, a conglomerate corporation founded in Brooklyn, New York in the 1860s. The company was one of the major manufacturers of paper boxes in the area and supplied leading national retailers and manufactures. The buildings are also associated with the regional railroad transportation network that served the surrounding area. They provided the shipping and packing boxes used by the industries and manufactories located on the railroad and supported the transportation of goods around the Boston metropolitan area. The Warner and Childs Division Factory complex is also recommended as eligible under Criterion C as an excellent representative local example of early-twentieth-century reinforced concrete loft construction. In the early-twentieth-century reinforced concrete construction gained increasing popularity due its fireproof capabilities and its ability to withstand heavy vibrations and noise. It also created greater standardization of industrial designs and space for larger window openings allowing for greater daylight and ventilation. The buildings exhibits all of the typical characteristics of early-twentieth-century reinforced concrete frame buildings, including a concrete shell with piers and extended floor slabs; long, rectangular massing; uniform bays with rectangular window openings for steel sash; and brick wall surfacing.

Tufts University, Bray Memorial Laboratory of Mechanical Engineering, 504 Boston Avenue, Medford

The Tufts University Bray Memorial Laboratory of Mechanical Engineering (Appendix A-8, Map 305) was recommended as potentially eligible during the reconnaissance survey and further studied during the intensive survey. The description of the building below is an excerpt from the intensive survey (Adams et al. 2010b). An inventory form prepared for the property as part of the intensive survey is included in Appendix F.

The Tufts University Bray Memorial Laboratory of Mechanical Engineering is located between Boston Avenue and the Lowell Line, which is parallel to the northeast (rear) side of the building. Bray Lab is a fifteen-bay by three-bay, red brick, two-story building designed and erected in the Moderne style in 1946. The building is oriented with its long axis running north-south and faces west to the street on a site that slopes slightly down toward the south. It is set back from Boston Avenue by a narrow grass lawn and is surrounded on the north, east, and south by an asphalt-paved parking lot, with the MBTA Lowell Line to the east and rear. It sits on a concrete foundation and has red brick walls laid in common bond pattern and a flat roof. The building's architectural design is streamlined, "machine age" modern. However, rather than having smooth, cool colored walls typically associated with Moderne design, the use of multi-toned and unevenly surfaced salvaged nineteenth-century brick creates a highly textured, rich, and warm surface further enhanced by the architect's playful arrangement of the bricks. A cast concrete date stone incised with "1946" in Moderne lettering and a horizontal decorative motif is set in the northwest corner of the building. All original windows and doors have been replaced with modern metal units, either in single plate fixed or one-over-one layouts.

Fenestration on the facade retains the original first story configuration of ribbon band windows set in a projecting concrete surround flanking the entrance, with fixed-over-awning metal replacement windows. In the late twentieth century new double-hung windows with punched openings were added to the facade. They consist of four narrow windows on the first and second stories between the entrance piers and six windows evenly spaced along each of the flanking walls. Attached lettering that read "MECHANICAL LABORATORY" originally on the second floor where the windows are, was likely removed at that time. The windows retain the original wall plane of the second story.
The north and south end elevations are similar and echo the facade, repeating elements in a simpler mode. Each end has a tall and wide central entrance flanked by brick piers that support a shallow concrete canopy and shelter patterned brick work and a glass block transom. Horizontal striated brick bands and a vertically laid panel above the entrance finish the upper cornice area. The north entrance is a ground-level vehicle opening. The surrounding wall was originally blank, but now has an added pass door and one small window directly above the entrance. The south elevation entrance is raised and reached by a concrete porch. Relatively large square original window openings with continuous concrete surrounds flank the entrance and have replacement windows. The rear (east) elevation has a functional arrangement of large window openings that provide light to the laboratories. The windows are infilled with full height replacement clear and translucent windows, concrete fill, and shorter fixed-over-awning replacement windows. A brick, flat roof single loading bay extends north from the northeast corner of the building.

The interior of the building has been extensively renovated to maintain laboratory service spaces to up-to-date technical standards. An interior balcony has been removed and the lab spaces divided into offices. Shifts in research functions and possibly reduced security requirements, likely drove the decision to bring additional natural light into the building and insert new windows.

The exterior of the Bray Laboratory building retains its overall integrity in spite of having been altered with the removal of the lettering above the first floor openings, and new window openings on the second floor, and replacement windows and doors.

The Bray Memorial Laboratory of Mechanical Engineering was built in 1946 as a laboratory for the new department of mechanical engineering at Tufts University. The building was named after Dr. Charles Durlin Bray, a professor of civil and mechanical engineering from 1869 to 1908 and the first professor at Tufts University to have "mechanical engineering" in his title. It originally contained laboratories, classrooms, and storage space. The building also served as a Navy Test laboratory. It still houses the Department of Mechanical Engineering, and contains laboratory facilities, classrooms, and student's offices.

During World War II the Engineering School, and Tufts University as a whole, became actively engaged in the teaching and training of men for war service. In 1940, the United States Office of Education organized a nationwide Engineering Defense Training Program with specialized classes in areas considered essential to national defense. The Engineering School allowed non-enrolled students to take classes and began a program of government-sponsored and classified research throughout the War (Miller 1986).

After World War II ended, Tufts College, like many other academic institutions, had a large increase in student enrollment. In order to accommodate these students and the programs developed during the war, a number of buildings were constructed or expanded. In the fall of 1945, new buildings were proposed for the mechanical engineering department and the ROTC, a powerhouse, an addition to the library, and a new dormitory and bookstore. The Bray Laboratory was constructed when there was still a wartime shortage of building material and the exterior of the building is faced in brick salvaged from the Metropolitan District Reservoir, built in 1865 and located at the western end of the campus. In 1944, Metropolitan District Commission, owners of the structure, sold it to Tufts University for $1.00. Tufts drained, dismantled and filled it in, then constructed new dormitories at this location (Miller 1986).

Bray Laboratory housed the expanded engineering and naval research program. The Office of Naval Research (ONR), established in 1946 by President Harry Truman, promoted scientific research as it related to naval power and national security. In the years immediately following World War II the ONR supported and encouraged engineering programs at universities that focused on research and developing new technologies for wartime use. The construction of Bray Laboratory provided space to continue the established relationship Tufts College had fostered with the naval training and research programs.
The Bray Laboratory was designed by Arland Augustus Dirlam. Born in Somerville, Massachusetts in 1905, Dirlam studied civil engineering at Tufts College, and graduated in 1926. He then received a master's degree from the Harvard University Graduate School of Design. He designed more than 45 building in Massachusetts, mostly churches. He is responsible for a number of buildings on the Tufts University Medford/Somerville

campus including Bendetson Hall (1947), Carmichael Hall (1952), Hodgdon Hall (1954), Jackson Gymnasium (1947), and Sweet Hall (1953, demolished 1999). He died in Marblehead, Massachusetts, on June 20, 1979 (Sauer 2002).

The Bray Laboratory was designed in the Moderne Style, an offshoot of the Art Deco style. The Moderne style of architecture was an expression of the new streamline designs inspired by technological advances of the post World War II era. Industrial designers, such as Norman Bel Geddes, Raymond Loewy, and Henry Dreyfuss created products such as cars, locomotives, and airplanes and non-stationary objects that reflected the ethos of modernity with clean lines, horizontal decorative elements and bold colors. In architecture common features include flat roofs, smooth walls, single or multiple rows of ribbon windows, symmetrical facades, elongated vertical members, a lack of exterior ornamentation, and the use of steel and glass (Gelernter 1999; Roth 2001:374). The horizontal building form punctuated by a central vertical entrance element was an arrangement favored for post-War industrial facilities (*Architectural Record* 1944).

Bray Memorial Laboratory is recommended eligible for listing in the National Register of Historic Places at the local level under Criterion A in the area of Education. Constructed in 1946, and the first science building erected at Tufts after World War II, it signified the University's post-war involvement in current civilian and military (U.S. Navy) scientific research that augmented students' education and supported national defense during peacetime. The laboratory provided valuable training in mechanical engineering and naval power and security in a curriculum intended to provide higher education for an expanding student body including many returning veterans. It continues to serve as a center of scientific inquiry and experimentation for the university today.

Bray Laboratory is also recommended eligible for listing in the National Register at the local level under Criterion C in the area of Architecture as a good local example of the utilization of modern design tenets for a scientific industrial building. Designed by Tufts graduate Arland Augustus Dirlam using reclaimed bricks from the immediate area, the building's ground hugging, horizontal form punctuated by a central vertical entrance element was an arrangement favored for post-War industrial facilities. The Moderne styling expressed the forward-looking and innovative technological aesthetics immediately following the war. Bray Laboratory would also be a contributing resource in a potential historic district encompassing the historic Tufts University campus if such a district is defined and evaluated in the future.

Tufts University, Commons Building/Curtis Hall, 474 Boston Avenue, Medford

The Tufts University Commons Building/Curtis Hall (Appendix A-8, Map 307) was recommended as potentially eligible during the reconnaissance survey and further studied during the intensive survey. The description of the building below is an excerpt from the intensive survey (Adams et al. 2010b). An inventory form prepared for the property as part of the intensive survey is included in Appendix F.

The Tufts University Commons Building/Curtis Hall faces west toward the intersection of Boston Avenue and College Avenue and is adjacent to the Lowell Line, which is located to the east (rear) of the building.

Curtis Hall is a Romanesque Revival style brick and brownstone, one- to three-story institutional building constructed in 1893. It commands a prominent site at the intersection of Boston Avenue and College Avenue. The building occupies a steeply sloped site that drops off to the east providing a full height basement level on the rear elevation. The MBTA Lowell Line runs in a deep cut below and behind the building.

Curtis Hall is composed of three attached rectangular blocks with unique footprints, consisting of a main mass with flanking wings on the north and south elevations, which are angled to follow the curve of the road. Each sits on a brick foundation with brick walls laid in a common bond pattern and rises to a hip roof (except the north wing roof, which is altered). Large arched openings on the first floor, a fenestration rhythm of arched and rectangular window openings above, a continuous brick mold water table, the horizontal line of the first floor arch springer stones, and a brownstone string course at the third floor provide additional unifying elements and decorative details across the facade of the three sections. Except for the first floor of the center section and north wing that retain original windows, doors, and wood trim within the large arches, all windows on the building have been replaced. The replacement units in most round arch and rectangular openings are flat top, six-over-six double-hung wood sash with solid panels in the arches, and are similar to the original windows as shown in historical photographs. Several larger arched windows have been filled with these six-over-six windows and brick infill, while a few have fanlight windows in the arch. Rectangular window variants, including narrow nine-over-nine sash on the rear of the center block are also present. In all cases brownstone sills and arched surrounds or splayed brick lintels remain.

The central rectangular, six-bay by four-bay mass of the building is three stories in height and has a low-pitched, hipped roof covered in asphalt shingles and a broad overhang. The west and east elevations are fully exposed, while the north and south elevations only have openings on the second and third stories. Two brick interior chimneys are located along the south elevation, and an exterior chimney is centered on the east elevation. A third interior chimney on the north elevation has been removed.

The most prominent feature of the west facade is a ground-floor arcade of three large brick segmental arches articulated by a triple row of header bricks and a brick mold. The arches originate at two massive and round brick columns with brick bases and brownstone capitals at the outer corners and two more slender wood columns in the center. Large brownstone blocks sit atop the capitals of the round columns. The center arch contains an angled bay of dark painted wood and metal with one large arched window facing west composed of a six-light arched transom and three two-over-one light fixed sash. Each angled side wall has an entrance with an arched door opening. The two flanking arches contain similar entrances recessed in walls parallel to the front wall of the buildings. The painted framing, windows, transoms, side lights, and paneled doors with nine-light glazing are original. The southern outer bay door has been replaced with a unit that is similar to the original door. A small brownstone panel incised with “Curtis Hall” is set above the center arch.

The second story of the main mass has brick round arched window openings defined by brick molds on the west facade and east (rear) elevation. The third story of all four elevations has rectangular windows. The east (rear) elevation has large nine-over-nine windows on the first floor and six-over-six on the exposed basement level.

The two-and-one-half story, five-bay by four-bay, brick north wing of Curtis Hall rises to a roof that was originally hipped and that was replaced with the current side gable roof following a fire in 1977. A small hipped dormer at the intersection of the north wing and main block was removed at that time. The roof is covered with asphalt shingles and has deep overhangs. The facade ground floor repeats the arcade of the main block with two large brick, segmental arch openings containing tripartite glazed and wood walls with arched transoms. Originally each had a center door flanked by windows. The north window and the door have been switched in the southern arch, and the center door has been replaced with a window in the northern arch. The second floor of the facade has rectangular openings. Fenestration on the north end elevation includes four two-over-two double-hung replacement windows on the second story and one four-over-four window on the third story. Two modern steel doors have been inserted into the north elevation, one on the third story and one beneath the gable. A metal fire escape with three landings extends from the gable door to the ground. The fenestration of the east (rear) elevation is consistent with four nine-over-nine windows on the second story and smaller six-over-six windows on the third story. The basement level has a modern door inserted into one of the openings and two six-over-six windows.

The three-bay by four-bay, red brick south wing of Curtis Hall is one-and-one-half stories in height with a cross-hipped slate shingle roof and a wide overhanging and bracketed cornice. All first floor openings on the wing's three elevations are round arched; the basement windows and doors on the south and east elevations are rectangular. The center bay of the west facade projects slightly and rises above the main cornice line to a hipped roof. This center pavilion contains one tall, round arch outlined with brick molding. A large arched window with heavy vertical dividing muntins and multi-light sash originally located in the arch has been replaced with a band of six-over-six windows topped by brick infill in the curved section, retaining the brownstone lintel. The arch spandrels are accented with recessed circles. The north bay of the facade has a blind brick arch inset with two six-over-six arched double-hung windows. The southern facade bay is blank. The fenestration of the south elevation first floor consists of two brick arches in the center with six-over-six windows and multi-light transoms. Two arched openings with modern doors and transoms occupy the end bays and a modern metal balcony extends across the south elevation. The basement level of the south elevation contains a modern door with a half-glazed door with a sidelight and four replacement six-over-six windows. The west (rear) elevation is organized around a hipped gable on the center bay similar to the facade, but treated more simply and kept within the wall plane. A large arched window opening on the first floor has a band of six-over-six windows and brick infill above. The basement windows are arranged in a group of three in the center and one each on the outer bays.

The interior of Curtis Hall retains some original finishes and spaces on the first floor at the front of the building where period trim remains around the facade windows. Simple stairs and other areas of original elements remain, although overall the interior floor plan and materials have been altered.

Curtis Hall is currently in good condition and carefully maintained to preserve the key character-defining features of the design and exterior materials including the brick masonry walls and brownstone trim and the original wood and windows on the first floor of the facade. The replacement windows continue the historic configuration and appearance of the fenestration. Although a fire destroyed the original roof form and damaged the interior spaces of the north wing, the majority of the building is essentially unaltered. Curtis Hall retains its overall feeling and association as a late-nineteenth-century building on the Tufts University Medford/Somerville campus.

Curtis Hall was constructed as a multi-purpose building for the Tufts University Medford/Somerville campus. Originally known as the Commons Buildings, it housed a men's dining hall and dormitory as well as a post office for the University. The men's facilities were previously located in East Hall (MDF.106) on the Tufts University Quadrangle (MDF.O). Tufts University began admitting women in 1892 and provided separate dining and residential space for them, which necessitated moving the men's facilities. In 1904, it was renamed Curtis Hall to honor James Otis Curtis, a successful shipbuilder in Medford and a trustee of the University from 1856–1890.

Tufts University, originally Tufts College, was founded in 1852 by a group of Universalists interested in creating a college for the education of men who wanted to join the clergy. Hosea Ballou 2nd, a prolific writer, well-known minister and grand-nephew of prominent Universalist minister Hosea Ballou first proposed the idea of a Universalist Seminary in 1830 as a way to instruct multiple students instead of teaching them individually. In 1840, attendees of the Massachusetts State Convention introduced the idea of a Universalist University in Massachusetts. They authorized the creation of a board of trustees to raise funds, find a site, and erect buildings for this purpose. Fundraising began in 1847. By 1851 private donations had pledged $100,000 and the site, belonging to Charles Tufts, chosen. Tufts made his fortune in brick-making and inherited a large parcel of land. He offered to donate $20,000 worth of land provided the college was built on it. The land encompassed part of his estate known as Walnut Hill (Anon 1898; Miller 1986).

On April 22, 1852 the Commonwealth of Massachusetts granted a charter to the university trustees, and by fall of 1854 the school opened with Hosea Ballou 2nd as the first president. The first building constructed, the College Edifice, now Ballou Hall (MDF.104), had classrooms, living quarters and a dining room. The university created the beginning of an academic quadrangle on Walnut Hill with two dormitories, Building A, now Packard Hall (MDF.107), in 1856 and Building B, built in 1857 and moved in 1870. The quadrangle continued to expand with two more dormitories, East Hall (MDF.106) in 1860 and West Hall (MDF.108) in 1872. East Hall also housed dining facilities (Anon 1898; Miller 1986; Tufts Alumni Association 2003).

The Commons Building / Curtis Hall was one of the first university buildings sited outside of the academic quadrangle. In 1892 Tufts University started to admit woman and although classes were taught to both men and woman, separate living and dining facilities were provided. Metcalf Hall (1893), built with funds provided by Albert Metcalf, served as a dormitory for women. When additional space was needed, parts of East Hall, including the dining hall, were converted to a dormitory. The Commons Building replaced the dormitory and dining facilities for men that had previously been in East Hall and a small, wood-frame post office and college stable that stood on the site. Curtis Hall was named for James Otis Curtis, a Medford shipbuilder and a Tufts trustee (Miller 1986; Stadley 1898; Tufts Alumni Association 2003).

As originally constructed the main section of Curtis Hall contained classrooms on the first floor and living quarters on the floors above. The post office was located in the northern wing and a dining hall in the southern wing. By 1910, the post office expanded into the middle section where it remained until about 1936. The dining hall has been operated by a number of enterprises, including a student cooperative and a private company. The main section served as a dining hall for members of the Student Army Training Corps who were stationed at the University during World War I, and for the Navy during World War II. The Engineering School, and

later the Chemistry Department, also used the main dining room as a lecture hall (Anon n.d.; Sanborn Map Company 1897, 1910, 1936).

For many years the upper floors of Curtis Hall housed a student dormitory. With the post-World War II increase in enrollment, a number of new dormitories were constructed on the Medford/Somerville campus including Carmichael Hall (1952–1954), Hodgdon Hall (1954), and Bush and Miller Hall (1959). The upper floors of Curtis Hall were no longer used as living quarters and instead became student meeting rooms, as well as the student radio station. In April 1977 a large fire destroyed many of the interior spaces of the building, as well as causing damage to the roof. At the time of the fire the building housed the post office, the student newspaper and radio station, and had offices for student organizations. University officials estimated the structural damage to be between $100,000 and $300,000 and the contents loss valued at approximately $150,000. Subsequent to the fire, the interior of the building was reconfigured and a new roof was added to the north wing (Anon n.d.; Anon 1977; Miller 1986).

Curtis Hall was designed in the Renaissance Revival style by George Albert Clough, a prolific designer who, as the architect for the City of Boston, was responsible for a number of municipal buildings. Clough was born in Blue Hill, Maine in 1843 where he attended the Blue Hill Academy. He was the son of Asa Clough and Louise Ray Clough. Asa Clough was a well-known ship manufacturer, and George Clough began working for him as a draftsman at age 14. In 1863, after the death of his father, George Clough began his architectural apprenticeship with the firm of Snell and Gregerson, well-known architects of residences and institutional buildings in Boston and the surrounding area. He stayed with the firm until 1869, when he began his own practice in Boston. In 1874, he was appointed Boston's first city architect, a position he held for 10 years. During his tenure as city architect he designed a number of buildings and structures, including the Calf Pasture Pumping Station buildings (BOS. 6739-.6740) (1883) and the John Adams Courthouse (BOS.1945) (1885), both listed in the National Register of Historic Places. After leaving this position in 1885, he established an office at 53 Tremont Street in Boston. As an architect in private practice, he is credited with a number of public buildings, including contributing resources to the National Register-listed Westborough State Hospital (WBO.331, WBO.333, WBO.334) and the Lyman School for Boys (WBO.392). Overall, he designed more than 20 buildings in Massachusetts and more than 85 in Maine, Massachusetts, New York, and Pennsylvania. In addition to Curtis Hall, his designs for Tufts University include Goddard Hall (1883) originally built as a student gymnasium. In 1911 Clough died in Brookline, Massachusetts, where he resided (Dorchester Athenaeum 2010; Massachusetts Biographical Society 1911; Toomey and Quinn 1892).

Curtis Hall's classically inspired arcades, masonry details, and horizontal and vertical organization of openings and design elements reflect the architect's intent to engage the Renaissance Revival style, which was a preferred style for municipal and institutional building in the late nineteenth and early twentieth century. The American Renaissance stemmed from a post-Civil War search for national identity and, as expressed in art and architecture, a belief that America shared a special relationship with the Italian Renaissance values of democracy. Renaissance Revival architecture became popular with the wealthy upper class of late-nineteenth-century society, especially as commissions for private homes. McKim, Mead, and White's Villard Houses in New York, New York (1882–1886) and Richard Morris Hunt's The Breakers (1892–1895) in Newport, Rhode Island both used the historical Renaissance form and decoration for Gilded Age mansions. With the Renaissance-inspired Boston Public Library (1887), McKim, Mead, and White initiated a practice of using it for municipal and

institutional buildings (Eggener 2004). The Renaissance Revival style remained popular for both private and public architecture until the post World War I era when it was replaced with other revival styles such as Colonial Revival. Common architectural features include cut ashlar, rusticated quoins, framed windows, multi-light windows, and a belt or string course dividing the ground floor. Often windows are placed in a classical order with the most elaborate on the ground floor and smaller, less ornate windows on the top story (Blumenson 1981).

Curtis Hall is recommended eligible for listing in the National Register of Historic Places at the local level under Criterion A in the area of Education. Constructed in 1893, it originally contained the campus post office, a dining hall, and living quarters for male students. It is one of the first buildings sited outside of the historic academic quadrangle and remains surrounded by a number of other late-nineteenth- and early-twentieth-century university buildings. It has continually housed a variety of educational uses since its construction and is currently a post office, dining hall, and office space for student organizations. Curtis Hall is also recommended eligible for listing in the National Register at the local level under Criterion C in the area of Architecture as a representation of an institutional Renaissance Revival style building that was designed by George Albert Clough, a prolific architect and the first architect of the City of Boston. It displays characteristic masonry construction and classical details, features of the Renaissance Revival style. Clough designed numerous buildings and structures in Boston and throughout New England, notably the National Register-listed John Adams Courthouse in Pemberton Square and the Calf Pasture Pumping Station complex in Boston. Curtis Hall would be a contributing resource to a potential historic district encompassing the historic Tufts University campus if such time a district is defined and evaluated in the future.

Properties Previously Recommended National Register Eligible with Lost Integrity

Boston & Maine Railroad Building, 167-169 Monsignor O'Brien Highway, Cambridge

The Boston & Maine Railroad Building (Appendix A-1, Map No. 10) (a/k/a the Glass Factory Condominiums), is located on an urban lot facing Monsignor O'Brien Highway (SR 28). The concrete pier-and-spandrel office building is eight stories tall, 13 bays long, and two bays wide. The austere structure has a plain projecting concrete cornice and piers, and brick and concrete spandrels. Windows are replacement metal units. The building was erected in 1921 by the Boston & Maine Railroad as temporary office quarters during the construction of the railroad's new North Station. After the completion of North Station in 1928, the railroad moved its headquarters to that new building (Maycock 1988:51). The Office Building had been recently heavily modified and converted into a condominium complex. The Cambridge Historical Commission has included the property in its Cambridge Architectural Inventory and considers the building significant and potentially eligible for the National Register. Based on the building's temporary association with the Boston & Maine Railroad and its current compromised integrity, the building is recommended not eligible for National Register listing.

Atlantic & Pacific (A & P) Grocery Warehouse, 3-25 Fitchburg Street, Somerville

The Great Atlantic & Pacific Tea Company (A & P) complex (Appendix A-2, Map No. 20) occupies a triangular lot flanked to the south by the Fitchburg Line and to the northeast by the former Boston Lowell line (inactive). The original warehouse is located to the northwest of and connected to a bakery,

added later by A & P. Both structures are five-stories in height, have flat roofs, and are constructed in reinforced concrete using a derivative of the Turner System. The pier-and-spandrel curtain walls have a narrow banded parapet, painted concrete piers and painted brick spandrels, and replacement fixed and double-hung metal windows. The unadorned entrances are fitted with replacement metal and glass doors. A & P, a grocery retail and distribution company, constructed the intermodal (train to truck) warehouse in 1920 and added the bakery in 1923. The warehouse was converted to artist's live/work space in 1987 (see attached form).

A & P occupies a prominent place in the history of commercial food sales in America. The company was founded as the Great American Tea Company in Manhattan in 1859 by George Huntington Hartford and George Gilman. The success of the store led to expansion and to the renaming of the company as the Great Atlantic & Pacific Tea Company in 1870. George Hartford's sons John and George L. took over the company in 1878 and between that year and the 1950s grew the retail chain into the largest grocery store chain in the United States. The brother's success is attributed in part to ground-breaking experiments in the grocery retailing, including manufacturing the first private label grocery products in 1887 and the 1912 introduction of the self-service "economy" store – the precursor of the modern supermarket. In addition to its innovations in the marketing of groceries, the company also was noted for its extensive and vertically integrated food distribution system, which gave it a competitive advantage over other grocery chains. A & P was sold to a West German Company in 1979 (Great Atlantic & Pacific Tea Company n.d.:History Timeline; Time Magazine:13 November, 1950).

The complex was surveyed in 1980 and was recommended as eligible for the National Register in 1990 under Criteria A and C for its association with the modern food distribution industry, as the most intact and earliest example of a food distribution facility, and its embodiment of early-twentieth-century reinforced concrete construction. Although modified in 1987, the complex still appears eligible for the National Register under Criteria A and C for the reasons outlined above because the 1987 modifications have not substantially altered essential characteristics of construction that identify the property as a distribution warehouse or that diminish its association with the A & P corporation. During the 2008 Reconnaissance Survey this property was recommended as potentially eligible for its associations with the modern food distribution industry and its expression of early-twentieth-century reinforced concrete construction. However, the MHC recently determined the property not eligible for National Register listing.

Kiley Wagon Shop Complex, 5-9 Linwood Street, Somerville

The Kiley Wagon Shop (Appendix A-2, Map No. 21) is a complex of one and two-story concrete block, brick, and Butler-type light industrial buildings dating to the mid- and late twentieth century. The complex occupies a portion of a city block in Somerville's Brick Bottom district bounded by Chestnut, Linwood, and Fitchburg streets. James A. Kiley established his wagon building shop in this location in about 1896 and, in the first quarter of the nineteenth century, the firm expanded into auto body construction. The firm continues to operate and manufactures specialized utility truck bodies. The complex was inventoried in 1980 and was recommended as eligible for the National Register in 1990. However, in the time since that recommendation, the ca. 1900 wagon shop, and two other early-nineteenth-century structures were demolished, leaving only mid- and late-twentieth-century structures. The complex is therefore evaluated as no longer eligible for the National Register.

Kelly's Diner, 674 Broadway, Somerville

Kelly's Diner (Appendix A-7, Map No. 274) was recommended as potentially eligible during the reconnaissance survey and further studied during the intensive survey. The description of the building below is an excerpt from the intensive survey (Adams et al. 2010b). An inventory form prepared for the property as part of the intensive survey is included in Appendix F.

Kelly's Diner is located about 100 feet southwest of land that is within the construction limits of the proposed Ball Square station. The structure is a one-story, streamlined, polished Stainless Steel Diner that has attributes congruent with the typology described in *The Diners of Massachusetts* National Register of Historic Places Multiple Property Submission completed in 1999 (Broomer and Friedberg 1999). It was built in 1953 by Jerry O'Mahony, Inc., a leading manufacturer of diner cars in the early twentieth century. The diner is oriented at the sidewalk line on a corner lot that faces north toward the intersection of Broadway and Boston Avenue, and east toward Rogers Avenue. It sits on a poured concrete foundation, is clad in stainless steel, and has a rolled asphalt-clad, low-pitched roof with a flat stainless steel cornice. The west side is attached to an adjacent one-story commercial building and the rear, utilitarian south elevation is clad with wood vertical board siding and abuts a small parking lot. The street-facing facade (north elevation) and east side elevation are composed of horizontal, linear ribbons of windows framed below by stainless steel panels with horizontal red and gold porcelain enamel metal stripes and above by horizontal and diamond neon lighting running along the cornice. The large, fixed plate glass windows with transoms are set in steel frames separated by fluted stainless steel panels. Rounded plate glass windows above fluted stainless steel panels emphasize the curved northeast and northwest corners. The entrance vestibule centered on the facade appears to be original to the design of the diner. It has matching plate glass windows and stainless steel cladding, as well as steel and glass doors on the east and west sides. The diner is accessed via concrete steps on the west side of the vestibule and a concrete ramp on the east side. On the center of the roof is a large neon sign with the words "Kelly's Diner" written in a Moderne style script and flanking a neon clock. The words "Time to Eat" are placed around the upper half of the clock. Painted and decal signs are located on the east elevation and corner window reading "Kelly's Diner Booth Service" and "Jerry O'Mahony Dining Car 1953."

Kelly's Diner, constructed in 1953 by Jerry O'Mahony, Inc., is typical of the type of diners constructed by this company in the late 1940s and 1950s. Diners built during this time are characterized by their larger size and as having tables and booths to accommodate families. Decorative details include enlarged windows, curved glass corners, tall trim above the windows, and the kitchen behind a closed door instead of at the open counter (Gutman 1993:149). Kelly's Diner, originally known as Frank's Diner, was sited in Wilmington, Delaware. The current owners moved the diner to Somerville in 1995 (Garbin 2005:76).

Kelly's Diner is an excellent example of a mid-century stainless steel diner, the most popular style in Massachusetts during the post World War II era. Stainless steel diners typically have a steel frame, a flat or low-pitched roof, a high foundation of concrete or brick, and a rectangular massing with a projecting entry vestibule centered on the facade. These diners are often factory built and assembled on site. They have similar exterior details including stainless steel, horizontal decorations, rounded corners, large windows of fixed plate glass, steel fin-like dividers between the windows, steel and glass entries in the

projecting vestibule, and a clock centered on top of the vestibule. Advertising signage is usually located on top of the roof and featuring either individual letters in neon or a roof-mounted sign. The interior space is divided between a long counter near the kitchen with steel stools and wood or vinyl-covered booths along the walls. Interior details include a cove ceiling, the use of steel on the walls and back of the bar, tile or terrazzo floors, and a Formica counter. Rear kitchen wings, wood-frame or concrete block, are also indicative of this style (Broomer and Friedberg 1999:F-16–17).

Kelly's Diner is an intact example of a mid-century stainless steel diner. However, it is not eligible for listing in the National Register under the *Diners of Massachusetts Multiple Property Submission* (MPS) since it was moved from Delaware to Massachusetts in 1995. According to the MPS, in order for a diner to be eligible it had to be located in Massachusetts during its period of significance, identified as up to ca. 1970 for the MPS historic context (Broomer and Friedberg 1999:H-22).

Alternative 2: Extension to Mystic Valley Parkway/Route 16 and Union Square (via commuter rail ROW)

The historic resources survey identified 14 areas/districts, including two railroad corridor landscapes, and 387 individual resources located along Alternative 2. Of the areas/districts, three are National Register-listed historic districts, two are National Register Multiple Property Submissions, and four are areas recommended as eligible National Register historic districts. Of the individual resources, four properties are listed in the National Register, two are listed in the State Register only, six were previously determined eligible for the National Register by the MHC, and 15 are recommended eligible for National Register listing. One of the two State Register listed properties is also recommended eligible for National Register listing. The additional properties located along Alternative 2 that were not previously described under Alternative 1 are described below; previously described properties are simply listed below.

National Register Listed Historic Districts

Charles River Basin Historic District, Cambridge

Somerville Multiple Resource Area, Somerville

Mystic Valley Parkway Historic District, Somerville and Medford

The Mystic Valley Parkway (Appendix A-10, Map No. N) is an approximately 5-mile-long roadway paralleling the Mystic River through Arlington, Medford, Somerville, and Winchester, Massachusetts. The parkway is part of the Metropolitan Park System of Greater Boston (Appendix A-10, Map No. M). Within the Green Line Extension Project APE, the parkway is a level, four-lane, asphalt road with granite curbs and asphalt sidewalks. The road follows the southeast side of the shallow river valley and is separated from the Mystic River by a large expanse of turf planted with clumps of deciduous trees. Trees are also planted between the roadway and the sidewalk to form a Tree Canopy. The roadway passes below the Lowell Line (formerly the Boston & Lowell), which is carried by the B & M Railroad Bridge over Mystic Valley Parkway/Route 16, a reinforced concrete arch structure designed by the MPC (No. S-17-014, MBTA No. 2.11, Br.5.08) (Appendix A-10, Map No. 420) (see description below). The Mystic Valley Parkway was constructed by MPC contractors between 1895 and 1936, with that portion of the road within the project APE completed in 1908. The

Parkway is significant as one of the earliest river parkways designed for the Metropolitan Park Commission by Olmsted, Olmsted, and Eliot and its successor firm, the Olmsted Brothers. The Mystic Valley Parkway District was listed in the National Register in 2006 as part of the Metropolitan Parks System of Greater Boston Multiple Property Submission (MPS), which was listed in the National Register in 2003. Contributing elements to the district that are within the project APE bounds include the roadway itself, the B & M Railroad Bridge, and the Tree Canopy. The B & M Railroad Bridge has also been determined individually National Register eligible by the MHC.

Metropolitan Parks System of Greater Boston Multiple Property Submission

See Mystic Valley Parkway Historic District discussion above.

Middlesex Canal Historic District, Somerville and Medford

The historic Middlesex Canal (Appendix A-10, Map No. O) is an archaeological site (SMV-HA-5) where it intersects the Green Line Extension APE at a skewed angle approximately 400 ft south of the Mystic Valley Parkway in Somerville and Medford. The history of the canal is presented in Chapter 5 and the archaeological sensitivity is discussed in Chapter 7. A National Register nomination was prepared for a 15.25-mile segment of the Middlesex Canal in Woburn, Wilmington, Billerica, and Lowell in 1972. The Middlesex Canal Historic District was listed in the National Register of Historic Places in 2009 with expanded district boundaries extending from Lowell, through Winchester, Medford, and Somerville to Charlestown (Boston).

National Register Listed Individual Properties

Samuel Ireland House, 117 Washington Street, Somerville

Central Library, 79 Highland Avenue, Somerville

City Hall, 93 Highland Avenue, Somerville

Susan Russell House, 58 Sycamore Street, Somerville

National Register Previously Determined Eligible Properties

Lechmere Viaduct (a/k/a East Cambridge Viaduct), Cambridge and Boston

McGrath Highway Bridge over B & M Railroad, Somerville

Somerville High School, 81 Highland Avenue, Somerville

B & M Railroad Bridge (No. S-17-014, MBTA No. 2.11, Br.5.08) over Mystic Valley Parkway/ Route 16, Somerville

The B & M Bridge (Appendix A-10, Map No. 420) over the Mystic River is a concrete arch bridge with a 56-foot span carrying the two-track Lowell Line (formerly the B & M). The bridge has monolithic spandrels, wing walls, and parapets with textured concrete surfaces. The spring line, voussoirs, pilasters, and parapet copings are composed of precast concrete blocks in imitation of stone construction. The B & M Bridge was designed by the Metropolitan Park Commission (now the Metropolitan District Commission) as one of four crossings in the Mystic River Reservation, which was absorbed into the Mystic Valley Parkway. The bridge was surveyed in 1987 and 1990 and was recommended as individually eligible for the National Register on both occasions for its significance as an excellent example of the reinforced concrete arch bridge type, for its neoclassical design, and for the innovative use of precast concrete decorative element. It was listed in the National Register in 2006 as a contributing element in the Mystic Valley Parkway National Register Historic District, as part of the Metropolitan Parks System of Greater Boston MPS, which was listed in the National Register in 2003.

Russell Box Company, 196 Boston Avenue, Medford

The three buildings associated with Russell Box Company at 196 and 200 Boston Avenue in Medford and 600A Mystic Valley Parkway in Somerville are situated adjacent to each other, but on separate parcels. 196 Boston Avenue (Appendix A-10, Map No. 412) is a four-story, 14-bay by five-bay, brick loft with a shallow gable roof constructed in 1919. An original stair tower is located on the east elevation. Alterations consist of single-pane, replacement metal sash sliders in partially filled arched openings and a stair tower addition on the southeast corner of the building. 200 Boston Avenue (Appendix A-10, Map No. 411) is a four-story, 13-bay by six-bay, pier and spandrel brick loft, with a flat roof constructed in 1921. Alterations consist of single-pane fixed-over-awning, replacement metal sash windows and an L-shaped addition with a loading dock on the east elevation. 600A Mystic Valley Parkway is a four-story, 15-bay by five-bay, pier and spandrel brick loft with a flat roof constructed in 1919. An original smoke stack is located adjacent to the building on the east elevation. Some of the original steel sashes with a moveable four- or eight-pane awning section in the center are located on the south and west elevations. The rest of the fenestration consists of replacement, metal sash fixed and sliders in partially filled openings or openings entirely filled. A three-story addition is located on the north elevation that originally contained an attached concrete platform. Two buildings associated with the company located north of 196 Boston Avenue are no longer extant.

The complex was built between 1919 and 1921 spanning the Medford and Somerville line. Sanborn Insurance Maps from the 1930s shows the complex being used by the Russell Box Company and later by the Simmons Co. Bedding Manufacturing. The complex was surveyed in 1990, excluding 200 Boston Avenue, and no eligibility recommendations were made. The MHC determined 196 Boston Avenue eligible in 2010 and it is pending National Register listing.

Local Historic Districts (State Register Listed Only)

Buddy's Truck Stop/Sawin's Diner, 113 Washington Street, Somerville

Buddy's Truck Stop/Sawin's Diner is also recommended eligible for National Register listing.

The Montrose, 156 School Street, Somerville

Historic Districts Recommended Eligible for National Register Listing

Central Hill Area, Somerville

Gilman Square Area, Somerville

Stickney Subdivision Area, Somerville

Powderhouse/Winter Hill Industrial Area, Somerville

Properties Recommended Individually Eligible for National Register Listing

Lechmere Station, Lechmere Square at Cambridge and Gore Street, Cambridge

John Morrell and Company, 221 Monsignor O'Brien Highway, Cambridge

Whitehead Metal Products Company, 225 Monsignor O'Brien Highway, Cambridge

Jackson and Newton Company, 51 McGrath Highway, Somerville

Buddy's Truck Stop/Sawin's Diner, 113 Washington Street, Somerville

Hill-Mitchie Company Auto Garage, 295-97 Medford Street, Somerville

Litchfield Block, 247-251 Pearl Street, Medford

Malta Temple/Signet Commandery #188, 339-343 Medford Street, Somerville

Reid and Murdock Co. Warehouse, 350 Medford Street, Somerville

Derby Desk Company, 20 Vernon Street, Somerville

Hillson Building, 693-701 Broadway, Somerville

Somerville Automobile Company, 662-664 Boston Avenue, Medford and Somerville

Warner and Childs Division Factory Mill and Garage, 574 Boston Avenue, Medford

Tufts University, Bray Memorial Laboratory of Mechanical Engineering, 504 Boston Avenue, Medford

Tufts University, Commons Building/Curtis Hall, 474 Boston Avenue, Medford

Properties Previously Recommended National Register Eligible with Lost Integrity

Boston & Maine Railroad Building, 167-169 Monsignor O'Brien Highway, Cambridge

Atlantic & Pacific (A & P) Grocery Warehouse, 3-25 Fitchburg Street, Somerville

Kiley Wagon Shop Complex, 5-9 Linwood Street, Somerville

Kelly's Diner, 674 Broadway, Somerville

Alternative 3: Extension to Medford Hillside (via commuter rail ROW) and Union Square (via McGrath Highway and Somerville Avenue)

The historic resources survey identified 11 areas/districts, including two railroad corridor landscapes, and 331 individual resources located along Alternative 3. Of the areas/districts, one is a National Register-listed historic district, one is a National Register Multiple Property Submission, and four are areas recommended as eligible National Register historic districts. Of the individual resources, four properties are listed in the National Register, two are listed in the State Register only, four were previously determined eligible for the National Register, and 15 are recommended eligible for National Register listing. One of the two State Register listed properties is additionally recommended eligible for National Register listing. The additional properties are described below; previously described properties are simply listed below.

National Register Listed Historic Districts

Charles River Basin Historic District, Cambridge

Somerville Multiple Resource Area, Somerville

National Register Listed Individual Properties

Samuel Ireland House, 117 Washington Street, Somerville

Central Library, 79 Highland Avenue, Somerville

City Hall, 93 Highland Avenue, Somerville

Susan Russell House, 58 Sycamore Street, Somerville

National Register Previously Determined Eligible Properties

Lechmere Viaduct (a/k/a East Cambridge Viaduct), Cambridge and Boston

William L. Lockhart Coffin Factory Office, 201 Monsignor O'Brien Highway, Cambridge

McGrath Highway Bridge over B & M Railroad, Somerville

Somerville High School, 81 Highland Avenue, Somerville

Local Historic Districts (State Register Listed Only)

Buddy's Truck Stop/Sawin's Diner, 113 Washington Street, Somerville

Buddy's Truck Stop/Sawin's Diner is also recommended eligible for National Register listing.

The Montrose, 156 School Street, Somerville

Historic Districts Recommended Eligible for National Register Listing

Central Hill Area, Somerville

Gilman Square Area, Somerville

Stickney Subdivision Area, Somerville

Powderhouse/Winter Hill Industrial Area, Somerville

Properties Recommended Individually Eligible for National Register Listing

Lechmere Station, Lechmere Square at Cambridge and Gore Street, Cambridge

John Morrell and Company Branch House, 221 Monsignor O'Brien Highway, Cambridge

Whitehead Metal Products Company, 225 Monsignor O'Brien Highway, Cambridge

Jackson and Newton Company, 51 McGrath Highway, Somerville

Buddy's Truck Stop/Sawin's Diner, 113 Washington Street, Somerville

Hill-Michie Company Auto Garage, 295-97 Medford Street, Somerville

Malta Temple/Signet Commandery No. 188, 339-343 Medford Street, Somerville

Reid and Murdock Company Warehouse, 350 Medford Street, Somerville

Litchfield Block, 247-251 Pearl Street, Somerville

Hillson Building, 693-701 Broadway, 651 Boston Avenue, Somerville

Derby Desk Company, 20 Vernon Street, Somerville

Somerville Automobile Company, 662-664 Boston Avenue, Medford and Somerville

Warner and Childs Division Factory Mill and Garage, 574 Boston Avenue, Medford

Tufts University, Bray Memorial Laboratory of Mechanical Engineering, 504 Boston Avenue, Medford

Tufts University, Commons Building/Curtis Hall, 474 Boston Avenue, Medford

Properties Previously Recommended National Register Eligible with Lost Integrity

Boston & Maine Railroad Building, 167-169 Monsignor O'Brien Highway, Cambridge

Atlantic & Pacific (A & P) Grocery Warehouse, 3-25 Fitchburg Street, Somerville

Kiley Wagon Shop Complex, 5-9 Linwood Street, Somerville

Kelly's Diner, 674 Broadway, Somerville

Alternative 4: Extension to Mystic Valley Parkway/Route 16 (via commuter rail ROW) and Union Square (via McGrath Highway and Somerville Avenue)

Alternative 4 encompasses the entire proposed project alignment. All of the resources identified within the project APE are located along Alternative 4. The historic resources survey identified 15 areas/districts, including two railroad landscape corridors, and 425 individual resources located along Alternative 4. Of the areas/districts, three are National Register-listed historic districts, two are National Register Multiple Property Submissions, and four are areas recommended as eligible National Register historic districts. Of the individual resources, four properties are listed in the National Register, two are listed in the State Register only, four were previously determined eligible for the National Register, and 15 are recommended eligible for National Register listing. One of the two State Register listed properties is additionally recommended eligible for National Register listing. All properties have been previously described and are simply listed below.

National Register Historic Listed Districts

Charles River Basin Historic District, Cambridge

Somerville Multiple Resource Area, Somerville

Mystic Valley Parkway Historic District, Somerville

Metropolitan Parks System of Greater Boston Multiple Property Submission, Somerville

Middlesex Canal Historic District, Somerville and Medford

National Register Listed Individual Properties

Samuel Ireland House, 117 Washington Street, Somerville

Central Library, 79 Highland Avenue, Somerville

City Hall, 93 Highland Avenue, Somerville

Susan Russell House, 58 Sycamore Street, Somerville

National Register Previously Determined Eligible Individual Properties

Lechmere Viaduct (a/k/a East Cambridge Viaduct), Cambridge and Boston

William L. Lockhart Coffin Factory Office, 201 Monsignor O'Brien Highway, Cambridge

McGrath Highway Bridge over B & M Railroad, Somerville

Somerville High School, 81 Highland Avenue, Somerville
B & M Railroad Bridge (No. S-17-014, MBTA No. 2.11, Br.5.08) Over Mystic Valley Parkway/ Route 16

Russell Box Company, 196 Boston Avenue, Medford

Local Historic Districts (State Register Listed Only)

Buddy's Truck Stop/Sawin's Diner, 113 Washington Street, Somerville

Buddy's Truck Stop/Sawin's Diner is also recommended eligible for National Register listing.

The Montrose, 156 School Street, Somerville

Historic Districts Recommended Eligible for National Register Listing

Central Hill Area, Somerville

Gilman Square Area, Somerville

Stickney Subdivision Area, Somerville

Powderhouse/Winter Hill Industrial Area, Somerville

Properties Recommended Individually Eligible for National Register Listing

Lechmere Station, Lechmere Square at Cambridge and Gore Street, Cambridge

John Morrell and Company Branch House, 221 Monsignor O'Brien Highway, Cambridge

Whitehead Metal Products Company, 225 Monsignor O'Brien Highway, Cambridge

Jackson and Newton Company, 51 McGrath Highway, Somerville

Buddy's Truck Stop/Sawin's Diner, 113 Washington Street, Somerville

Hill-Michie Company Auto Garage, 295-97 Medford Street, Somerville

Litchfield Block, 247-251 Pearl Street, Medford

Malta Temple/Signet Commandery #188, 339-343 Medford Street, Somerville

Reid Murdock Co. Warehouse, 350 Medford Street, Somerville

Derby Desk Company, 20 Vernon Street, Somerville

Hillson Building, 693-701 Broadway, Somerville

Somerville Automobile Company, 662-664 Boston Avenue, Medford and Somerville

Warner and Childs Division Factory Mill and Garage, 574 Boston Avenue, Medford

Tufts University, Bray Memorial Laboratory of Mechanical Engineering, 504 Boston Avenue, Medford

Tufts University, Commons Building/Curtis Hall, 474 Boston Avenue, Medford

Properties Previously Recommended National Register Eligible with Lost Integrity

Boston & Maine Railroad Building, 167-169 Monsignor O'Brien Highway, Cambridge

Atlantic & Pacific (A & P) Grocery Warehouse, 3-25 Fitchburg Street, Somerville

Kiley Wagon Shop Complex, 5-9 Linwood Street, Somerville

Kelly's Diner, 674 Broadway, Somerville

Alternative 5: Extension to Mystic Valley Parkway/Route 16 (via commuter rail ROW)

The historic resources survey included 14 areas/districts, including one railroad corridor landscape, and 377 individual resources located along Alternative 5. Of the areas/districts, three are National Register-listed historic districts, two are National Register Multiple Property Submissions, and four are areas recommended as eligible National Register historic districts. Of the individual resources, four properties are listed in the National Register, two are listed in the State Register only, six were previously determined eligible for the National Register, and 15 are recommended eligible for National Register listing. One of the two State Register listed properties is additionally recommended eligible for National Register listing. All properties have been previously described and are simply listed below.

National Register Listed Historic Districts

Charles River Basin Historic District, Cambridge

Somerville Multiple Resource Area, Somerville

Mystic Valley Parkway Historic District, Somerville

Metropolitan Parks System of Greater Boston Multiple Property Submission, Somerville

Middlesex Canal Historic District, Somerville and Medford

National Register Listed Individual Properties

Samuel Ireland House, 117 Washington Street, Somerville

Central Library, 79 Highland Avenue, Somerville

City Hall, 93 Highland Avenue, Somerville

Susan Russell House, 58 Sycamore Street, Somerville

National Register Previously Determined Eligible Properties

Lechmere Viaduct (a/k/a East Cambridge Viaduct), Cambridge and Boston

William L. Lockhart Coffin Factory Office, 201 Monsignor O'Brien Highway, Cambridge

McGrath Highway Bridge over B & M Railroad, Somerville

Somerville High School, 81 Highland Avenue, Somerville

B & M Railroad Bridge (No. S-17-014, MBTA No. 2.11, Br.5.08) Over Mystic Valley

Parkway/Route 16

Russell Box Company, 196 Boston Avenue, Medford

Local Historic Districts (State Register Listed Only)

Buddy's Truck Stop/Sawin's Diner, 113 Washington Street, Somerville

Buddy's Truck Stop/Sawin's Diner is also recommended eligible for National Register listing.

The Montrose, 156 School Street, Somerville

Historic Districts Recommended Eligible for National Register Listing

Central Hill Area, Somerville

Gilman Square Area, Somerville

Stickney Subdivision Area, Somerville

Powderhouse/Winter Hill Industrial Area, Somerville

Properties Recommended Individually Eligible for National Register Listing

Lechmere Station, Lechmere Square at Cambridge and Gore Street, Cambridge

John Morrell and Company Branch House, 221 Monsignor O'Brien Highway, Cambridge

Whitehead Metal Products Company, 225 Monsignor O'Brien Highway, Cambridge

Jackson and Newton Company, 51 McGrath Highway, Somerville

Buddy's Truck Stop/Sawin's Diner, 113 Washington Street, Somerville

Hill-Michie Company Auto Garage, 295-97 Medford Street, Somerville

Litchfield Block, 247-251 Pearl Street, Medford

Malta Temple/Signet Commandery #188, 339-343 Medford Street, Somerville

Reid and Murdock Co. Warehouse, 350 Medford Street, Somerville

Derby Desk Company, 20 Vernon Street, Somerville

Hillson Building, 693-701 Broadway, Somerville

Somerville Automobile Company, 662-664 Boston Avenue, Medford and Somerville

Warner and Childs Division Factory Mill and Garage, 574 Boston Avenue, Medford

Tufts University, Bray Memorial Laboratory of Mechanical Engineering, 504 Boston Avenue, Medford

Tufts University, Commons Building/Curtis Hall, 474 Boston Avenue, Medford

Properties Previously Recommended National Register Eligible with Lost Integrity

Boston & Maine Railroad Building, 167-169 Monsignor O'Brien Highway, Cambridge

Atlantic & Pacific (A & P) Grocery Warehouse, 3-25 Fitchburg Street, Somerville

Kelly's Diner, 674 Broadway, Somerville

Alternative 6: Extension to Union Square (via commuter rail ROW)

The historic resources survey included four areas/districts, including two railroad corridor landscapes, and 30 individual resources located along Alternative 6. Of the areas/districts, one is a National Register Historic District and none are recommended as eligible for National Register listing. Of the individual resources, none are listed in the National Register, none are listed in the State Register, two were previously determined eligible for the National Register, and four are recommended eligible for National Register listing. All properties have been previously described and are simply listed below.

National Register Listed Historic Districts

Charles River Basin Historic District, Cambridge

National Register Previously Determined Eligible Properties

Lechmere Viaduct (a/k/a East Cambridge Viaduct), Cambridge and Boston

William L. Lockhart Coffin Factory Office, 201 Monsignor O'Brien Highway, Cambridge

Properties Recommended Individually Eligible for National Register Listing

Lechmere Station, Lechmere Square at Cambridge and Gore Street, Cambridge

John Morrell and Company Branch House, 221 Monsignor O'Brien Highway, Cambridge

Whitehead Metal Products Company, 225 Monsignor O'Brien Highway, Cambridge

Jackson and Newton Company, 51 McGrath Highway, Somerville

Properties Previously Recommended National Register Eligible with Lost Integrity

Boston & Maine Railroad Building, 167-169 Monsignor O'Brien Highway, Cambridge

Atlantic & Pacific (A & P) Grocery Warehouse, 3-25 Fitchburg Street, Somerville

Proposed Action (Extension from Lechmere Station to College Avenue with spur to Union Square and Maintenance Facility Option L)

The Proposed Action that was selected as an outcome of the DEIR/FEIR process is similar to Alternative 1 (see above), but differs from Alternative 1 in that it terminates at College Avenue in Medford and utilizes maintenance facility Option L instead of Yard 8. The historic resources reconnaissance and intensive surveys, as well as the maintenance facility Option L historic resources assessment, that were conducted in the APE for the Proposed Action identified a total of 8 areas/districts, including 2 railroad corridor landscapes, and 276 individual resources. These resources are listed in Table 6-8 (Appendix B) and are shown on maps in Appendix A.

A subset of these resources are historic properties that are listed in, previously determined eligible for, or recommended as eligible for the National Register. Of the areas/districts in this category, one is a National Register-listed historic district, one is a National Register Multiple Property Submission, and four are areas recommended as eligible National Register historic districts. Of the individual resources, four properties are listed in the National Register, two are listed in the State Register only, four were previously determined eligible for the National Register, and 15 are recommended eligible for National Register listing. One of the two State Register-listed properties is additionally recommended eligible for National Register listing. These properties are listed in Table 6-9 and located on project maps in Appendix G. All properties have been previously described and are simply listed below.

National Register Listed Historic Districts

Charles River Basin Historic District, Cambridge

Somerville Multiple Resource Area, Somerville

National Register Listed Individual Properties

Samuel Ireland House, 117 Washington Street, Somerville

Central Library, 79 Highland Avenue, Somerville

City Hall, 93 Highland Avenue, Somerville

Susan Russell House, 58 Sycamore Street, Somerville

National Register Previously Determined Eligible Properties

Lechmere Viaduct (a/k/a East Cambridge Viaduct), Cambridge and Boston

William L. Lockhart Coffin Factory Office, 201 Monsignor O'Brien Highway, Cambridge

McGrath Highway Bridge over B & M Railroad, Somerville

Somerville High School, 81 Highland Avenue, Somerville

Local Historic Districts (State Register Listed Only)

Buddy's Truck Stop/Sawin's Diner, 113 Washington Street, Somerville

Buddy's Truck Stop/Sawin's Diner is also recommended eligible for National Register listing.

The Montrose, 156 School Street, Somerville

Historic Districts Recommended Eligible for National Register Listing

Central Hill Area, Somerville

Gilman Square Area, Somerville

Stickney Subdivision Area, Somerville

Powderhouse/Winter Hill Industrial Area, Somerville

Properties Recommended Individually Eligible for National Register Listing

Lechmere Station, Lechmere Square at Cambridge and Gore Street, Cambridge

John Morrell and Company Branch House, 221 Monsignor O'Brien Highway, Cambridge

Whitehead Metal Products Company, 225 Monsignor O'Brien Highway, Cambridge

Jackson and Newton Company, 51 McGrath Highway, Somerville

Buddy's Truck Stop/Sawin's Diner, 113 Washington Street, Somerville

Hill-Michie Company Auto Garage, 295-97 Medford Street, Somerville

Litchfield Block, 247-251 Pearl Street, Somerville

Malta Temple/Signet Commandery No. 188, 339-343 Medford Street, Somerville

Table 6-9. National Register Listed, Determined Eligible, or Recommended Eligible Historic Properties within the Green Line Extension Project Area of Potential Effect for the Proposed Action.

Map ID*	Street No.	Street Name	City	Property Name	Est. Date	MHC Area	MHC No.	NR Status**	Photo No.	App. A + G Map No.
C		Multiple	Cambridge	Charles River Basin Historic District	1893-1910	CAM.AJ		NRDIS	N/A	1
F		Multiple	Somerville	Somerville Multiple Resource Area (MRA)	1629-1930	SMV.AY		NRMPS	105, 207, 241	4, 5, 6
G		Multiple	Somerville	Somerville Single Building Local Historic District	Multi	SMV.BA		LHD ****	106, 208, 270	N/A
H		Highland Avenue	Somerville	Central Hill Area	19th to early 20th c.	SMV.C		RNRE	206, 207	5
I		Gilman Square	Somerville	Gilman Square Area	1890-1930	SMV.M		RNRE	179-182	5
J		Multiple	Somerville	Stickney Subdivision	1885-1905	SMV.Y		RNRE	186, 188	5
K		Lowell Railroad Line	Somerville	Powderhouse/Winter Hill Industrial Area	1887-1930	SMV.F		RNRE	252-253, 273-277	6, 7
1		O'Brien Highway	Cambridge	Lechmere Viaduct	1910	CAM.AJ	CAM.913	MHC-DOE, NR-C	27	1
2		Cambridge Street	Cambridge	Lechmere Station Platform and Bus Shelter	1922		CAM.914	RNRE	28, 29	1
11	199-201	O'Brien Highway	Cambridge	William L. Lockhart Coffin Factory Office	1870	CAM.B	CAM.348	MHC-DOE ***	36	1
12	221	O'Brien Highway	Cambridge	John Morrell & Company Branch House	1929			RNRE	37	1
13	225	O'Brien Highway	Cambridge	Whitehead Metal Products Company	1931			RNRE	38, 39	1
18	51	McGrath Highway	Somerville	Jackson and Newton Company	1905		SMV.1019	RNRE	44, 45	2
68	117	Washington Street	Somerville	Samuel Ireland House	1792	SMV.AY	SMV.12	NRIND, NRMPS, LHD	105	4
69	113	Washington Street	Somerville	Buddy's Truck Stop/Sawin's Diner	1929 (relocated 1951)	SMV.BA, SMV.BC	SMV.303	LHD, RNRE ***	106	4

Table 6-9. National Register Listed, Determined Eligible, or Recommended Eligible Historic Properties within the Green Line Extension Project Area of Potential Effect for the Proposed Action.

Map ID*	Street No.	Street Name	City	Property Name	Est. Date	MHC Area	MHC No.	NR Status**	Photo No.	App. A + G Map No.
105		McGrath Highway	Somerville	S-17-22, McGrath Hwy. Bridge/B&M RR (Br.2.11)	1926		SMV.911	MHC-DOE	145, 146	4
130	295-297	Medford Street	Somerville	Hill-Michie Company Auto Garage	1906		SMV.669	RNRE	172	5
136	247-251	Pearl Street	Somerville	Litchfield Block	1891	SMV.M	SMV.741	RNRE	179	5
137	339-343	Medford Street	Somerville	Malta Temple/Signet Commandery #188	1902	SMV.M	SMV.742	RNRE	180	5
138	350	Medford Street	Somerville	Reid & Murdock Co. Warehouse	1929	SMV.M	SMV.753	RNRE	181, 182	5
161-1	79	Highland Avenue	Somerville	Central Library	1914	SMV.AY, SMV.C	SMV.66	NRIND, NRMPS, LHD	205	5
161-2		Highland Avenue	Somerville	Somerville High School and Superintendent's Office	1928	SMV.C	SMV.69	MHC-DOE,	206, 206-1	5
162	93	Highland Avenue	Somerville	Somerville City Hall	1852	SMV.AY, SMV.C	SMV.37	NRIND, NRMPS, LHD	207	5
163	156	School Street	Somerville	The Montrose	1894	SMV.BA	SMV.321	LHD ****	208	N/A
195	58	Sycamore Street	Somerville	Susan Russell House	1830	SMV.AY	SMV.40	NRIND, NRMPS, LHD	240, 241	6
206	20	Vernon Street	Somerville	Derby Desk Company	1887, 1895	SMV.F	SMV.750	RNRE	252, 253	6
280	693-701	Broadway	Somerville	Hillson Building	1925	SMV.K	SMV.717	RNRE	331, 332	7
288	664	Boston Avenue	Medford	Somerville Automobile Company	1930			RNRE ***	340	7
302 302.1	546-574	Boston Avenue	Medford	Warner & Childs Division Factory Mill and Garage	1919			RNRE	355	8
305	504	Boston Avenue	Medford	Tufts University, Bray Memorial Laboratory	1946			RNRE	358	8
307	474	Boston Avenue	Medford	Tufts University, Curtis Hall/Commons Building	1893			RNRE	360	8

* Resources are sequenced south to north along the project corridor.

Table 6-9. National Register Listed, Determined Eligible, or Recommended Eligible Historic Properties within the Green Line Extension Project Area of Potential Effect for the Proposed Action.

* Resources are sequenced south to north along the project corridor.

** **National Register Status Key**

NRMPS	Property Listed as part of a National Register Multiple Property Submission
NRDIS-C	Property Contributing to a National Register Historic District
NRIND	Individually Listed National Register Property
NR-C	Contributing in a Listed National Register Historic District
LHD	Local Historic District
RNRE-C	Property Contributing to a Historic District Recommended Eligible for National Register Listing
RNRE	Property Recommended Individually Eligible for National Register Listing
MHC-DOE	Property Determined Eligible for National Register Listing by MHC
NE	Not Eligible for National Register Listing
MHC-NE	Property Evaluated as Not Eligible for National Register Listing by MHC

*** The designation status of four properties within the Proposed Action APE has been updated from the reconnaissance survey due to information collected during the intensive survey and consultation process. These properties are the determined eligible William L. Lockhart Coffin Factory Office, the recommended eligible Somerville Automobile Company, the determined not eligible A & P Grocery Warehouse and Bakery, and the recommended not eligible Kelly's Diner.

**** Properties listed in the State Register only (LHDs) that are not additionally recommended National Register eligible are not included in Section 106 review. The Somerville Single Building Local Historic District (Map ID G) and The Montrose (Map ID 163) are not recommended National Register eligible.

Reid and Murdock Company Warehouse, 350 Medford Street, Somerville

Derby Desk Company, 20 Vernon Street, Somerville

Hillson Building, 693-701 Broadway, 651 Boston Avenue, Somerville

Somerville Automobile Company, 662-664 Boston Avenue, Medford and Somerville

Warner and Childs Division Factory Mill and Garage, 574 Boston Avenue, Medford

Tufts University, Bray Memorial Laboratory of Mechanical Engineering, 504 Boston Avenue, Medford

Tufts University, Commons Building/Curtis Hall, 474 Boston Avenue, Medford

Properties Previously Recommended National Register Eligible with Lost Integrity

Boston & Maine Railroad Building, 167-169 Monsignor O'Brien Highway, Cambridge

Atlantic & Pacific (A & P) Grocery Warehouse, 3-25 Fitchburg Street, Somerville

Kiley Wagon Shop Complex, 5-9 Linwood Street, Somerville

Kelly's Diner, 674 Broadway, Somerville