NPS Form 10-900 OMB No. 1024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form.* If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

RECEIVED 2280
FEB 19 2016
NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

1. Name of Property

Historic name: Union Station
Other names/site number: Walpole Station
Name of related multiple property listing:
N/A
(Enter "N/A" if property is not part of a multiple property listing
N/A

2. Location

Street & number: West Street
City or town: Walpole State: MA County: Norfolk
Not For Publication: ☐ Vicinity: ☐

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this ✓ nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property ✓ meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___national ✓statewide ✓local

Applicable National Register Criteria:

✓A ___B ✓C ___D

Brona Simon February 16, 2016

Signature of certifying official/Title: Brona Simon, SHPO **Date**

State or Federal agency/bureau or Tribal Government

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official: **Date**

Title : **State or Federal agency/bureau or Tribal Government**

4. National Park Service Certification

I hereby certify that this property is:

X entered in the National Register

___ determined eligible for the National Register

___ determined not eligible for the National Register

___ removed from the National Register

___ other (explain:) _____

for Alexis Abernathy
Signature of the Keeper

4/5/16
Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

Private:	☐
Public – Local	☐
Public – State	X
Public – Federal	☐

Category of Property

(Check only **one** box.)

Building(s)	X
District	☐
Site	☐
Structure	☐
Object	☐

Number of Resources within Property
(Do not include previously listed resources in the count)

Contributing	Noncontributing	
1	0	buildings
0	0	sites
0	0	structures
0	6	objects
1	6	Total

Number of contributing resources previously listed in the National Register 0

6. Function or Use
Historic Functions
(Enter categories from instructions.)
Transportation/train depot

Current Functions
(Enter categories from instructions.)
Transportation/train depot

7. Description

Architectural Classification
(Enter categories from instructions.)
Late Victorian/Victorian Eclectic

Materials: (enter categories from instructions.)
Principal exterior materials of the property: clapboard, wood shingle, other

Narrative Description
(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with **a summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

Union Station (1893, WLP.64, photos 1 through 12) is highly significant in Walpole and Massachusetts as a well-preserved and uncommon example of a wood-frame, late 19th-century railroad station. Union Station occupies an elevated site in a mixed-use area at the southwestern edge of Walpole's town center, positioned immediately east of the crossing of two railroad lines. The building displays a two-story, square tower, rising from the juncture of one-story rectangular wings arranged parallel to the railroad lines on the northwest and southwest, respectively. The obtuse angle of the wings yields a broad V- or chevron-shaped building footprint. A fine example of Victorian Eclectic design retaining considerable integrity, Union Station displays a number of character-defining features, notably a broad hipped roof with flared overhanging eaves on the wings, oversized wood brackets with chamfered edges and wood corbels, double-hung wood sash in oversized window openings, and a variety of wood cladding. The interior maintains most of its original spaces associated with its use as a passenger station: a large waiting room in the north wing, former ticket and baggage-handling rooms (since converted for use as storage and offices), and restrooms in their original locations at the ends of the wings. Union Station occupies the foundation of an earlier station, which was constructed in 1883 and burned on April 3, 1893. Research in period sources has not identified the architect of the present building, believed to have been an engineer for the former New York & New England Railroad. Melzar W. Allen of Walpole was the builder of the present building. The station is the only railroad-related historic building surviving at the crossing. Union Station remains in use as a passenger station, owned and operated by the Massachusetts Bay Transportation Authority (MBTA) in connection with Greater Boston's commuter rail system.

Narrative Description

Walpole is a suburban town on the Neponset River, nineteen miles southwest of Boston and twenty-six miles northeast of Providence, Rhode Island. Bordering Walpole are Dover, Westwood, and Norwood on the north, Sharon on the east, Foxborough on the south, and Norfolk and Medfield on the west. Walpole occupies irregular upland terrain displaying numerous outcroppings of bedrock, glacial outwash features, and many streams and man-made ponds. Large areas of cedar swamp and marsh are present in the lowlands, especially in the western section of town. The Neponset River is the primary drainage, while the Charles River system provides secondary drainage, especially in the north and west. The town center is situated at the intersection of Main Street (State Route 1A), the principal north-south route through Walpole, and Elm-East-High Plain streets (State Route 27), the principal east-west route. US Route 1, a multilane highway bypassing town centers in the region, skirts Walpole's eastern border.

Two railroad lines cross near West Street at the southwestern edge of Walpole Center. The Massachusetts Bay Transportation Authority (MBTA) owns and operates the northeast-to-southwest route (1847-1849 and later), hereinafter described as the **east-west line**, and known currently as the Franklin commuter rail line to Boston. The northwest-to-southeast route (1867-1870 and later), hereinafter described as the **north-south line**, principally supports freight traffic and is known as the Framingham Secondary freight line. The Massachusetts Department of Transportation acquired this line from CSX Transportation, Inc. in June of 2015. A third railroad route (1890-1893), known as the **Wrentham Branch line** of the Old Colony Railroad, once passed southwest through Walpole and south of the town center. This branch line left the east-west line in Norwood, and crossed the north-south line at Walpole Junction between the town center and South Walpole, en route to North Attleborough. Walpole Junction was later renamed Cedar [Hurst review comments]. See Figure 1 illustrating the three railroad lines.

Union Station is positioned on an elevated site, north of West Street and immediately east of the crossing of the two principal lines through Walpole. The building, set back roughly 300 feet from the road, is at the top of a paved driveway that provides access to the station, as well as to parking lots on the south and east sides. Vehicular and pedestrian approaches to the building are paved; there is no landscaping present. A level, roughly triangular area around the station building is defined by tracks on three sides: the two intersecting main lines to the northwest and southwest, respectively, and a wye track between the two lines that passes the station building approximately sixty feet from its southeast corner (See Figure 2).

The railroad crossing displays an obtuse angle on its east side, which guided the position, footprint, and massing of the station building. The central focus of the hip-roofed building is the two-story, eleven-foot-square tower, approximately three bays across fronting the crossing, and one bay deep where the tower projects beyond the adjacent, one-story, rectangular wings. The wings, each approximately 44 feet long and 20 feet wide with an interior brick chimney at the roof ridge, project from the base of the tower to the east and south, respectively. Each wing displays two bays on the ends, four bays on the east elevation (parking lot side), and approximately six to seven bays on the west and south elevations (trackside).

A fine example of Victorian Eclectic design, Union Station retains an appreciable number of character-defining architectural features. The broad, hipped roof has sizable flared eaves over the wings that project eight feet beyond the walls on all sides (photos 1-6). Supporting the eaves are oversized wood brackets or knee braces with chamfered edges and wood corbels. Compound brackets at the outer corners of each

wing are noteworthy (photo 5). During repairs in 2012-2013, DaVinci Slate multiwidth polymer (composite) roof tiles were installed on the wings and the tower. New shingles are comparable to the original slate shingles in size, surface texture, and thickness. The underside of the wide eave overhangs has been clad in PVC beadboard (photo 4), installed as a protective measure over the original wood beadboard, which remains in place on the soffit. Terra-cotta finials and cresting at the ridges were removed during the roof repairs, and have not been replaced.

In addition to the wood ornament supporting the eaves, the station retains wood cladding, sash, and doors. Exterior walls display matchboard wainscoting, with plain battens beneath the windows; horizontal clapboards between the windows; and wood shingles in a fishscale pattern above the windows. Windows on the first floor, in two widths and arranged singly, in pairs, and in banks of three, retain either 4/1 or 2/1 wood sash. They feature corresponding four- or two-light transoms that open for ventilation by tilting inward at the bottom. Second-story windows on the north, west, and south elevations of the tower display fixed, sixteen-light sash (photos 5, 6, and 12). Entry bays have crossed battens in blind square transoms above, and four-panel doors in simple surrounds. A small number of six-panel doors are 1998 replacements for universal access compliance. Minor modifications to the exterior cladding in 2012 and 2013 involved the removal of blind panels above the tower windows and extension of the fish-scale (scalloped) patterned wood shingles up to the cornice line. Previously, the scalloped shingles were confined to the area below the window openings.

On the interior, both north and south wings are full-height spaces; only the tower is divided into separate floors. The north wing (photos 7 and 8) preserves a large waiting room, with oversized windows on both the east (parking) side and the west (track) side. A freestanding snack counter and adjacent food preparation area (ca. 1990s, photo 8) occupy the juncture of the north and south wings. The second waiting room, in the south wing, has been partitioned into smaller spaces, likely in the second quarter of the 20th century. A long hallway (photo 9) spans most of the east (parking) side, while the comparable space on the west (track) side is partitioned into three office and storage spaces. Former baggage rooms at the outer ends of both the north and south wings have been converted to storage. Restrooms, in their original locations at the ends of the wings, were upgraded in 1998 for universal access. The first-floor room of the tower, originally housing the ticket and telegraph office, is used for storage, and the second-floor tower room (photo 12) is vacant. The building has a partial basement with interior access from the south wing, and retains two coal chutes from the previous coal-fired heating system.

Union Station's interior retains an abundance of historic wood finishes and trim, in addition to the wood windows described above (photos 7-12). Walls are clad with vertical beadboard above wainscoting executed in horizontal beadboard. Bull's-eye cornerblocks survive at window surrounds and those door surrounds that have not been updated for code purposes with swinging safety doors. Original wood doors are four-paneled. All ceilings are finished with beadboard and retain applied battens with bull's-eye detailing as ornamental borders, along with cove moldings where the walls meet the ceiling. Floors are wood, and clad with vinyl tile in the restroom and snack areas only. The stair hall to the tower—accessible from the track side of the south wing—is finished in vertical-board paneling. The interior also retains ornamented steam radiators, now painted silver, in the waiting area, among wood benches with iron armrests suspended from the sidewalls. Lights suspended from the ceiling by metal poles were installed during renovations about 1978.

Renovations in recent decades, as noted above, have maintained the station's overall integrity, including exterior painting by volunteers as a Bicentennial project. New parking and poured-concrete platforms

were created in July and August of 1978. The station is currently open to the public weekdays from 5 a.m. to 10:30 a.m., during which time the snack counter is in operation for the morning commute. MBTA employees maintain offices and storage in the building.

Other Resources

There are six objects present within the boundary of the nominated area, all noncontributing due to their recent vintage. An antenna pole (1971, photos 1, 5, and 6) next to the ticket booth on the west side of the station formerly supported an antenna for a train-to-station radio communication system; the antenna has been removed. Three standing signs (ca. 1990, photos 1-3), all set on concrete bases, identify the station or provide scheduling information or advertising space. A fourth standing sign (ca. 2010, photo 1, far left) provides electronic updates on train status from a pole-mounted display monitor overhanging the north platform. Outside the south wing is a wood-frame storage box (ca. 2010, photo 3, left), painted in the same barn red and cream color scheme as the station.

Archaeological Description

While no ancient Native American sites are known on the Union Station property, it is possible that sites are present. Thirteen sites are known in the general area (within one mile), most located on upland terraces bordering the Neponset River or its many tributary streams in the area. Environmental characteristics of the station also indicate some locational criteria (slope, soil drainage, proximity to wetlands) that are favorable for the presence of ancient sites. The property occupies a level to moderately sloping elevated terrace that overlooks wetlands, at least five unnamed small ponds, and an unnamed tributary stream, all located within 1,000 feet of the property that flows from Turner Pond some 2,500 feet northwest of the nominated property. Union Station lies within the Neponset River drainage. The Charles River drainage lies in the north and western parts of town. The present soil type for the property is urban land; however, based on surrounding soil types and regional patterns, soils are expected to be sandy and well drained to excessively drained. In spite of the information presented above, a low potential exists for locating significant ancient Native American resources on the Union Station property. The designation of the area as Urban Land, and the construction of Union Station and its predecessor, would have destroyed or severely adversely affected the integrity of any ancient resources that might have been present on the nominated property.

A high potential exists for locating significant historic archaeological resources on the Union Station property. Structural evidence may survive from the first Union Station built in 1883, which then burned ten years later. Although the original Union Station was completely destroyed by fire, its foundation remained. Additional documentary research, combined with archaeological survey and testing, may determine whether or not the foundation remained after the fire, and whether the entire foundation or parts of it were reused in the new Union Station built shortly after the fire in 1893. Archaeological resources at the new facility may include builders' trenches and other types of construction features. Structural evidence of barns, stables, and outbuildings, and evidence of occupational-related features (trash areas, privies, wells) may exist associated with both the original and the new Union Stations. Archaeological evidence of privies and wells may not be present, since both railroad stations had plumbing and restrooms, indicating that wells and privies were not needed. In the event that town sewers were not available, then the potential exists for recovering evidence of an early wastewater system on the

property. Structural evidence may also survive from specialized railroad features (turntables) that may survive in the station area.

Union Station (Walpole Station) – Data Sheet

Assessors # - Parcel ID	*MHC #*	*Historic Name*	*Address*	*Date*	*Style*	*Resource Type*	*Status*
RR (no other assessors parcel number assigned)	WLP.64	Union Station (Walpole Station)	West St	1893	Victorian Eclectic	B	C
			antenna pole	1971	---	O	NC
			standing signs (3)	ca. 1990	---	3O	NC
			standing sign	ca. 2010	---	O	NC
			storage box	ca. 2010	---	O	NC

Total contributing resources: 1 (1 building, 0 sites, 0 structures, 0 objects)
Total noncontributing resources: 6 (0 buildings, 0 sites, 0 structures, 6 objects)

8. Statement of Significance

Applicable National Register Criteria
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- [x] A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- [ ] B. Property is associated with the lives of persons significant in our past.
- [x] C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- [ ] D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations
(Mark "x" in all the boxes that apply.)

- [ ] A. Owned by a religious institution or used for religious purposes
- [ ] B. Removed from its original location
- [ ] C. A birthplace or grave
- [ ] D. A cemetery
- [ ] E. A reconstructed building, object, or structure
- [ ] F. A commemorative property
- [ ] G. Less than 50 years old or achieving significance within the past 50 years

Areas of Significance
(Enter categories from instructions.)
Architecture
Transportation

Period of Significance
1893-1965

Significant Dates
N/A

Significant Person
(Complete only if Criterion B is marked above.)

Cultural Affiliation
N/A

Architect/Builder
New York & New England Railroad
Allen, Melzar Waterman

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

Union Station, West Street, Walpole (1893, WLP.64, photos 1-12), is a well-preserved, wood-frame passenger station[1] built to serve two railroad lines crossing near Walpole's town center: the New York & New England Railroad on the east-west route, and the New York, New Haven & Hartford Railroad on the north-south route. The building has been associated with more than seven decades of transitions in railroad operations in eastern Massachusetts, as part of long-distance, branch line, and Boston-bound commuter rail service, which continues today under the Massachusetts Bay Transportation Authority (MBTA). Union Station, the preferred name for Walpole Station, is the oldest railroad building surviving in Walpole, and the oldest station remaining on the two lines passing through this crossing. There are very few late 19th-century, wood-frame passenger stations extant in Massachusetts, and Union Station is the best preserved, designed in the Victorian Eclectic mode and displaying the horizontality, flared hipped roof, and bracketed overhanging eaves characteristic of stone stations of the same period designed by Henry Hobson Richardson and his successor firm. Retaining integrity of location, design, setting, materials, workmanship, feeling, and association, Union Station meets National Register criteria A and C with significance at the local and state levels.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

Walpole is an early industrial center on the outer limits of greater Boston, with estate and suburban development in the 19th and 20th centuries. Originally part of the Dedham Grant (1636), Walpole at its southeast border preserves a segment of the dividing line between Dedham and Dorchester (now Boston). Discovery of a large cedar swamp at the heart of Walpole's present territory led to the establishment, in 1659, of a sawmill at or near the junction of the Neponset River and School Meadow Brook. The sawmill produced lumber for the use of the inhabitants at Dedham Village. To encourage growth, large lots of land known as the Sawmill Dividends were granted to the Dedham proprietors about 1715. This isolated community, known as the Sawmill Settlement, was "geographically and socially distinct" from Dedham Village. As the population grew, the settlement separated from Dedham and incorporated in 1724 as the town of Walpole, named for English statesman Sir Robert Walpole, who was prime minister from 1721 to 1742 and considered a friend to the American colonists [DeLue, 23-24, 51, 252; *MHC Reconnaissance Report*].

Both industry and subsistence farming characterized Walpole's economy through the mid 19th century. Ten distinct locations for water privileges on the Neponset River in Walpole supported a substantial number of industries, among them grist, saw, and fulling mills, and the manufacture of cotton, cotton yarn (twine), batting, nails and tacks, tools and farming implements, cotton and woolen machinery, and paper,

[1] In architectural histories of railroads, the term "station" tends to refer to the building. Railroad histories use the term interchangeably for a stop on the railroad line and/or a passenger (or freight or signal) building at that stop. As used in this nomination, "station" refers to the building unless the context of the sentence indicates the term is describing the location.

among other products. Important industries also were present on adjacent brooks, particularly Spring Brook and Mine Brook. Bog iron deposits found along these brooks supplied Walpole forges for about a century [*MHC Reconnaissance Report*].

Walpole's population increased 49% during the Federal period, from 967 persons in 1776 to 1,442 in 1830. Five adjustments were made to town boundaries during this period, and two regional turnpikes were constructed through the town. The Norfolk & Bristol Turnpike (1806), now Washington Street, passed through East Walpole and South Walpole, the latter village encompassing the best-preserved concentration of Federal-period construction in the town. Another well-preserved crossroads settlement of the same period is Allen's Corner, adjacent to East Street and High Plain Street, a short distance west of the Norfolk & Bristol Turnpike. The Wrentham & Walpole Turnpike (incorporated 1806, opened 1812) was built to connect center meetinghouses at Wrentham and Walpole. In Walpole, this turnpike followed Main Street, now Route 1A, from the Norfolk town line to the Walpole Common (1739/1789/1828). The common was a settlement focus from the 1750s onward, though little extant development predates 1830 [*MHC Reconnaissance Report;* Wood, 86-100, 170].

During the Early Industrial period, Walpole's population increased 48%, from 1,442 in 1830 to 2,137 in 1870. The town had a small foreign-born population, mostly Irish who arrived in the 1840s and early 1850s. Further adjustments were made to town boundaries, which remain unchanged since 1870. East Walpole had the most extensive manufacturing operations in the town, principally the paper manufacturing of George Bird & Son (later known as F. W. Bird & Son). Some of Walpole's finest residences from the period were built for the town's industrialists, notably at Allen's Corner, South Walpole, and Plimptonville, an industrial village associated with the Plimpton (later Tilton) Iron Works, which operated from 1815 to 1894 [*MHC Reconnaissance Report*; Walpole inventory].

Construction of the Norfolk County Railroad (1847-1849), the first railroad through Walpole, included stops at Plimptonville (later Tiltonville, and now again Plimptonville), Walpole (the town center), and rural West Walpole. Service on the 26-mile line, which ran between Dedham and Blackstone, opened April 23, 1849. The previously chartered Walpole Railroad Company had projected a seven-mile branch line, connecting Walpole with the Boston & Providence line at Dedham. This branch was not built, and the company merged with the Norfolk County Railroad. A connection to Boston, made at Dedham, opened in June 1850, giving Walpole its first through-service for commuters. Under various agreements involving multiple railroads, this east-west line through Walpole eventually operated as a segment of a through route between Boston and New York, carrying both long-distance and commuter trains [Karr, 291-294].

Railroad Crossing at Walpole Center

Walpole's principal railroad station was located at the town center. The present railroad crossing was established in 1870, after the Massachusetts General Court authorized a grade crossing [see *c. 254 of the Acts of 1867*], allowing the north-south Mansfield & Framingham Railroad to extend its track southward at Walpole station, where it crossed the east-west line then operated by the Boston, Hartford & Erie Railroad. The diamond-shaped crossing displays the two lines intersecting at a 68-degree angle [Sweeney, 39].

The Mansfield & Framingham Railroad was originally known as the Foxborough Branch Railroad. The line became part of a small system that eventually provided a vital link between the central and

southeastern regions of Massachusetts, extending to New Bedford by 1876. Walpole stops on this line were Walpole (the town center), and, farther south, Cedar (later a crossing with the Walpole & Wrentham Railroad), and South Walpole.

Railroads associated with the two lines crossing at Walpole initially maintained separate buildings for their passengers; both were eventually converted to use as freight houses and removed before 1888. The east-west Norfolk County line, operated by the Boston, Hartford & Erie Railroad from 1867 and taken over in 1875 by the New York & New England Railroad ("the New England"), had a station on the south side of its road, roughly 200 yards east of the crossing. The north-south Mansfield & Framingham line, leased in 1870 by the Boston, Clinton & Fitchburg Railroad, had a small passenger depot on the east side of its road, roughly 50 yards south of the crossing. The Old Colony Railroad took over the north-south line in 1879 [maps and atlases; Karr, 292, 299]. See Figure 2 for a chronology of railroads through this crossing.

A fatal collision at the Walpole crossing on February 10, 1881, demonstrated the need for an improved signal and switch system, leading to incorporation of a signal and switch tower into the design of the first union station, which opened sixteen months later. In dense fog, a freight train of the New England Railroad struck the rear car of a passenger train of the Old Colony Railroad, sending the Old Colony train over an embankment. No Old Colony passengers were killed or injured seriously, but the fireman of the New England train was killed. Its engineer and conductor were faulted, and ultimately relieved from duty, for failing to send a man ahead to ascertain whether the signal was up, which would have required the New England train to stop before proceeding through the crossing ["Collision at Crossing"].

In response to the crossing incident, the state Board of Railroad Commissioners stated its preference for eliminating the crossing by separating the grades of the two lines. The two railroad corporations jointly adopted a less costly option, installing a Sykes & Co. system of interlocking or automatic block signals, with levers and electric locks set by the signalman after receiving notice of an approaching train. This system, successfully used in England, eliminated the need for stops at the crossing by monitoring the locations of trains, "whether in the block section[2] or between signals at the same box, always locking the signal behind the train until it . . . passed the next signal ahead." The signals themselves were large semaphore arms (no longer extant). The mechanics of the system prevented the signal man from sending ambiguous or conflicting signals to the engineers of two approaching trains, and the failure of either engineer to obey the signals would cause the offending train to pass onto the road bed, derail, and stop ["Collision at Crossing;" "Walpole Crossing-Signals;" "New Union Passenger Station;" "British Railway Signalling Instruments"].

A period newspaper account suggests the signal tower at Walpole was built in 1882 ["New Union Passenger Station"]. Constructed immediately east of the crossing, on the site of the present station, the 2½-story (three-level) tower was twenty feet square and featured a steeply pitched gable roof, gabled dormer vents on the north and south slopes at attic level, and banks of windows overlooking the tracks on the north, west, and south elevations, to "give a good view of both [railroad] yards." The tower housed the signal machine on the second story and a ticket and telegraph office on the first story, at platform level. The first Union Station, constructed the following year, appears to have been built at the base of this signal tower (Figure 3).

[2] A section of line, stretching from the last stop signal controlled by one signal box to the first stop signal controlled by the next signal box, first and last referring to the order in which they are encountered by the train engineer as he travels the line ["Block System"].

First Union Station (1883) and 1893 Fire

A union station such as Walpole's was a specific type of railroad building, constructed to serve passengers of more than one road on two or more connecting lines [Roy, 20]. In 1882, the Board of Railroad Commissioners held meetings at Town Hall to gauge interest in consolidating passenger services at the crossing. The first Union Station, described in detail in period newspapers, was designed by the chief engineer of the New England Railroad and built at a cost of $10,000 by J. W. Clark of Boston. The 1883 construction, which appears to have taken the form of two wings projecting from the first story of the 1882 signal tower, featured separate waiting rooms with associated baggage-handling areas for the New England (north wing) and the Old Colony (south wing) roads ["Walpole Crossing-Signals"]. The 1888 Norfolk County atlas indicates the footprint of the first union station—with signal tower at the juncture of the two wings—occupied a more pronounced Y-shaped footprint than the present (1893) building.

On April 3, 1893, the ten-year-old Union Station was completely destroyed by fire, caused by what was described in newspaper accounts alternately as an overheated stove or a defective flue. The *Annual Report* of the town's fire-fighting operations noted the station, with its contents, was a "total loss" ["Engineers' Report"]. Passenger and baggage-handling services notwithstanding, the fire loss, valued at $15,000, left this railroad crossing without its critical signal and switch tower. When the New England Railroad rebuilt the passenger station, signal and switch operations were transferred to a separate two-story building constructed on the south side of the crossing (no longer extant, Figure 5). Having taken over operation of the Old Colony line the same year as the fire, the New York, New Haven & Hartford Railroad ("the New Haven") contributed half the total cost of rebuilding at the crossing ["Trains Delayed;" "Railway Station;" *Eighteenth Annual Report, 7-8*].

New Union Station (1893)

Reporting on construction of the new Union Station, which began in August of 1893, the *Boston Daily Globe* noted the building would be "erected over the foundation of the old depot, destroyed by fire last April, and will surpass it in design, finish, and convenience ["Union Station"]." Research has not identified an architect who designed the new station for the New England Railroad. The plans were likely the work of an engineer employed by the corporation, which was based in Boston.[3]

The extent to which the new station was rebuilt according to the 1883 plans is not clear: details of the rebuilding in 1893 are not as well recorded in period accounts as the details of the initial construction ten years earlier. The present building is largely similar in size, massing, and interior plan, though some interior dimensions were modified. Historic photographs (Figures 3 and 4) indicate the major difference between the two designs was a significant reduction in the height and roofline shape of the tower, which was no longer needed to house the signal and switch operations. The tower still remained the focal point of the building, positioned at the juncture of the two wings and fronting the crossing, this time rising only to two full stories with a hipped roof topped with a hipped cap. The new tower was approximately eleven feet square, smaller than the twenty-feet-square footprint of the earlier tower, yielding a concomitant lengthening of the attached waiting rooms. Other character-defining exterior features of the building were largely the same, including the broad, low-slung, hipped roof and wide, overhanging, bracketed

[3] The term "architect" is used in this nomination to distinguish the designer of Union Station from the builder.

eaves, slightly flared at the edges. Historic photographs appear to show taller brick chimneys on the original station, along with gable-on-hip roof vents at the roof ridge on the outer reaches of each wing; these vents were eliminated on the present station. The 1883 building had been constructed with cellar windows; no openings for cellar windows (glazed or infilled) are present on the station currently. It is noteworthy that both buildings had indoor plumbing and restrooms, at a time when many rural train stations used outhouses [Hurst review comments].

Walpole builder and contractor Melzar Waterman Allen (1840-1920) constructed the new Union Station. Research has not established whether Allen built the first station as well. A son of Lemuel Allen of Walpole and Adeline Fisher of Medway, Melzar Allen served in the Civil War with the 16th Battery Massachusetts Volunteer Light Artillery Regiment, attaining the rank of corporal. He married Martha Metcalf of Franklin in 1867, raising six children at the house he reportedly built at 713 East Street (ca. 1867, WLP.62), near his birthplace and family homestead at 777 East Street (ca. 1832, WLP.44). Melzar Allen was employed in 1870 as a twine maker, likely in the Peach Street factory operated by members of his extended family [see Allen's Corner-Peach Street Area, WLP.B]. He subsequently established a carpentry business, later operating M. W. Allen & Son with his oldest child, John S. Allen (1868-1935). John Allen continued the business after his father's death. An esteemed citizen of Walpole, Melzar Allen served 30 years on the town's Board of Assessors, and also served on the Board of Health. He was a member of the E. B. Piper Post of the Grand Army of the Republic (GAR), the Walpole Civil War veterans' organization, and marshal of the town's Memorial Day parade for many years. Allen also acted as marshal of Walpole's Welcome Home Day on July 4, 1919, honoring local men returning from World War I [Allen, 7-21; *Mass. Soldiers, Sailors, and Marines* 5, 547; "Beloved Fellow-Citizen"].

M. W. Allen & Son constructed buildings locally and in Boston. The firm built All Saints Unitarian Church, 551 Warren Street, Roxbury/Boston (1888, BOS.11433, NRIND 1983), later known as Charles Street African Methodist Episcopal Church. Boston architect J. Williams Beal designed All Saints, along with another building Allen constructed closer to Walpole, the Elijah Thayer Block and Medfield Odd Fellows Lodge, 481 Main Street, Medfield (ca. 1888, MED.14, LHD 2000). Allen also built the Episcopal Church of the Epiphany, Front Street, Walpole (1895, WLP.150) [MACRIS].

Double tracking of the rail lines through Walpole indicates the volume of traffic through the crossing in the 1880s and 1890s. On the east-west line, the New York & New England Railroad completed its double tracking from Winslow Station (Norwood) to Walpole in 1881, with further extension of double tracking to Franklin in 1882. On the north-south line, the Old Colony Railroad built its double track north from Mansfield to Walpole in 1889. The northern leg of the Old Colony route at the crossing, from Walpole to Framingham, was not double tracked until 1910 [Hurst research; "Petition of the Old Colony"].

From 1891 to 1895, the Boston-based New York & New England ("the New England") operated its famous *New England Limited* service between Boston and New York, passing through Walpole on the east-west line at the crossing. Dubbed the "White Train" or the "Ghost Train" for its distinctive, white-painted cars with gold lettering, the train made the one-way trip in approximately five hours and forty minutes, stopping only at Willimantic, Middletown, New Haven, and Bridgeport, all in Connecticut. The non-stop service between Boston and Willimantic, covering 86 miles, was uncommon at the time. Widely advertised in New England, the "Ghost Train" provided a combined baggage and buffet smoking car, two parlor cars, two coaches, and a dining car [Fisher, 30].

The "Ghost Train" failed to save the New England corporation from the effects of the Panic of 1893, and the company was in receivership the following year. At the end of 1893, the New England operated 558.69 miles of track, carrying more than 8.7 million local and through passengers, and 3.374 million tons of freight. Passenger revenue that year totaled approximately $2.032 million, while freight revenue totaled approximately $3.528 million. Shareholders were informed that the last six months of 1893—during which time the present Union Station was built—were "more disastrous to railway operations than any period of the same length of time for twenty years." In the midst of a nationwide economic decline, the company's additional financial difficulties were attributed in part to a higher percentage of freight earnings to passenger earnings, relative to its competitors, as freight-related expenses were deemed more difficult to reduce than passenger-related expenses [*Eighteenth Annual Report*, 12-13; *Nineteenth Annual Report*, Schedule E].

New York, New Haven & Hartford Railroad (1898 – mid 1960s)

In 1898, the New York, New Haven & Hartford Railroad ("the New Haven"), based in New Haven, Connecticut, began leasing the New England road. For the next six decades, both lines passing through the Walpole crossing were run by the New Haven (the New Haven having already leased, in 1893, the north-south line formerly operated by the Old Colony Railroad). Commenting on the benefits of this and other railroad consolidation, the Board of Railroad Commissioners noted the number of railroad lines operating in Massachusetts had declined significantly since 1872, when 36 independent companies were in operation. By 1898, only eleven companies operated in Massachusetts: seven minor or "purely local" companies, and four major trunk-line companies that terminated in Boston (the Boston & Albany, Boston & Maine, Fitchburg, and New Haven roads). While competition was once believed to be the best guard against "oppressive railroad practices," the board later observed that consolidation, within certain limits, may be beneficial to the public ["Railroad Consolidation," 13-15].

Tracing its founding to 1826 but not chartered until 1872, the New Haven was the primary means of passenger and freight transportation in southern New England, having accumulated an extensive system of about 100 small, previously independent railroads between New York and Boston. In 1890, the New Haven employed 4,000 individuals serving twelve million passengers annually, and company revenue exceeded $100 million per year. At its peak in 1929, the New Haven Railroad owned and operated 2,131 miles of tracks in New York, Connecticut, Rhode Island, and Massachusetts ["History"].

Both railroad lines crossing at Walpole station served as branch lines for local passenger traffic and freight in the New Haven system. The New Haven already had a primary route to Boston, over the former Boston & Providence and Old Colony right-of-way, southeast of Walpole at Mansfield. This rendered the so-called Midland route through Walpole—the east-west line over which the "Ghost Train" had traveled—superfluous for trunk-line purposes. Eight passenger trains traveled daily through Walpole from Islington (West Dedham) to Blackstone in 1919, compared to twelve in 1893. The north-south line at the crossing, formerly the Mansfield & Framingham road and later owned by the Old Colony, was known under New Haven operation as the Old Colony Division of the Consolidated Railroad. Historically the road less traveled for passenger service through the Walpole crossing, the Old Colony Division track supported six passenger trains daily in 1919, down from nine in 1893. Passenger service ended on this line in 1933 [Karr, 291-294, 307-309; Hager and Handy, 480].

Located on two branch passenger lines operated by the New Haven Railroad, Union Station was perhaps underutilized by the turn of the 20th century, as related signal, freight, and express operations were housed

in other buildings at the Walpole crossing. The name, Union Station, apparently fell into disuse, as the station no longer served more than one railroad company. Walpole Station, as it was known from ca. 1900 onward, continued to be the principal Walpole stop for both the Midland Division and Old Colony Division.

Many New Haven employees at Walpole Station resided locally. Thomas O'Donohue, station agent from the late 1890s to 1903, lived nearby at the corner of Lewis and Neponset Avenues. The next station agent, Frank T. Ames, lived in Medfield initially, then moved to Common Street by 1906, at which point he served as both station agent and Walpole's Chief of Police. Waldo R. Pratt was station agent and freight agent by 1909, also residing on Common Street, while James E. Daley was ticket agent, residing on Lewis Avenue. Other employees included Fred A. Isaacson, yardman, and N. L. White, yard brakeman (in 1906); Joseph Posternock, station agent (1916); and John J. Searson, baggage master (1916). Walpole residents held a number of additional railroad-related occupations in the early 20th century: signal tower and telegraph operator, track superintendent, track inspector, section foreman, section laborer, laborer, bookkeeper, railroad office clerk, yard clerk, [railroad] electrician, car inspector, and flagman. These Walpole residents may have worked for the railroad at locations beyond Walpole, while some employed by the railroad at Walpole resided elsewhere. In a small building east of the station, J. T. Delaney operated the Adams Express Company express office (Figures 4 and 5, no longer extant) in 1916 [Walpole directories; US census].

While the role of the signal man or "towerman" at the Walpole crossing remained important, little information about the towermen or signal gangs has been identified for the period before ca. 1930. The 1900 census names Howard A. Roberts of Walpole as a signal and telegraph operator by occupation, but it is not clear whether he was employed at this crossing. In 1930, Tim Delaney was chief towerman at Switch Tower 232, the separate signal tower built in 1893, on the south side of the crossing across from the passenger station (Figure 5, no longer extant). Apprenticed to Delaney to learn train dispatching in the tower was Norfolk native Francis D. "Fran" Donovan (1914-2005), who became a towerman ca. 1932. Donovan remained employed at the Walpole tower until leaving for service in the US Army during World War II [Donovan Collection].[4] Harry Bennett Chase (1887-1948) was employed as a signal maintainer at Walpole Station from 1930 to 1948. Born in Mansfield, Chase worked for the New Haven as a freight handler, a clerk, and a member of various signal gangs in Mansfield and Taunton before rejoining the New Haven after Army service in France during World War I. He worked on a signal gang at Cedar, the Wrentham branch line junction south of Walpole Station,[5] from 1919 to 1929, before shifting to the position at the Walpole crossing. Chase's signal territory around Walpole Station covered eighteen miles of track, from Medfield Junction on the north to Mansfield on the south, and east and west from each crossing diamond at the Medfield Junction, Walpole, and Cedar (from north to south) stops,

[4] Widely known as an historian of the New York & New England Railroad and other New England railroads, Fran Donovan also was a specialist in local history of the Norfolk County towns with which he was associated during his lifetime. His extensive collection of railroad materials is maintained at the Dodd Research Center at the University of Connecticut.

[5] Built by the Old Colony Railroad from 1890 to 1892, the Wrentham branch line was the third of the three railroad lines constructed in Walpole, and the only line that did not pass through this Walpole crossing. Old Colony Railroad built the branch line as part of its second route between Boston and Providence, Rhode Island. Passenger service on the line ended in 1938 [Karr, 299-300].

respectively. Chase and a partner used a track motor car to cover this territory in their work inspecting, testing, repairing, and maintaining the signals and their appurtenances [Chase Papers, 2003-0037_005].[6]

The 1930s through 1960s brought greater change to railroad operations through the Walpole crossing than any single period previously. On the east-west Midland Division line, 38 trains a day (passenger and freight total) traveled over the line in the early 1930s [Donovan 1938 photograph caption]. Though the New Haven reduced the Midland Division route to service on a single track in 1940-1941 [Hurst research], the route remained the principal passenger road through Walpole. Through service on the Midland Division ended in 1955, when hurricane damage west of Putnam, CT, caused the New Haven to terminate service at Blackstone, approximately seventeen miles southwest of Walpole. This action effectively limited the road's passenger traffic to service for Boston-bound commuters. In 1960, eight passenger trains per day traveled through the Walpole crossing over the Midland route [Karr, 292]. Freight traffic did continue on this line, with at least six trips through the crossing on a typical weekday in 1960: the BX-22 Putnam local freight running round-trip between Readville, in the Hyde Park neighborhood of Boston, and Putnam, Connecticut; the BX-9 local freight out of the First Street yard in South Boston, doing local switching at Walpole and South Walpole; and freight running between Boston and Lowell, using the wye on the north side of the crossing to connect with the Old Colony line [Hurst review comments].

Changes were also evident from the 1930s through the 1960s on the north-south Old Colony Division line through the crossing. Seventeen trains a day (passenger and freight total) traveled over the line in the early 1930s [Donovan, 1938 photograph caption]. Passenger service on the Old Colony Division route ended in 1933, at which time service on the road had been reduced to a single track [Hurst research]. The road remained an important freight route, however, connecting the New Haven trunk line at Mansfield with the New York Central (Boston & Albany) line at South Framingham and the Boston & Maine line, farther north, at Lowell. This route also allowed north and eastbound freight to bypass Boston [Karr, 309]. At least six trips were typical of weekday freight traffic in 1960, including freight traveling from Fall River to Framingham and returning; freight traveling on the bypass route from Boston to Lowell via the north wye and returning; and local freight out of South Boston switching at Walpole to South Walpole via Lewis's Wye, the wye passing south of the station building [Hurst review comments].[7]

Most significantly, after 1933, the station building at Walpole served passengers only on the east-west Midland route. This apparently left the building's second waiting room, in the southern wing, without a defined purpose, perhaps leading to its partitioning into offices on the track side and a long hallway on the parking side. Baggage rooms in both wings were no longer needed, once long-distance service was eliminated, and the station stop confined to commuter use.

The passenger station is the only surviving historic building at the Walpole railroad crossing. From the 1890s into the second quarter of the 20th century, railroad-related, wood-frame buildings occupied three sides of the crossing. On the south side, the two-story, hip-roofed **Interlocking Station 232** (1893, also known as Signal Station 232) was taken out of service on April 15, 1946, and demolished the following

[6] The papers of Chase's son, Harry B. Chase, Jr., at the Dodd Research Center, University of Connecticut, contain a detailed list of the mechanical levers of Walpole's Interlocking Station or Switch Tower 232 from 1926 to 1940 [Chase Papers, 2003-0037_017].

[7] This wye track is, and has been for decades, known locally as Lewis's Wye, most likely named for the adjacent Lewis Manufacturing Company to the east, which later became the Kendall Company [Hurst]. See Figure 2.

month. A new interlocking switch machine and block station was set up in the first-floor ticket office at the passenger station. On the west side, a collection of one-story, gabled **freight buildings** was reduced to a tool house and sheds or section shanties by ca. 1927, and demolished entirely after 1967. Northeast of the passenger station, on the same (east) side of the crossing, was a small, one-story, hip-roofed **express office**, apparently built by ca. 1890 and demolished in 1978 [Sanborn maps; Figures 3, 4, and 5; Sweeney, 41; Hurst comments].

Architecture

Architectural historian Carroll Meeks demonstrated that the railroad station, as a building type, was continually evolving in the 19th century both in the United States and abroad, its introduction in the landscape dating only to the inception of railroad construction in the 1830s. A station was seen as the gateway to the town in which it was located, and an emblem of the corporation with which it was associated. For many railroad corporations, station design tended to be the charge of in-house engineers rather than commissioned architects, amid the question of whether a station was properly considered engineering or architecture. The need for monumentality and ornamentation in station design also was debated [Meeks, 39-43].

By the third quarter of the 19th century, the early phase of experimentation in station design had passed. Passenger stations became more standardized in terms of the spaces included—for waiting, baggage handling, and ticket purchasing—while adjusting to increasing complexity in facilitating movement of people around and through the building. Freight tended to be handled separately, from a different building. Though Union Station was occasionally described in late 19th-century accounts as a depot, railroad historians classify the building today as a station, more expansive than the "typically modest affairs" of depots, with their ticket office and single waiting room providing the "bare necessities" to travelers. The late 19th-century railroad station as a building type was commonly associated with brick or stone construction; Union Station is distinctive among extant stations of comparable size in Massachusetts for its wood-frame construction [Meeks, 56-58; Roy, 19-20].

Union Station reflects its architect's familiarity with the railroad stations designed in Massachusetts from 1881 onward by architect Henry Hobson Richardson (1838-1886) and his successor firm, Shepley, Rutan and Coolidge of Boston. For the Boston & Albany Railroad, one of New England's leading main lines by the late 19th century, the firms designed more than 30 new passenger stations from 1881 to 1894, during "a major program of capital investment and improvements to the physical facilities of the line" [Ochsner, 109; Karr, 280]. Twenty of these Boston & Albany stations were built immediately west of Boston, between fifteen and twenty miles north of Walpole.

Architects of the Boston & Albany stations—all constructed of grey granite trimmed in brownstone—and Walpole's wood-frame Union Station alike:

> …strove first of all clearly to express the building's purpose—to mark the fact that a station is not a house, but a shelter, not a place to live in but to wait under. The roof is the chief feature, not the walls. These are always low and the plan as compact as possible, while the roof is massive and broad. [Richardson biographer Marianna Griswold Van Rensselaer, quoted in Ochsner, 116]

While Union Station would not be classified as Richardsonian Romanesque in its ornamental detailing, the building reflects the massing and expression of interior plan seen in Richardsonian stations of the same period: the horizontal emphasis of the roofline, broad, sheltering, flared eaves supported on wood brackets, and simple pedestrian flow through the building that allowed for sheltering of patrons from their arrival to departure. Union Station even incorporates a comparable treatment of the ticket office that Van Rensselaer described as projecting upon the platform as a "charmingly designed" bay [Ochsner, 117]. The earliest extant Boston & Albany station from this series of Richardson commissions is Union Station, 28 Depot Street, Palmer (1881-1884, PAL.275, NRIND), and the closest to Walpole is the South Framingham Station, 417 Waverly Street, Framingham (1883-1885, FRA.405, NRIND). Walpole's Union Station also bears some similarity to Richardson's well known Old Colony Railroad Station, 80 Mechanic Street, (North) Easton (1884, EST.8, NRIND/NRDIS, NHL, LHD), with its low profile, flared roof, and oversized wood brackets at the eaves.

One of very few passenger stations extant in Massachusetts that reflects this late 19th-century Richardsonian sensibility rendered in wood rather than masonry construction, Union Station is the best-preserved example of the type. About eighteen wood-frame stations with construction dates in the 1880s or 1890s have been identified to date. Of these, the Brookline & Pepperell Railroad Depot, 74 Main Street, Pepperell (1892, PEP.144), is comparable to Walpole in roofline, though built on a smaller footprint, encompassing one wing rather than two, with Craftsman-style exposed rafters at the eaves that are not present at Walpole. The Pepperell station was built on a branch line from New Hampshire feeding into the Fitchburg Railroad [Karr, 209]. Kendal Green Station, Church Street, Weston (1896, WSN.247, NRDIS), built by the Fitchburg Railroad on its main line, has a similar low profile, wide eaves, and clapboard exterior, but lacks the character-defining, flared-roof bracketed overhangs seen at Walpole. Two other comparable wood-frame stations of the period have been altered significantly; both are in Concord on the Fitchburg main line. At the former Concord Station, 80-86 Thoreau Street, Concord (early 1890s, CON.92), the historic roofline once so similar to Walpole's has been compromised with additions. In West Concord, the Union Station at 20 Commonwealth Avenue (1894, CON.456, NRIND 1989) now displays a brick veneer façade over the original clapboard on a bracketed, Queen Anne-style building. Concord's Union Station was built at a crossing of the Fitchburg and Old Colony railroad lines.

Two other late 19th-century, wood-frame stations of note in Massachusetts illustrate forms of station design that are distinct from Walpole's, and from one another. The well detailed Chatham Railroad Depot, 153 Depot Road, Chatham (1887, CHA.428, NRIND 1978), is a side-gabled, Queen Anne-style building displaying high walls and an octagonal central entry tower. The New York, New Haven & Hartford's Lee Depot, 109 Railroad Street, Lee (1893, LEE.175, NRIND 2010), is distinctive for its asymmetrical gable roof [Roy; MACRIS].

Union Station is the oldest passenger station extant on the east-west commuter rail line through the crossing at Walpole, where service runs between Boston and Franklin. Other historic passenger stations remaining on the line are the Norwood Central Station, 164 Broadway, Norwood (1899, NRD.249), and the Franklin Station, Depot Street (1912, FRN.74). Both stations, built after the New Haven Railroad began leasing the line in 1898, display rectilinear massing and a hipped roof, but lack the low-slung Richardsonian lines of Walpole's Union Station. The Norwood station is constructed of yellow brick, while the Franklin Station is faced with stucco and brick. On the north-south freight line through the Walpole crossing, formerly the Mansfield & Framingham road, the only remnants of passenger service are both in Walpole: Union Station, and the South Walpole Station, 44 Summer Street (ca. 1912, WLP.189). Also built by the New Haven Railroad, the wood-frame building at South Walpole is

considerably smaller than Union Station, and displays a square footprint, hipped roof, overhanging eaves with exposed rafters, and wood-shingle and clapboard siding.

Union (Walpole) Station Following the Period of Significance (late 1960s to present)

Penn Central Railroad absorbed the New Haven Railroad on January 1, 1969. An extended period of management and financial difficulties for the New Haven, from the Depression through the post-World War II era, was exacerbated by increased competition from interstate highway construction and the start of air-shuttle service between Boston and New York.

In the late 1960s, the passenger station at Walpole continued to serve commuters on the east-west route between Boston and Blackstone, then operated by the Massachusetts Bay Transportation Authority (MBTA) but still owned by the Penn Central. The MBTA was established in 1964 for the purpose of facilitating mass transportation in the 78 cities and towns encompassing greater Boston. The following year, the MBTA reserved for its present and future needs the entire network of former New Haven commuter rail lines and rights-of-way within the Authority's service area. Bellingham and Blackstone, the last two towns on the commuter rail line through Walpole, lay beyond the limits of the MBTA service area, necessitating local subsidies if the two communities wished to retain commuter rail service. Service was eliminated in 1966 when local funding was not provided, and the commuter rail line was cut back to Franklin, approximately eight miles southwest of Walpole. In 1969, the line west of Franklin Junction was abandoned, leaving the station at downtown Franklin as the terminus for freight and passenger service [Karr, 294].

The New Haven Railroad generally did not have much train radio capability in the Walpole vicinity. Penn Central decided to put a base radio station in the first-floor ticket office at Walpole, so an operator there could communicate directly with trains that had locomotives equipped with radio. About November 14, 1971, Penn Central installed the antenna pole (1971, photos 1, 5, and 6) next to the ticket booth on the west side of the station [Hurst review comments]. The antenna on the pole has since been removed.

Penn Central collapsed into bankruptcy on June 21, 1970. In 1973, trustees of the Penn Central Transportation Company, based in Philadelphia, conveyed to the MBTA their interests in the former New Haven land, buildings, track and related track structures, and the signal system and related facilities on various lines within the MBTA service area [Norfolk County deeds, 4907:632], among them the Franklin commuter line through Walpole. Plans illustrating the MBTA's acquisition in Walpole show the passenger station on the same parcel as the east-west railroad right-of-way, with the property line for the right-of-way drawn tightly around the east, south, and west elevations of the building [Norfolk Co. deeds, plan book 252, no. 795A]. Local volunteers and railroad preservationists painted the station as a Bicentennial project in 1976, using paint provided by the MBTA [Hurst review comments].

In 1978, the MBTA improved stations on the Franklin line during an $11 million project funded partly by the Urban Mass Transportation Administration. Stations, signals, track, and roadbeds were upgraded, new and rebuilt coaches and locomotives put into service, and parking lots constructed. The MBTA took a parcel of land immediately south of the Walpole station for a parking lot, creating a parcel survey plan in September 1978 that articulated the property boundary around the passenger station as ten feet from the base of the building, on the east, south, and west, or approximately two feet from the outermost edges of the overhanging eaves [Norfolk Co. plan book 274, no. 234-1979]. See Figure 7 for a detail of this plan.

The new parking lot and poured-concrete platforms at Walpole were constructed in July and August of 1978. On August 10, 1978, Gov. Michael Dukakis rode out to Walpole and Franklin to view the progress of the station upgrades [Hurst review comments].

Under the Federal government's Regional Rail Reorganization Act, in 1976, the Penn Central trustees conveyed the north-south freight line through the Walpole crossing to Consolidated Rail Corporation, or Conrail [Norfolk Co. deeds, 5519:663]. Established by Congress to own, operate, and rebuild the freight rail system in the nation's Northeast and Midwest regions ["Conrail Company History;" "History"], Conrail became known as CSX Transportation in 1998. The north-south freight line through the Walpole crossing is known as the Framingham Secondary, which was owned, maintained, and dispatched by Conrail and subsequently CSX Transportation. See **Preservation Concerns** below for recent developments.

Semaphore signals, reportedly among the last in New England, survived at the Walpole crossing until 1988, when the MBTA replaced them with a new system of lighted signals [Fritsch]. The signal tower was closed in 1994, and the signal work transferred to the Amtrak Midland Train Dispatcher at Centralized Electrification and Train Control (CETC) at South Station in Boston. Operators continued on-site at the Walpole station until January 23, 1995 to address any problems with the remote signal system [Hurst review comments]. Signals are currently controlled remotely from a dispatch in Somerville, Massachusetts. Other improvements to this line in 1988 included construction of a new commuter rail station at Forge Park/Route 495 in Franklin, which extended the Franklin line about two miles west of the previous terminus in downtown Franklin.

Preservation Concerns

With the strong support of the MBTA [Brennan letter, February 7, 2014], the Town of Walpole has prepared the National Register nomination for Union Station, utilizing local grant funds administered by the Board of Selectmen through the Walpole Historical Commission. The MBTA continues to own both Union Station and the adjacent east-west commuter rail line to and from Boston, terminating at Franklin/Forge Park. Walpole is a station stop on all local and express trains originating at or destined for Franklin/Forge Park: seventeen trips daily inbound to Boston and sixteen return trips daily on weekdays, and nine trips daily in each direction on weekends [MBTA Franklin line schedule]. The passenger station is open to the public only during the morning commute on weekdays. MBTA employees maintain an office in the building, and some rooms are used for storage.

As noted under **Description** (above), during roof repairs in 2012 and 2013, the MBTA replaced original slate roof shingles on the station wings and tower with DaVinci Slate multiwidth polymer (composite) roof tiles. The underside of the wide eave overhangs has been clad in PVC beadboard (photo 4), installed as a protective measure over the original wood beadboard, which remains in place on the soffit. There are no plans to replace the terra-cotta finials and cresting removed from the roof ridges during the repair work.

Preservation plans for Union Station are unclear at this time. The building is underutilized by the MBTA. Options for construction of a new passenger station have been identified, in light of anticipated expansion of passenger service through Walpole. In June 2015, the Massachusetts Department of Transportation (MassDOT), which currently includes the MBTA, acquired from CSX Transportation the north-south Framingham Secondary line between Framingham and Mansfield. The Framingham Secondary is a

major rail corridor for shipment of freight between several key points in eastern Massachusetts. Freight travels principally on this line through the Walpole crossing, though some road freight from Framingham, Worcester, and points west turns over the north wye at Walpole, en route in a northeasterly direction to Norwood Central and the Readville freight yard in Hyde Park. The Framingham Secondary also supports special game-day passenger trains carrying football spectators between Boston and Gillette Stadium, located in Foxborough immediately south of Walpole. Approaching Walpole station from Boston, the special trains leave the Franklin commuter line and connect to the Framingham Secondary by way of Lewis's Wye, which runs approximately 60 feet southeast of Union Station [Norfolk Co. deeds, 33225:300; Hurst review comments; "MassDOT Completes Acquisition"].

MassDOT's acquisition of the Framingham Secondary is expected to maintain freight traffic on the line and expand passenger service, including but not limited to establishing commuter rail service between Boston and Foxborough through Walpole. In 2010, the MBTA conducted a feasibility study for offering full-time commuter rail service to the existing special-event station at Foxborough. Two of the three service options identified in the study call for construction of a new passenger station at Walpole, consisting of a high-level accessible island or center platform allowing for cross-platform transfers for passengers. This new station would be positioned a few hundred feet east of the existing station platform [*Foxborough Commuter Rail Feasibility Study*, 8, 14, 18, 97; Foxboro Realty Associates letter, March 25, 2014].

Archaeological Significance

Potential historic archaeological resources described above may contribute important evidence related to the extent to which the extant Union Station was constructed over the same foundation as the original station, or whether it may have been altered by unforeseen construction difficulties or simply unrecorded changes in the construction details and/or materials. Detailed analysis of the construction plans for the original and extant stations, combined with the results of archaeological survey and testing, may identify changes in the building construction that were not recorded or documented in any written way, making archaeological research our only way of documenting changes to the building footprint.

The rebuilding of Union Station did not follow the 1883 plans and was poorly documented. Given that, archaeological research is our only source of information for much of the station rebuilding. Archaeological survey and testing of the area immediately surrounding the Union Station may produce evidence of builders' trenches, structural changes to the building footprint, and other construction features that can help reconstruct the extent to which the rebuilding of Union Station followed the original building footprint and foundation, or deviated from those patterns.

Archaeological survey and testing of the area immediately surrounding the station may also produce evidence of specialized railroad facilities (such as turntables), which may have been present at the station. Some facilities originally available at the station may have been buried and/or dismantled when their period of use ended. Identification of these railroad facilities can be important in the reconstruction of the station's facilities at particular points in time and over time. Two additional buildings are represented on Figures 4 and 5. However, because the boundaries were established on three sides within ten feet of the building, these two buildings were located outside the nominated area.

Figure 1 Three railroad lines in Walpole (late 19th century)

Source: *Atlas of Massachusetts*. Boston: George H. Walker & Co., 1891
[detail of Atlas Plate No. 15, annotated 2015].
Map reproduction courtesy of the Norman B. Leventhal Map Center, Boston Public Library.

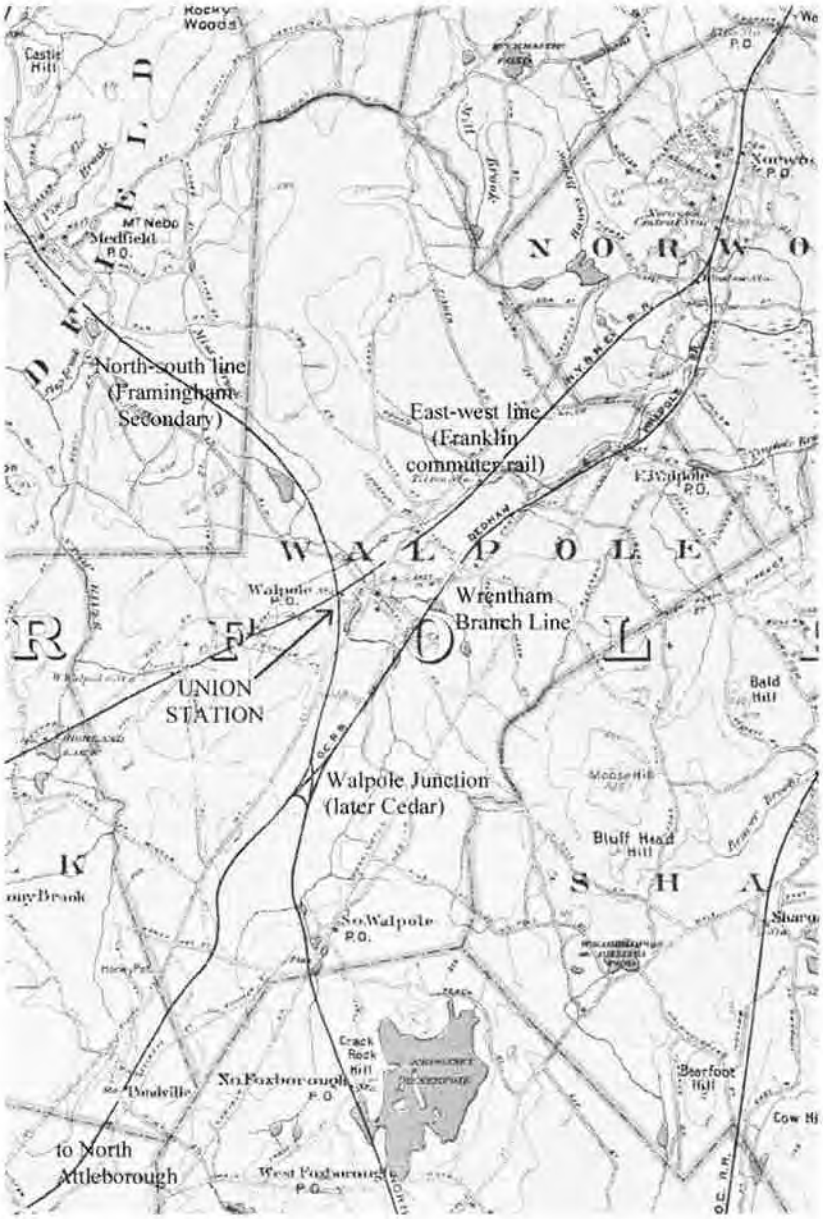


Figure 2 Schematic drawing of railroads operating at Union Station (Walpole Station)

Source for data: Ronald Dale Karr, *The Rail Lines of Southern New England* (1995).

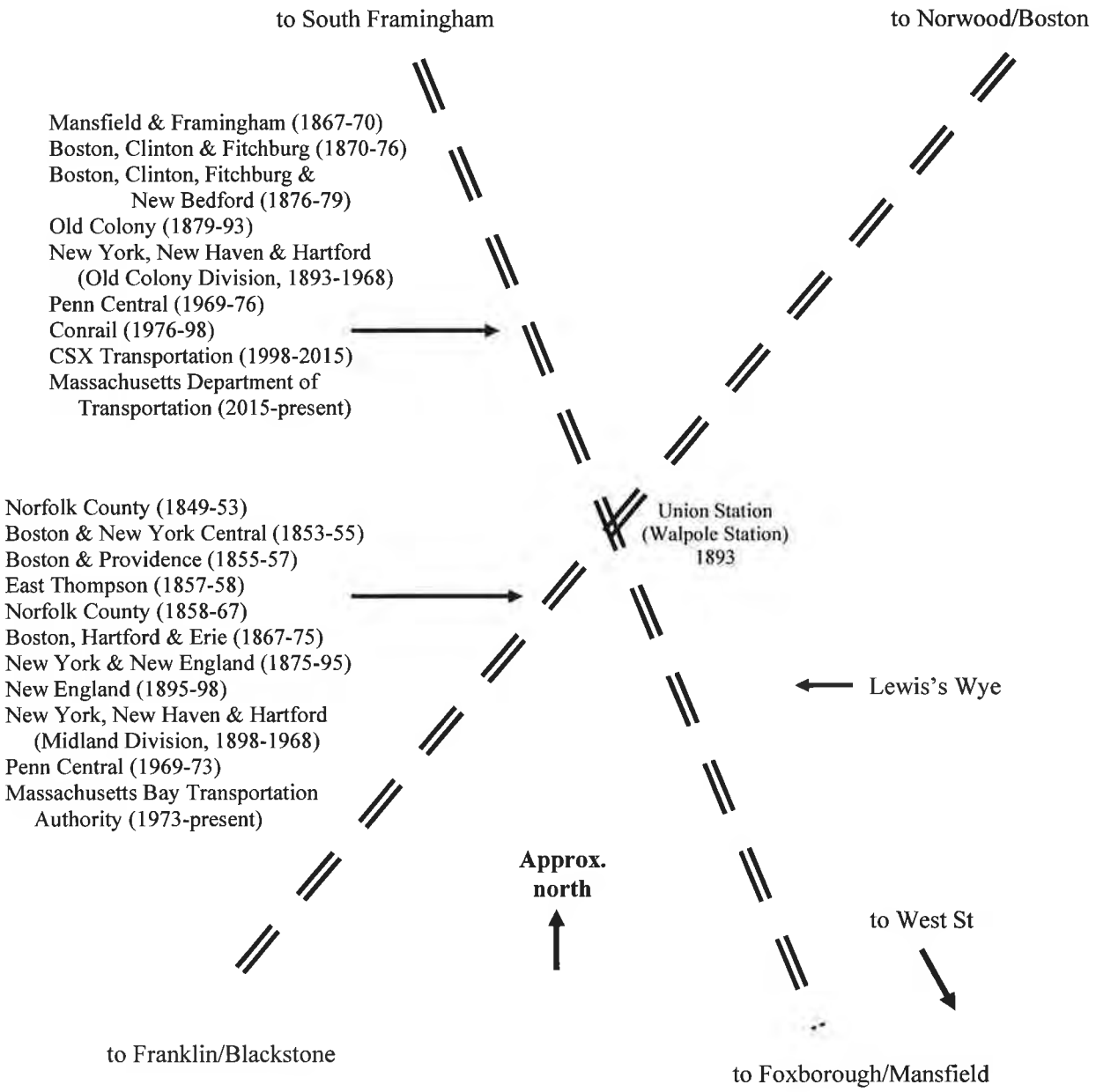


Figure 3 View of railroad crossing at Walpole (ca. 1890)

Old Colony line, view northwest toward crossing. First Union Station (1883, burned 1893) with gabled signal tower at center right. Express office, far right, and freight shed, far left, no longer extant.

Source: Walpole Historical Society, #P-15-111. Photograph by W. H. S. Pearce of Walpole and Boston. Donated to the Society by Marjory Spear. Digital reproduction courtesy of Roger F. Turner, Walpole Historical Society.

Figure 4 Union Station and express office (1932)

View north from Old Colony line, showing present Union Station (1893) with detached express office, far right (no longer extant).

Source: Daniel F. Donovan Collection, Walpole Historical Society. Digital reproduction courtesy of Roger F. Turner.

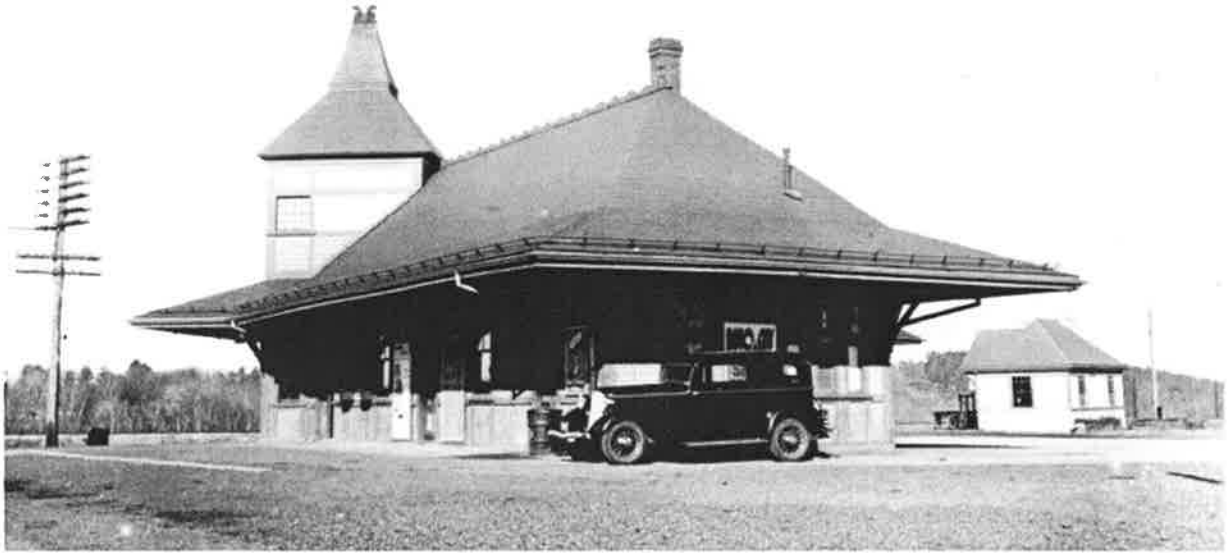


Figure 5 View of railroad crossing at Walpole (1938)

New Haven Midland Division line, view southwest toward crossing.
Present Union Station (1893) at center, flanked by express office (ca. 1890) and
Interlocking Station 232 (1893, also known as Signal Station 232), both no longer extant.

Source: Daniel F. Donovan Collection, Walpole Historical Society.
Digital reproduction courtesy of Roger F. Turner.

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

Allen, Melzar Waterman. Find A Grave Memorial #26710549. Maple Grove Cemetery, Walpole. Via www.findagrave.com. Retrieved October 2014.

Allen, Philip K. The *Allens of Walpole, Mass. and Their Descendants Direct and Collateral*. Haverhill, MA: By the author [DPL Commercial Printers], 1984.

An Act to change the name of the Foxborough Branch Railroad Company, and for other purposes. Massachusetts General Court. Chapter 83 of the Acts of 1867.

An Act to give better security to travellers [sic] *by railroad.* Massachusetts General Court. Chapter 143 of the Acts of 1881.

An Act to revise and consolidate the provisions of the general statutes and of subsequent general acts relating to railroads (also known as the *General Railroad Act*). Massachusetts General Court. Chapter 372 of the Acts of 1874.

"Beloved Fellow-Citizen Passes On." Obituary for Melzar Allen. *Walpole Times,* March 13, 1920, 1:3. Published with "Was a Contractor and Builder," reprinted from the *Boston Transcript.*

"Block System." *The Signal Box*. Via www.signalbox.org/block/absolute01.htm. Retrieved October 10, 2014.

Brennan, Andrew D., Director of Energy and Environment, Massachusetts Bay Transportation Authority (MBTA). Letter to Michael E. Amaral, Chairman, Walpole Historical Commission, Town of Walpole, regarding Historical Commission plans to nominate Union Station to the National Register, February 7, 2014. Walpole Historical Commission files.

"British Railway Signalling [*sic*] Instruments. Sykes & Co. railway signalling [*sic*] instruments." *The Signal Box*. Via www.signalbox.org/block/sykes.htm. Retrieved October 10, 2014.

Chase, Harry B., Jr. Papers. Biography of Harry Bennett Chase, Sr., and "Letters from a New Haven Railroad Signal Maintainer to His Soldier Son in Wartime, 1942-1943." Archives & Special Collections, Thomas J. Dodd Research Center, University of Connecticut Libraries. Via http://doddcenter.uconn.edu/asc/findaids/Chase/uconn_asc_2003-0037. Retrieved September 16, 2014.

"Collision at Crossing of the Old Colony and the New York & New England, in Walpole, 10 February 1881." *Thirteenth Annual Report of the Board of Railroad Commissioners, January 1882.* Boston: Rand Avery & Co., 1882, 79-81.

"Conrail Company History." The Conrail Historical Society. Via http://thecrhs.org. Retrieved October 16, 2014.

Cook, Louis Atwood. *History of Norfolk County, Massachusetts, 1622-1918*. NY and Chicago: The S. J. Clarke Publishing Co., 1918.

Cottrell, Elizabeth, compiler. "Union Station, Walpole, MA. 1883." Notes and correspondence, including historic timeline compiled by Richard Hurst (1974) from entries in the *Walpole Star* (January 1883-February 1884), historic photos and illustrations from Donavan and Chase [see separate entries], *Mansfield News/Walpole Star* article [see separate entry], and MHC correspondence with MBTA. Cited separately in text, as appropriate, by author or original source. Courtesy of Elizabeth Cottrell, Walpole, MA.

DeLue, Willard. *The Story of Walpole 1724-1924. A Narrative History Prepared Under Authority of the Town and Direction of the Historical Committee of Bi-Centennial*. Norwood: Ambrose Press, 1925.

Donovan, Francis D. "Historic Walpole. The Coming of the Railroads." Transcription of article published in *Walpole Times* (July 12, 1946), with lecture given at Walpole Historical Society (April 5, 1966). MSS 32-14. Walpole Historical Society.

_____. "A Night on the New Haven Railroad." *Shoreliner* 35, no. 4 (2013). Union Station research file, Walpole Historical Society.

_____. Railroad Collection. Finding Aid. Railroad History Archives, Archives & Special Collections, Thomas J. Dodd Research Center, University of Connecticut Libraries. Via http://doddcenter.uconn.edu/asc/findaids/donovan/MSS20060195. Retrieved September 15, 2014.

Eighteenth Annual Report to the Stockholders of the New York & New England Railroad Company, Made at the Annual Meeting, Tuesday 13 March 1894. Boston: The Collins Press, 1894.

Engineers' [Fire Department] Report. *Reports of the Town Officers of the Town of Walpole, for the Year Ending December 31, 1893*. Walpole: Norfolk Publishing Co., 1894.

Fisher, Charles E. "The Famous Color Trains of America." *Bulletin of the Railway and Locomotive Historical Society*, no. 4 (1923), 24-30.

_____. *The Story of the Old Colony Railroad*. By the Author, 1919.

Foxborough Commuter Rail Feasibility Study. Final Report. Project No. A92PS03, Task Order No. 2. Jacobs Engineering Group, Anne S. Galbraith, and Central Transportation Planning Staff for the Massachusetts Bay Transportation Authority. 2010.

Foxboro Realty Associates LLC, by Kraft Group LLC, by Kraft Enterprises LLC, by Kraft Family Inc., James Nolan, Senior Vice President. Letter of Intent to Richard A. Davey, Secretary of Transportation and Chief Executive, Massachusetts Department of Transportation (Mass DOT), regarding plans to implement regular weekday commuter rail service at the existing rail station

adjacent to Gillette Stadium in Foxborough (March 25, 2014). Retrieved March 2015 via http://www.walpole-ma.gov/sites/walpolema/files/file/file/letter_of_intent_gillette_stadium.pdf.

Fritsch, Peter. "One Man's Mission: Save Old Semaphores." [Walpole] *Daily Transcript* (March 25, 1988), 1, 11. Clipping in Union Station research file, Walpole Historical Society.

Galvin, William Francis, Secretary of the Commonwealth, *et al. Historical Data Relating to Counties, Cities, and Towns in Massachusetts.* Boston: The New England Historic Genealogical Society, 1997.

Hager, Louis P., and Albert D. Handy, eds. *History of the Old Colony Railroad. A Complete History of the Old Colony Railroad from 1844 to the Present Time. In Two Parts.* Boston: Louis P. Hager and Albert D. Handy, 1893.

"History of the New York, New Haven and Hartford Railroad." Retrieved September 15, 2014 via http://doddcenter.uconn.edu/asc/findaids/NHRR/nhtrains.

Hurd, Duane Hamilton, ed. *History of Norfolk County, Massachusetts, with Biographical Sketches of Many of its Pioneers and Prominent Men.* Philadelphia: J. W. Lewis & Co., 1884.

Hurst, Richard K., compiler. "Notes on the Construction of [First] Walpole Union Station from *Walpole Star* (23 January 1883 to 29 February 1884)." Transcribed 1974. Included in Elizabeth Cottrell, compiler, "Union Station. Walpole, MA. 1883." Courtesy of Elizabeth Cottrell.

_____. Research on double tracking at Walpole crossing, compiled from railroad annual reports and employee timetables of the New York & New England Railroad and Old Colony Railroad. March 2015 [cited in text as Hurst research].

_____. Review comments on draft National Register nomination. March 2015 [cited in text as Hurst review comments].

_____. "Walpole RR station landmark will be 85 [sic] years old next week." *Walpole Times,* June 27, 1968. Reprinted at www.walpole.ma.us/hpeoplerail85yearsold.

Karr, Ronald Dale. *The Rail Lines of Southern New England. A Handbook of Railroad History.* Pepperell, MA: Branch Line Press, 1995.

LaPointe, Gary. "Norfolk County Train Stations" in *Railroad Stations in Massachusetts.* Via www.lightlink.com/sglap3/massachusetts. 1998-2007. Retrieved January 8, 2008.

Lewis, Isaac Newton. *A History of Walpole, Mass., from the Earliest Times.* Walpole: First Historical Society of Walpole, MA, 1905.

Massachusetts Bay Transportation Authority (MBTA). "About the MBTA – History." Retrieved October 23, 2014 from http://www.mbta.com/about_the_mbta/history/.

_____. Schedule information – Franklin Line. Via http://www.mbta.com. Retrieved October 13, 2015.

Massachusetts Historical Commission (MHC). Inventory of Historic and Archaeological Assets of the Commonwealth. Inventory forms for the Walpole Union Station, completed by Kathleen Kelly Broomer for the Town of Walpole (2009); Jane Carolan and McGinley Hart & Associates for the MBTA Historical Property Survey, Phase II (1988); and the Walpole Historical Commission (undated form).

_____. Massachusetts Cultural Resource Information System (MACRIS). Online database of historic properties statewide, via www.state.ma.us/sec/mhc.

_____. *Reconnaissance Survey Town Report: Walpole*. January 1980.

Massachusetts Soldiers, Sailors, and Marines in the Civil War. Vol. 5. Norwood, MA: By the Adjutant General, 1932.

"MassDOT Completes Acquisition of Framingham Secondary Rail Line." Press release dated June 17, 2015. Via http://www.mbta.com/about_the_mbta/news_events. Retrieved October 10, 2015.

Meeks, Carroll L. V. *The Railroad Station: An Architectural History*. New York: Dover Publications (reprint of 1956 edition), 1995.

"Miscellaneous [Union Station at Walpole]." *The Station Agent* 9, no. 2 (April 1893), 25.

"N. Y., N. H. & H. R. R. Interlocking Station 232, Walpole, Mass." Harry B. Chase, Jr. Papers. Archives & Special Collections at the Thomas J. Dodd Research Center, University of Connecticut Libraries. Retrieved September 16, 2014 via http://doddcenter.uconn.edu/asc/findaids/Chase/uconn_asc_2003-0037.pdf.

"New [First] Union Passenger Station at Walpole." *Mansfield News,* July 6, 1883/*Walpole Star,* July 7, 1883. Included in Elizabeth Cottrell, compiler, "Union Station. Walpole, MA. 1883." Courtesy of Elizabeth Cottrell, Walpole, MA.

Nineteenth Annual Report to the Stockholders of the New York & New England Railroad Company, Made at the Annual Meeting, Tuesday 12 March 1895. Boston: Cashman, O'Connor & Co., 1895.

Ochsner, Jeffrey Karl. "Architecture for the Boston & Albany Railroad: 1881-1894." *Journal of the Society of Architectural Historians* 47 (June 1988), 109-131.

"Petition of the Old Colony Railroad Company for Authority to Increase its Capital Stock." Hearing Before the Legislative Committee on Railroads, Massachusetts General Court (January 30, 1889). Boston: Alfred Mudge & Son, 1889.

Potter, Janet Greenstein. *Great American Railroad Stations*. NY: John Wiley & Sons, Inc., 1996.

"Railroad Consolidation." *Thirtieth Annual Report of the Board of Railroad Commissioners, January 1899.* Boston: Wright & Potter, 1899, 10-15.

"Railway Station at Walpole." *Mansfield News,* April 7, 1893, 5:3.

Ranaldi, Deborah, *et al.*, and the Walpole Historical Society. *Images of America. Walpole.* Charleston, SC: Arcadia Publishing, 1998.

Roy, John H., Jr. *A Field Guide to Southern New England Railroad Depots and Freight Houses.* Pepperell, MA: Branch Line Press, 2007.

"Rules for the Use of Crossing-signals at Walpole, adopted by the Old Colony and New York & New England R. R. Companies." *Fourteenth Annual Report of the Board of Railroad Commissioners, January 1883.* Boston: Wright & Potter, 1883, 161.

"Signal Tower at Walpole Center – N.Y., N.H. & H. RR." Undated historic photograph included in Elizabeth Cottrell, compiler, "Union Station. Walpole, MA. 1883." Courtesy of Elizabeth Cottrell, Walpole, MA.

"Signals at Grade Crossings." *Fifteenth Annual Report of the Board of Railroad Commissioners, January 1884.* Boston: Wright & Potter, 1884, 41-42.

Smith, Carl L. "The Chronology of Railroading in Walpole, Massachusetts." Walpole Historical Society, May 1969 (edited by Francis D. Donovan, July 2002). Retrieved October 22, 2007, via www.walpole.ma.us/hpeoplerailchronology.htm.

Smith, Laura Katz. "Francis D. Donovan Railroad Collection Comes to Dodd Research Center." *University of Connecticut Libraries* (September/October 2006), 2.

"Suburban railroad note [new station at Walpole]." *The Boston Daily Globe,* April 4, 1893, 9:3.

Sweeney, Edward J. "Walpole and the Kissing Bridge." *Model Railroader* (September 1967), pp. 38-42. Clipping filed with "Walpole, Massachusetts Historical Documents. Compiled from a vertical file of clippings by the librarians of the Walpole Public Library, March 12, 1996 [three-ring binder]. Walpole Collection. Walpole Public Library.

"Trains Delayed by Fires [*sic*]." *The Boston Daily Globe,* April 3, 1893, 4:6.

"Union Station at Walpole Junction." *The Boston Daily Globe,* August 20, 1893, 14:1.

US census for Walpole: 1880-1940. Via www.ancestry.com. Retrieved September 2014.

"Walpole Crossing-Signals." *Fifteenth Annual Report of the Board of Railroad Commissioners, January 1884.* Boston: Wright & Potter, 1884, 42-43.

Walpole directories: 1897, 1900, 1903, 1906, 1909, 1916, (Norwood and Walpole).

"Walpole's New Depot." *Boston Post,* August 18, 1893, 5:4 [stating same information as *Boston Globe,* "Union Station" article above].

Wood, Frederic J. *The Turnpikes of New England.* Boston: Marshall Jones Company, 1919.

"Work Stops for Ceremony at Railroad Station." *Walpole Times,* August 17, 1978, 3. Clipping in Union Station research file, Walpole Historical Society.

Maps, Atlas, and Bird's-Eye View (in chronological order)

1852 *Map of the Town of Walpole, Norfolk County, Massachusetts.* Boston: Henry Francis Walling.

1876 *Atlas of Norfolk County, Massachusetts.* Boston: W. A. Sherman.

1882 *Walpole, Massachusetts* [bird's-eye view]. Boston: O. H. Bailey.

1888 *Robinson's Atlas of Norfolk County, Massachusetts.* New York: E. Robinson.

1891 *Atlas of Massachusetts.* Boston: George H. Walker.

----- Sanborn Map Company. *Fire insurance maps for Walpole.* June 1894, June 1904, January 1911, June 1918, January 1927, January 1927 corrected to October 1944.

Historic Photographs and Illustrations

Chase, Harry B. "Walpole Tower, NY, NH & H RR [signal tower constructed following fire at the Union Station]." Rendering made 1940. Walpole Historical Society.

Donovan, Daniel F., Collection. Historic photographs of buildings at railroad crossing, Walpole Center, Mass. 1932 and 1938. Walpole Historical Society.

Fleischer, Richard A. "The Yankee Clipper. New Haven Railroad Historical and Technical Association Excursion, Walpole, MA, June 22, 1985." Walpole Historical Society.

----------. Untitled photograph of Union (Walpole) Station, Walpole, MA. Circa 1985. Walpole Historical Society.

Pearce, W.H.S. Union Depot, Walpole Center Railroad Station. Undated [ca. 1890] photograph donated to the Walpole Historical Society by Marjory Spear. Walpole Historical Society, # P-15-111.

Wroe, Lew. Two views of station and signal tower at Walpole. 1936. Collection of New Haven Railroad Historical and Technical Association and published in *Shoreliner* 19, no. 1 (1988). Included in Elizabeth Cottrell, compiler, "Union Station. Walpole, MA. 1883." Courtesy of Elizabeth Cottrell, Walpole, MA.

Norfolk County Registry of Deeds, Dedham, MA (in chronological order)

1867 Charles Bird of Walpole to Boston, Hartford, and Erie Railroad Company. 357:63.

1915/ 1973 *Right of Way and Track Map. The New York, New Haven and Hartford RR Company. Operated by the New York, New Haven and Hartford RR Company from Boston to Hudson River. Town of Walpole, State of Mass. 30 June 1915.* [Annotated to show boundaries of property acquired by MBTA 26 January 1973.] Plan book 252, no. 795A of 1975.

1973 Trustees of the property of the Penn Central Transportation Company to the Massachusetts Bay Transportation Authority. 4907:632.

1975 Massachusetts Bay Transportation Authority. Order of taking no. 68. 5172:590.

1976 Order of conveyance relating to the rail properties of persons leased, operated, or controlled by railroads in reorganization in the region [master deed for conveyance of railroad properties to Consolidated Rail Corporation (Conrail), Philadelphia, PA]. Dated 1976 but recorded 1978. 5519:663.

1976 Trustees of the property of Penn Central Transportation Company to Consolidated Rail Corporation. Dated 1976 but recorded 1978. 5519:688.

1979 *MBTA Land Acquisition Plan (Parcel CR-5). Walpole, Mass. Norfolk County. Commuter Rail Improvement Program. Station Development Study.* Contract No. 065-007. September 1978. Plan book 274, no. 234 of 1979. [Plan of spur parcel south of Union Station, illustrating property line 10 feet from walls of Union Station.]

1979 MBTA. Order of taking no. 129. 5586:672. [Pertaining to spur parcel adjacent to Union Station.]

Previous documentation on file (NPS):

____ preliminary determination of individual listing (36 CFR 67) has been requested
____ previously listed in the National Register
____ previously determined eligible by the National Register
____ designated a National Historic Landmark
____ recorded by Historic American Buildings Survey #_____
____ recorded by Historic American Engineering Record # _____
____ recorded by Historic American Landscape Survey # _____

Union Station
Name of Property

Norfolk County, MA
County and State

Primary location of additional data:

_X_ State Historic Preservation Office
____ Other State agency
____ Federal agency
_X_ Local government
____ University
_X_ Other
Name of repository: _Walpole Public Library, Walpole Historical Society_____

Historic Resources Survey Number (if assigned): __WLP.64_____

10. Geographical Data

Acreage of Property _____less than one acre (nominated)_____

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates
Datum if other than WGS84:_____
(enter coordinates to 6 decimal places)

1. Latitude: 42.14516 Longitude: -71.25790
2. Latitude: Longitude:
3. Latitude: Longitude:
4. Latitude: Longitude:

Or
UTM References
Datum (indicated on USGS map):

[X] NAD 1927 or [ ] NAD 1983

1. Zone: 19 Easting: 3133430 Northing: 4668360
2. Zone: Easting: Northing:
3. Zone: Easting: Northing:
4. Zone: Easting : Northing:

Verbal Boundary Description (Describe the boundaries of the property.)

The nominated property occupies a linear railroad right-of-way parcel that extends from the center of Walpole to the town's western border, a distance of approximately 2½ miles. The station site is shown on Sheet 33 of the Town of Walpole Assessor's Maps, submitted herewith.

For the purpose of this nomination, the boundary of the nominated property is shown on the accompanying detail of the Town of Walpole GIS map (Figure 6), with further reference to the accompanying detail of the 1978-1979 MBTA survey plan for an abutting parcel to the south (Figure 7). The boundary of the area nominated is indicated on both maps.

The boundary of the nominated property follows **an existing parcel line** situated ten (10) feet from the base of the station building on its east, south, southeast, and southwest elevations. Continuing clockwise, the boundary then turns southwesterly to meet the railroad tracks most recently operated by CSX. From that point, the boundary follows the **CSX tracks** northerly to the crossing with the MBTA tracks, then follows the **MBTA tracks** northeasterly to a point ten feet beyond the north corner of the building, and finally turns southeasterly to meet the **existing parcel line** parallel to the east elevation of the building.

Boundary Justification (Explain why the boundaries were selected.)

The boundary encompasses the building associated with railroad passenger operations of Union Station during and since the period of significance.

11. Form Prepared By

name/title: Kathleen Kelly Broomer, preservation consultant, & Betsy Friedberg, MHC, National Register Director
organization: Massachusetts Historical Commission
street & number: 220 Morrissey Boulevard
city or town: Boston state: MA zip code: 02125
e-mail betsy.friedberg@sec.state.ma.us
telephone: (617) 727-8470
date: February 2016

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.

- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.

- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Union Station
City or Vicinity: Walpole
County: Norfolk State: MA
Photographer: Kathleen Kelly Broomer, preservation consultant
Date Photographed: July 2014

Description of Photograph(s) and number, include description of view indicating direction of camera:

1 of 12 North wing and tower, track side. View SE.
digital file name: MA_Walpole (Norfolk County)_UnionStation001.tif

2 of 12 South wing, tower, and north wing (left to right), parking side. View SW.
digital file name: MA_Walpole (Norfolk County)_UnionStation002.tif

3 of 12 South wing, tower, north wing (left to right), parking side. View W.
digital file name: MA_Walpole (Norfolk County)_UnionStation003.tif

4 of 12 South wing (foreground) and north wing (background), parking side. View NW.
digital file name: MA_Walpole (Norfolk County)_UnionStation004.tif

5 of 12 Tower and south wing, track side. View N.
digital file name: MA_Walpole (Norfolk County)_UnionStation005.tif

6 of 12 Tower, track side. View S.
digital file name: MA_Walpole (Norfolk County)_UnionStation006.tif

7 of 12 North wing (waiting room). View NE.
digital file name: MA_Walpole (Norfolk County)_UnionStation007.tif

8 of 12 North wing (waiting room). View SW toward snack area.
digital file name: MA_Walpole (Norfolk County)_UnionStation008.tif

9 of 12 South wing, parking side. View NW toward snack area and north wing.
digital file name: MA_Walpole (Norfolk County)_UnionStation009.tif

10 of 12 South wing, rear offices, track side. Ceiling detail.
digital file name: MA_Walpole (Norfolk County)_UnionStation010.tif

11 of 12 South wing restroom. Window detail.
digital file name: MA_Walpole (Norfolk County)_UnionStation011.tif

12 of 12 Tower interior, view W.
digital file name: MA_Walpole (Norfolk County)_UnionStation012.tif

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).
Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management. U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

Figure 6 Union Station – Boundary of area nominated

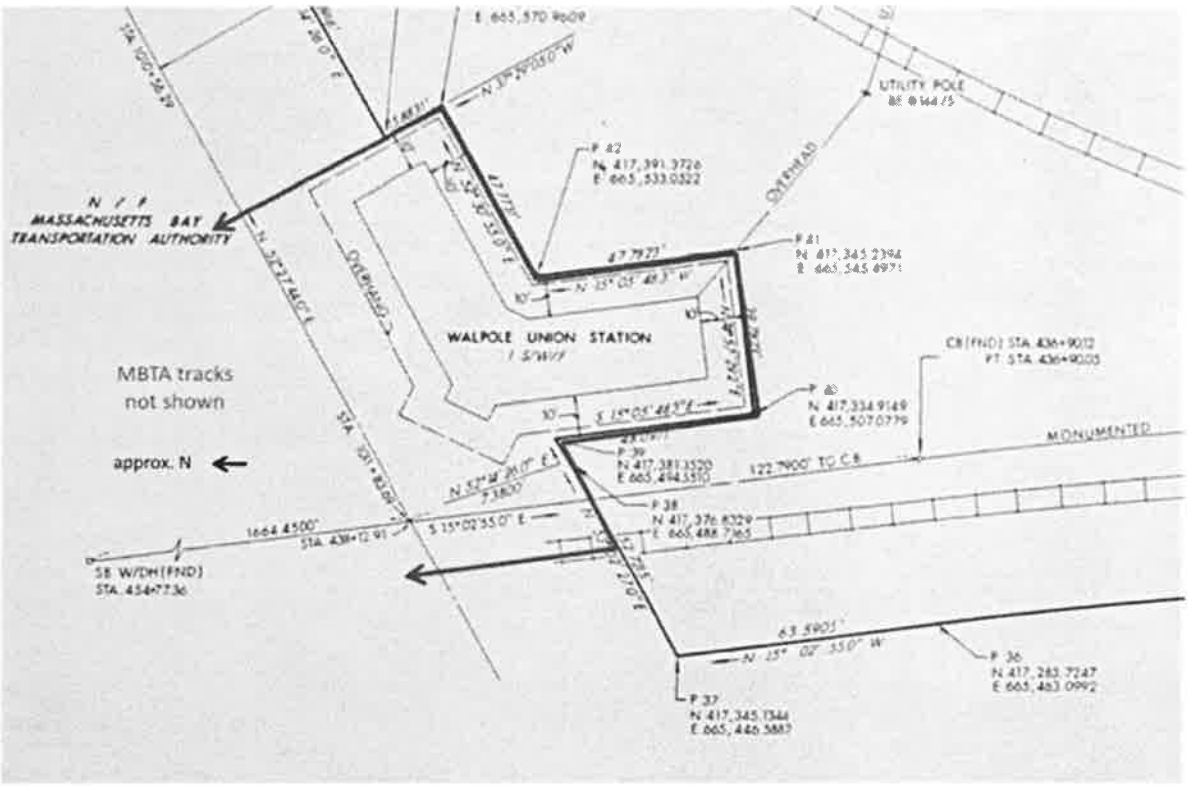
Station occupies the parcel encompassing the east-west railroad right-of-way (marked RR on map). Boundary of nominated property is defined by existing parcel lines (east, south, southeast, and southwest of station) and railroad tracks (west and northwest of station).

Source: Town of Walpole GIS map, annotated with boundary.

Figure 7 Union Station, detail of parcel boundary

Partial boundary of nominated property, showing existing parcel lines drawn around east, south, southeast, and southwest sides of station.

Source: *MBTA Land Acquisition Plan, Parcel CR-5* [for parcel south of station] (Norfolk County Plan Book 274: 234-1979), annotated with partial NR boundary.

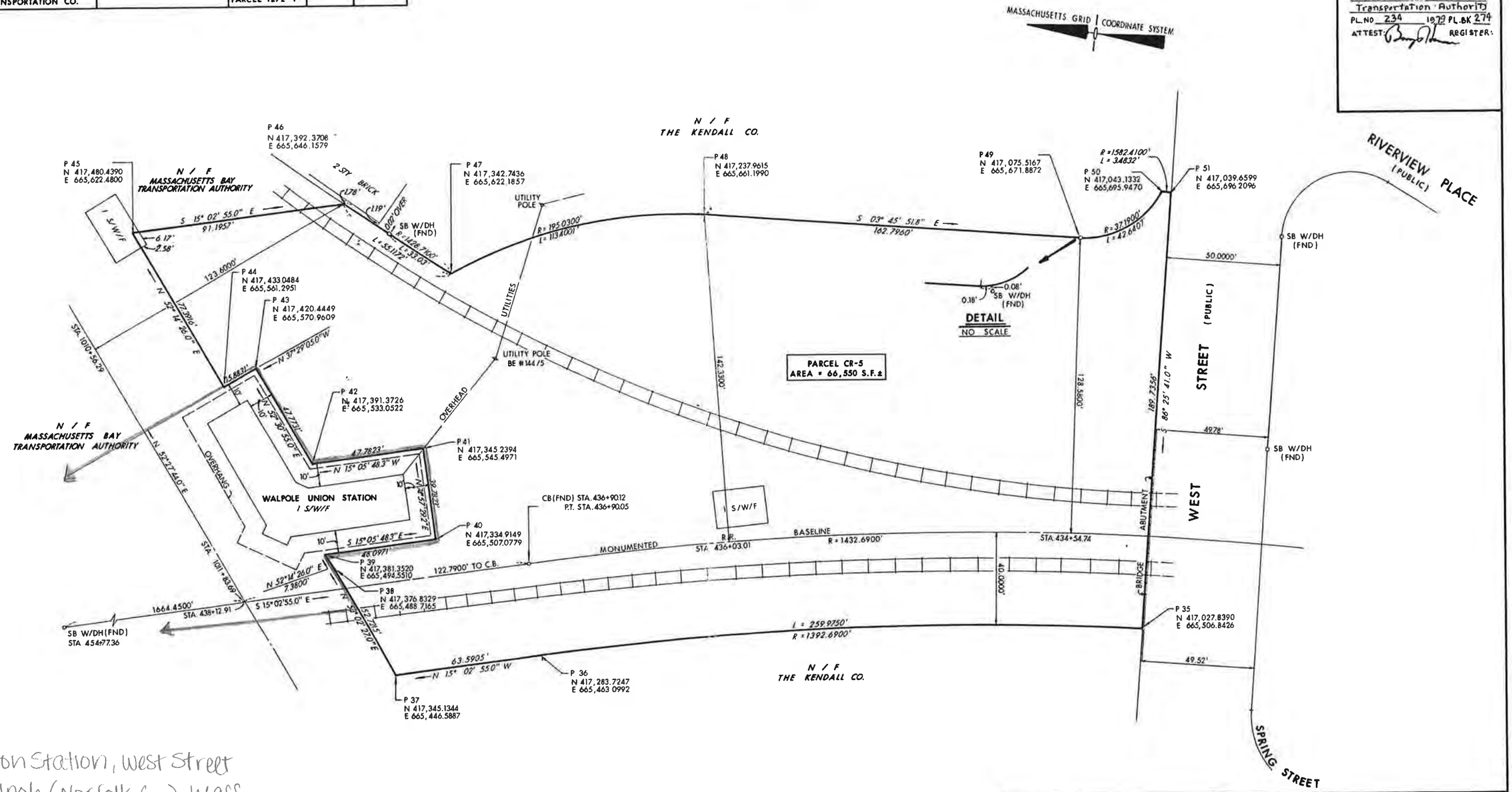


Note: Original plan does not illustrate MBTA (east-west) tracks.
See Figure 6 for complete NR boundary around Union Station.

ORIGINAL ON FILE Filed as No. 234-1979 Pl. Bk. 274

Parcel No.	Supposed Owner	Type of Acquisition	References	Area	County
CR - 5	PENN CENTRAL TRANSPORTATION CO.	ACQUISITION IN FEE	ASS'R SHT. D-12 PARCEL 1272 -1	66,550 S.F.±	NORFOLK

NORFOLK REGISTRY OF DEEDS
DEDHAM, MASS
RECEIVED April 2 1979 WITH Tkn By
Massachusetts Bay Transportation Authority
PL. NO 234 1979 PL. BK 274
ATTEST: REGISTER:



Union Station, West Street
Walpole (Norfolk Co.), Mass.
Map 2 of 2 - March 2015
Showing parcel line 10 feet from base of building on east, south, southeast, and southwest elevations
See Map 1 for complete boundary of area nominated

" I HEREBY CERTIFY THAT THIS IS A TRUE PLAN BASED ON FIELD SURVEYS AND LATEST DEEDS AND PLANS OF RECORD, AND THAT THIS PLAN CONFORMS TO THE RULES AND REGULATIONS OF THE REGISTERS OF DEEDS. "

Richard D Rasmussen 8/30/79

RICHARD D. RASMUSSEN No. 10348 REGISTERED LAND SURVEYOR COMMONWEALTH OF MASSACHUSETTS

0 1 2 3 INCHES
0 20 40 60 FEET

ISSUE	DATE	DESCRIPTION OF REVISION	BY	CH'K	APP.
		REVISIONS			

MASSACHUSETTS BAY TRANSPORTATION AUTHORITY

APPROVED BY
MANAGER, OPERATIONS PLANNING COMMUTER RAIL
PROJECT MANAGER

DATE SEPTEMBER 25, 1978

DRN. BY	DES. BY	CH'K BY
J.A.R.	—	N.B.

SCALE 1 INCH = 20 FEET
PLAN NO. 74007

COMMUTER RAIL IMPROVEMENT PROGRAM
Station Development Study
CONTRACT NO. 065 - 007

LAND ACQUISITION PLAN

WALPOLE, MASSACHUSETTS
NORFOLK COUNTY

CONSULTANTS
SKIDMORE, OWINGS & MERRILL, ARCHITECTS
BOSTON, MASSACHUSETTS
CULLINAN ENGINEERING CO., INC.
AUBURN, MASSACHUSETTS

DRAWING NO
ISSUE

Union Station, West Street
Walpole (Norfolk Co.), Mass.
Map lot 2 March 2015
Boundary of nominated area

Town of Walpole

Assessor's Maps

N
W E
S

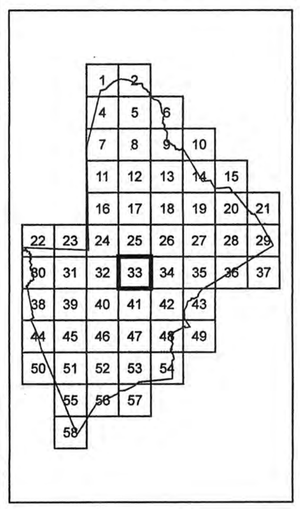
Scale: 1" = 200'

Disclaimer of Mapping Accuracy
Engineering Department
Town of Walpole, Massachusetts

TOWN OF WALPOLE

This map conforms to the United States National Map Accuracy Standards. It was prepared for use by the Town of Walpole and uses a database digitized at a scale of 1:1,200. Enlargements may produce measurable discrepancies. The Town makes no representations or guarantees of its accuracy or its suitability for use other than by the Town. Users other than the Town, do so at their own risk.

Locus Map



33

g:\c\gis\projects\tax maps\taxmapmaker14.mxd

42071-B3-TM-025

MEDFIELD, MASSACHUSETTS

7.5 X 15 MINUTE SERIES (TOPOGRAPHIC)

ASHLAND STATE PARK
Ashland Reservoir
Whitings
Sherborn
Farm Pond
Dover
Glenridge
Gooch Corners
East Holliston
Holliston
Lake Winthrop
Metcalf
Bradfordville
Rocky Hill
West Medway
Medway
Rockville
Caryville
Cilicquot
Millis
Medfield
Harding
Medfield Junction
South Sherborn
MEDFIELD STATE FOREST
Walpole
West Walpole
Cedar Hill
Highland Lake
Norfolk Airport
Lake Pearl
Weston Pond
Lake Noon Hill
Indian Hill
Noon Hill
Devil's Foot Island
Child Island
South Island
Rocky Hill
Powissett Peak
Strawberry Hill
Oak Hill
Cedar Hill
Castle Hill
Juniper Hill
Bare Hill
Paul Hill
Pine Hill
Mount Misery
Zachary Hill
Mapunda Hill
Baldwin Hill
Bald Hill
Hollis Hill
Nixon Hill
Schoolhouse Hill
Strawberry Hill
Pleasure Point Boat Ramp
Golf Course
Glen Ellen Country Club
Cemetery
Sewage Disposal
Water Tank
Gravel Pit
Quarry
Campground
Radio Towers WCOD
Pipeline
Power Line
Dam
Levee
Bridge
Tunnel
Ruins
Church
School
Hospital
Cemetery
Golf Course

WALPOLE
INBOUND TO BOSTON
TOWN CENTER
WALPOLE

WALPOLE
Don't get mad,
get online.
WE GROW IT.
YOU GULP IT.

WALPOLE
WALPOLE
SLEEPY'S

TOW ZONE
FIRE LANE
NO PARKING
WALPOLE
SLEEPY'S

WALPOLE
UNION
STATION
1883

WALPOLE
BOARD YOUR TRUCK HERE

metro

NO SMOKING
CLOSED
GET YOURS HERE
Coca-Cola

HAVE
A GREAT
DAY!
OPEN