FORM A - AREA

Assessor's Sheets	USGS Quad	Area Letter	Form Numbers in Area
H, J, K	Framing-ham, Maynard		See Data Sheet

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Photograph

Central Massachusetts RR Corridor, looking east from Boston Post Road.

Town/City: Sudbury

Place *(neighborhood or village)*: South Sudbury

Name of Area: Central Massachusetts Railroad Corridor
(Boston & Maine Railroad Corridor)
Present Use: Vacant

Construction Dates or Period: 1881-1971

Overall Condition: Good to Fair

Major Intrusions and Alterations: See description

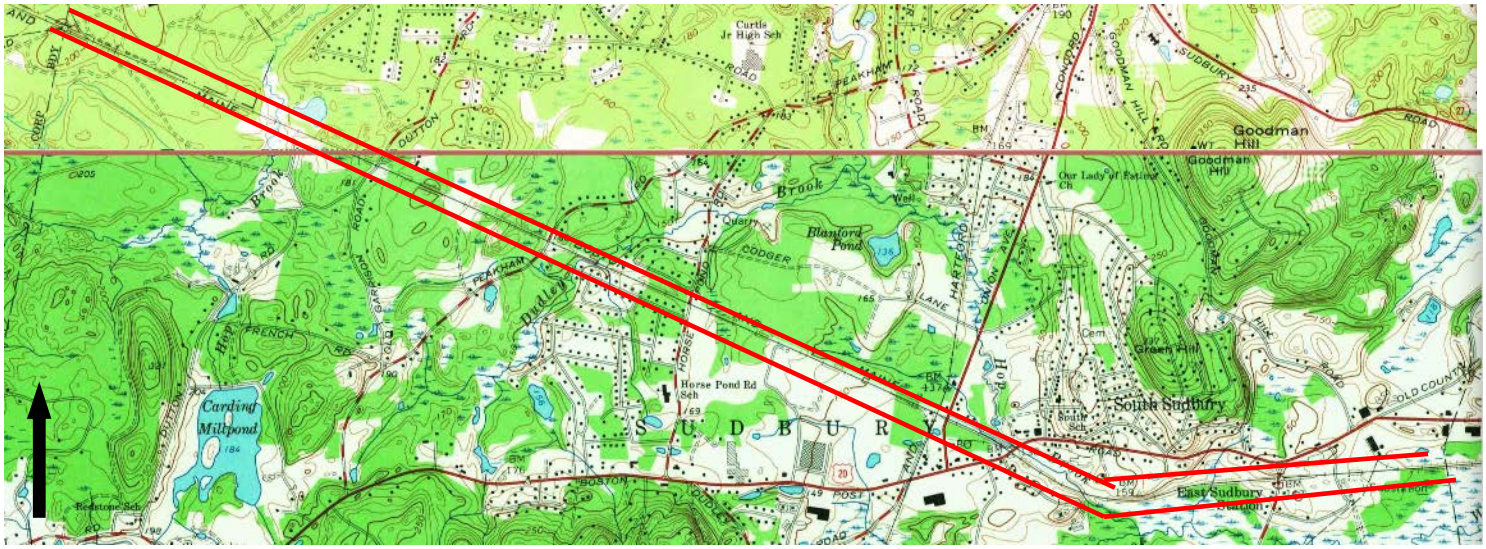
Acreage: 42.998 acres

Recorded by: Stacy E. Spies

Organization: for Sudbury Historical Commission

Date *(month/year):* December 2020

Locus Map



☒ *see continuation sheet*

☒ Recommended for listing in the National Register of Historic Places.
If checked, you must attach a completed National Register Criteria Statement form.

Use as much space as necessary to complete the following entries, allowing text to flow onto additional continuation sheets.

ARCHITECTURAL DESCRIPTION

Describe architectural, structural and landscape features and evaluate in terms of other areas within the community.

The Central Massachusetts Railroad / Boston & Maine Railroad Corridor Historic District encompasses the right-of-way within which the railroad operated and all of the buildings, structures, and objects it constructed for the dedicated purpose of running trains to transport freight and passengers. All features described are character-defining features of the corridor historic district. Please see Data Sheet for full listing of features.

Rail Corridor and Rail Bed

The CMRR/B&MRR corridor in Sudbury is 4.62 miles long with an average, historical width of 82 feet. The corridor consists of the historic ROW as delineated by present-day property lines. Ground modification within the corridor includes the rail bed, which, in different locations in Sudbury, is located in a cut, at grade, or atop a berm raised above wetlands. The berm, for example, is as high as 15 feet above grade in some portions of mile 19. Immediately west of Landham Road, for example, the rail bed is in an earthen cut; the ROW immediately east of Dutton Road is located in a cut blasted from bedrock. The area between Boston Post Road and Bridge 127 is at grade, as is the area between Bridge 128 and the Marlborough municipal boundary. A drainage ditch located along the north edge of the ROW along Station Road allows water to drain from higher areas south of the ROW. The cut and fill undertaken to construct the railroad are contributing features to the historic corridor. The rail corridor and rail bed retain a high level of integrity and are in good condition.

Track Structure

The track structure as it was configured at the time of abandonment is nearly intact within the corridor. A small section (less than .1 mile) of rails have been removed. The following description of the CMRR/B&MRR track at Wayland is also descriptive of the track in Sudbury: "The track structure consists of a pair of steel rails mounted to wood ties. The rails are typically 39-foot-long sections of rolled open-hearth steel, joined end-to-end by splice bars and roundheaded, threaded bolts. …The rail is light, weighing between 75 and 90 pounds to the yard, and as in all American standard gauge railroad tracks, the rails are 4 to 8.5 feet apart between the inner flanges of the rail head. The rails rest on steel tie plates spiked to wood ties set into a [gravel] ballast."[1] The track structure within the corridor consists of a single main line track (two parallel rails). A second track is located between Boston Post Road and Union Avenue only. The diamond junction where the CMRR met the Framingham & Lowell Railroad is noteworthy, and a contributing feature. The track structure retains a high level of integrity and is in fair condition. The track structures and ballast are contributing features of the historic corridor.

Bridges

Two railroad bridges are located within the ROW. Bridge 127 and Bridge 128 are nearly-identical plate girder bridges erected in 1881. Bridge 127 (MP 19.47), SUD.901 is a single-span plate girder bridge that measures approximately 47'-5" long and 12' wide and supports a single track. The bridge is located approximately 5'2" from the bottom of Hop Brook, which it spans. The bridge consists of two plate girders, each 4'-6" deep with 11' flanges. In 1908, the bridge was altered with the addition of two wood piles (extant) inserted horizontally beneath the plate girders to support the weight. The

[1] Cherau, *et al* 2001: 38.

bridge rests on large rough-hewn cut stone abutments and wingwalls. In recent years, the water level of the brook and adjacent wetlands has risen and a portion of the girders are now underwater. The bridge retains a high level of integrity and is in fair condition, due to submersion of the girders.

Bridge 128 (MP 22.24), SUD.900 is a single-span plate girder bridge that measures approximately 43'-5" long and 10'-1" wide and supports a single track. The bridge is located approximately 5'2" from the bottom of Hop Brook, which it spans. The bridge consists of two plate girders, each 4'-6" deep with 11' flanges. In 1908, the bridge was altered with the addition of two wood piles (extant) inserted horizontally beneath the plate girders to support the weight. The bridge rests on large rough-hewn cut stone abutments and wingwalls. The bridge retains a high level of integrity and is in fair condition.

Culverts

At least 14 culverts are located in the historic district. Twelve culverts have been field-located and two culverts have been identified as "buried" by Eversource. The locations of two additional culverts (extant in 1949) have been identified but their present state could not be confirmed in the field. The existing culverts include: stone box culverts; cast iron pipes set into stone box culverts; and poured concrete culverts. Some of the culverts are accessible and their condition and integrity could be readily assessed; Others have been infilled with earth or are otherwise difficult to access. The culverts include:

Culvert 125B (MP 18.73) is a 2'-diameter pipe culvert located at a depth of 5 feet below the rail bed. (The culvert's presence and materials have been confirmed by Eversource, but was not viewed in the field as part of this documentation)

Culvert 126A (MP 18.96) is a 1'-diameter corrugated pipe culvert. The culvert is located at a depth of 8 feet below the rail bed. The crossing was originally constructed as cattle pass and converted to a corrugated metal pipe culvert in 1933. The culvert's condition and historic integrity could be assessed if it is unearthed at a future date.

Culvert 126B (MP 19.06) is a 2' x 2½' box culvert constructed of large cut stone sidewalls capped with two courses of rectangular stones. An approximately 4' rectangular stone serves as a lintel. Earthen wingwalls extend from the opening. The culvert is located at a depth of 10 feet below the rail bed. The culvert retains a high level of integrity. The culvert's condition is good at the south elevation and fair at the north elevation due to loss of the top stone and encroaching tree roots.

Culvert 126D (MP 19.22) is an 18" cast iron pipe located at a depth of 3 feet below the rail bed. (The culvert's presence and materials have been confirmed by Eversource, but not viewed in the field as part of this documentation)

Culvert 127A (MP 19.70) is 24"-diameter cast iron pipe set into a dressed stone box. Earthen wingwalls, now largely collapsed, flank the opening. The opening has been largely infilled with dirt, obscuring the opening. The south lip of the pipe is broken, but the piece remains *in situ.* The culvert is located at a depth of 5 feet below the rail bed. The culvert retains a moderate level of historic integrity and is in fair condition. The culvert's condition and historic integrity could be reassessed if it is unearthed at a future date.

Culvert 127B (MP 19.87) is a 24"-diameter cast iron pipe set into a 2½' x 1½' stone box with earthen wingwalls. The opening has been largely infilled with dirt, obscuring the stonework. The culvert is located at a depth of 5 feet below the rail bed. The culvert appears to retain a high level of historic integrity and is in fair condition, largely due to the encroaching tree roots.

Culvert 127C (MP 20.14) is a 1' x 2' stone box culvert. The openings at both elevations have been infilled with dirt, obscuring the structure. The culvert is located at a depth of 10 feet below the rail bed. The culvert retains a moderate level of historic integrity and is in fair condition, from what can be seen. The culvert's condition and historic integrity could be reassessed if it is unearthed at a future date.

Culvert 127E (MP 20.75) is 2' x 2' poured concrete box culvert with rectangular stone lintels. The north elevation demonstrates wear with exposed aggregate and the loss of the finish coat at the corners and in some locations. The south elevation has lost the finish coat over its entire face, as well as some of the structural concrete. The culvert is located at a depth of 8 feet below the rail bed. The culvert retains a high level of historic integrity and is in fair condition.

Culvert 127F (MP 21.18) is a large 3' x 3' stone box culvert altered with two corrugated metal pipes set with poured concrete. Stone wingwalls extend from the openings. The culvert is located at a depth of 13 feet below the rail bed. The culvert retains a high level of integrity and is in fair condition; The south elevation has begun to collapse.

Culvert 127H (MP 21.51) is a 2½ x 3' stone box culvert constructed of cut stone sidewalls capped with two courses of rectangular stones. An approximately 4' rectangular stone serves as a lintel. Earthen wingwalls extend at oblique angles from the opening. The culvert retains a high level of integrity. The culvert's condition is good; encroaching tree roots endanger the structure.

Culvert 127I (MP 21.58) is a 1'x2' stone box culvert located 12' below the rail bed. (The culvert's presence and materials have been confirmed by Eversource, but was not viewed in the field as part of this documentation)

Culvert 127J (MP 22.05) is a 2'x2' cut stone box culvert constructed of large cut stone sidewalls capped with two courses of rectangular stones. The culvert has collapsed at the south elevation; the north elevation is inaccessible. The culvert retains a high level of integrity, as it does not appear to have undergone alterations. The culvert's condition, however, is poor given the collapse.

Culvert 127D (MP 20.44) is a 1'x2' stone box culvert located 10' below the rail bed. Culvert 129A (MP 22.83), a 2'x2' cut stone box culvert located 15' below the rail bed. Both culverts have been identified by Eversource as extant (2020), yet "buried."

Three culverts were identified as extant as recently at 1949 but were not located as part of this documentation. Farm Crossing/Culvert (MP 18.79) is a 1' wide wood box culvert located 3' below the rail bed surface. Culvert 126C (MP 19.28), is an 18" cast iron pipe located 3' below the rail bed. Culvert 127G (MP 21.40) is a stone or concrete culvert located 16' below the rail bed. Further research is recommended.

Section Tool House, SUD.282 (1890)
The Boston & Maine RR Section Tool House is located at the northeast corner of the intersection of the Boston Post Road and the railroad corridor at Milepost 19.99. The Boston Post Road curves north and east around the rear of the building. The site slopes downward from the tracks to Hop Brook at the north edge of the lot. The building measures 15'-4" wide, 18'-4" deep and 13'-0" high to the gable peak. The front-gabled roof has overhanging eaves. The building is constructed of wood with clapboards and cornerboards. The roof ridge runs perpendicular to the railroad tracks. A large, vertical-board sliding door is located at the east edge of the south elevation, which allowed the track inspection car to roll out the door to the tracks. A 9'-long wood platform leads from the door to the track edge. A small, rectangular 2/2 wood sash window is located in the east, west and south elevations. The building rests on wood piers set atop poured concrete piers and infilled with stone. This alteration was undertaken to remedy a 1997 incident when a police cruiser crashed into the building and pushed it off its original foundation and left a large hole in the west elevation.

South Sudbury Station Building (1952)
The South Sudbury Station is located at the intersection of Union Avenue and Station Road, on the south side of the tracks. An asphalt-paved parking area and platform surround the building. The one-story frame building rests on a poured concrete foundation and is capped by an asphalt-shingled, side-gabled roof with overhanging eaves. A metal stovepipe and chimney pierce the south roof slope. The building has a centered entrance on the north, trackside, elevation which is sheltered by a cross-gabled projection and wood corbels. A Colonial-Revival-style metal light fixture

(late 20th C) is centered over the door. The building is covered with wood clapboards and cornerboards. Two single windows flank the entrance on the north elevation. The east and west elevation each contain a single bay of paired windows. The west elevation contains three bays of single windows. Windows throughout the structure are 6/6 divided light wood sash with wide, flat trim and vinyl, screw-on shutters. A louvered wood *demilune* attic vent is centered in the east and west gable peaks. The entrance is a metal door, likely dating from the late 20th C. The station interior contains an office and a waiting room. The entrance leads to the waiting room, which has a tongue and groove wood floor. The walls are plaster above the wood wainscoting. The partition wall that separates the spaces has a doorway and a pass-through opening framed by an arched lintel. The building retains a high level of integrity and is in good condition.

Signals

Distant Approach Signal (MP 19.26) is located on the north side of the rails at the edge of a cut. The tower consists of two stacked metal cases that rest on a poured concrete base. The cases are constructed of riveted metal plates and, stacked, are approximately 6 feet high. A hollow cast metal mast rises from the cases an additional 9 feet (approximately). The searchlight-style signals consist of circular metal discs and are oriented to face east; one disc has fallen to the ground. The associated round concrete battery well is located approximately 2' north of the tower and several feet higher than the base of the tower, as the well is not located in the cut. The structure retains a poor level of integrity and is in poor condition.

Distant Approach Interlocking Signal #M208 (MP 20.8) is located on the south edge of the ROW. The tower consists of two stacked metal cases that rest on a beveled poured concrete base. The cases are constructed of riveted metal plates and, stacked, are approximately 6 feet high. A single, side-hinged door was located on the south elevation of each case (no longer extant). A "cast-arched weather lip" extends above each door and serves as a drip molding to keep out rainwater. A hollow cast metal mast rises from the cases and measures an additional 9 feet (approximately). A narrow metal ladder located atop a concrete pad attaches to the east elevation via two grated platforms, one located just above the top of the upper case and the second located several feet above that. The searchlight-style signals consist of circular metal discs and are oriented to face west. The associated round concrete battery well is located approximately 2' west of the tower. The structure retains a fair level of integrity and is in poor condition.

Signal Relay Boxes

Eight signal relay boxes are located within the ROW.[2] Five of the existing relay boxes are the "candlestick" type, as depicted on the 1915 Valuation Maps. A hollow metal mast is bolted to a round, cast concrete base and secured with two cast iron flanges. The mast is capped with a conical cap. The rectangular metal case is attached with straps to the mast. Small rectangular vents remain on some of the side elevations of the cabinets. A side-hinged metal door fills one side of the case. Two of the relay boxes are large rectangular metal cases, one with a single side-hinged door and one with two side-hinged doors. Instead of a mast, the four corners are bolted to four tapered cast concrete bases. Overall, the boxes retain a fair level of integrity and range in condition from fair to poor.

Auto Highway Flashers and Signal Relay Box (MP 21.35). Located at the northeast corner of the intersection of Peakham Road and the corridor is located the remains of a signal relay box and mast that also served the highway crossing at Peakham Road (i.e., the "Auto Highway Flashers" noted in the 1915 Valuation maps.) The rectangular case rests on a cast concrete base. Metal side-hung doors are located on the north and south elevations of the case. A hollow mast is attached with flanges to the top of the case. A conical cap tops the mast. The feature retains a low level of integrity and is in poor condition.

[2] The 1915 Valuation map indicates the location of one possible additional cabinet at the east end of the corridor near the Wayland municipal line.

Whistle Posts

Six intact concrete whistle posts, and one broken post, are located in the corridor. The cast concrete posts feature an inset "W" on the east or west face, depending on the direction for which the instruction is intended. Whistle signals are posted on the engineer's side; on this line, on the north side for trains heading west and on the south side of the tracks for trains heading east. The posts each contain three holes above the inset W, through which bolts are attached to hold a small piece of sheet metal, perhaps a reflector. (See whistle post at MP 22.19 for example.) The five intact posts retain a good level of integrity and are in good condition. The one broken post retains a poor level of integrity and is in poor condition.

Three wood posts are located in the ROW. One is located at a whistle stop indicated on the 1915 Valuation map (i.e., the concrete whistle post at the diamond junction at the South Sudbury Station (MP 20.02) was extant as late as 1971 but replaced by a wood post before 1979.)[3] The other two posts are located at the intersection with Peakham Road, both at the engineer's side, which likely indicates they were also used as whistle posts. The metal signs that would have been affixed to them are no longer extant. The wood posts retain a moderate level of integrity and are in fair condition.

Mile Posts

Four granite mileposts are located in the ROW. All are located on the north side of the tracks. The upright rectangular posts are roughly hewn with a more carefully dressed, bush-hammered, section at the tops of the east and west elevations that were to be painted. The posts have flat tops and are approximately 12 inches square and approximately 8 feet tall, with 4 feet set underground. Mileposts 20.0, 21.0, and 22.0 have been painted as they would have been by the B&MRR. The mileposts retain a high level of integrity and are in good condition.

Rail Rests

Five sets of rail rests have been located in the ROW. (The locations of two additional sets could not be confirmed due to extensive dumping of vegetation in the anticipated locations.) In this corridor, rail rests are located on the engineer's side, outbound movement, and as near as possible to the mile posts, as per B&MRR specifications. Each rail rest consists of a set of three reinforced cast concrete posts with flared heads placed approximately 15 feet apart. The pair of inverted metal track spikes set into the top surface of each post served to hold the rail sections in place. The posts measure 5'-0" H x 6" deep. The posts are 10" wide at the base and 1'-6" at the top. The rail rests retain a high level of integrity and vary in condition from good to poor. (One set of rail rests was located in 2018 but was covered by cut vegetation in 2020.)[4]

Switchstands

Three freestanding switchstands are located at the north edge of the platform at the South Sudbury Station, two of which were used by the B&MRR in this corridor. A third stand was moved to this location. The two cast-steel B&MRR switchstands are Model No. 17 manufactured by Ramapo-Ajax. Each switchstand consists of a rectangular cast steel base that supports a round, tapered steel pivot post. A curvilinear locking handle is connected to the post with bolts. A sheet steel day target is bolted to a steel rod that extends from the top of the pivot.

Telegraph Poles

At least 23 telegraph poles are located along the corridor, primarily between Peakham Road and Union Avenue and along the north side of the tracks near the edge of the corridor. The telegraph poles consist of an upright wood pole and one or

[3] Tom Nelligan, photographer. Photograph of South Sudbury station, view looking east from diamond. 1971. http://photos.nerail.org/s/?p=237641 and Kenneth Houghton, photographer. Photograph of South Sudbury Station, view looking northeast from diamond crossing. 1979. Accessed November 29, 2020. https://www.fototime.com/ftweb/bin/ft.dll/usersearchmatches?userid=91CE877CF16C43EEA91FEDF166979869&st=1&match=sudbury Accessed November 29, 2020.

[4] See Myruski 2017.

two horizontal cross-posts near the top. Some of the telegraph poles retain glass insulators. The telegraph poles retain a fair or poor level of integrity and are in poor condition.

Concrete Sign Posts
Smaller contributing features include cast concrete signposts. A single, tall square-section sign post with a pyramidal top (MP 20.40) has bolts that would have held a sign. A pair of shorter signs of similar design are located at the South Sudbury Station at the north side of the. The color of the concrete and nature of the aggregate is similar to that used for the whistle posts, indicating that they were all likely installed during the same upgrade (likely circa 1929). The posts have a fair level of integrity and are in fair condition.

Concrete Foundations
Several concrete bases for equipment are located in the corridor. These include several poured and cast concrete bases for equipment at South Sudbury Station. Some are the cast concrete feet like those used to support the newer signal relay boxes, while others are set at grade with the remains of metal posts within.

Archaeological Sites

Four Archaeological Sites associated with the railroad have been previously identified: East Sudbury Station Site; Section Tool House Site; South Sudbury Station Site; and, Wayside Inn Station Site. [5]

HISTORICAL NARRATIVE

Explain historical development of the area. Discuss how this relates to the historical development of the community.

Central Mass Railroad – Boston & Main Railroad

The Central Massachusetts Railroad, closely tied to its longtime lessee, the Boston & Maine Railroad, can be characterized by the numerous stops and starts of a physical, as well as of a corporate and financial, nature that punctuated its history. While the line never produced the financial successes its investors envisioned, the railroad became important to the local Sudbury economy in the transportation of agricultural products, especially flowers. In the second half of the 20th century, the line facilitated the town's growth as a commuter suburb.

The Central Massachusetts Railroad was a product of the "railroad fever" that gripped the United States during the mid-19th century.[6] In the 1830s, three of the earliest railroads in the United States were completed in Massachusetts and by the mid-19th-century, a network of railroads in the northeast facilitated travel to New York City, the Hudson River-Erie Canal system, and points west. "The success of this new transportation technology inspired entrepreneurs, politicians, and industrialists in every sizable southern New England community to pursue a rail connection to these east-west mainlines, hoping to benefit from the economic growth the railroad could bring."[7] Ten residents of Sudbury, Wayland, Weston, including Sudbury residents Thomas P. Hurlburt and Samuel B. Rogers, were among those inspired. The group successfully petitioned the legislature in 1868 to authorize construction of the Wayland & Sudbury Branch Railroad on a 6.75-mile alignment from Stony Brook on the Fitchburg Railroad at Weston to Mill Village in south Sudbury.[8] That same year (1868), the town of Barre in central Massachusetts petitioned the legislature to grant a charter for a railroad between Northampton and Boston, incorporating the unbuilt Wayland & Sudbury Branch Railroad. In 1869, this new rail road was

[5] Dudek 2019: 102-105
[6] Cherau, *et al* 2001:21
[7] Cherau, *et al* 2001: 21
[8] Boston & Maine Railroad Historical Society 2008 ed.: 6

authorized as the Massachusetts Central Railroad and formed a 98-mile route between Weston and Northampton.[9] "These individuals were totally lacking in railroading experience and they had, as one close to the scene observed, proposed a road 'from nothing to nothing.'"[10] Despite a lack of evidence of a viable market for their venture, the railroad had, so to speak, been set in motion.

Field survey of the route began in 1870. In 1871, railroad contractor Norman C. Munson of Shirley, Massachusetts was awarded the contract and work began in Hardwick. The Panic of 1873 halted work until 1878, when Munson was rehired and work resumed. In 1880, the railroad's stockholders, seeking some stability, voted to lease the line to the Boston & Lowell Railroad for 25 years. "In October, 1880, the first rails were laid at South Sudbury at the junction with the Framingham & Lowell Railroad, and during the following winter work progressed towards Hudson to the west and Boston to the east."[11] In October 1881, the line was finally opened to rail traffic.

In 1883, the company that sold the railroad's bonds went bankrupt. The railroad ceased operations for 29 months and was forced to sell off most of its rolling stock. The Massachusetts Central Railroad reorganized as the Central Massachusetts Railroad. Service to Hudson was restored in 1885 with seven daily round trips to Hudson and soon increased to 17 daily round trips to Jefferson. In 1887, the Boston & Maine Railroad leased the Central Massachusetts Railroad for 99 years (bringing the Boston & Lowell lease along with it). "The first train through to Northampton ran in December 1887 and regular service began seven days later."[12]

The continued efforts to keep the Central Massachusetts Railroad running did not, unfortunately, pay off in terms of profitability or long-term stability. "The chartering and construction of these new railroads eventually resulted in a dense, sometimes redundant, network of trackage. In the period after the Civil War, Massachusetts railroad speculators dreamed of building additional mainline railroads from Boston to the west. These lines were built, but never realized their investors' dreams." "Massachusetts was already amply served by the rail networks that evolved from the three original east-west lines: the Boston & Maine Railroad…, the New York Central's Boston & Albany Railroad…, and the New York, New Haven & Hartford… In this saturated railroad market, … the Central Massachusetts Railroad [was…] relegated to secondary status."[13]

The Central Massachusetts did have periods of prosperity. That prosperity, however, was always frustratingly short-lived. During the late 1880s and 1890s, the Boston & Maine used the Central Massachusetts line to successfully compete with the parallel Fitchburg and Boston & Albany lines. This had been made possible with the completion in 1890 of the Central New England Railroad's Hudson River railroad bridge at Poughkeepsie, New York. The bridge became an important link for a consortium of railroads, including the Boston & Maine, that used the route as a link between New England and the West to avoid the bottleneck at New York City, where rail cars had to be barged across the Hudson River from New Jersey to New York City and points east. The Boston & Maine's new route pattern carried heavy freight, and "name-train" long-distance passenger express service between Philadelphia and Washington, D.C. to Boston and Bar Harbor, Maine.[14] From 1890 to 1893, one such name-train, the *Philadelphia and Washington Express*, passed daily through Sudbury as it traveled between Boston, Philadelphia and Washington over the Poughkeepsie bridge. Between 1907 and 1914, the Boston & Maine Railroad maintained a successful freight business, "when the New Haven Railroad assumed control of the Boston & Maine. This welcome spate of traffic ceased in the wake of a legal campaign that … charged that the [arrangement constituted] a monopoly."[15]

---

[9] Cherau, *et al* 2001: 21, citing Boston & Maine Railroad Historical Society 1975 ed.; Karr 195.

[10] Boston & Maine Railroad Historical Society 2008 ed.: 1

[11] Boston & Maine Railroad Historical Society 2008 ed.: 9.

[12] Cherau, *et al* 2001: 22 citing Boston & Maine Railroad Historical Society 1975 ed.

[13] Cherau, *et al* 2001: 21, citing Boston & Maine Railroad Historical Society 1975 ed.: Karr 1995.

[14] Cherau, *et al* 2001: 22 citing Boston & Maine Railroad Historical Society 1975 ed., Emery 1981, Karr 1995.

[15] Cherau, *et al* 2001: 23 citing Boston & Maine Railroad Historical Society 1975 ed.

World War I also provided an uptick in rail traffic. The Boston & Maine began to cut service on the line in the 1920s until 1928 … and through freight services ceased permanently.[16] Local freight service continued. This traffic provided just enough impetus for a modernization program on the line in the 1929-1930. The program included "new steam locomotives, rail, ballast, bridges, and signaling systems, all of which helped stabilize the economics of operating the Central Massachusetts line."[17] In the 1930s, passenger service continued from Boston to Clinton and Marlboro. Like much of the economy, the Central Massachusetts languished during the 1930s until World War II prompted a surge of traffic on the line. In 1942, the U.S. Government built a 2,750-acre, ammunition depot in Maynard, Stowe and Sudbury, Massachusetts. For three years, the line carried heavy ammunition trains between the Watertown Arsenal and Ordway station. Passenger trains were heavily patronized during wartime due to gasoline rationing.

After the war ended, traffic on the Central Massachusetts shifted to passenger service. Despite the proliferation of private automobiles, Wayland, Weston and Sudbury were becoming rail commuter suburbs, and train service to Boston was well-patronized, marking "a high point for the Central Mass."[18] Trucks, however, cut deeply into freight traffic.[19] Hudson became the terminus for passenger trains in 1958, when the track between Berlin and Clinton was abandoned. The line was cut back to South Sudbury in 1965.[20] In 1968, trips were cut from two daily round trips to one, which, by 1971, were utilized by an average of seven passengers.[21] Passenger trips were discontinued in 1971. Freight traffic between Waltham and South Sudbury "was reduced to three times per week, and then later to an as-needed basis."[22] The Massachusetts Bay Transportation Authority (MBTA) acquired the right-of-way in 1975. The final freight train traveled the remaining line in 1980, after which the line was abandoned.

Economic Impact of Central Massachusetts Railroad on Sudbury

While the Central Massachusetts Railroad's investors may not have viewed its overall business as profitable, Sudbury residents relied upon the rail line for economic well-being. Beginning in the last quarter of the 19th century and continuing several decades into the 20th century, Sudbury had a substantial floriculture economy facilitated by the arrival of the railroad. The first greenhouse in Sudbury was constructed in 1879; Between 1882 and 1889, 30 additional greenhouses were constructed in Sudbury,[23] especially for the growing of carnations. The railroad allowed these growers easy access to not only the Boston market but also, as a result of through routes, to markets throughout New England and beyond.

The railroad also played a large role in the success of local industries, especially in Mill Village in south Sudbury near Boston Post Road and for mills near the Wayside Inn. Freight traffic was key to the survival of the rail line. The railroad's construction in the early 1880s aided Mill Village businesses; a siding was constructed there to connect to Hurlburt & Rogers machine shop in and the Parmenter grist mill. Thomas P. Hurlburt and Samuel B. Rogers saw the impact the railroad could have on the local economy: the two men were among the ten citizens who petitioned the legislature in 1868 to create the railroad. In the 20th century, sidings to Linde Air Products and local lumber yards provided consistent freight needs for the line. German company Linde Air Products opening its first liquid oxygen extraction factory in Buffalo, New York in 1907. The two lumber yards adjacent to the South Sudbury "provided the principal reason for the line's survival" through the 1970s.[24]

[16] Cherau, *et al* 2001: 23
[17] Cherau, *et al* 2001: 23 citing Boston & Maine Railroad Historical Society 1975.
[18] Boston & Maine Railroad Historical Society 2008: 56.
[19] Cherau, *et al* 2001: 23 citing Boston & Maine Railroad Historical Society 1975.
[20] Cherau, *et al* 2001: 24 citing Boston & Maine Railroad Historical Society 1975.
[21] Cherau, *et al* 2001: 24 citing Boston & Maine Railroad Historical Society 1975.
[22] Cherau, *et al* 2001: 24 citing Boston & Maine Railroad Historical Society 1975.
[23] Massachusetts Historical Commission 1980: 6.
[24] Boston & Maine Railroad Historical Society 2008: 136.

Local Preservation Efforts

For the last 50 years, Sudbury residents have worked to preserve features of the Central Mass Railroad, the Section Tool House being the most visible feature to the general public due to its proximity to Boston Post Road (Route 20). In 1970 and 1971, the volunteer citizen's organization named P.R.I.D.E (Post Road Indeed Deserves Effort) repaired and restored the Section Tool House. The Section Tool House was in poor condition and had not been used since the 1950s. The building was repaired and painted, and the roof was reshingled. The surrounding area was landscaped and fenced. The community again stepped in to repair the section tool house in 1998. In 1997, a State Police cruiser slid off Route 20 and crashed into the building, pushing it off its foundation and leaving a 4'x9' hole in the side of the building. A group of residents organized in 1998 to secure funds to move the building back on to the foundation, stabilize it, and repair clapboards.

Rail Features – History

Several features within the CMRR/B&MRR corridor in Sudbury are especially noteworthy. The two railroad bridges Bridge 127 (MP 19.47), SUD.901 and Bridge 128 (MP 22.24), SUD.900, are nearly-identical single-span, plate girder bridges erected in 1881 as part of the initial Central Massachusetts Railroad construction. The bridges are rare extant examples of the plate girder construction method. two of the four oldest deck girder spans in Massachusetts.

The stone box culverts and cast iron pipe culverts (1881) are representative of typical railroad designs of late 19th century railroad construction.[25]

The Section Tool House (SUD.282) (1890) is a Boston & Maine Section Tool House Type #1, "with exceptions."[26] The rail line was divided into sections measuring typically between five and ten miles in length. A tool house was constructed for each section in order to facilitate daily maintenance inspections. "Section tool houses, also sometimes called hand-car houses, were used for storing hand cars, tools, and supplies required in connection with the construction or the maintenance of the track and roadbed on a railroad. They also provide shelter to the men during very heavy or prolonged storms and are, to a limited extent, frequently used as the section-master's workshop."[27]

> Section 322 included the track between MP 15 in Weston to MP 24 in Hudson. In 1947, this section house was the headquarters and tool house of a four- or five-man crew responsible for the daily inspection and maintenance of this nine-mile track section. Each "section crew" consisted of a foreman and four men, known as "section men," trackmen," or, sometimes, "Gandy Dancers." To expedite their work, each crew had a hand-propelled track inspection car, called a hand car or pump car, that fit neatly into the section tool house. These cars were converted to gas-propelled cars around 1910 and were operated until the 1920s. The section tool house was possibly used until the mid-1950s, when hi-rail (highway-railroad) trucks that could traverse roads or rails became common for track inspections. After that time, it may have been used for storage, and by the 1960s, it was in generally poor condition.[28] (This description comes from Rick Conard's research work.)

The Typical Type #1 Boston & Main Railroad Section Tool House measured 16'x19.' The Sudbury Section Tool House measures 15'-8" wide, 18'-9" deep, and 13'-0" high to the gable peak. A large sliding door at track side led to a short section of rails, inset into wood decking, that allowed the inspection car stored inside to roll out to the rails. Small windows were located at the front and side elevations. A #5 station heater coal stove with an ornamental smoke jack (i.e.,

[25] See Webb 1901.

[26] Interstate Commerce Commission, Valuation of Section Tool House at MP 19.99, Sta 806+06.

[27] Berg: 6.

[28] Description of building from Rick Conard, SUD.282.

stovepipe) extended from the roof. A 2'-6" x 3'-0" wood locker or closet was located in the northwest corner of the building.[29] The attic was used to store out-of-season tools (e.g., scythes in winter). The Boston & Maine Railroad Section Tool House illustrated below is slightly larger than that in Sudbury and oriented differently but demonstrates the relevant features.[30]

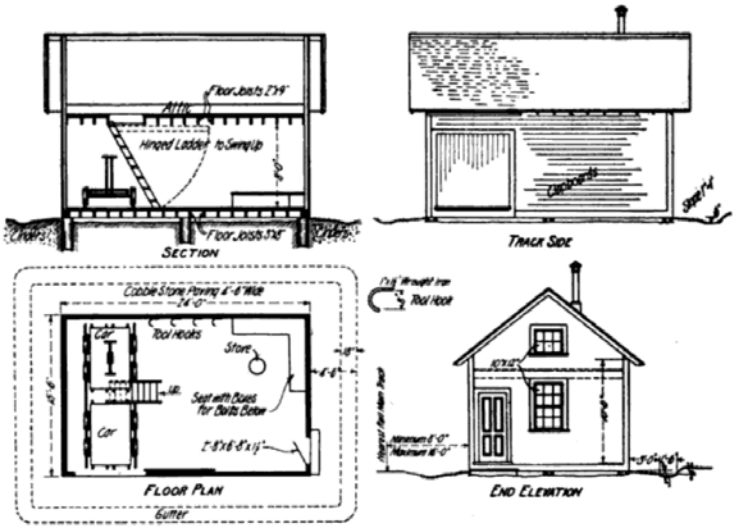


Fig. 351.—Standard Single Section Tool House, Boston & Maine R. R.

The Sudbury Section Tool House appears to be one of just two section tool houses remaining in the MBTA-owned rail system, highlighting the rarity of this existing structure. The other remaining Section Tool House is in Ipswich (IPS.471) and is in very poor condition.

Signals

The Distant Approach Signal (MP 19.26) and Distant Approach Interlocking Signal #M208 (MP 20.8) were likely installed circa 1929-1930, when the B&MRR made updates to the line. The searchlight signal design came into use after 1920 and lens design improvements in 1930 prompted widespread use of this signal type. The two signals are typical of the period, with the cast-arched weather lip above case box door, bolted metal flanges that attach the mast to the case, metal ladder and access platform, and the metal disc and lens frames.[31] The B&MRR was known for re-using cabinets, masts, etc. as a cost-saving measure. The new signal lights and mechanisms were likely attached to existing masts and cases when the line upgraded from semaphore signals.[32]

[29] Description of building from Rick Conard, SUD.282.

[30] Camp: 695.

[31] https://trn.trains.com/railroads/abcs-of-railroading/2006/05/railroad-signals. Accessed Dec. 21, 2020.

[32] Email correspondence with Alan LePain, Boston & Maine RR Historical Society member, December 18, 2020.

A searchlight signal on the Atlantic Coast Line at Pomona, Fla.

Typical searchlight signal.[33]

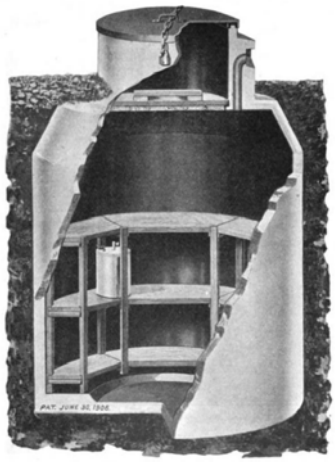


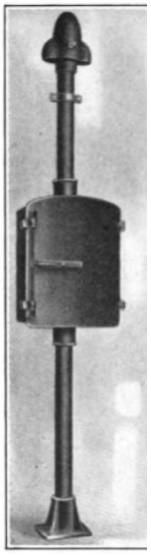
FIG. 166.—Massey 80-cell battery well.

Typical battery well. Here, a 1908 example [34]

The Battery Wells associated with the distant signals here are also typical of railroads in during the first half of the 20th century. The cast concrete wells are located underground, with only a concrete lip and metal hatch visible above ground. The wells are typically "4 or 5 feet in diameter and from 4 to 8 feet in depth. Tiers of wooden shelves are provided around the wall of the well to support the battery cells."[35]

The Signal Relay Boxes located along the corridor served to transmit train position information from one signal to another along the railroad. Telegraph technology was originally used to communicate train positions; At least 23 Telegraph Poles remain along the corridor in Sudbury. The signals were originally powered by batteries; Electrical lines were later added to the telegraph poles. Five of the eight existing signal relay cabinets are the "candlestick" type, which were typical of the period.[36] The metal cases were bolted to hollow metal masts.

[33] https://trn.trains.com/railroads/abcs-of-railroading/2006/05/railroad-signals. Accessed Dec. 20, 2020.
[34] King: 161.
[35] King: 160.
[36] The 1915 Valuation map indicates the location of one possible additional cabinet at the east end of the corridor near the Wayland municipal line.



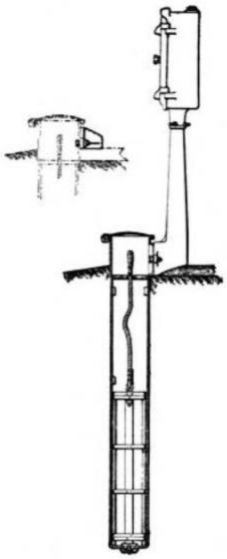


FIG. 168.—Battery chute and relay box.

Typical Cable and Signal Relay Posts and Cabinets, Battery Chute[37]

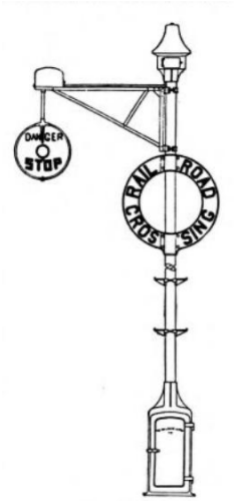


FIG. 321.—Wigwag crossing signal. (*Railroad Supply Co.*)

Highway Crossing Signal. [38]

Three of the existing signal relay boxes are large, rectangular, metal cabinets bolted to tapered, cast-concrete bases and located close to the ground. The tapered design of the concrete bases and the simpler design of the cabinets indicates that these two were likely installed as part of the circa 1929-1930 update to the line.

Battery Chutes associated with the signal relays may still exist below grade in the corridor. (Archaeological investigation is recommended). The cast-iron chutes are typically 5 to 7 feet deep with a shallow lip located above ground. The batteries were stacked one atop another inside a wood elevator mechanism that allowed them to be raised and lowered from the chute with an attached rope.

Highway Crossing Signals were similar in design to the "candlestick" signal relay boxes with a metal mast rising from a metal case. A portion of one such signal remains in the corridor at Peakham Road. This signal originally had flashing lights in both directions.

The four mileposts located in the corridor are typical of those erected by the B&MRR.

> The stone mile post of the Boston & Maine R.R. is of granite, 12 inches square in section, 8 ½ feet long, set 4 feet in the ground. The side faces, occupying 24 ½ inches of the top part of the post, are bush-hammered, which the remaining surface of the post is uncut. Distances are painted on the post with black letters and figures 5 inches high on a white field… The post at the ground line is kept free from grass and other vegetable growth by a heap of cobble stone 4 feet in diameter.[39]

[37] King: 162.
[38] King: 303.
[39] Camp: 898.

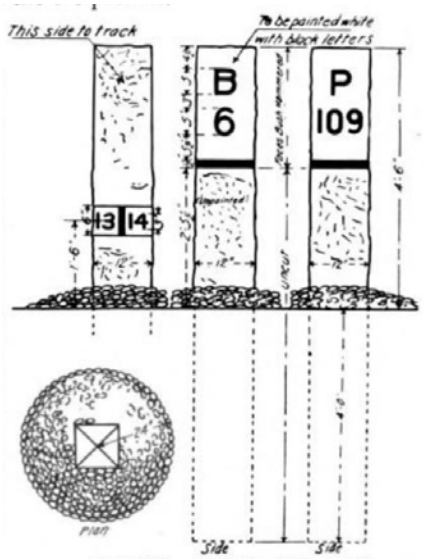
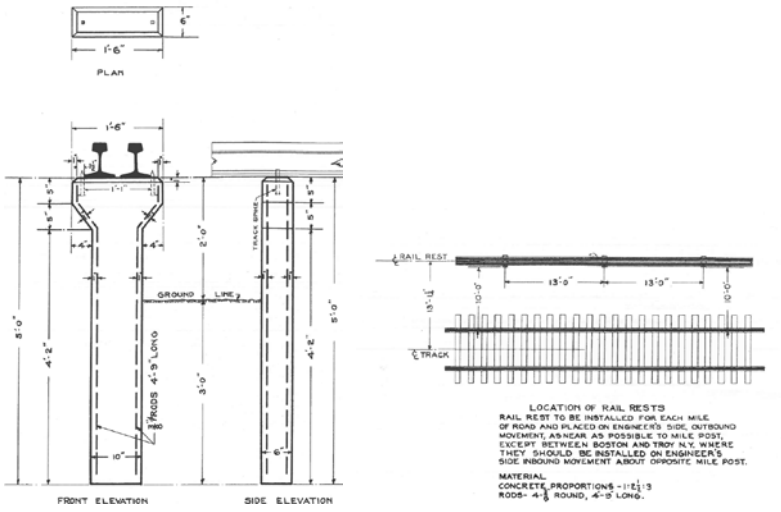


Fig. 469.—Granite Mile Post, Boston & Maine R. R.

Four sets of rail rests, typical of the B&MRR, have been located in the corridor. The existing circa 1929-1930 rail rests replaced earlier rail rests in the same locations. The rail rests, also called rail racks, are constructed to store spare rails at convenient intervals in order to make repairs easier. Storing the rails off the ground prevents them from being covered with snow or frozen to the ground when needed. Rail rests typically keep the rails at least 18 inches from the ground and could be construction of a number materials, although concrete was a popular choice due to ease of maintenance and longevity. In this corridor, rail rests are located on the engineer's side, outbound movement, and as near as possible to the mile posts, as per B&MRR specifications.



(Courtesy of B&MRRHS)

BIBLIOGRAPHY and/or REFERENCES

Beers, F.W.
1875 *Middlesex County Atlas.* F.W. Beers.

Berg, Walter G.
1893 *Buildings and Structures of American Railroads. A Reference Book for Railroad Managers, Superintendents, Master Mechanics, Engineers, Architects, and Students.* John Wiley & Sons, New York, N.Y.

Boston & Maine Railroad
1930 Standard Rail Rest Drawing with notations in 1929 and 1930. Boston & Maine Railroad Standard Plans, Compiled in Office of Chief Engineer. B&MRR Historical Society. Drawing .58515.1960. Accession No. 1983.0.16.
1947 Track Profile Charts. Collection of Boston & Maine Railroad Historical Society Archives, Center for Lowell History, University of Massachusetts, Lowell.

Boston & Maine Railroad Historical Society
2008 *The Central Mass.* Marker Press in Cooperation with the Boston & Maine Railroad Historical Society, Brimfield, Ma.

Camp, Water Mason.
1904 *Notes on Track: Construction and Maintenance, Vol. 1.* Walter Mason Camp, publisher, Chicago, Ill.

Cherau, Suzanne G., Matthew A. Kierstad, and Joseph N. Waller, Public Archaeology Lab.
2001 *Archeological Site Examination, Wayland Center Railroad Complex, AT&T and Omnipoint Telecommunications Complex, Wayland, Massachusetts.* Report submitted to Massachusetts Historical Commission, Boston, Mass.

Dudek, Martin G. and Barbara Donohue, Commonwealth Heritage Group, Inc.
2018 *Archaeological Reconnaissance Survey for the Sudbury-Hudson Transmission Reliability Project, Towns of Sudbury, Hudson, Marlboro, and Stow, Middlesex County, Massachusetts.* Report submitted to Massachusetts Historical Commission, Boston, Mass.

Dudek, Martin G. and Barbara Donohue, Commonwealth Heritage Group, Inc.
2019 *Archaeological Intensive (Locational) Survey for the Sudbury-Hudson Transmission Reliability Project, Towns of Sudbury, Hudson, Marlboro, and Stow, Middlesex County, Massachusetts.* Report Submitted to Massachusetts Historical Commission, Boston, Mass.

Historic Aerials.com. Accessed Nov. 6, 2020.

Hudson, Alfred Sereno
1889 *History of Sudbury, Massachusetts 1638-1889*. Town of Sudbury, Mass., publisher.

Interstate Commerce Commission
1915 Interstate Commerce Commission, Division of Valuation, Boston & Maine Railroad, Field Engineering Report. Valuation Section 5. Account 17, pages 394-396. Collection of Boston & Maine Railroad Historical Society Archives, Center for Lowell History, University of Massachusetts Lowell.

Interstate Commerce Commission
1915 Interstate Commerce Commission, Bureau of Valuation, Engineering Section. Series: Railroad Valuation Maps, ca. 1915-ca. 1920. Record Group 143: Records of the Interstate Commerce Commission, 1887-1995. Boston & Maine Railroad, Right of Way and Track Maps. (Scanned and placed online at https://www.masscentralrailtrail.org/antique-val-maps. Accessed Nov. 3, 2020.)

King, Edward Everett.
1921 *Railway Signaling.* New York: McGraw-Hill Book Company, Inc. https://upload.wikimedia.org/wikipedia/commons/4/44/Railway_signaling_%28IA_railwaysignaling00kingrich%29.pdf. Accessed Dec. 14, 2020.

LePain, Alan. "Union Switch and Signal's Style-B. Boston & Maine Railroad Signal 102. http://quebectrain.com/regle105/pdf/B-M-Signal-102_US-S_Style-B.pdf. Accessed November 29, 2020.

LePain, Alan. Email correspondence with Stacy Spies. Dec. 18 and Dec. 19, 2020

Massachusetts Board of Railroad Commissioners
1882 *Thirteenth Annual Report of the Board of Railroad Commissioners. http://archives.lib.state.ma.us.*
1883 *Fourteenth Annual Report of the Board of Railroad Commissioners. http://archives.lib.state.ma.us.*
1889 *Twentieth Annual Report of the Board of Railroad Commissioners. http://archives.lib.state.ma.us.*
1892 *Twenty-third Annual Report of the Board of Railroad Commissioners. http://archives.lib.state.ma.us.*
1896 *Twenty-Seventh Annual Report of the Board of Railroad Commissioners. http://archives.lib.state.ma.us.*
1902 *Thirty-Third Annual Report of the Board of Railroad Commissioners. http://archives.lib.state.ma.us.*

Massachusetts Department of Conservation and Recreation and Freedom's Way Heritage Association
2006 *Survey Reconnaissance Report: Freedom's Way Landscape Inventory.*

Massachusetts Historical Commission
1980 *MHC Reconnaissance Survey Town Report: Sudbury*. Report on file at Massachusetts Historical Commission, Boston, MA.

Mausolf, Lisa. New Hampshire Department of Transportation.
2013 Northern Railroad Area Form. New Hampshire Division of Historical Resources.

Myruski, Candace M. and Richard Meyer, Commonwealth Heritage Group, Inc.
2017 *Reconnaissance-Level Historic Properties Survey. Sudbury-Hudson Transmission Reliability Project, Towns of Sudbury, Hudson, Marlboro, and Stow, Middlesex County, Massachusetts.* Report Submitted to Massachusetts Historical Commission, Boston, Mass.

Plonko, Muriel C.
1998 National Register Criteria Statement in Form B: B&M Section House (SUD.282) for the Sudbury Historical Commission. On file at the Massachusetts Historical Commission, Boston, Mass.

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

Schmidt, Andrew J., Andrea C. Vermeer, and Betsy H. Bradley.
2013 National Register of Historic Places Multiple Property Documentation Form Railroads in Minnesota 1862-1956. https://www.nps.gov/nr/feature/places/pdfs/64501188.pdf. Accessed Nov. 2, 2020.

Smith, Jimi. Email correspondence with Stacy Spies. Dec. 24 and Dec. 26, 2020.

Stott, Peter, A.G. Lichtenstein & Associates
1987 Historic Structure Inventory Form. MBTA Historical Property Survey, Phase II. Bridge 127. SUD.901.

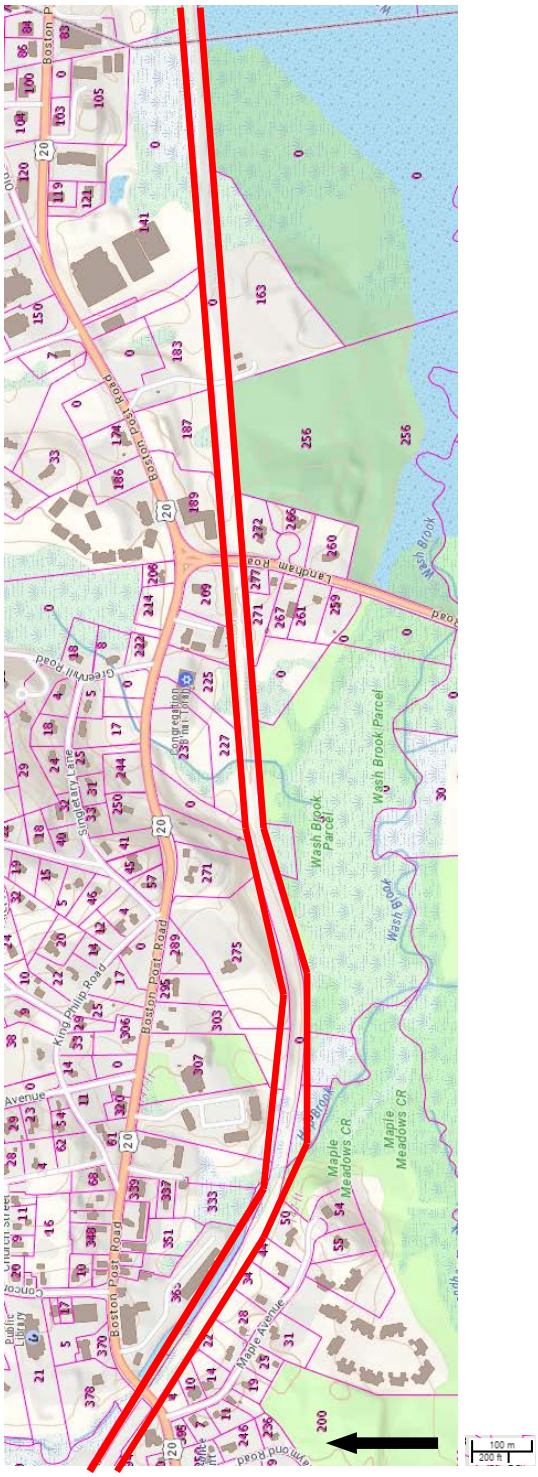
Stott, Peter, A.G. Lichtenstein & Associates
1987 Historic Structure Inventory Form. MBTA Historical Property Survey, Phase II. Bridge 128. SUD.900.

Walker, Geo. H. & Co.
1889 *Middlesex County Atlas.* Geo. H. Walker & Co.

Walling, Henry Francis
1856 *Map of Middlesex County.* http://maps.bpl.org. Accessed Nov. 2, 2020.

Webb, Walter L.
1901 *Railroad Construction: Theory and Practice.* John Wiley & Sons, New York, N.Y.

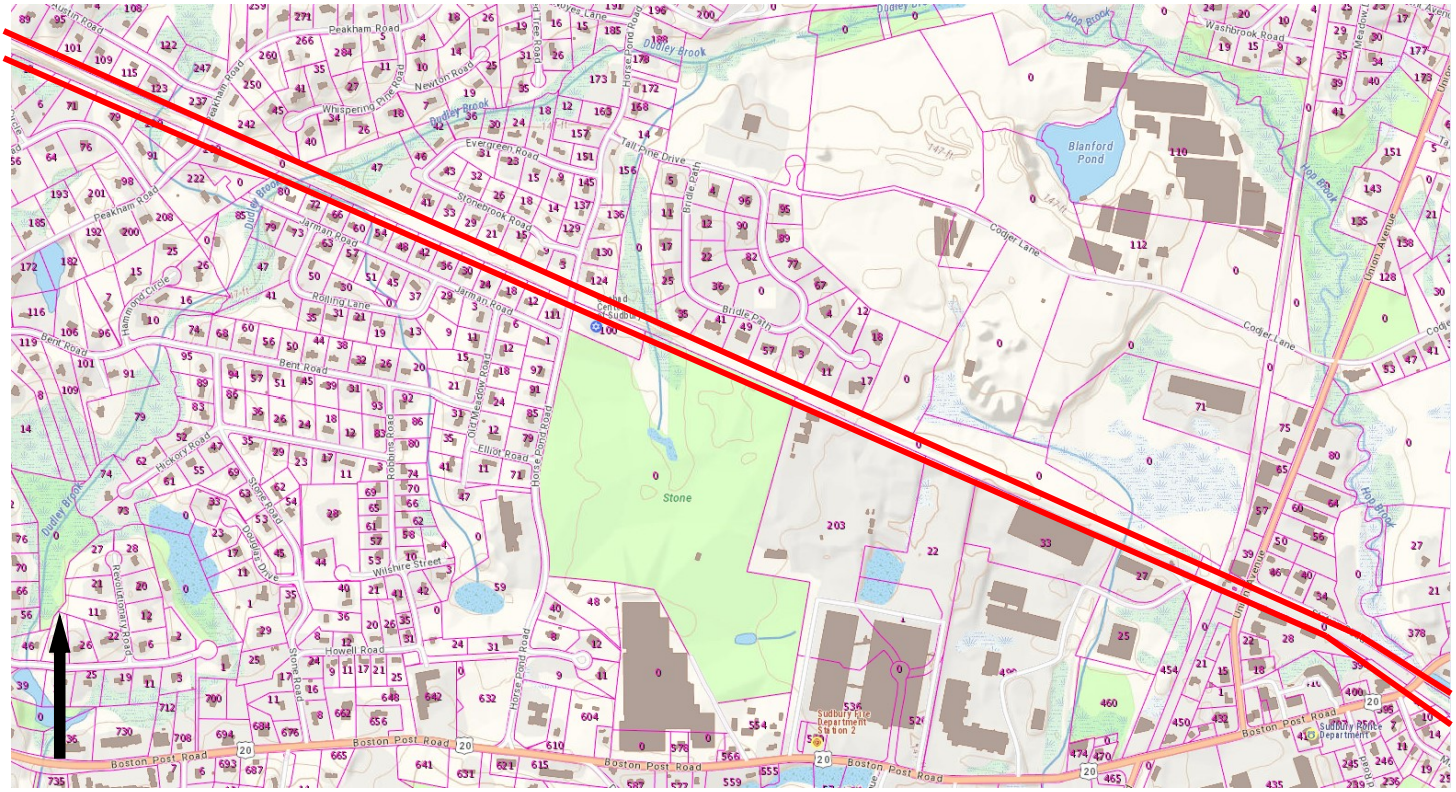
LOCUS MAP DETAIL

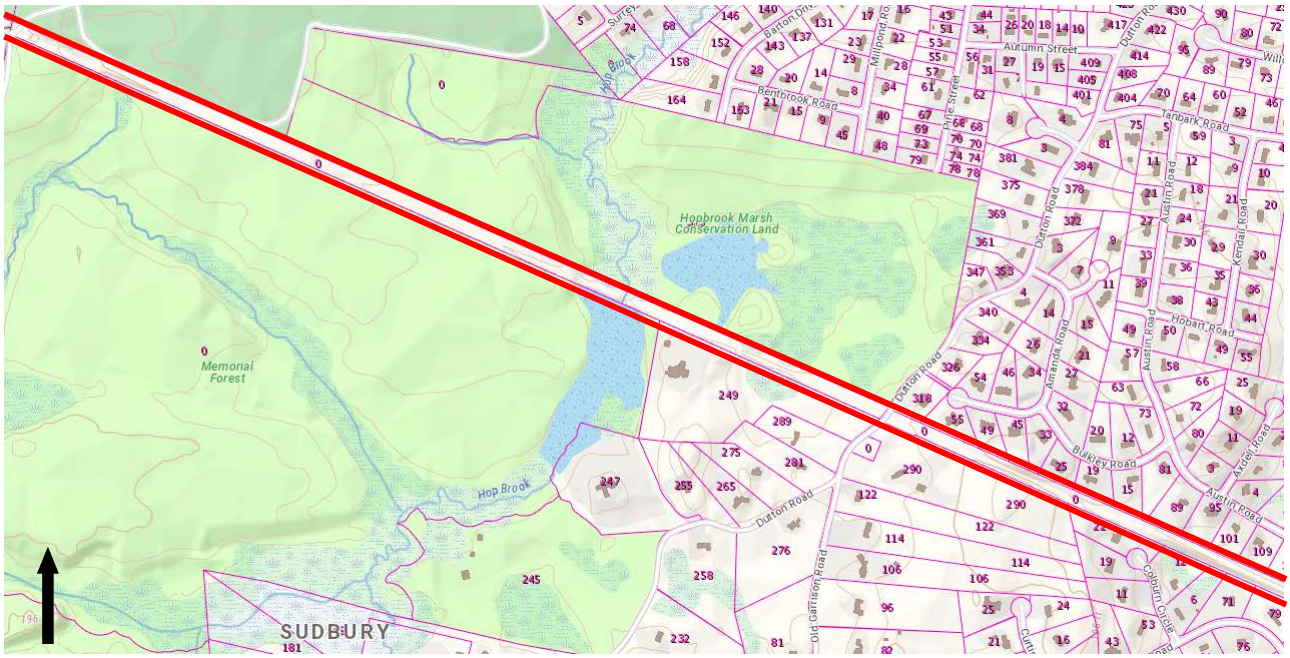


MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area Letter | Form Nos.

See Data Sheet





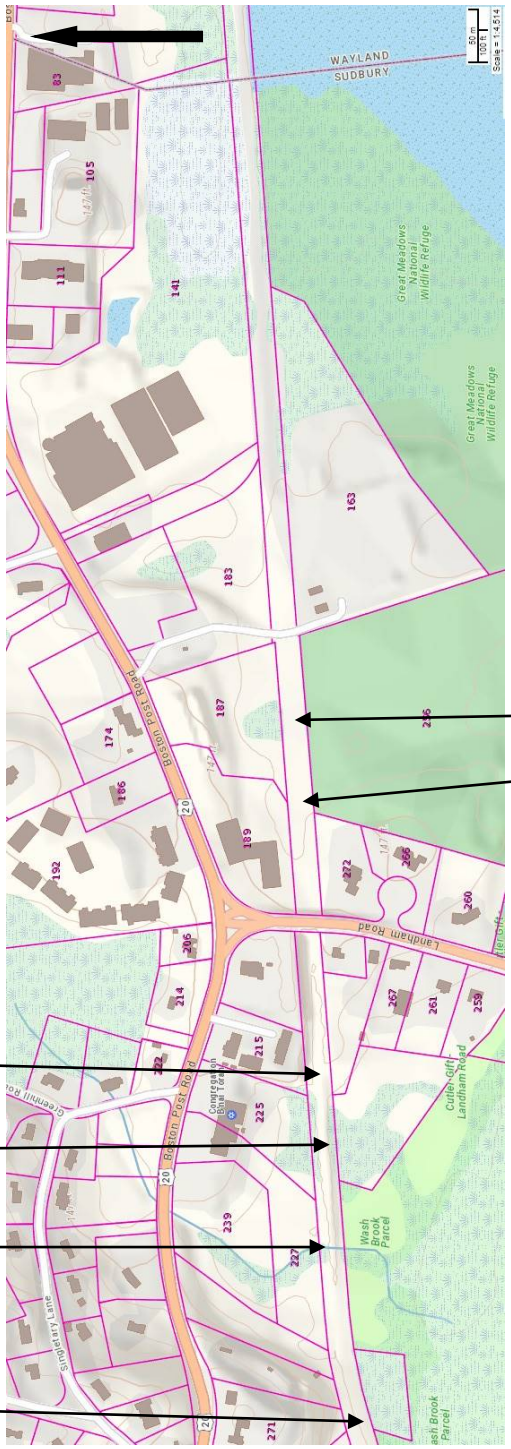
AREA DATA SHEET

All buildings and structures listed on data sheet are contributing features.

MHC #	Milepost	Eversource Station #	Resource	Year
			Rails	1880-1881
			Wood Ties	1880-1881
			Telegraph Poles (23+)	1880-1881
	18.84		East Sudbury Station Archaeological Site	ca. 1887
Landham Road				
	18.96	752+25	Culvert 126A	1933
	19.00	751+50	Milepost	1880-1881
	19.06	747+40	Culvert 126B	1880-1881
	19.21	743+60 to 744+10	Rail Rest	1929-1930
	19.22	738+75	Culvert 126D	1900
	19.26	736+50	Distant Approach Signal	1890s?/1930s
	19.26	736+50	Battery Well for Distant Approach Signal	1890s?
	19.37		Signal Relay Box	Pre-1915
SUD.901	19.47	725+50	Bridge #127	1881/1908
	19.60		Poured Concrete base for Signal Relay Box /Battery Well	Pre-1915
	19.70	713+60	Culvert 127A	1889
	19.73	712+65	Whistle Post - W on east face, N of tracks	1929-1930
SUD.282	19.75	712+20	Section Tool House	1890
	19.75		Section Tool House Archaeological Site	1890
	19.76	712+30	Concrete base for Auto Highway Flashers	pre-1915
Boston Post Road				
	19.76		Concrete base for Auto Highway Flashers	pre-1915
	19.76		Signal Relay Box (mast only)	
	19.87	704+50	Culvert 127B	1889
	19.97		Concrete Bases for Highway Signal	
Union Avenue				
	19.98		Concrete sign post	1929-1930
	19.99		South Sudbury Station	1952
	19.99		South Sudbury Station Archaeological Site	ca. 1881
	20.00		Milepost	1880-1881

	20.00		3 Switch Stands	
	20.00		Concrete bases & steel posts for Signal/ Electrical Boxes (5)	
	20.02		Diamond Junction with Framingham & Lowell RR	
	20.02		Wood whistle/stop sign post	ca. 1972-1979
	20.07	598+55	Signal Relay Box	pre-1915
	20.07	598+55	Concrete Base for Signal E2	
	20.09	596+90	Rail Rest	1929-1930
	20.13		Signal Relay Box	Post-1915
	20.14	593+20	Culvert 127C	
	20.34		Signal Relay Box	Post-1915
	20.34		Wood Post	
	20.39	589+00	Tall Concrete Sign Post	1929-1930
	20.44	577+50	Culvert 127D	
	20.55	570+60	Rail Rest	1929-1930
	20.59		Signal Relay Box	
	20.63	569+15	Whistle Post - westbound, N of tracks	1929-1930
	20.75	560+70	Culvert 127E	
Horse Pond Road				
	20.79		Crossing Sign base	
	20.79		Signal Relay Box	1929-1930
	20.80	551+40	Distant Approach Interlocking Signal #M208	1890s?/1930
	20.80	551+40	Battery Well for Interlocking Signal #M208	1890s?/1930
	20.98	548+90 to 549+20	Rail Rest	1929
	21.00	548+80	Milepost B21 N83	1880-1881
	21.13	542+55	Whistle Post - eastbound, S side of tracks	
	21.16		Signal Relay Box	Post-1915
	21.18	539+40	Culvert 127F	1881
	21.29		Wood Post North side of ROW	
	21.35	530+45	Auto Highway Flashers /Signal Relay Cabinet	
Peakham Road				
	21.36	528+50	Wood post, South side of ROW	
	21.40	527+20	Culvert 127G	
	21.51	521+60	Culvert 127H	
	21.58	517+90	Culvert 127I	
	21.58	517+90	Whistle Post (broken) - S side of tracks	
	21.66	513+15	Whistle Post - westbound, N of tracks	

Dutton Road				
	21.90		Wayside Inn Archaeological Site	
	21.94	414+00 to 414+25	Rail Rest	1929-1930
	22.00	413+50	Milepost B22 N82	1880-1881
	22.05	410+30	Culvert 127J	
	22.19	403+65	Whistle Post - W on west face, S of tracks	
SUD.900	22.24	400+25	Bridge #128	1881/1908/1937
	22.83	368+70	Culvert 129A	
Resources anticipated to be in the corridor, but inaccessible or buried				
	18.39		Signal Relay Box	Pre-1915
	18.73	764+60	Culvert 125B	
	18.79		Farm Crossing -- Wood Box 1' span, 3' H	pre-1915, Extant 1949
	19.28		Culvert 126C	1900
	22.??	374+55	Whistle Post -- W on East face N of tracks	1929-1930



Culvert 125B? MP18.73

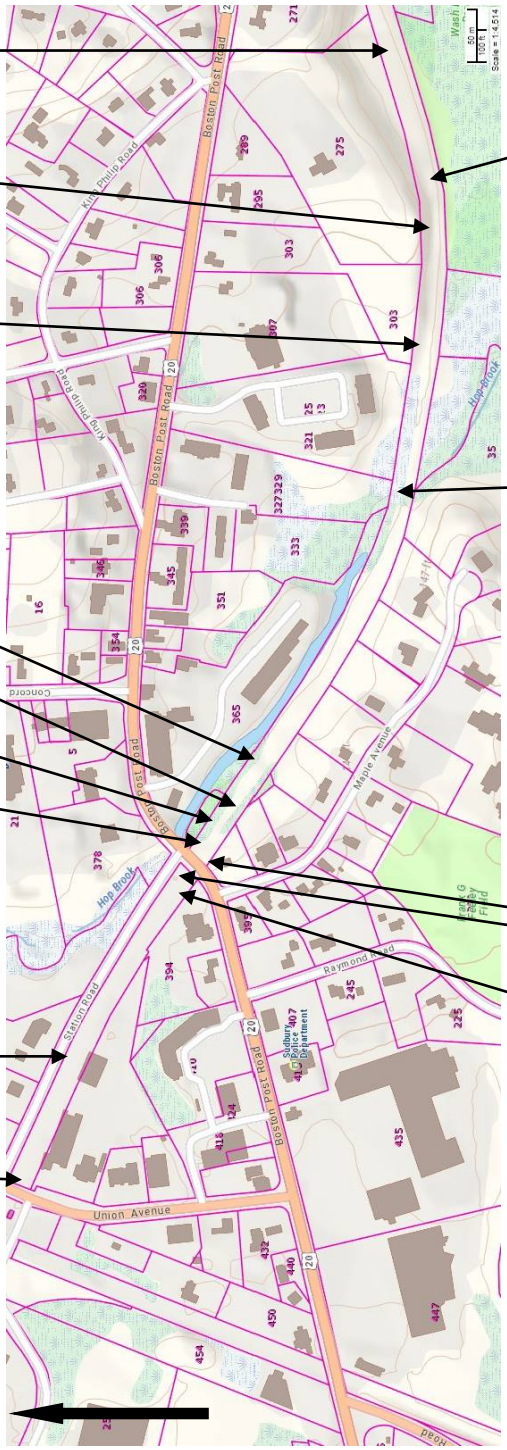
Farm Crossing? MP18.79

Culvert 126A MP18.96

Milepost 19.0

Culvert 126B MP19.06

Rail Rest MP19.21



Culvert 126D MP19.22

Distant Approach Signal, Battery Well MP19.26

Signal Relay Box MP19.37

Concrete Base MP19.60

Culvert 127A MP19.70

Whistle Post MP19.73

Section Tool House MP19.75

Culvert 127B MP19.87

Auto Highway Flasher Bases MP19.97

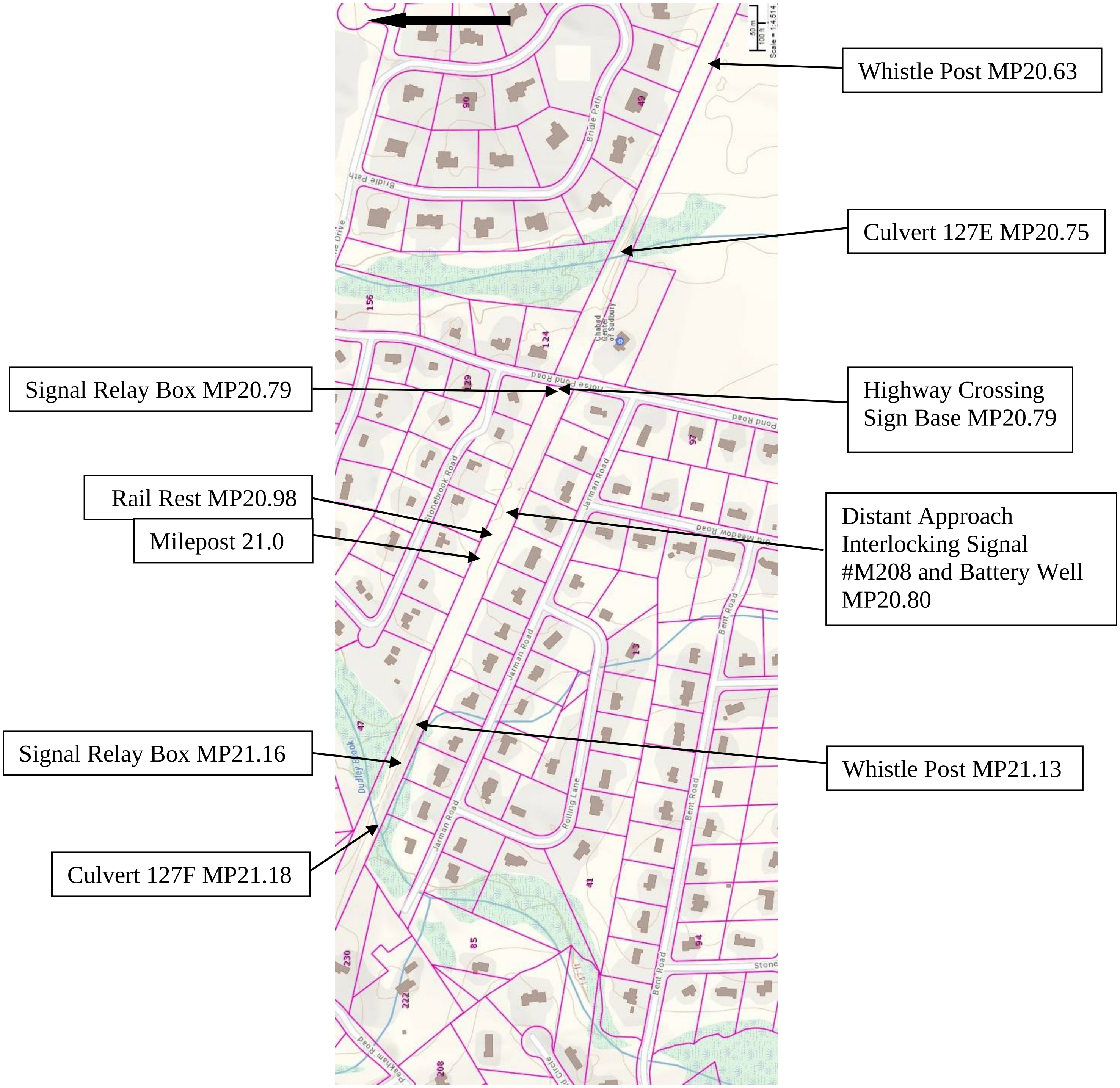
Culvert 126C? MP19.28

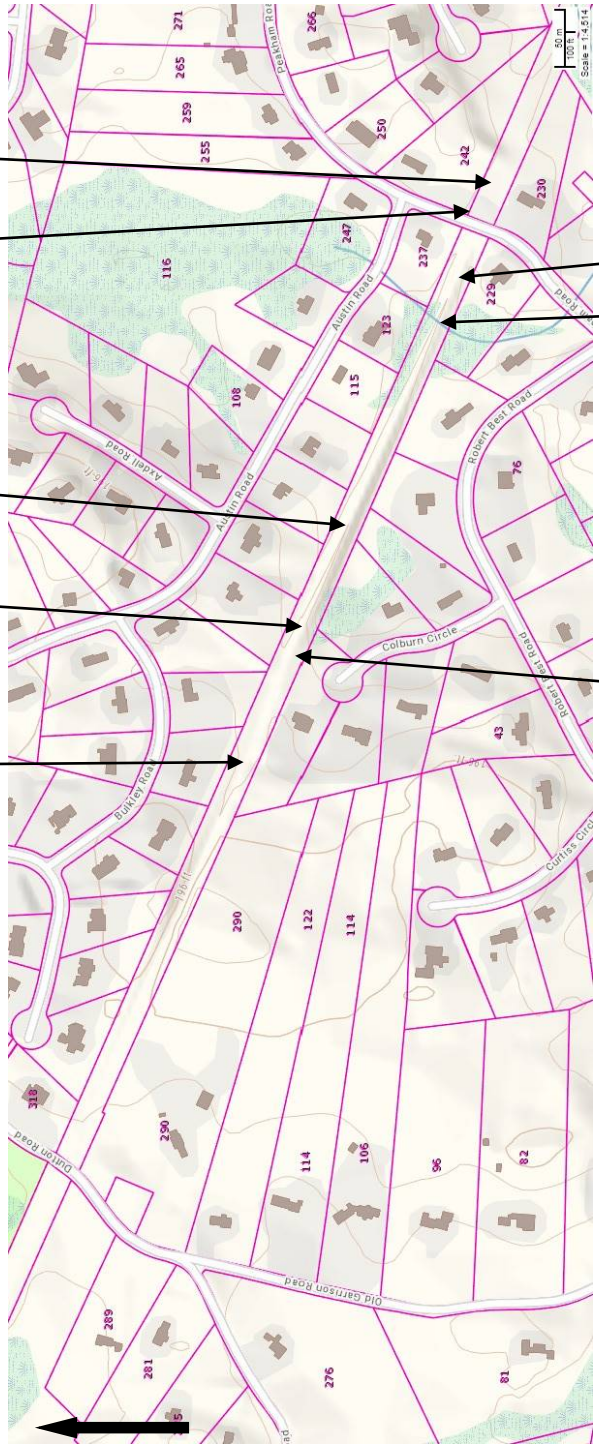
Bridge #127 MP19.47

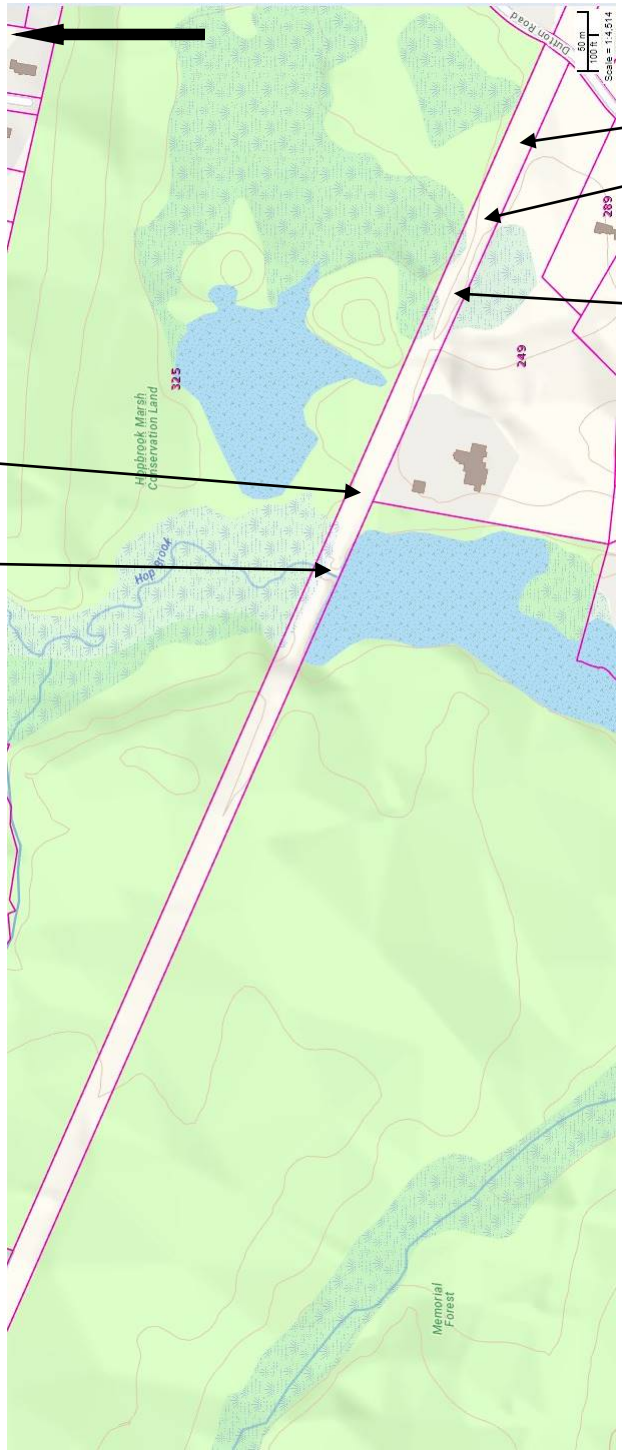
Auto Highway Flasher Bases MP19.76

Signal Relay Box (mast only) MP19.76


Concrete sign post MP19.98
Milepost 20.00
Electrical/Signal Relay Box bases MP 20.00
Signal Relay Box MP20.07
Rail Rest MP20.09
Signal Relay Box MP20.13
Signal Relay Box MP20.34
Culvert 127D MP20.44
Rail Rest MP20.55
Signal Relay Box MP20.59
South Sudbury Station MP19.99
Diamond Junction MP20.02
Wood Whistle Post MP20.02
Base for Signal E2 MP20.07
Culvert 127C MP20.14
Wood Post MP20.34
Tall Concrete Sign Post MP20.39


Whistle Post MP20.63
Culvert 127E MP20.75
Signal Relay Box MP20.79
Highway Crossing Sign Base MP20.79
Rail Rest MP20.98
Milepost 21.0
Distant Approach Interlocking Signal #M208 and Battery Well MP20.80
Signal Relay Box MP21.16
Whistle Post MP21.13
Culvert 127F MP21.18


Wood Post MP21.29
Auto Highway Flashers / Signal Relay Cabinet MP21.35
Culvert 127H MP21.51
Culvert 127I MP21.58
Whistle Post MP21.66
Wood Post MP21.36
Culvert 127G MP21.40
Whistle Post MP21.58
Austin Road
Colburn Circle
Robert Best Road
Old Garrison Road



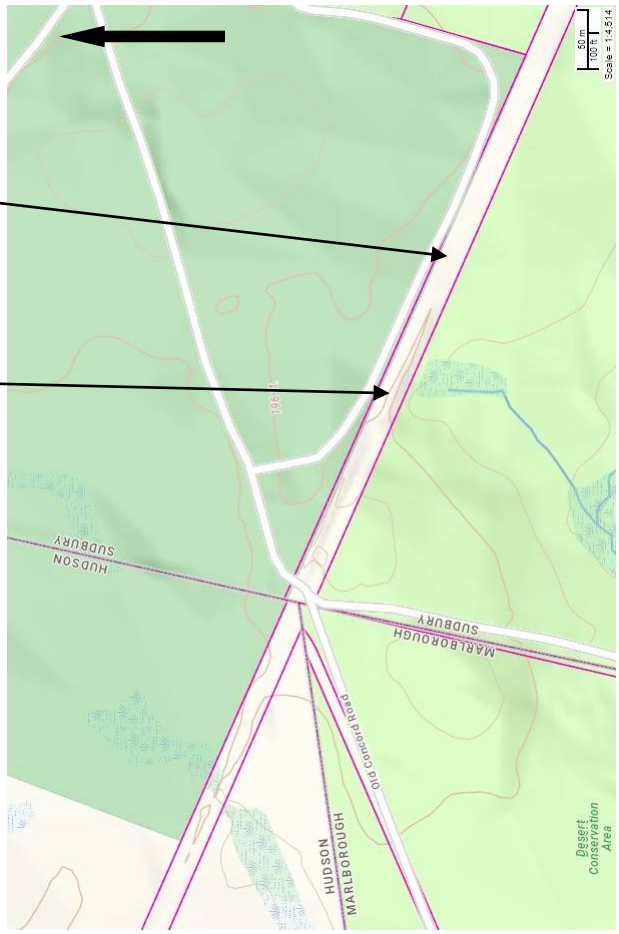
Rail Rest MP21.94

Milepost 22.0

Culvert 127J MP22.05

Whistle Post MP22.19

Bridge #128 MP22.24



Whistle Post? MP22.77

Culvert 129A MP22.83

SUPPLEMENTARY IMAGES

Rail bed in earthen cut near MP 18.86. View looking E toward Landham Road Bridge. Note intact trackage and bed.

Railbed near MP 19.06, showing typical raised bed. View looking E.

Railbed near MP 19.06, showing raised bed (approx. 15' high) typical to this area. View looking W.

Raised railbed at approach to Bridge 127 at MP 19.47. View looking E.

Railbed at grade near Section Tool House, near MP 19.75. View looking E. Whistle Post at left.

Railbed near Section Tool House, near MP 19.75. View looking W.

Diamond intersection. View looking SW. Fallen wood post at red arrow.

Railbed in stone cut at E side of intersection with Dutton Road. View looking E.

Railbed at east approach to Bridge 128, MP 22.24. View looking SW.

Bridge 127. (SUD.901) South elevation. View looking NW.

Bridge 128. (SUD.900) North elevation. View looking SW.

Culvert 126B. North elevation. View looking S.

Culvert 126B. South elevation. View looking NW.

Culvert 127A. North elevation. View looking SW.

Culvert 127A. South elevation. View looking N. Although culvert has begun to fill in, stone box and cast iron pipe still visible.

Culvert 127B. North elevation. View looking S.

Culvert 127C. North elevation. View looking SE. Stone blocks visible at center photo.

Culvert 127C. South elevation. View looking NW. Stone blocks visible at center photo.

Culvert 127E. North elevation. View looking SE.

Culvert 127E. South elevation. View looking NE.

Culvert 127F. North elevation. View looking SW.

Culvert 127F. South elevation. View looking NE.

Culvert 127H. North elevation as seen from rail bed. View looking N.

Culvert 127H. South elevation. View looking NW.

Culvert 127J. South elevation. View looking N.

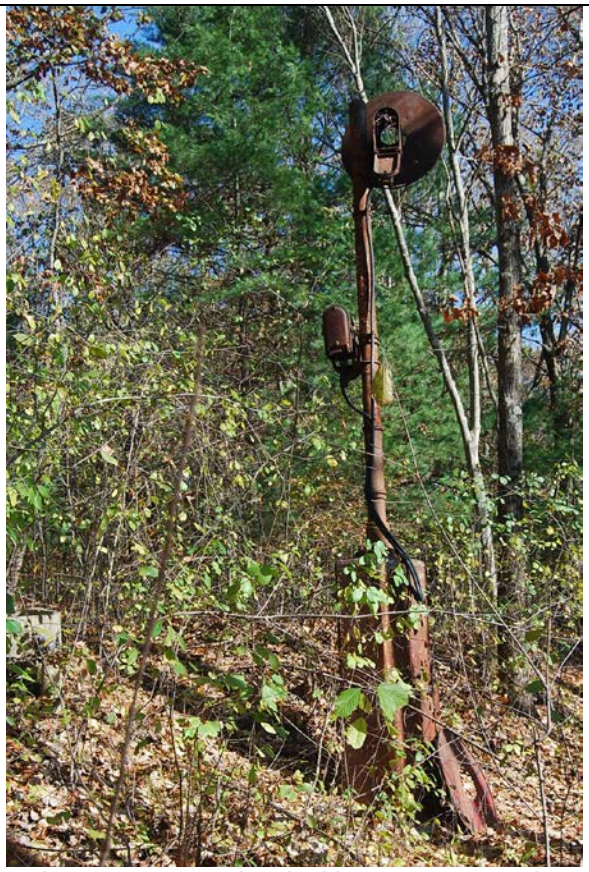
Section Tool House. West and South (trackside) elevations. View looking NE.

Section Tool House. East and North elevations. View looking SW.

South Sudbury Station. View looking SW. Switchstands at platform edge.

South Sudbury Station. View looking NE.

South Sudbury Station. Interior. View looking W.



Signal at MP 19.26. View looking E. Concrete battery well at left.

Signal M208 at MP 20.8. View looking E. Concrete battery well in foreground.

Signal M208 at MP 20.8. View looking N. Ladder detail.

Signal Relay Box at MP 19.37. North side of track. "Candlestick" type.

Relay Box at MP 20.07. North side of tracks. View looking NW. "Candlestick" type.

Relay Box at MP 20.13. North side of tracks. View looking SW "Candlestick" type.

Relay Box at MP 20.59. South side of tracks. View looking SE. Box rests on four cast concrete piers.

Relay Box at MP 20.59. South side of tracks. View looking SW. Box rests on four cast concrete piers.

Relay Box at MP 20.59. North side of tracks. View looking northwest. "Candlestick" type.

Relay Box at MP 21.16. North side of tracks. View looking northeast. "Candlestick" type.

Relay Box at MP 20.79. Horse Pond Road visible through foliage. North side of tracks. View looking northeast. Box rests on four cast concrete piers.

Auto Highway Flasher/ Signal Relay Box at MP 21.35 at NE corner of intersection of Peakham Road and ROW. View looking NE.

Cabinet detail. Auto Highway Flasher/ Signal Relay Box at MP 21.35 at NE corner of intersection of Peakham Road and ROW. View looking SE.

Base of Auto Highway Crossing Sign at west side of Peakham Road.

Whistle Post at MP 19.73. View looking NW.

Whistle Post at MP 20.63. View looking W.

Whistle Post at MP 21.13. View looking E.

Whistle Post at MP 21.66. View looking NW.

Whistle Post at MP 22.19. View looking E.

Whistle Post at MP 22.19. View looking W.

Milepost 19.0. West and south elevations. View looking NE. Notice smoother dressed area at top, where it would have been painted.

Milepost 19.0. East and north elevations. View looking SW.

Milepost 20.0. West and south elevations. View looking NE.

Milepost 20.0. East and north elevations. View looking SW.

Milepost 21.0. West and south elevations. View looking NE.

Milepost 21.0. East and north elevations. View looking SW.

Milepost 22.0. West and south elevations. View looking NE.

Milepost 22.0. East and North Elevations. View looking NW.

Rail Rest at MP 19.21. View looking E.

Rail Rest at MP 20.09. View looking E.

Rail Rest at MP 20.09. Detail, East post. Note inverted spikes at top used to contain rails.

Rail Rest at MP 20.98. View looking E.

Rail Rest at MP 21.94. View looking W.

Switchstands. Near and center are B&MRR. Stand in distance is typical of period but not from this railroad.

Switchstands. Center stand is B&MRR Ramapo-Ajax Stand No. 17. Stand in foreground is typical of period but not from this railroad.

Typical telegraph pole. View looking E.

Concrete sign post. View looking SE.

National Register of Historic Places Criteria Statement Form

Check all that apply:

☐ Individually eligible ☐ Eligible **only** in a historic district

☐ Contributing to a potential historic district ☒ Potential historic district

Criteria: ☒ **A** ☐ **B** ☐ **C** ☒ **D**

Criteria Considerations: ☐ **A** ☐ **B** ☐ **C** ☐ **D** ☐ **E** ☐ **F** ☐ **G**

Statement of Significance by Stacy E. Spies, Historic Preservation Consultants
The criteria that are checked in the above sections must be justified here.

The Central Massachusetts Railroad / Boston & Maine Railroad Corridor (CMRR) in Sudbury is eligible for listing on the National Register of Historic Places as a linear transportation historic district with numerous contributing components. Within this resource, three resources have already been identified as individually eligible:

- Boston & Maine Railroad Section Tool House (SUD.282)
- Central Massachusetts Railroad Bridge 127 (MP19.47), SUD.901
- Central Massachusetts Railroad Bridge 128 (MP 22.24), SUD.900

The Central Massachusetts Railroad / Boston & Maine Railroad Corridor Historic District encompasses the right-of-way within which the railroad operated and all of the buildings, structures, and objects it constructed for the dedicated purpose of running trains to transport freight and passengers. The Period of Significance is 1881-1971. 1881 is the year in which the first train ran over the line and 1971 is the year in passenger service was greatly curtailed and freight service was reduced to an as-needed basis. The historic district is eligible under Criterion A, the broad pattern of events that impacted the local Sudbury history and landscape. Areas of Significance include Transportation, Industry, and Military. The historic district is also eligible under Criterion D as underground railroad features such as battery wells and battery chutes likely exist within the district and can yield information important to railroad technological history.

Transportation: The CMRR/B&MRR corridor in Sudbury retains structures representative of railroad construction of the period. Bridge 127 (MP 19.47) and Bridge 128 (MP 22.24) are nearly-identical plate girder bridges erected in 1881 as part of the initial CMRR construction. The bridges are two of the four oldest deck girder spans in the MBTA system and possibly in Massachusetts. The Section Tool House (SUD.282), signal relay boxes, rail rests, and mileposts are representative examples of typical Boston & Main Railroad designs of their period.

Industry: While the Central Mass Railroad's investors would not have viewed the line's overall business as profitable, the line provided value at the local level. Sudbury residents relied upon the railroad for economic well-being. Beginning in the late 19th century and continuing several decades into the 20th century, Sudbury became known as a regional floriculture center. Extensive greenhouse farms were established in Sudbury, especially for the growing of carnations. The railroad allowed these growers easy access to not only the Boston market but also, as a result of through routes, markets throughout New England and beyond.

The railroad also played a large role in the success of local industries, especially in Mill Village in south Sudbury near Boston Post Road and near the Wayside Inn. Freight traffic was key to the survival of this line into the late 20th century. The railroad's construction in the early 1880s aided Mill Village businesses; a siding was constructed there to connect to Hurlburt & Rogers machine shop and the Parmenter grist mill. Thomas P. Hurlbut and Samuel B. Rogers saw the impact the railroad could have on the local economy: these two men were among the ten citizens who initially petitioned the legislature in 1868 to create the railroad. In the 20th century, sidings to Linde Air Products and local lumber yards provided consistent freight needs for the line. German company Linde Air Products opening its first liquid oxygen extraction factory in Buffalo, New York in 1907 and had a facility in Sudbury on Boston Post Road by 1914. The two lumber yards adjacent to the South Sudbury Station "provided the principal reason for the line's survival" through the 1970s.[40]

In the years immediately following World War II, the CMRR helped transform rural Sudbury into a commuter town. Commuter traffic on the line from Sudbury to Boston was strong from 1945 into the 1960s. This period was among the most profitable periods in the history of the railroad.

Military: During World War II, the CMRR experienced a dramatic increase in traffic due to the construction in 1942 of the Maynard Ordnance Depot. This 2,750-acre depot was located in Maynard, Stow, and Sudbury and was accessed via the Ordway station stop on the CMRR. The depot stored munitions prior to overseas shipment from Boston. Every night, and some days, for the following three years, multiple freight trains as large as 96 cars in length travelled daily through Sudbury along the CMRR.

The Central Massachusetts Railroad / Boston & Maine Railroad Corridor Historic District retains integrity of Location. The elements of the railroad's construction and later updates are readily visible. Alterations to the corridor undertaken by the railroad are still largely present as they were at the time of abandonment.

The CMRR/B&MRR Corridor Historic District retains integrity of Design. The combination of planned, developed and constructed elements that created the corridor's form, plan and structure retain sufficient presence to convey its historic function.

The CMRR/B&MRR Corridor Historic District retains integrity of Materials. While the condition of the features has deteriorated as a result of abandonment 40 years ago, the features that remain have not been altered or changed.

The CMRR/B&MRR Corridor Historic District retains integrity of Setting. While new construction has occurred on Boston Post Road and Union Avenue near the corridor, ROW has protected the viewshed from intrusions in these areas. The rural character of Sudbury remains. Trees have begun to reclaim the corridor since its abandonment; However, the corridor is clearly discernable, especially west of Dutton Road, where the corridor is abutted by protected national and local wildlife refuges.

The CMRR/B&MRR Corridor Historic District retains integrity of Feeling. The corridor illustrates its historic function and feel from its period of significance.

[40] Boston & Maine Railroad Historical Society 2008: 136.

The CMRR/B&MRR Corridor Historic District retains integrity of Association. The corridor's association with a railroad is evidenced by the remaining features.

Lastly, the CMRR/B&MRR Corridor Historic District retains integrity of Workmanship. Although utilitarian by their very nature, the railroad features are able to display the workmanship of their designers and builders. The stonework of the culverts and mileposts has been preserved. Small details within mass-produced features are also evident. For example, the curved line of the conical cast caps and graceful lines of the "candlestick"-type signal relay boxes is representative of late-19th century engineering and architectural trends. In contrast, the crisp lines and tapered surfaces of the cast concrete sign posts and equipment box feet are very much a product of the streamlined, modern trends in engineering in the 1920s and 1930s.