

# EXECUTIVE SUMMARY

Sudbury, Middlesex County, MA



# Introduction

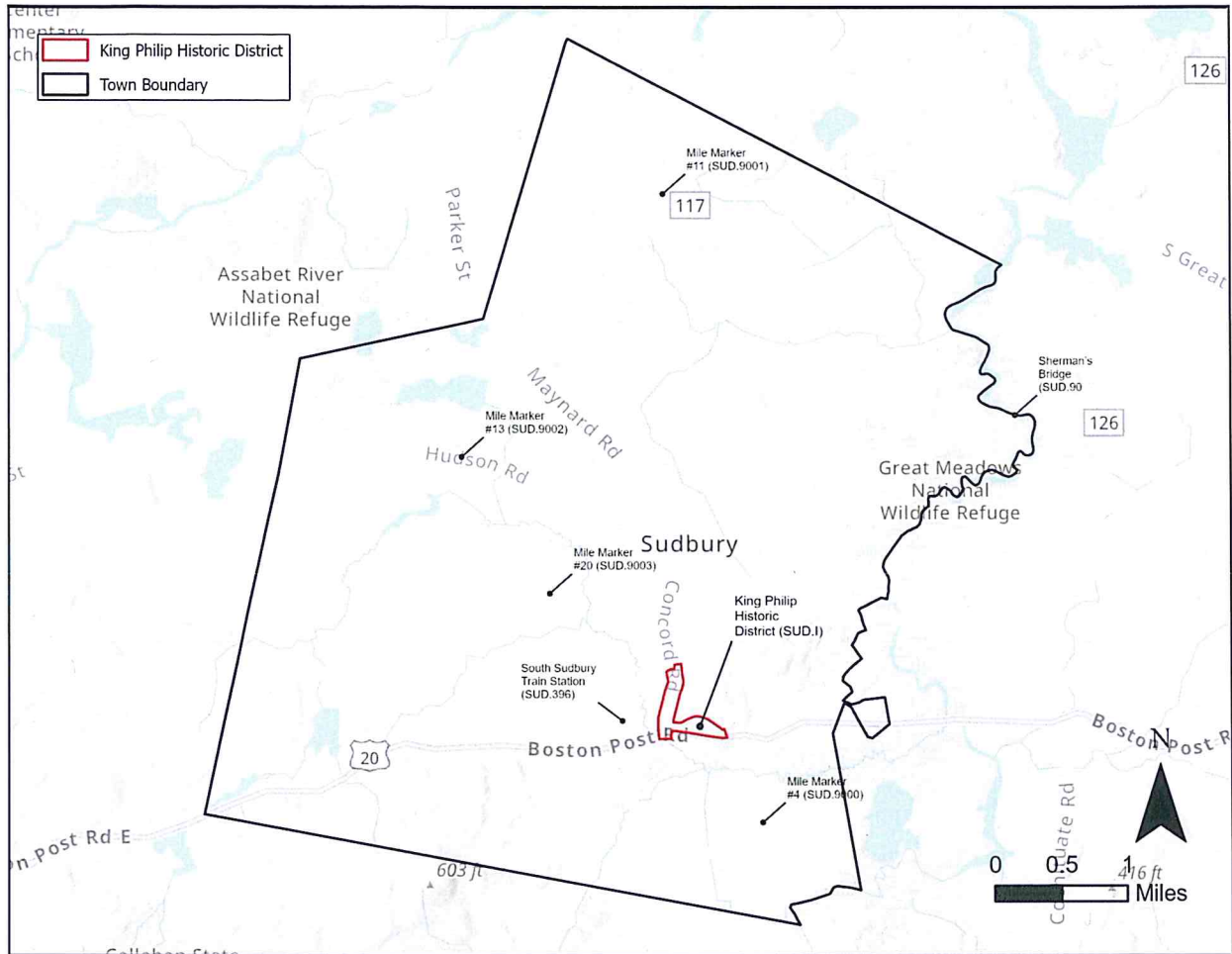
On behalf of the Town of Sudbury, Massachusetts (the Town, or Sudbury) and the Sudbury Historical Commission (SHC), Roblee Historic Preservation, LLC (RHP) prepared a series of Massachusetts Historical Commission (MHC) inventory forms documenting significant historic resources in the Town of Sudbury, Massachusetts. The work was undertaken in coordination with local project stakeholders and was based on a series of telephone consultations and remote meetings conducted during the first months of 2026. These discussions helped identify priority resources requiring updated documentation and informed the scope and direction of the research and fieldwork.

The project resulted in the preparation of MHC inventory documentation for several historic resources representing different aspects of Sudbury's historical development, including transportation infrastructure, civic landmarks, and cultural landscape features.

The resources documented include:

- **King Philip Historic District (SUD.I)**
- **Sherman's Bridge (SUD.908)**
- **South Sudbury Train Station (SUD.396)**
- **Four granite mile markers**

The locations of these resources are shown in Figure 1 below.



**Figure 1. Surveyed historic properties in the Town of Sudbury.**

Together, these resources illustrate key themes in Sudbury’s historical development, particularly the evolution of transportation networks and roadside infrastructure during the nineteenth and early twentieth centuries. The inventory forms prepared as part of this project contribute to the ongoing documentation of Sudbury’s historic resources in accordance with MHC survey standards.

## Brief Property Descriptions

The **King Philip Historic District (SUD.I)** reflects residential development patterns associated with twentieth-century suburban expansion in Sudbury. The district includes a collection of residential properties illustrating architectural styles and development trends that accompanied the town's transition from a rural agricultural community to a suburban residential landscape during the mid- and late twentieth century.

**Sherman's Bridge (SUD.908)** represents an important surviving example of local transportation infrastructure and illustrates the engineering and construction practices used to span smaller waterways within the region's rural road system. Bridges such as Sherman's Bridge facilitated travel between agricultural areas and neighboring communities and formed an essential component of Sudbury's historic transportation network.

The **South Sudbury Train Station (SUD.396)** documents the historic role of rail transportation in the town's development. Constructed in association with regional railroad expansion during the nineteenth century, the station served as a local node within a broader network connecting Sudbury to surrounding towns and metropolitan markets. Rail infrastructure such as the South Sudbury station played an important role in shaping patterns of commerce, mobility, and land use within the community.

The project also documents a set of **four granite mile markers** or guideposts, located at major intersections including:

- **Mile Marker #4 (SUD.9000)** at Landham Road and Pelham Island Road
- **Mile Marker #11 (SUD.9001)** at Haynes Road and North Road
- **Mile Marker #13 (SUD.9002)** at Fairbank Road and Hudson Road
- **Mile Marker #20 (SUD.9003)** at Peakham Road and Horse Pond Road

These markers were erected in the late nineteenth century, circa 1876–1877, during a period when municipalities across Massachusetts began replacing earlier wooden guideboards with more durable stone markers. As surviving elements of Sudbury's historic roadside landscape, these markers provide tangible evidence of the town's historic transportation system and local efforts to improve road management and traveler guidance.

Collectively, the resources documented through this project illustrate key themes in Sudbury's historical development, including the evolution of transportation infrastructure, the transition from rural road systems to modern transportation networks, and the suburban residential growth that characterized the town during the twentieth century.

## Bibliography

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*Wayland-Weston Town Crier*.

# FORM C – OBJECT

Assessor's Number USGS Quad Area(s) Form Number

N/A	Framingham	N/A	SUD.9000
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MASSACHUSETTS HISTORICAL COMMISSION  
 MASSACHUSETTS ARCHIVES BUILDING  
 220 MORRISSEY BOULEVARD  
 BOSTON, MASSACHUSETTS 02125

**Town/City:** Sudbury

**Place** (*neighborhood or village*):  
South Sudbury

**Address or Location:** Landham Road and Pelham Island Road

**Name:** Granite Mile Marker #4

**Ownership:**  *Public*  *Private*

**Type of Object** (*check one*):

- statue
- bust
- group composition
- religious shrine
- other (*specify*)
- monument
- milestone
- marker
- boundary marker

**Date of Construction:** circa 1876-1877

**Source:** Town of Sudbury archives

**Designer/Sculptor:** B. H. Richardson

**Materials:** Granite

**Alterations** (*with dates*):  
None

**Condition:** Good

**Moved:**  *no*  *yes* **Date:**

**Acreage:** N/A

**Setting:**

Situated at the southeast corner of Landham and Pelham Roads just a few feet from the shoulder in a rural and moderately forested residential area.

**Recorded by:** Andrew Roblee

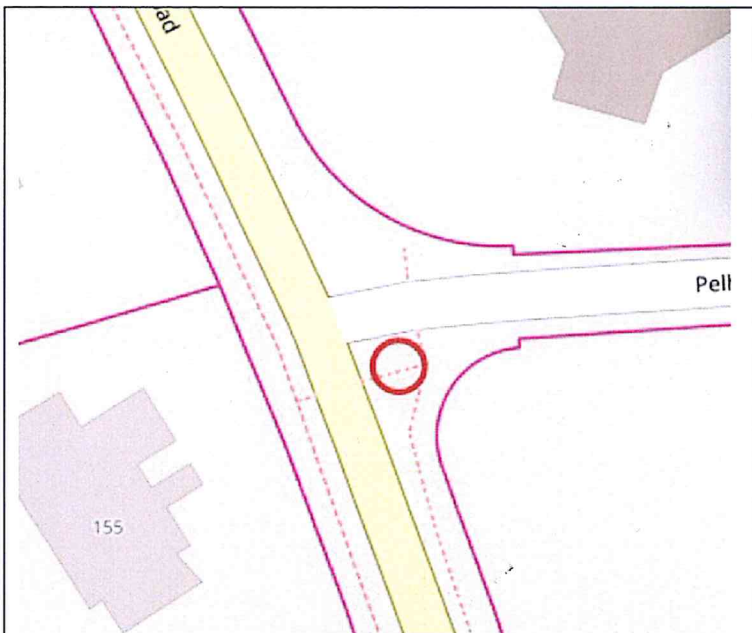
**Organization:** Roblee Historic Preservation, LLC

**Date** (*month / year*): April 2026

## Photograph



## Locus Map



# INVENTORY FORM C CONTINUATION SHEET

SUDBURY

LANDHAM AND PELHAM ISLAND ROADS

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

N/A

SUD.9000

 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.

## DESIGN ASSESSMENT

Describe the design features of the object and evaluate in terms of other similar types of objects within the community.

The granite guidepost located at the southeast corner of the intersection of Landham Road and Pelham Road is a rectangular, upright granite monolith set vertically in the ground. The marker is roughly dressed, with irregular edges and a slightly tapering profile toward the top. The upper surface is flat and features an iron lamp standard once used to support a lantern. This is rare among the existing granite mile markers in Sudbury. The faces of the marker are hand-tooled and contain painted inscriptions in black that identify nearby destinations. The design of the marker reflects the functional character typical of late nineteenth-century roadside guideposts erected by Massachusetts towns. Rather than marking a measured distance from a fixed point, the stone functions primarily as a directional guidepost indicating nearby towns and villages. This distinguishes it from the earlier 1767 Boston Post Road milestones, many of which remain along the Old Connecticut Path and Boston Post Road corridors in eastern Massachusetts and are listed on the National Register of Historic Places. Those eighteenth-century markers were typically smaller dressed stones placed along major post roads and inscribed with distances from Boston, sometimes bearing the initials of colonial officials or surveyors. By contrast, the Sudbury marker emphasizes directional guidance rather than mileage, and its larger, more roughly dressed granite form reflects the practical municipal stonework commonly used for guideposts during the later nineteenth century.

## HISTORICAL NARRATIVE

Explain the history of the object and how it relates to the development of the community.

The installation of roadside guideposts and mile markers in Sudbury reflects broader nineteenth-century efforts across Massachusetts to improve wayfinding and maintain the expanding network of public roads. Prior to the widespread use of numbered highway systems, travelers relied on guideboards and mile markers placed at intersections and along major routes to orient themselves within the regional transportation network. Massachusetts towns were responsible for erecting and maintaining such markers, and annual town reports frequently recorded the condition and replacement of guideboards. Sudbury maintained this tradition throughout the nineteenth century, with selectmen issuing annual reports documenting the locations and repairs of guideposts. An 1864 report, for example, listed new guideboards placed near identifiable landmarks or residences, such as "near the house of Israel Hunt" and at "Howe Tavern," demonstrating the reliance on locally known reference points to guide travelers.<sup>1</sup>

Early guideposts in Sudbury were typically constructed of wood and required frequent maintenance or replacement due to weathering, accidents, and vandalism. As wooden posts deteriorated, towns increasingly replaced them with more durable stone markers during the later nineteenth century. Town records and local newspapers indicate that guideposts were regularly repainted and repaired, and that damage to them was not uncommon. An 1890 newspaper account titled "Hoodlums Aboard" complained of individuals suspected of tampering with guidepost lettering, illustrating the challenges municipalities faced in maintaining these elements of the roadside landscape.<sup>2</sup>

Sudbury followed this pattern. Although the town had considered erecting stone markers as early as 1851, the expense was initially deemed prohibitive. The first known granite marker was erected in 1876–1877 at a cost of \$3.50 by Benjamin

<sup>1</sup> *Annual Report of the Selectmen Relative to Guide Boards* (Sudbury, MA: Town of Sudbury), 1864, 2.

<sup>2</sup> Anderson, Candy, "Celebrating the Fourth", *Sudbury Citizen* (Sudbury, MA), July 4, 1974, 23.

# INVENTORY FORM C CONTINUATION SHEET

SUDBURY

LANDHAM AND PELHAM ISLAND ROADS

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

N/A

SUD.9000

Hemingway Richardson (1821–1906), a prominent local resident.<sup>3</sup> Richardson was a longtime civic participant in Sudbury, serving on the town's School Committee in the 1850s and later working as the station agent at the South Sudbury depot of the Marlborough Branch Railroad.<sup>4</sup> Although the railroad passed through Sudbury, its indirect route to Boston and relatively high passenger fares limited its practical value to residents, who continued to rely heavily on the town's road network for local and regional travel.<sup>5</sup> In this context, durable stone guideposts and mile markers remained an important element of transportation infrastructure.

The surviving granite mile markers in Sudbury represent the late nineteenth-century transition from temporary wooden guideboards to permanent stone markers intended to provide long-term wayfinding along the town's historic roadways. Their placement and maintenance reflect municipal responsibilities for road management and illustrate how communities adapted traditional roadside navigation systems in response to changing materials, technologies, and transportation patterns.

The specific history of the granite mile marker **Mile Marker No. 4 (ca. 1876, SUD.9000)** located at the intersection of Landham Road and Pelham Island Road is not well documented in surviving town records. While Sudbury maintained a long tradition of reporting annually on the condition and placement of guideboards, these reports only rarely identified locations. Most of the reports made to the selectman included the expenses incurred for repair and repainting after the initial installation noted in the 1876-1877 report (a location is not described in this source either). As a result, it is difficult to determine the precise date when the existing granite marker was installed, but it may be inferred that Mile Marker #4 was installed sometime after 1876. Therefore, a date of circa 1877 is given. This pattern is consistent with broader municipal practices in Sudbury during the late nineteenth century, when deteriorating wooden guideposts were gradually replaced with more durable stone markers to reduce maintenance needs and provide more permanent roadside wayfinding.

## ENTIRE INSCRIPTION *(if applicable)*:

This marker has writing on one side. The principal (northwest) face reads "SAXONVILLE," "FRAMINGHAM," and "WAYLAND," accompanied by painted directional arrows indicating the direction of travel.

## BIBLIOGRAPHY and/or REFERENCES:

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*Sudbury Citizen*

*Sudbury Town Crier and Fence Viewer*

Town of Sudbury. *Annual Report of the Selectmen Relative to Guide Boards*. Sudbury, MA: Town of Sudbury, 1864.

Town of Sudbury. *Town of Sudbury Annual Report, 1876–1877*. Sudbury, MA: Town of Sudbury, 1877.

<sup>3</sup> *Town of Sudbury Annual Report, 1876–1877* (Sudbury, MA: Town of Sudbury), 1877, 7.

<sup>4</sup> "Times Have Changed in the Schools Since 1859," *Sudbury Town Crier and Fence Viewer*, August 25, 1888, 23.

<sup>5</sup> Alfred Sereno Hudson, *History of Sudbury, Massachusetts* (Sudbury, MA, 1889), 532.

**INVENTORY FORM C CONTINUATION SHEET**

SUDBURY

LANDHAM AND PELHAM ISLAND ROADS

MASSACHUSETTS HISTORICAL COMMISSION  
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

N/A	SUD.9000
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**PHOTOGRAPHS**



View to the south across Pelham Island Road toward Mile Marker #4.



View to the south toward the marker.



View to the west toward the back side of the marker showing tool marks. The iron lamp standard is seen on top.



View to the northwest showing a close-up of the iron lamp standard on the top of the marker.

# FORM A - AREA

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

See Data Sheet	Framingham	SUD.I	See Data Sheet
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LHD 04/10/1972

## Photograph



**Town/City:** Sudbury

**Place (neighborhood or village):** South Sudbury

**Name of Area:** King Philip Historic District

**Present Use:** Mixed; commercial, educational, religious; Single family dwelling;

**Construction Dates or Period:** Eighteenth to mid-twentieth century

**Overall Condition:** Good to Excellent

### Major Intrusions and Alterations:

Late twentieth century commercial buildings at the intersection of Concord and Boston Post Road (1990s); specific material alterations and additions to various properties.

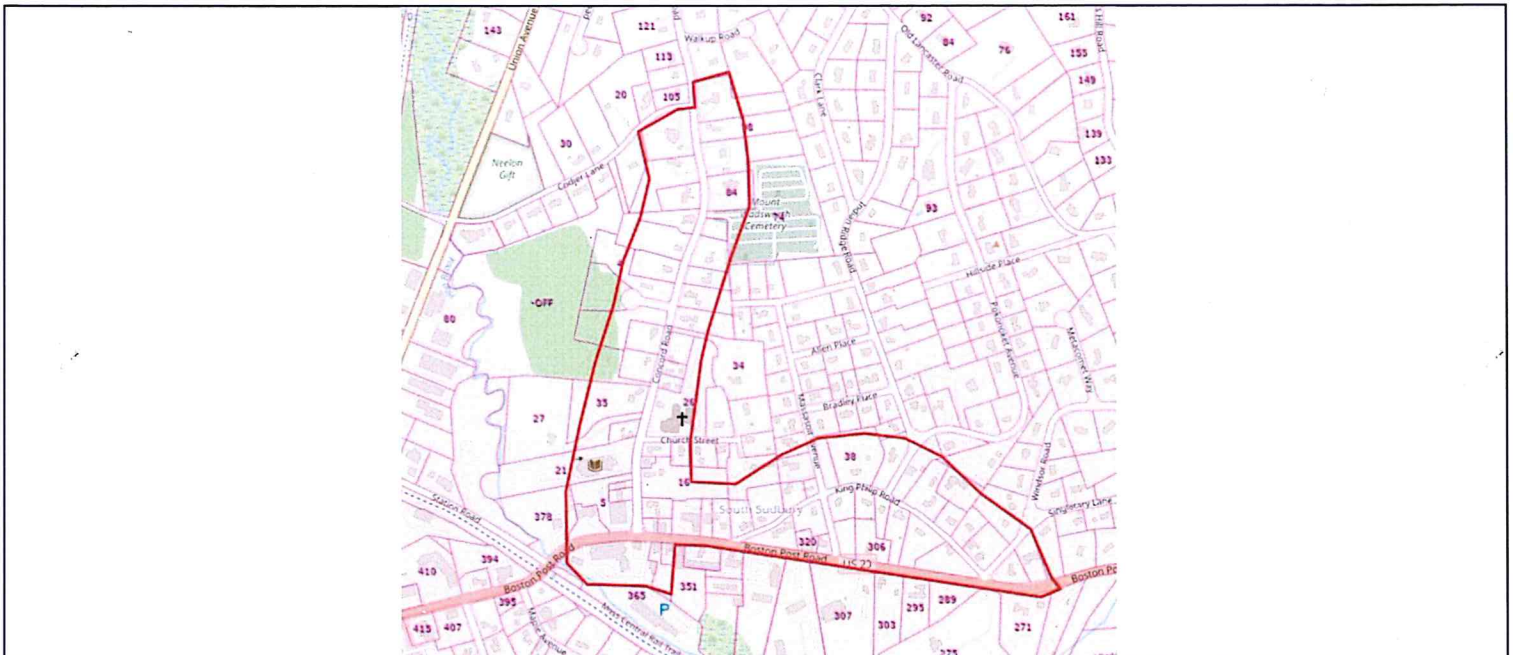
**Acreage:** 64

**Recorded by:** Andrew Roblee, Roblee Historic Preservation, LLC

**Organization:** Sudbury Historical Commission

**Date (month/year):** March 2026

## Locus Map



see continuation sheet

# INVENTORY FORM A CONTINUATION SHEET

SUDBURY KING PHILIP HISTORIC DISTRICT

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

SUD.I See Data 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 **King Philip Historic District (SUD.I)** encompasses a historically significant portion of South Sudbury centered along Boston Post Road and King Philip Road, with small portions of connected side streets. The district contains a concentration of eighteenth- through twentieth-century residential, civic, and commercial buildings associated with the development of the village historically known as Mill Village and later South Sudbury. The area reflects the evolution of a rural crossroads settlement that developed along one of the region's principal transportation corridors, Boston Post Road, and later expanded along Bow Road, now known as King Philip Road.

The district encompasses a rough "L"-shaped boundary that includes all properties within roughly 300 feet of the road centerline, with the exception of Boston Post Road, which from the **Richardson House (Photo 1; 1720, SUD.16)** at 353 Boston Post Road eastward only includes the north side of the street. The boundary includes properties along Concord Road as it runs north from Boston Post Road toward Sudbury Center, terminating at 102 Concord Road, known as the **Abel Smith House (Photo 2; 1800, SUD.87)**. This also includes a portion of Church Street, all of King Philip Road, and portions of Massasoit Avenue, Pokonoket Avenue, and Singletary Lane within the 300 foot buffer of King Philip Road.

The district contains 78 properties within approximately 64 acres, including 74 buildings, three objects, and one site, representing a range of eighteenth- through twentieth-century resources associated with the development of the historic village of South Sudbury. The overall pattern of development reflects a historically linear settlement oriented along these roadways, with buildings typically set on modest residential parcels interspersed with larger historic house lots and remnants of agricultural landscapes. Although later twentieth-century infill development has occurred in portions of the district, particularly the main intersection of Boston Post Road and Concord Road, the overall spatial organization, scale, and architectural character of the historic village remain readily apparent.

Since the preparation of earlier survey documentation in 1995 and 2005, at least three previously documented resources have been lost. These include the **Capt. Enoch Kidder House (c.1813, SUD.13)** at 365-367 Boston Post Road, the **Hall Barn (c. 1865, SUD.256)** at 0 King Philip Road, and the non-historic residence at **53 Concord Road (1972, SUD.283)** was replaced by a new residence that has an updated street address of **4 Confidence Way (2023, SUD.604)**. The **Bogle Sisters House (c. 1800, SUD.35)** was demolished and reconstructed in 2021.

The district contains buildings representing several major periods of architectural development in Sudbury, including early nineteenth-century Federal and Greek Revival houses, later nineteenth-century Italianate and Victorian residences, and early twentieth-century Colonial Revival and bungalow-type houses. Late twentieth-century commercial structures have been built west of the main intersection of Boston Post Road and Concord Road. Several properties illustrate the growth of the community during the nineteenth century when South Sudbury functioned as a small industrial and agricultural center known as Mill Village, serving the surrounding rural landscape. Many of the buildings are associated with prominent local families who contributed to the economic and civic life of the town. A number of the houses that survive

# INVENTORY FORM A CONTINUATION SHEET

SUDBURY KING PHILIP HISTORIC DISTRICT

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

SUD.I	See Data Sheet
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today represent the nineteenth-century residential fabric that characterized Mill Village prior to its transition into the modern village of South Sudbury. In addition to its buildings, the King Philip Historic District includes several historic sites and objects that contribute to the district's historic character and landscape setting.

## *National Register (NR)-Listed Properties*

A total of three properties within the district have been individually listed in the National Register of Historic Places (NR). These buildings serve as important architectural and historical anchors within the district and illustrate the range of building types associated with the development of South Sudbury.

The **Goodnow Public Library (Photo 3; 1862, SUD.78)** at 21 Concord Road is a prominent civic landmark in the district. Originally constructed in 1862 as a small brick octagonal building topped by a wood-frame lantern or belvedere, it was expanded twice in the late nineteenth century, around 1885 and again in 1894, likely under the direction of the original architect, Joseph R. Richards of Boston. The present two-story building is composed of the original structure, a small two-story northwest addition constructed in 1971, and a 195-foot-long rear wing completed in 1999. The earlier octagonal sections enclosed in a Richardsonian shell retain slate roofing, while the later additions are covered with asphalt shingles. The large rear addition now functions as the primary library space and contains the main entrance on the south elevation.

To the north of the library at 88 Concord Road is the **Moses Brewer House (Photo 4; 1720, SUD.86)**, a two-story, clapboarded, five-bay dwelling with a central chimney and lobby-entry plan. The façade features three-part window groupings, and the house retains a pilastered brick chimney rising above the attic, although a modern stone chimney stack has been introduced. Windows are restored casements, with one window in each front and side wall of the four principal front rooms. Although the building was relocated to Sudbury from Wayland in 1918 and restored in the early twentieth century, it retains characteristic First Period structural features. In addition, the granite **Milestone 25 (Photo 5; 1767, SUD.922)** is located at the corner of Concord and Boston Post Roads, and is one of 40 such milestones listed in the NR in 1971.

## *Representative Eighteenth and Nineteenth Century Properties*

A total of four properties within the district were originally constructed in the eighteenth century. These illustrate the area's earliest phase of agricultural settlement and form the architectural core around which later nineteenth-century development occurred. Among the oldest is the previously mentioned **Moses Brewer House (1720, SUD.86)** at 88 Concord Road, a First Period dwelling with a central chimney and lobby-entrance plan whose quirk-beaded framing members and early staircase survive from its original construction. Nearby, the **Israel How Brown House (Photo 6; ca. 1725, SUD.85)** at 71 Concord Road is a two-and-one-half-story, five-bay wood-frame house reflecting Georgian proportions, though later alterations have modified its original appearance. At 348 Boston Post Road, the **Abraham Woods / John Allen House (Photo 7; 1728, SUD.17)** represents another early dwelling in South Sudbury and is traditionally identified as one of the oldest houses in the village. It is associated with miller Abraham Wood and later blacksmith John Allen and reflects the early residential developments near the Hop Brook mill complex. The **Smith, Parmenter-Goodnow House (ca. 1732, SUD.38)** at 4 King Philip Road, while remodeled in the nineteenth century, maintains an early eighteenth century interior and an early barn. Together these buildings illustrate the persistence of early eighteenth-century farmsteads within what later became the South Sudbury commercial and transportation corridor, demonstrating the district's transition from dispersed agricultural settlement to the more densely developed nineteenth-century village center. In addition, the previously noted **Milestone 25 (1767, SUD.922)** demonstrates the importance of the early transportation infrastructure in Massachusetts, and the district specifically. The **Mount Wadsworth Cemetery**

## INVENTORY FORM A CONTINUATION SHEET

SUDBURY KING PHILIP HISTORIC DISTRICT

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

SUD.I See Data Sheet

**(Photo 8; 1833, SUD.803)** on Concord Road, a small historic burial ground containing a collection of eighteenth- and nineteenth-century gravestones associated with members of the Wadsworth family and other early residents of South Sudbury, is included in the district, but only the entrance road and a small area within the 300-foot buffer.

A total of 40, the majority in the district, historic properties within the district were constructed during the nineteenth century. These properties represent a limited range of popular nineteenth-century architectural styles with individual nuances and expression. Collectively, they illustrate the transformation of South Sudbury from a small agricultural community into a nineteenth-century mill village with a modest commercial and civic center along a major transportation corridor, Boston Post Road. Within the district, several early nineteenth-century houses examples include the **Gideon Richardson House (Photo 9; ca. 1800, SUD.36)** at 38 King Philip Road and the **Benjamin Richardson House (Photo 10; ca. 1800, SUD.34)**, at 62 King Philip Road, each representing the Federal-period domestic architecture that became common along Bow Road, now King Philip Road. Additional mid-nineteenth-century houses on King Philip Road, such as the **Josiah Richardson House (Photo 11; ca. 1830, SUD.266)** at 68 King Philip Road, and the **R. D. Morse House (Photo 12; 1845, SUD.37)** at 22 King Philip Road, illustrate the gradual intensification of residential development in South Sudbury as the nearby mill village expanded during the first half of the nineteenth century.

Later nineteenth-century examples demonstrate the architectural and economic diversification of the village as South Sudbury matured as a local commercial and social center. The **Cutter-Dakin-Hunt House (Photo 13; ca. 1850s, SUD.265)** at 61 King Philip Road reflects the transition from Greek Revival to Italianate stylistic influences that appeared in the area during the mid-nineteenth century, while the **Henry Goulding House (ca. 1870, SUD.264)** at 54 King Philip Road represents the adoption of the Italianate style in later residential construction. Civic and institutional development during the same period is represented by the NR-listed **Goodnow Library (1862, SUD.78)**, at 21 Concord Road, a distinctive octagonal building established through the bequest of local benefactor John Goodnow and an important architectural landmark within the village.

#### *Representative Twentieth Century Properties*

A total of 29 properties within the district were constructed during the twentieth century, with all but one of these built over 50 years ago. These buildings reflect the continued development of South Sudbury as a small village center during the early twentieth century and the gradual suburbanization that occurred in the decades following World War II. Among the most popular early twentieth century styles in the district is the Colonial Revival. Examples include the **Clifford Burr House (Photo 14; 1905, SUD.226)** at 9 Church Street, the **Archer H. Townes House (Photo 15; 1905, SUD.232)** at 10 Concord Road, and the **Alphonse and Emily Rond / Gertrude Newton Hurlbut House (1908, SUD.379)**, a Dutch Colonial Revival-style house at 18 Concord Road. The **Miriam L. Woodbury House (1916, SUD.261)** at 25 King Philip Road and the associated **Robert C. Woodberry House (c. 1929, SUD.262)** at 29 King Philip Road represents the Craftsman bungalow form that became common during the period.

Later twentieth-century construction reflects both continued residential infill and the emergence of small-scale commercial development along Concord Road and the Boston Post Road. Examples include the **Taylor Real Estate Office (Photo 16; 1910, SUD.378)** at 356 Boston Post Road, a modest commercial building that continued and emulated the Colonial Revival style for decades earlier. The **Bank Building (1951, SUD.380)** at 19 Concord Road and the commercial building at **5-15 Concord Road (Photo 17; 1956, SUD.376)** reflect the modernization of the village center during the postwar period, although these three together don't contribute to the historic district's architectural or historic significance. A total of four properties have been constructed in the twenty-first century, including the **Bogle Sister's House (2021, SUD.35)** at 48 King Philip Road, a complete and faithful reconstruction of a previous house from circa 1800.

# INVENTORY FORM A CONTINUATION SHEET

SUDBURY KING PHILIP HISTORIC DISTRICT

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

SUD.I	See Data Sheet
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## *District Integrity*

The **King Philip Historic District (SUD.I)** retains a high degree of physical integrity, with the majority of its contributing resources continuing to convey the historic character of South Sudbury's development from the eighteenth through the twentieth centuries. The district's historic landscape remains legible through the survival of early farmstead buildings, nineteenth-century village residences, and later twentieth-century infill construction arranged along the historic transportation corridors and the immediate suburban development. In addition to buildings, the district includes contributing sites and objects that reinforce this historic setting, such as early burial grounds, commemorative monuments, and other landscape features associated with the historic village center. These elements help preserve the spatial relationships and cultural associations that communicate the district's history. While many twentieth-century buildings retain their overall form and massing, several have experienced alterations typical of the period, including replacement windows, enclosed porches, additions, and changes to exterior finishes. In some cases, these changes have reduced architectural integrity. For example, the **Luman Frost Parmenter and Alice Howe House (1903, SUD.387)** at 89 Concord Road has been significantly enlarged through multiple twentieth-century additions. Another example is the **Alfred F. Bonazzoli House (Photo 18; 1925, SUD.271)** at 10 Pokonoket Avenue, originally a one-and-one-half-story Craftsman style bungalow that nearly doubled its size and street-facing elevation with a 1999 addition.

## **HISTORICAL NARRATIVE**

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

The original King Philip Historic District was established as a local historic district in 1972, and the properties within it were recorded on Massachusetts Historical Commission (MHC) Area Form **SUD.I** in 1995. In 2005, the district was expanded and revisions and corrections were made to the original Area Form in order to incorporate additional properties and to record the district in the Massachusetts Cultural Resource Information System (MACRIS). In addition, many of the buildings within the district were previously documented through individual MHC Building Inventory Forms prepared during the earlier survey efforts, including work completed in the 1980s and subsequent updates. Because Sudbury's local historic districts were established by Special Act rather than under M.G.L. Chapter 40C, a formal study report was not required and the district had not been recorded in the MHC database before 1995.<sup>1</sup> The 2005 update also provided MHC with a district map and corrected a number of issues in the earlier documentation, including updating assessor parcel numbers, correcting the spelling of Massasoit Avenue, refining construction dates, and adding historic property names where available. The district also overlaps portions of the **Sudbury First Industrial Area Historic District (SUD.D)** and the **South Sudbury Historic District (SUD.B)**, both inventoried districts without any formal designation or NR eligibility determinations. MHC Area Form documentation available in the MACRIS system includes hand-drawn maps only. There is no historic information included.

Unlike many historic districts, Sudbury's district boundaries are drawn by distance from the roadway rather than by parcel lines, generally extending approximately 300 feet from the abutting road. As a result, there are ten parcels technically included in the boundary, but with only small portions of each property falling within the district. In most cases these consist of narrow strips of land along property lines, small corner sections of larger lots, driveway entrances, or access roads. Several involve only the rear portions of parcels that are not visible from the public way, and in one instance, only a small portion of the house itself lies within the district boundary.

<sup>1</sup> Schuler, Gretchen, *King Philip Historic District* (Boston, MA: Massachusetts Historical Commission), 1995; revised 2005.

# INVENTORY FORM A CONTINUATION SHEET

SUDBURY KING PHILIP HISTORIC DISTRICT

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Because these areas represent minimal or peripheral portions of the parcels, the properties have not been included in the district's street index. Their inclusion appears to result primarily from the application of the district's standard boundary rule extending approximately 300 feet from the adjacent roadway rather than from a specific relationship to the historic resources of the district. They include the following properties:

- K08-0030 27 Concord Rd
- K08-0304 off Concord Rd
- K08-0303 off Concord and Confidence Way
- K09-0022 11 Church St
- K09-0018 20 Church St
- K09-0020 24 Church St
- K09-0419 26 Franklin Pl
- K09-0041 29 Massasoit Ave
- K09-0105 41 Singletary
- J09-0405 11 Walkup Rd

The purpose of the present form is to provide an updated overview of the historical development and architectural character of the King Philip Historic District while supplementing the earlier documentation with additional research and revised architectural descriptions. Several individual inventory forms within the district were updated by Roblee Historic Preservation in 2025 to incorporate expanded historical research and updated assessments of existing conditions and alterations. This update reflects changes that have occurred within the district in the intervening years since the 2005 revision, such as the demolitions mentioned in the previous section. In addition, a previous MHC Form B for the **Lanham Elementary School (Photo 19; 1891, SUD.280)** at 23 Massasoit Avenue is incorrectly given the address 11 Massasoit Avenue. This form corrects that mistake with a new MHC number.

### *Early Settlement (17th–early 18th century)*

The area now encompassed by the King Philip Historic District lies within one of the earliest settled portions of Sudbury. The Town of Sudbury was established in 1639 as part of the Massachusetts Bay Colony. Early settlement patterns were strongly influenced by natural resources and transportation routes, particularly Hop Brook and the east–west road that later became the Boston Post Road. Archaeological evidence recorded near Hop Brook suggests Indigenous presence in the area prior to colonial settlement.<sup>2</sup>

Industrial activity in the area dates to the seventeenth century. In the 1660s, Thomas and Peter Noyes established a mill on Hop Brook that served the surrounding agricultural community.<sup>3</sup> In 1699, Peter Noyes bequeathed the mill to the town of Sudbury, directing that proceeds from its sale be used for the benefit of the poor. This early industrial site laid the foundation for the later development of South Sudbury's Mill Village. By the early eighteenth century, the surrounding landscape consisted primarily of farmsteads connected by rudimentary roads. Houses from this period were typically timber-framed structures built by local craftsmen and surrounded by working farmland. One such craftsman was Abraham Wood, a Sudbury miller and builder who purchased the Hop Brook mill in 1728 for £700.<sup>4</sup> Wood's skill in timber framing is documented in town records from 1722, which record his employment to build and finish a new meetinghouse in

<sup>2</sup> Hudson, Alfred S., *History of Sudbury, Massachusetts* (Boston, MA: Damrell & Upham), 1889, 110.

<sup>3</sup> "Contract for the Construction of Hop Brook Mill" (Sudbury, MA: Town Records), January 7, 1660, available at <https://archives.sudbury.ma.us/>, accessed February 12, 2024.

<sup>4</sup> Hudson, 311-312.

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Sudbury's West Precinct.<sup>5</sup> It is likely that around this time, Wood constructed the original portions of the **Abraham Woods/John Allen House (1728, SUD.17)** at 348 Boston Post Road.

### *Agricultural Expansion (Eighteenth–early Nineteenth century)*

During the eighteenth century and into the early nineteenth century, South Sudbury continued to grow as an agricultural landscape composed of family-owned farms and scattered homesteads. Farms were typically organized around a house and barn complex with fields, orchards, and pastureland extending outward from the farmstead. The Boston Post Road served as a major regional transportation corridor linking Sudbury with Boston and western Massachusetts, and farms located along this route benefited from increased access to markets and travelers.

Agricultural operations were supported by a variety of outbuildings, most importantly barns. In eastern Massachusetts these structures functioned as the center of farm activity where crops were stored and animals were housed. By the early nineteenth century, New England barn forms gradually replaced earlier English barn designs as agricultural production shifted toward more commercialized farming practices. These barns typically incorporated a central aisle with livestock stalls on either side and hay storage above, reflecting broader changes in agricultural efficiency and farm management.<sup>6</sup>

Several properties within the district illustrate this period of agricultural expansion and continued family land ownership. Land once associated with Major Josiah Richardson Jr. (1701–1770) and his descendants included large tracts north of the Boston Post Road. The multiple homes associated with the family along King Philip Road reflect this, while maps such as the 1830 William Wood *Map of Sudbury* identify members of the Richardson family and other farmers as prominent landowners in the area.<sup>6</sup>

### *Nineteenth-Century Development*

During the nineteenth century, South Sudbury gradually evolved from an agricultural landscape into a small village center associated with milling activity, craft production, and local commerce. Hop Brook continued to power mills that supported local industry, while the Boston Post Road remained an important transportation route through the region. Originally set aside by Israel Howe Browne (1791–1879), the Wadsworth Cemetery reflects the picturesque funerary settings made popular during the nineteenth century.

Craft trades developed alongside agriculture, including shoemaking and blacksmithing. One notable resident was John Allen (1800–1874), a blacksmith who operated a workshop near the Boston Post Road and lived in the house now known as the aforementioned Abraham Woods/John Allen House at 348 Boston Post Road, for more than fifty years.<sup>7</sup> Small industrial operations also existed on nearby properties, including workshops used for shoe production and other trades that supported the surrounding agricultural community. Such trades were common in South Sudbury, where small shops provided goods and services to the surrounding agricultural community.

Maps from the nineteenth century document the gradual development of the area. The 1875 Beers *County Atlas of Middlesex*,<sup>8</sup> *Massachusetts* and the 1889 Walker *Atlas of Middlesex County, Massachusetts* reveal the incremental

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<sup>5</sup> "West Precinct Meeting" (Sudbury, MA: Town Records), February 4, 1722, available at <https://archives.sudbury.ma.us/>, accessed February 2024.

<sup>6</sup> Hubka, Thomas, *Big house, little house, back house, barn : the connected farm buildings of New England* (Hanover, NH: University Press of New England), 1984, 52.

<sup>7</sup> Hudson, 313.

<sup>8</sup> Beers, F. W., *County Atlas of Middlesex, Massachusetts* (New York, NY: J. B. Beers & Co.), 1875.

addition of outbuildings, barns, and workshops that supported the mixed agricultural and craft economy of the area alongside the continued occupation and modification of properties throughout the village.<sup>9</sup>

By the late nineteenth century, South Sudbury had developed into the town's primary industrial center. The area included mills, stores, blacksmith shops, and residences clustered around the Boston Post Road and nearby streets. Rail transportation further stimulated development when the Framingham and Lowell Railroad established a depot nearby around 1870, followed by the Massachusetts Central Railroad around 1881. By the late nineteenth century, the village contained approximately fifty dwellings along with a store, post office, mill buildings, the Goodnow Library (1862), and other civic amenities.<sup>10</sup>

#### *Late Nineteenth and Early Twentieth Century Changes*

By the late nineteenth and early twentieth centuries, South Sudbury began transitioning from a primarily agricultural community to a more suburban landscape influenced by improved transportation and increasing connections to Boston. Residential construction during this period introduced architectural styles such as Colonial Revival, Craftsman, and bungalow forms. Public infrastructure began to take shape as well. Donated to the town in 1891 by local resident and businessman John B. Goodnow, the **Goodnow Watering Trough (Photo 20; 1891, SUD.923)** provided water for horses traveling along the Boston Post Road .

This period also saw the subdivision of previously agricultural land for residential development. One such development was King Philip Heights, established around 1924 on land owned by real estate broker Albert Wilbert Starratt and subdivided by his brother-in-law Lawrence B. Tighe.<sup>11</sup> The subdivision extended from Pokonoket Avenue to Massasoit Avenue and represented one of the earliest planned residential developments in South Sudbury. Deed restrictions shaped the character of the neighborhood prior to the adoption of Sudbury's first zoning bylaw in the late 1930s. These restrictions required that each lot contain only a single dwelling house costing no less than \$5,000, along with a private garage, and prohibited buildings within 25 feet of the roadway or the use of any structure for commercial purposes.<sup>12</sup>

Residents in the district contributed to the social life of Sudbury into the twentieth century. Percival Jones (1864–1943) and his wife Elizabeth (1865–1944), who lived at **68 Concord Road (1912, SUD.385)**, were active figures in the South Sudbury community during the early twentieth century. Known locally as "Dad" Jones, Percival operated a restaurant and dance hall called *Dad's Place*, which served as a social gathering spot in the village.<sup>13</sup> Jones also participated in local civic matters, including a committee formed to investigate competing land claims when Henry Ford expressed interest in purchasing property in Sudbury in the early 1920s, a period during which several residents asserted historic ownership claims in an effort to benefit from the potential sale.<sup>14</sup>

#### *Late Twentieth Century Growth*

In the years following World War II, Sudbury underwent significant suburban expansion as improvements in regional transportation and commuter rail service strengthened connections to employment centers in Boston and surrounding communities. The town's population increased rapidly during the mid-twentieth century, prompting revisions to local

<sup>9</sup> Walker, George, *Atlas of Middlesex County, Massachusetts* (Boston, MA: George H. Walker & Co.), 1889.

<sup>10</sup> Schuler, Gretchen, *61 King Philip Road – MHC Form B* (Boston, MA: Massachusetts Historical Commission), 2010, 2.

<sup>11</sup> Subdivision Plan, Plan Book 356, Page 17, Sudbury, MA (May 1924).

<sup>12</sup> Frontiero, Wendy and Kathleen Kelly Broomer, *Historic Property Survey Final Report* (Sudbury, MA: Town of Sudbury), 2021, 14-15.

<sup>13</sup> Scott, Laura, *Sudbury: A Pictorial History* (Norfolk, VA: The Donning Co.), 1989, 119.

<sup>14</sup> Garfield, Curtis, *Sudbury 1890-1989: 100 years in the Life of a Town* (Sudbury, MA: Porcupine Enterprises), 1999, 67-75.

zoning regulations, including larger minimum lot size requirements intended to accommodate growth while maintaining Sudbury's rural character. Within the King Philip Historic District, most late-twentieth-century residential construction occurred on parcels created through the subdivision of earlier farmland and estate properties.

During the same period, commercial activity became increasingly concentrated along the Boston Post Road (U.S. Route 20) corridor, reflecting the growing dominance of automobile travel and regional retail development. Residential and commercial buildings constructed in the mid-to-late twentieth century frequently employed modified Colonial Revival or related historicist architectural forms, drawing upon Sudbury's earlier building traditions while adapting them to contemporary suburban needs.

Efforts to manage growth and preserve the town's historic character led to the establishment of the Sudbury Historic Districts Commission in the early 1960s and the adoption of local historic district protections intended to guide development in historically significant areas.<sup>15</sup> These preservation initiatives, together with zoning policies aimed at limiting density and protecting open space, have helped the King Philip Historic District retain much of its historic landscape and architectural character despite ongoing development pressures from the late twentieth century to the present.

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<sup>15</sup> "Planning Board Minutes", *Sudbury Citizen* (Sudbury, MA: Beacon Publishing, Inc), May 1, 1969, 2.

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Map #	MHC #	Assessor's #	Address	Name	Architectural Style	Estimated Year Built	Contributing Status
BP-1	SUD.233	K08-0036	370-372 Boston Post Rd	Martin Goodnow House	Italianate	1866	C
BP-2	SUD.375	K08-0026	365 Boston Post Rd	Mill Village Shopping Center	Not researched	1999	NC
BP-3	SUD.922	N/A	Boston Post Rd	1767 Milestone - Milestone 25	No Style	1767	C
BP-4	SUD.14	K08-0026	361 Boston Post Rd	Enoch Kidder Shoe Shop, MacRae Furniture Store	No style	1820	C
BP-5	SUD.373	K09-0028	356 Boston Post Rd	Taylor Real Estate Office	Cape; Postwar Traditional	1910	C
BP-6	SUD.372	K09-0029	354 Boston Post Rd	David Edwin Marshall and Elizabeth J. Cole House	No style	1900	C
BP-7	SUD.15	K09-0050	357 Boston Post Rd	Abel Richardson House, Phelps T.V. and Appliance Store	No style	1840	C
BP-8	SUD.374	K08-0026	359 Boston Post Rd	John W. Jr. Garfield Wheelwright Shop	No style	1887	NC
BP-9	SUD.17	K09-0030	348 Boston Post Rd	John Allen - Abraham Woods House	Colonial	1720	C
BP-10	SUD.255	K09-0031	346 Boston Post Rd	Emory Hunt House, Frederic William Gardner House	Italianate	c. 1855	C
BP-11	SUD.254	K09-0032	344 Boston Post Rd	George Washington Hunt House	Queen Anne	1897	C
BP-12	SUD.253	K09-0401	320-324 Boston Post Rd	Richard D. Morse Barn, Lawrence B. Tighe Building - Lawyers' Building	Altered beyond recognition; Colonial Revival	c. 1858-1875	C
BP-13	SUD.252	K09-0405	316 Boston Post Rd	Alexander Automotive Service	No style	1957	NC
BP-14	SUD.251	K09-0048	306 Boston Post Rd	Clifford W. Richardson House	Greek Revival	1875	C
C-1	SUD.87	J09-0012	102 Concord Rd	William B. Bailey, Trowbridge Darling House	No style	1800	C
C-2	SUD.388	J09-0002	95 Concord Rd	No name	Contemporary	2007	NC
C-3	SUD.216	J09-0011	98 Concord Rd	Clark House	Greek Revival; Italianate	1860	C

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Map #	MHC #	Assessor's #	Address	Name	Architectural Style	Estimated Year Built	Contributing Status
C-4	SUD.387	J09-0003	89 Concord Rd	Luman Frost Parmenter and Alice Howe House	Colonial Revival	1903	NC
C-5	SUD.86	J09-0010	88 Concord Rd	Moses Brewer House, Goulding House	First Period	1720	C
C-6	SUD.217	J09-0004	83 Concord Rd	Frank Howe House	No style	1865	C
C-7	SUD.386	J09-0009	84 Concord Rd	Albert Newton Young and Harriet Olive Spiller House, William M. Goulding and Belle S. Perry House	Queen Anne	1906	C
C-8	SUD.85	J09-0005	71 Concord Rd	Israel How Brown House, Maj. Josiah Richardson House	Georgian; altered	1725	C
C-9	SUD.803	J09-0008	74 Concord Rd	Wadsworth Cemetery Entrance	No Style	1833	C
C-10	SUD.218	J09-0006	67 Concord Rd	Francis Garfield House	Victorian Eclectic	1880	C
C-11	SUD.385	K09-0005	68 Concord Rd	Elizabeth and Percival Jones House	Craftsman	1900	C
C-12	SUD.383	K09-0004	61 Concord Rd	Samuel Underwood and Ina L. Moore House, Maxwell Parmenter House	Craftsman	1905	C
C-13	SUD.384	K09-0006	62 Concord Rd	No name	Not researched	2009	NC
C-14	SUD.219	K09-0007	58 Concord Rd	William P. Jones House	Italianate	1860	C
C-15	SUD.220	K09-0008	52 Concord Rd	Charles O. Parmenter House	Second Empire	1876	C
C-16	SUD.84	K09-0002	47 Concord Rd	Richard Rush Horr House	Greek Revival	1850	C
C-17	SUD.221	K09-0013	44 Concord Rd	James McClaren House	Federal; Greek Revival	1860	C
C-18	SUD.83	K09-0001	41 Concord Rd	Dexter R. Puffer House	Greek Revival	1855	C
C-19	SUD.223	K09-0015	40 Concord Rd	J. P. Allen House	No style	1840	C
C-20	SUD.224	K09-0016	36 Concord Rd	Arthur Bowen House	No style	1840	C
C-21	SUD.225	K08-0028	35 Concord Rd	H. Brown House	Victorian Eclectic	1870	C

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Map #	MHC #	Assessor's #	Address	Name	Architectural Style	Estimated Year Built	Contributing Status
C-22	SUD.381	K09-0017	32 Concord Rd	Memorial Congregational Church Rectory	Victorian Eclectic	1900	C
C-23	SUD.80	K09-0017	26 Concord Rd	Memorial Congregational Church, Sudbury United Church of Christ	Victorian Eclectic	1889	C
C-24	SUD.82	K08-0032	25 Concord Rd	Edwin Arnold House	Greek Revival	1840	C
C-25	SUD.79	K09-0024	20 Concord Rd	George Parmenter House	Greek Revival	1835	C
C-26	SUD.78	K08-0033	21 Concord Rd	Goodnow Library, Sudbury Public Library	Richardsonian Romanesque	1862	C
C-27	SUD.907	K08-0033	21 Concord Rd	Civil War - Union Soldier Monument	No Style	1897	C
C-28	SUD.379	K09-0025	18 Concord Rd	Alphonse and Emily Rond Gertrude Newton Hurlbut House, Lynn D. B. Spencer House	Bungalow; Colonial Revival	1908	C
C-29	SUD.380	K08-0085	19 Concord Rd	Bank Building	Postwar Traditional	1951	NC
C-30	SUD.77	K09-0026	16 Concord Rd	Hiram G. Burr House	Greek Revival	1850	C
C-31	SUD.378	K08-0086	17 Concord Rd	Hill Jewelers	Cape; Postwar Traditional	1950	NC
C-32	SUD.376	K08-0035	5-15 Concord Rd	Citibank, McKinnon's	No style	1956	NC
C-33	SUD.232	K09-0027	10 Concord Rd	Archer H. Townes House	Colonial Revival	1905	C
C-34	SUD.377	K09-0027	8 Concord Rd	Post Road Clothier	Postwar Traditional	1972	NC
C-35	SUD.923	N/A	Concord Rd	Goodnow Watering Trough	No Style	1891	C
CH-1	SUD.226	K09-0023	9 Church St	Clifford Burr House	Colonial Revival	1905	C
CW-1	SUD.604 <sup>16</sup>	K09-0003	4 Confidence Way	No name	No style; Ranch	2023	
K-1	SUD.266	K09-0033	68 King Philip Rd	Josiah Richardson House, Waldo L. Chamberlain House	Italianate	1830	C
K-2	SUD.34	K09-0034	62 King Philip Rd	Benjamin Hemenway Richardson Jr. House	Federal	1825	C

<sup>16</sup> A new MHC number was created for this property because it had not been previously inventoried.

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Map #	MHC #	Assessor's #	Address	Name	Architectural Style	Estimated Year Built	Contributing Status
K-3	SUD.421	K09-0034	62 King Philip Rd	Benjamin Hemenway Richardson Jr. Bank Barn	No style	1850	C
K-4	SUD.264	K09-0035	54 King Philip Rd	Henry E. Goulding House, John Murray - Dennis Reardon House	Italianate	1870	C
K-5	SUD.35	K09-0035	48 King Philip Rd	Bogle Sisters House	Federal	2021	NC
K-6	SUD.265	K09-0049	61 King Philip Rd	Cutter - Dakin House, Hunt House Bed and Breakfast	Greek Revival; Italianate	1850	C
K-7	SUD.456	K09-0049	61 King Philip Road	Dakin-Hunt Barn	Greek Revival; Italianate	1850	C
K-8	SUD.36	K09-0038	38 King Philip Rd	Gideon Richardson House	Federal	1800	C
K-9	SUD.263	K09-0047	33 King Philip Rd	No name	Cape; Not researched	1941	C
K-10	SUD.262	K09-0046	29 King Philip Rd	Robert Crosby Woodberry House	Bungalow; Colonial Revival	1929	C
K-11	SUD.261	K09-0045	25 King Philip Rd	Miriam L. Woodbury House	Bungalow; Craftsman	1916	C
K-12	SUD.37	K09-0039	22 King Philip Rd	Richard Dana Richardson, Helen Hutchins Morse House	Greek Revival	1845	C
K-13	SUD.260	K09-0042	20 King Philip Rd	R. D. Morse Milk House	No style	1870	C
K-14	SUD.259	K09-0044	17 King Philip Rd	John C. Hall House	Colonial Revival	1925	C
K-15	SUD.258	K09-0043	14 King Philip Rd	No name	Postwar Traditional	1955	NC
K-16	SUD.257	K09-0101	12 King Philip Rd	N/A	Cape; Postwar Traditional	1956	C
K-17	SUD.389	K09-0102	4 King Philip Rd	Franklin Wheeler Goodnow New England Barn	No style	1880	C
K-18	SUD.38	K09-0102	4 King Philip Rd	Gardner Hunt Smith and Susan S. Parmenter, Franklin Wheeler Goodnow House, Green Hill Farm	Federal; Greek Revival	speculative 1729-1770, moved and remodeled ca.1850	C

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Map #	MHC #	Assessor's #	Address	Name	Architectural Style	Estimated Year Built	Contributing Status
K-19	SUD.606	K09-0041	7 King Philip Rd	No name	No style	2021	NC
M-1	SUD.269 <sup>17</sup>	K09-0037	23 Massasoit Ave	South School Annex, Lanham District #3 Schoolhouse	Cape; Colonial Revival	1921	C
M-2	SUD.605 <sup>18</sup>	K09-0402	11 Massasoit Avenue	No name	Colonial Revival	1929	C
M-3	SUD.268	K09-0409	14 Massasoit Ave	N/A	Cape; Colonial Revival	1945	C
P-1	SUD.270	K09-0442	9 Pokonoket Ave	Clara Grant Bowry House, Louise F. Wynne House	Cape; Colonial Revival	c. 1926-1935	NC
P-2	SUD.271	K09-0443	10 Pokonoket Ave	Alfred F. Bonazzoli House	Bungalow; Not researched	1925	NC
S-1	SUD.274	K09-0103	57 Singletary Rd	No name	Cape; Postwar Traditional	1957	C
S-2	SUD.272	K09-0104	45 Singletary Rd	No name	Not researched; Ranch	1954	NC
S-3	SUD.273	K09-0116	46 Singletary Rd	No name	No style	1955	NC

<sup>17</sup> A duplicate form (SUD.280) has the incorrect address of 11 Massasoit Avenue, but documents the house at 23 Massasoit Avenue.

<sup>18</sup> A new MHC number was created for this property because it had not been previously inventoried.

PHOTOGRAPHS



Photo 1. View to the southwest toward the Richardson House (1720, SUD.16) at 353 Boston Post Road.



Photo 2. View to the northeast toward the Abel Smith House (1800, SUD.87) at 102 Concord Road.



Photo 3. View to the west-northwest toward the Goodnow Public Library (1862, SUD.78) at 21 Concord Road.



Photo 4. View to the east-northeast toward the Moses Brewer House (1720, SUD.86) at 88 Concord Road.

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Photo 5. View to the northwest toward the Milestone 25 (1767, SUD.922) at the corner of Concord and Boston Post Roads.



Photo 6. View to the west toward the Israel How Brown House (ca. 1725, SUD.85) at 71 Concord Road.



Photo 7. View to the north-northeast toward the Abraham Woods / John Allen House (1728, SUD.17) at 348 Boston Post Road.



Photo 8. View to the east toward the entrance to Mount Wadsworth Cemetery (1833, SUD.803) on Concord Road.

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Photo 9. View to the north toward the Gideon Richardson House (ca. 1800, SUD.36) at 38 King Philip Road.



Photo 10. View to the north-northeast toward the Benjamin Richardson House (ca. 1800, SUD.34), at 62 King Philip Road.



Photo 11. View to the north-northwest toward the Josiah Richardson House (ca. 1830, SUD.266) at 68 King Philip Road.



Photo 12. View to the north toward the R. D. Morse House (1845, SUD.37) at 22 King Philip Road.

**INVENTORY FORM A CONTINUATION SHEET**

SUDBURY KING PHILIP HISTORIC DISTRICT

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

SUD.I See Data Sheet



Photo 13. View to the north-northeast toward the Cutter–Dakin–Hunt House (ca. 1850s, SUD.265) at 61 King Philip Road.



Photo 14. View to the south toward the Clifford Burr House (1905, SUD.226) at 9 Church Street.



Photo 15. View to the east toward the Archer H. Townes House (1905, SUD.232) at 10 Concord Road.



Photo 16. View to the east-southeast toward the Taylor Real Estate Office (1950, SUD.378) at 356 Boston Post Road.

**INVENTORY FORM A CONTINUATION SHEET**

SUDBURY KING PHILIP HISTORIC DISTRICT

MASSACHUSETTS HISTORICAL COMMISSION  
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area Letter Form Nos.

SUD.I See Data Sheet



Photo 17. View to the northwest toward 5-15 Concord Road (1956, SUD.376).



Photo 18. View to the east toward the Alfred F. Bonazzoli House (1925, SUD.271) at 10 Pokonoket Avenue.



Photo 19. View to the northwest toward the Lanham Elementary School (1891, SUD.280) at 23 Massasoit Avenue.



Photo 20. View to the northwest toward the Goodnow Watering Trough (1891, SUD.923).

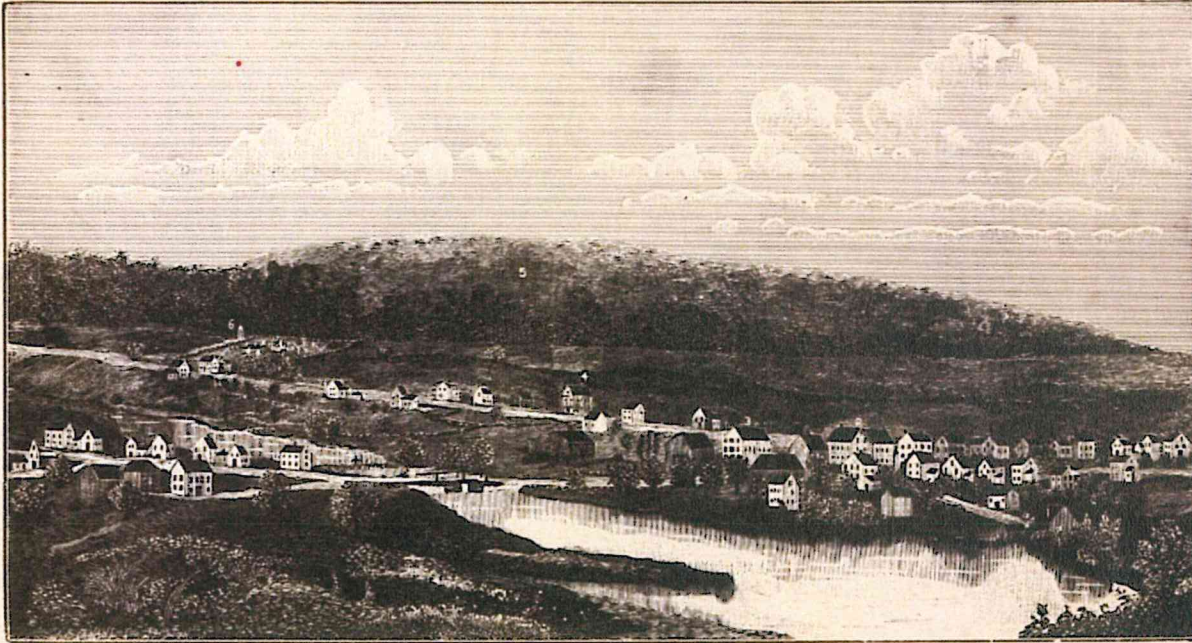
**INVENTORY FORM A CONTINUATION SHEET**

SUDBURY KING PHILIP HISTORIC DISTRICT

MASSACHUSETTS HISTORICAL COMMISSION  
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area Letter Form Nos.

SUD.I See Data Sheet



MILL VILLAGE, 1855.

So. Sudbury.

Late nineteenth-century view of South Sudbury, aka "Mill Village". Concord Road moves from left to the center-right of the picture. Courtesy of Hudson's *History of Sudbury* (1889).



1905 panoramic photograph of South Sudbury. View to the west from Green Hill, with Concord Road running parallel with the horizon. Courtesy of *Sudbury* (2012).

# INVENTORY FORM A CONTINUATION SHEET

SUDBURY KING PHILIP HISTORIC DISTRICT

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

SUD.I See Data Sheet

## MAPS



# INVENTORY FORM A CONTINUATION SHEET

SUDBURY KING PHILIP HISTORIC DISTRICT

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

SUD.I See Data Sheet



Town of Sudbury, Middlesex County, Massachusetts

 King Philip Historic District

Sheet 1 of 7



# INVENTORY FORM A CONTINUATION SHEET

SUDBURY KING PHILIP HISTORIC DISTRICT

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

SUD.I See Data Sheet



Town of Sudbury, Middlesex County, Massachusetts

King Philip Historic District

Sheet 2 of 7



# INVENTORY FORM A CONTINUATION SHEET

SUDBURY KING PHILIP HISTORIC DISTRICT

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

SUD.I See Data Sheet



Town of Sudbury, Middlesex County, Massachusetts

King Philip Historic District



Sheet 3 of 7

# INVENTORY FORM A CONTINUATION SHEET

SUDBURY KING PHILIP HISTORIC DISTRICT

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

SUD.I See Data Sheet



Town of Sudbury, Middlesex County, Massachusetts

King Philip Historic District

Sheet 4 of 7



# INVENTORY FORM A CONTINUATION SHEET

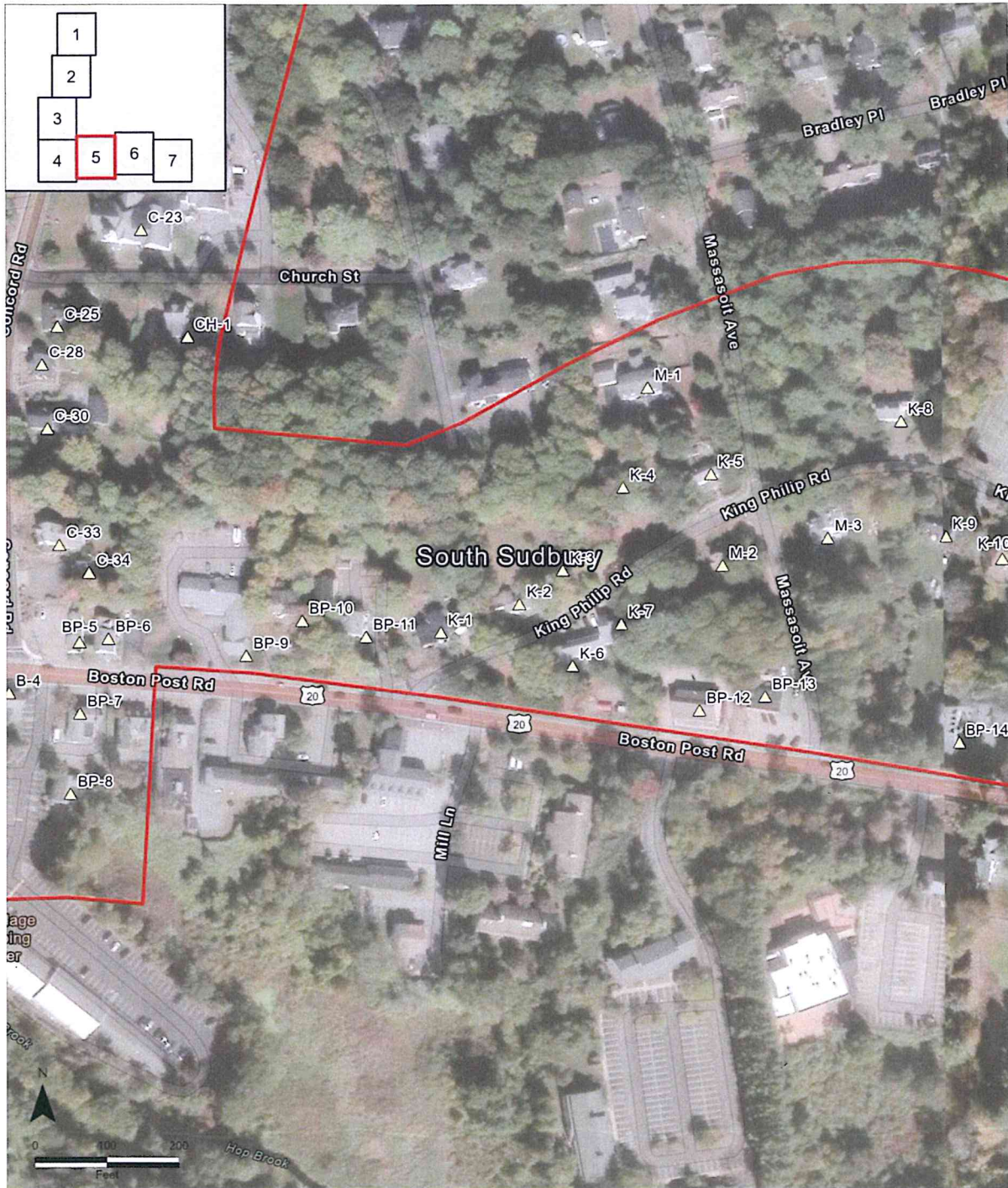
SUDBURY KING PHILIP HISTORIC DISTRICT

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

SUD.I See Data Sheet



Town of Sudbury, Middlesex County, Massachusetts

 King Philip Historic District



Sheet 5 of 7

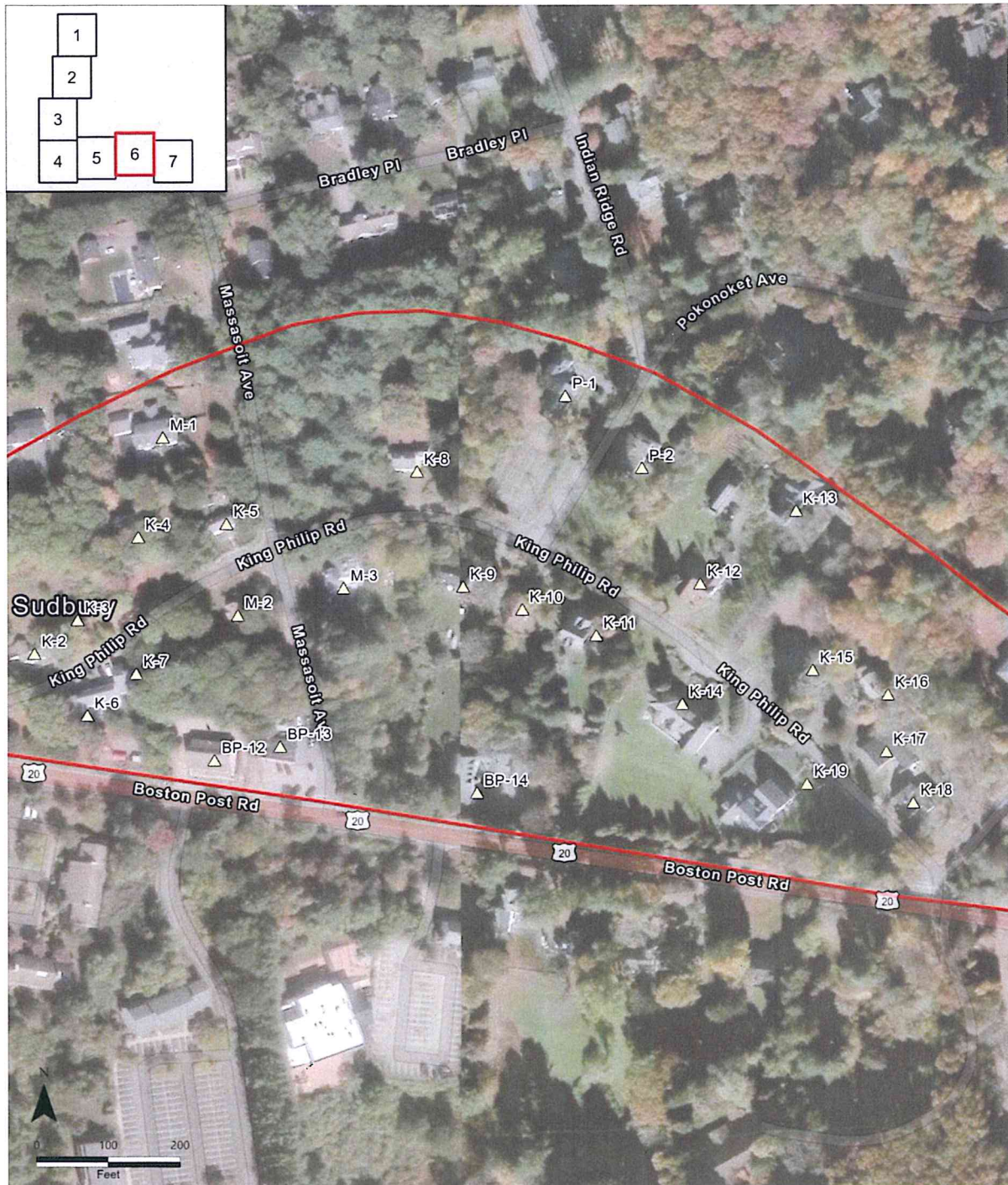
# INVENTORY FORM A CONTINUATION SHEET

SUDBURY KING PHILIP HISTORIC DISTRICT

MASSACHUSETTS HISTORICAL COMMISSION  
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area Letter Form Nos.

SUD.I See Data Sheet



Town of Sudbury, Middlesex County, Massachusetts

 King Philip Historic District

Sheet 6 of 7



# INVENTORY FORM A CONTINUATION SHEET

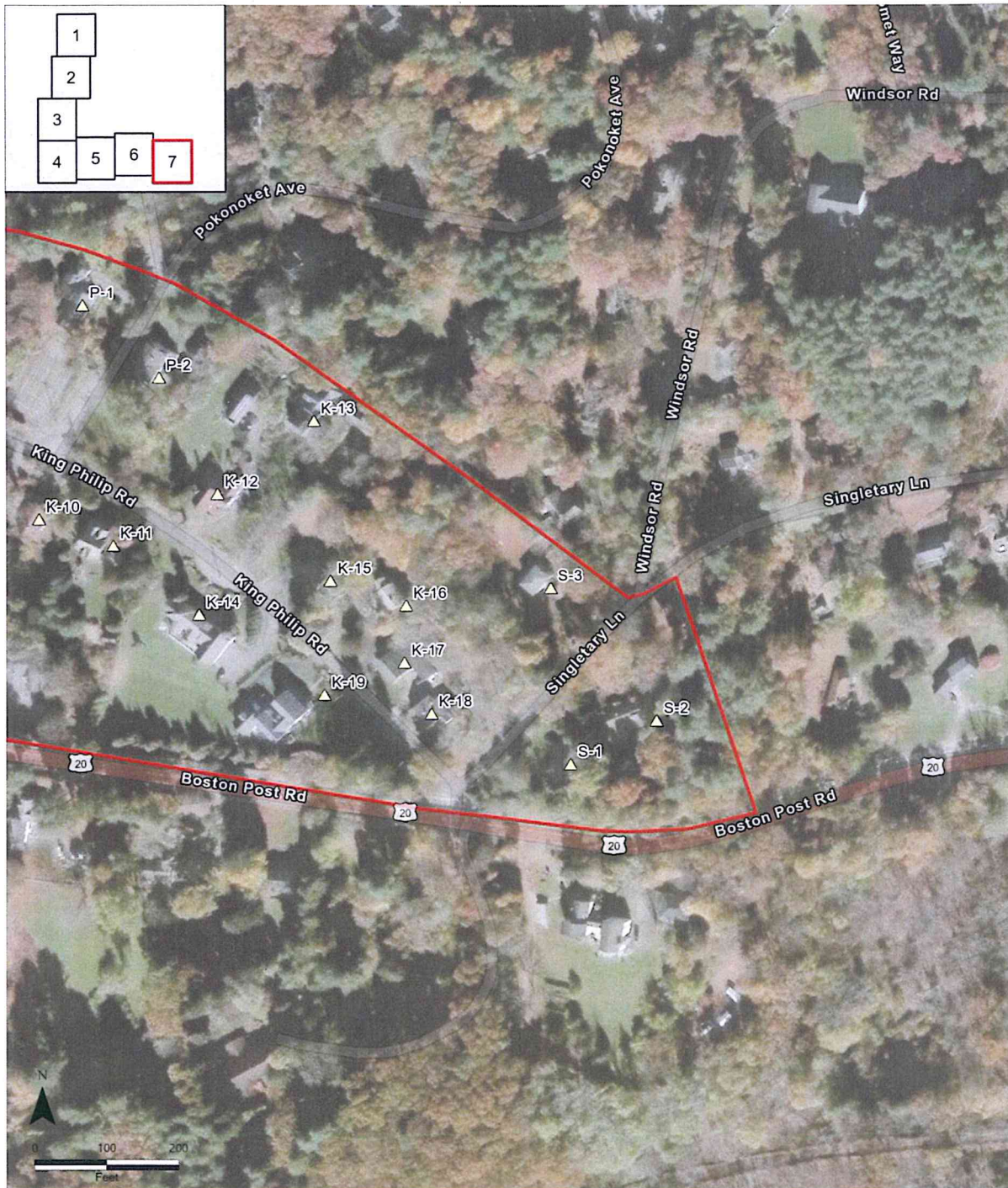
SUDBURY KING PHILIP HISTORIC DISTRICT

MASSACHUSETTS HISTORICAL COMMISSION

Area Letter Form Nos.

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

SUD.I See Data Sheet



Town of Sudbury, Middlesex County, Massachusetts

 King Philip Historic District

Sheet 7 of 7



**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 Andrew Roblee, RHP  
*The criteria that are checked in the above sections must be justified here.*

The King Philip Historic District is significant under Criterion A in the areas of Settlement, Agriculture, and Transportation as a well-preserved cultural landscape associated with the early development of South Sudbury from the seventeenth century through the nineteenth century. The district encompasses land that formed part of Sudbury's early agricultural settlement and later developed as a small village center along the Boston Post Road, one of the region's most important historic transportation corridors. Farmhouses, burial grounds, and roadside features within the district illustrate the evolution of the area from dispersed colonial farmsteads to a modest rural crossroads community that served travelers moving between Boston and the western interior of Massachusetts.

It is also significant under Criterion C as a cohesive collection of historic buildings and landscape features that illustrate the architectural and agricultural traditions of rural eastern Massachusetts from the eighteenth through the early twentieth centuries. The district includes a range of building types, including vernacular farmhouses, agricultural outbuildings, and later residential buildings constructed on subdivided farmland. These buildings reflect the evolution of local architectural forms, including Colonial-period houses, later nineteenth-century farmhouses, and early twentieth-century residences influenced by Colonial Revival traditions. The district also retains significant landscape features including historic cemeteries, stone walls, and roadside civic objects

# FORM C – OBJECT

Assessor's Number USGS Quad Area(s) Form Number

N/A	Framingham	N/A	SUD.9001
-----	------------	-----	----------

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

Town/City: Sudbury

Place (neighborhood or village):

## Photograph



Address or Location: Haynes Road and North Road

Name: Granite Milemarker #11

Ownership:  Public  Private

Type of Object (check one):

- |  |   |
|--|---|
| <input type="checkbox"/> statue            | <input type="checkbox"/> monument             |
| <input type="checkbox"/> bust              | <input checked="" type="checkbox"/> milestone |
| <input type="checkbox"/> group composition | <input type="checkbox"/> marker               |
| <input type="checkbox"/> religious shrine  | <input type="checkbox"/> boundary marker      |
| <input type="checkbox"/> other (specify)   |   |

Date of Construction: circa 1876-1877

Source: Town of Sudbury archives

Designer/Sculptor: B. H. Richardson

Materials: Granite

Alterations (with dates):  
None

Condition: Good

Moved:  no  yes Date:

Acreage: N/A

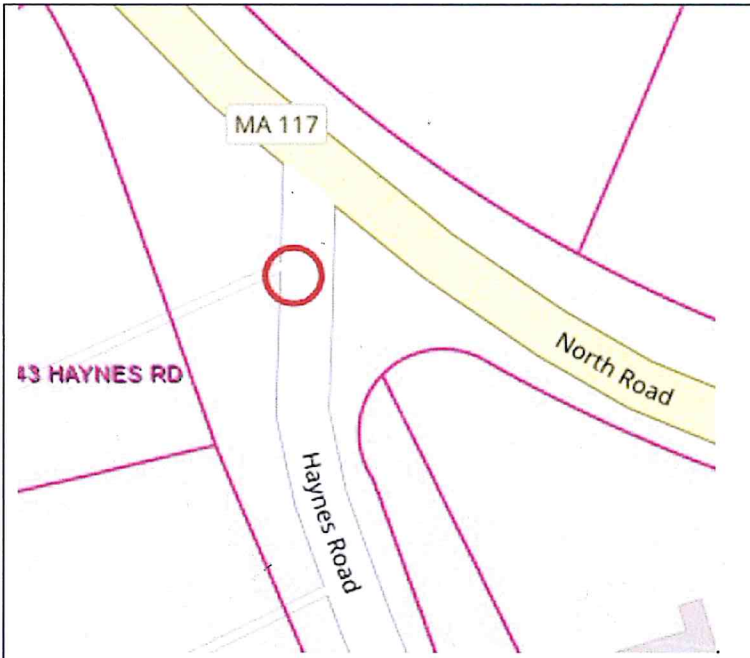
Setting: Located on a small grassy median at the intersection of Haynes and North Roads, in a rural and moderately forested residential area.

Recorded by: Andrew Roblee

Organization: Roblee Historic Preservation, LLC

Date (month / year): April 2026

## Locus Map



# INVENTORY FORM C CONTINUATION SHEET

SUDBURY

HAYNES AND NORTH ROADS

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

N/A

SUD.9001

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.*

## DESIGN ASSESSMENT

*Describe the design features of the object and evaluate in terms of other similar types of objects within the community.*

The granite guidepost located at the southeast corner of the intersection of Haynes Road and North Road is a rectangular, upright granite monolith set vertically in the ground. The marker is roughly dressed, with irregular edges and a slightly tapering profile toward the top. The upper surface is flat. The faces of the marker are hand-tooled and contain painted inscriptions in black that identify nearby destinations. The design of the marker reflects the functional character typical of late nineteenth-century roadside guideposts erected by Massachusetts towns. Rather than marking a measured distance from a fixed point, the stone functions primarily as a directional guidepost indicating nearby towns and villages. This distinguishes it from the earlier 1767 Boston Post Road milestones, many of which remain along the Old Connecticut Path and Boston Post Road corridors in eastern Massachusetts and are listed on the National Register of Historic Places. Those eighteenth-century markers were typically smaller dressed stones placed along major post roads and inscribed with distances from Boston, sometimes bearing the initials of colonial officials or surveyors. By contrast, the Sudbury marker emphasizes directional guidance rather than mileage, and its larger, more roughly dressed granite form reflects the practical municipal stonework commonly used for guideposts during the later nineteenth century.

## HISTORICAL NARRATIVE

*Explain the history of the object and how it relates to the development of the community.*

The installation of roadside guideposts and mile markers in Sudbury reflects broader nineteenth-century efforts across Massachusetts to improve wayfinding and maintain the expanding network of public roads. Prior to the widespread use of numbered highway systems, travelers relied on guideboards and mile markers placed at intersections and along major routes to orient themselves within the regional transportation network. Massachusetts towns were responsible for erecting and maintaining such markers, and annual town reports frequently recorded the condition and replacement of guideboards. Sudbury maintained this tradition throughout the nineteenth century, with selectmen issuing annual reports documenting the locations and repairs of guideposts. An 1864 report, for example, listed new guideboards placed near identifiable landmarks or residences, such as "near the house of Israel Hunt" and at "Howe Tavern," demonstrating the reliance on locally known reference points to guide travelers.<sup>1</sup>

Early guideposts in Sudbury were typically constructed of wood and required frequent maintenance or replacement due to weathering, accidents, and vandalism. As wooden posts deteriorated, towns increasingly replaced them with more durable stone markers during the later nineteenth century. Town records and local newspapers indicate that guideposts were regularly repainted and repaired, and that damage to them was not uncommon. An 1890 newspaper account titled "Hoodlums Aboard" complained of individuals suspected of tampering with guidepost lettering, illustrating the challenges municipalities faced in maintaining these elements of the roadside landscape.<sup>2</sup>

Sudbury followed this pattern. Although the town had considered erecting stone markers as early as 1851, the expense was initially deemed prohibitive. The first known granite marker was erected in 1876–1877 at a cost of \$3.50 by Benjamin

<sup>1</sup> *Annual Report of the Selectmen Relative to Guide Boards* (Sudbury, MA: Town of Sudbury), 1864, 2.

<sup>2</sup> Anderson, Candy, "Celebrating the Fourth", *Sudbury Citizen* (Sudbury, MA), July 4, 1974, 23.

# INVENTORY FORM C CONTINUATION SHEET

SUDBURY

HAYNES AND NORTH ROADS

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

N/A

SUD.9001

Hemingway Richardson (1821–1906), a prominent local resident.<sup>3</sup> Richardson was a longtime civic participant in Sudbury, serving on the town's School Committee in the 1850s and later working as the station agent at the South Sudbury depot of the Marlborough Branch Railroad.<sup>4</sup> Although the railroad passed through Sudbury, its indirect route to Boston and relatively high passenger fares limited its practical value to residents, who continued to rely heavily on the town's road network for local and regional travel.<sup>5</sup> In this context, durable stone guideposts and mile markers remained an important element of transportation infrastructure.

The surviving granite mile markers in Sudbury represent the late nineteenth-century transition from temporary wooden guideboards to permanent stone markers intended to provide long-term wayfinding along the town's historic roadways. Their placement and maintenance reflect municipal responsibilities for road management and illustrate how communities adapted traditional roadside navigation systems in response to changing materials, technologies, and transportation patterns.

The specific history of the granite mile marker **Mile Marker No. 11 (ca. 1876, SUD.9001)** located at the intersection of Haynes Road and North Road is not well documented in surviving town records. While Sudbury maintained a long tradition of reporting annually on the condition and placement of guideboards, these reports only rarely identified locations. Most of the reports made to the selectman included the expenses incurred for repair and repainting after the initial installation noted in the 1876-1877 report (a location is not described in this source either). As a result, it is difficult to determine the precise date when the existing granite marker was installed, but it may be inferred that Mile Marker #11 was installed sometime after 1876. Therefore, a date of circa 1877 is given. This pattern is consistent with broader municipal practices in Sudbury during the late nineteenth century, when deteriorating wooden guideposts were gradually replaced with more durable stone markers to reduce maintenance needs and provide more permanent roadside wayfinding.

## ENTIRE INSCRIPTION *(if applicable)*:

This marker has writing on two sides. The west face reads "SUDBURY CTR," and the south faces reads "LINCOLN," "CONCORD" and "MAYNARD," accompanied by painted directional arrows indicating the direction of travel.

## BIBLIOGRAPHY and/or REFERENCES:

Hudson, Alfred Sereno. *History of Sudbury, Massachusetts*. Sudbury, MA, 1889.

*Sudbury Citizen*

*Sudbury Town Crier and Fence Viewer*

Town of Sudbury. *Annual Report of the Selectmen Relative to Guide Boards*. Sudbury, MA: Town of Sudbury, 1864.

Town of Sudbury. *Town of Sudbury Annual Report, 1876–1877*. Sudbury, MA: Town of Sudbury, 1877.

<sup>3</sup> *Town of Sudbury Annual Report, 1876–1877* (Sudbury, MA: Town of Sudbury), 1877, 7.

<sup>4</sup> "Times Have Changed in the Schools Since 1859," *Sudbury Town Crier and Fence Viewer*, August 25, 1888, 23.

<sup>5</sup> Alfred Sereno Hudson, *History of Sudbury, Massachusetts* (Sudbury, MA, 1889), 532.

**INVENTORY FORM C CONTINUATION SHEET**

SUDBURY

HAYNES AND NORTH ROADS

MASSACHUSETTS HISTORICAL COMMISSION  
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

N/A	SUD.9001
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**PHOTOGRAPHS**



View to the north toward Mile Marker #11.



View to the east-southeast toward the marker.



View to the southwest toward the backside of the marker.



View to the north showing a detailed close-up of the lettering.

# FORM C – OBJECT

Assessor's Number USGS Quad Area(s) Form Number

N/A	Framingham	N/A	SUD.9002
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MASSACHUSETTS HISTORICAL COMMISSION  
 MASSACHUSETTS ARCHIVES BUILDING  
 220 MORRISSEY BOULEVARD  
 BOSTON, MASSACHUSETTS 02125

**Town/City:** Sudbury

**Place** (*neighborhood or village*):

**Address or Location:** Fairbank Road and Hudson Road

**Name:** Granite Milemarker #13

**Ownership:**  *Public*  *Private*

**Type of Object** (*check one*):

- statue  monument
- bust  milestone
- group composition  marker
- religious shrine  boundary marker
- other (*specify*)

**Date of Construction:** circa 1876-1877

**Source:** Town of Sudbury archives

**Designer/Sculptor:** B. H. Richardson

**Materials:** Granite

**Alterations** (*with dates*):  
None

**Condition:** Good

**Moved:**  *no*  *yes* **Date:**

**Acreage:** N/A

**Setting:** Located on the northwest corner of Fairbanks and Hudson Roads just a few feet from the shoulder in a rural and moderately forested residential area near Haskell Field and the Fairbank Community Center

**Recorded by:** Andrew Roblee

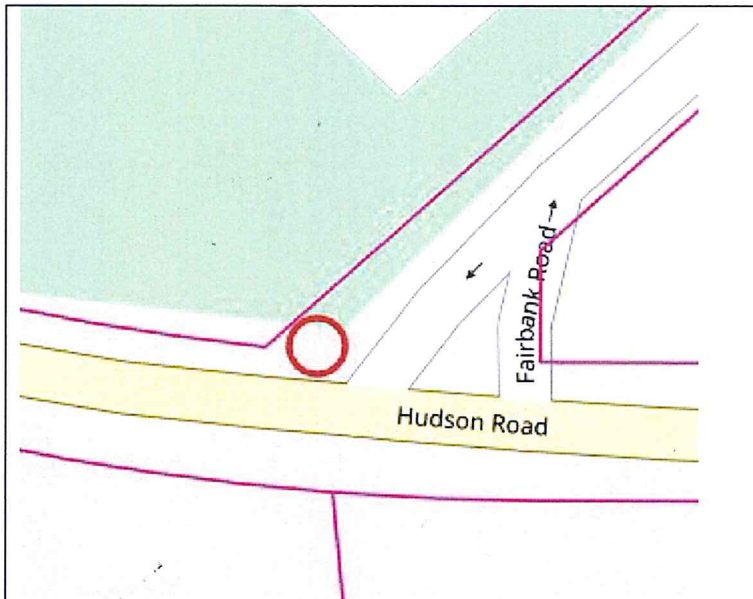
**Organization:** Roblee Historic Preservation, LLC

**Date** (*month / year*): April 2026

## Photograph



## Locus Map



# INVENTORY FORM C CONTINUATION SHEET

SUDBURY

FAIRBANK AND HUDSON ROADS

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

N/A

SUD.9002

 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.

## DESIGN ASSESSMENT

Describe the design features of the object and evaluate in terms of other similar types of objects within the community.

The granite guidepost located at the southeast corner of the intersection of Fairbank Road and Hudson Road is a rectangular, upright granite monolith set vertically in the ground. The marker is roughly dressed, with irregular edges and a slightly tapering profile toward the top. The upper surface is flat. The faces of the marker are hand-tooled and contain painted inscriptions in black that identify nearby destinations. The design of the marker reflects the functional character typical of late nineteenth-century roadside guideposts erected by Massachusetts towns. Rather than marking a measured distance from a fixed point, the stone functions primarily as a directional guidepost indicating nearby towns and villages. This distinguishes it from the earlier 1767 Boston Post Road milestones, many of which remain along the Old Connecticut Path and Boston Post Road corridors in eastern Massachusetts and are listed on the National Register of Historic Places. Those eighteenth-century markers were typically smaller dressed stones placed along major post roads and inscribed with distances from Boston, sometimes bearing the initials of colonial officials or surveyors. By contrast, the Sudbury marker emphasizes directional guidance rather than mileage, and its larger, more roughly dressed granite form reflects the practical municipal stonework commonly used for guideposts during the later nineteenth century.

## HISTORICAL NARRATIVE

Explain the history of the object and how it relates to the development of the community.

The installation of roadside guideposts and mile markers in Sudbury reflects broader nineteenth-century efforts across Massachusetts to improve wayfinding and maintain the expanding network of public roads. Prior to the widespread use of numbered highway systems, travelers relied on guideboards and mile markers placed at intersections and along major routes to orient themselves within the regional transportation network. Massachusetts towns were responsible for erecting and maintaining such markers, and annual town reports frequently recorded the condition and replacement of guideboards. Sudbury maintained this tradition throughout the nineteenth century, with selectmen issuing annual reports documenting the locations and repairs of guideposts. An 1864 report, for example, listed new guideboards placed near identifiable landmarks or residences, such as "near the house of Israel Hunt" and at "Howe Tavern," demonstrating the reliance on locally known reference points to guide travelers.<sup>1</sup>

Early guideposts in Sudbury were typically constructed of wood and required frequent maintenance or replacement due to weathering, accidents, and vandalism. As wooden posts deteriorated, towns increasingly replaced them with more durable stone markers during the later nineteenth century. Town records and local newspapers indicate that guideposts were regularly repainted and repaired, and that damage to them was not uncommon. An 1890 newspaper account titled "Hoodlums Aboard" complained of individuals suspected of tampering with guidepost lettering, illustrating the challenges municipalities faced in maintaining these elements of the roadside landscape.<sup>2</sup>

Sudbury followed this pattern. Although the town had considered erecting stone markers as early as 1851, the expense was initially deemed prohibitive. The first known granite marker was erected in 1876–1877 at a cost of \$3.50 by Benjamin

<sup>1</sup> *Annual Report of the Selectmen Relative to Guide Boards* (Sudbury, MA: Town of Sudbury), 1864, 2.

<sup>2</sup> Anderson, Candy, "Celebrating the Fourth", *Sudbury Citizen* (Sudbury, MA), July 4, 1974, 23.

# INVENTORY FORM C CONTINUATION SHEET

SUDBURY

FAIRBANK AND HUDSON ROADS

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

N/A

SUD.9002

Hemingway Richardson (1821–1906), a prominent local resident.<sup>3</sup> Richardson was a longtime civic participant in Sudbury, serving on the town's School Committee in the 1850s and later working as the station agent at the South Sudbury depot of the Marlborough Branch Railroad.<sup>4</sup> Although the railroad passed through Sudbury, its indirect route to Boston and relatively high passenger fares limited its practical value to residents, who continued to rely heavily on the town's road network for local and regional travel.<sup>5</sup> In this context, durable stone guideposts and mile markers remained an important element of transportation infrastructure.

The surviving granite mile markers in Sudbury represent the late nineteenth-century transition from temporary wooden guideboards to permanent stone markers intended to provide long-term wayfinding along the town's historic roadways. Their placement and maintenance reflect municipal responsibilities for road management and illustrate how communities adapted traditional roadside navigation systems in response to changing materials, technologies, and transportation patterns.

The specific history of the granite mile marker **Mile Marker No. 13 (ca. 1876, SUD.9002)** located at the intersection of Fairbank Road and Hudson Road is not well documented in surviving town records. While Sudbury maintained a long tradition of reporting annually on the condition and placement of guideboards, these reports only rarely identified locations. Most of the reports made to the selectman included the expenses incurred for repair and repainting after the initial installation noted in the 1876-1877 report (a location is not described in this source either). As a result, it is difficult to determine the precise date when the existing granite marker was installed, but it may be inferred that Mile Marker #13 was installed sometime after 1876. Therefore, a date of circa 1877 is given. This pattern is consistent with broader municipal practices in Sudbury during the late nineteenth century, when deteriorating wooden guideposts were gradually replaced with more durable stone markers to reduce maintenance needs and provide more permanent roadside wayfinding.

## ENTIRE INSCRIPTION *(if applicable)*:

This marker has writing on two sides. The north face reads "MAYNARD," "ACTON," "CONCORD," "LOWELL," "HUDSON," and "MARLBORO," while the south face reads "MAYNARD," "SUDBURY," "WAYLAND," "WALTHAM," "BOSTON," "HUDSON," and "BERLIN," accompanied by painted directional arrows indicating the direction of travel.

## BIBLIOGRAPHY and/or REFERENCES:

Hudson, Alfred Sereno. *History of Sudbury, Massachusetts*. Sudbury, MA, 1889.

*Sudbury Citizen*

*Sudbury Town Crier and Fence Viewer*

Town of Sudbury. *Annual Report of the Selectmen Relative to Guide Boards*. Sudbury, MA: Town of Sudbury, 1864.

Town of Sudbury. *Town of Sudbury Annual Report, 1876–1877*. Sudbury, MA: Town of Sudbury, 1877.

<sup>3</sup> *Town of Sudbury Annual Report, 1876–1877* (Sudbury, MA: Town of Sudbury), 1877, 7.

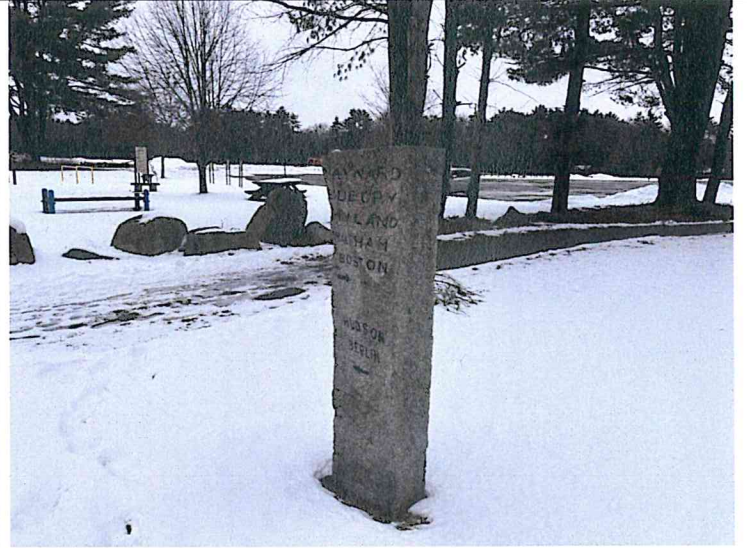
<sup>4</sup> "Times Have Changed in the Schools Since 1859," *Sudbury Town Crier and Fence Viewer*, August 25, 1888, 23.

<sup>5</sup> Alfred Sereno Hudson, *History of Sudbury, Massachusetts* (Sudbury, MA, 1889), 532.

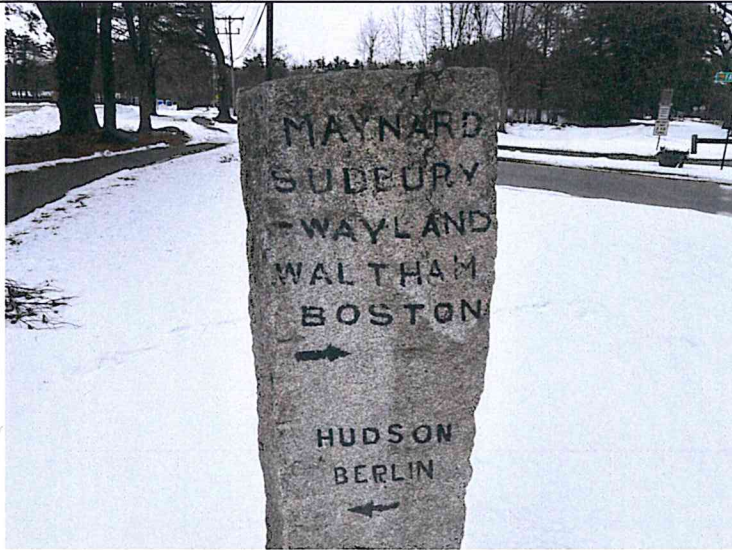
PHOTOGRAPHS



View to the west across Fairbank toward Mile marker #13.



View to the northwest toward the marker.



Close-up view to the north of the marker.



Detailed close-up to the northeast showing tool marks.

# FORM C – OBJECT

Assessor's Number USGS Quad Area(s) Form Number

N/A	Framingham	N/A	SUD.9003
-----	------------	-----	----------

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

**Town/City:** Sudbury

**Place** (*neighborhood or village*):

## Photograph



**Address or Location:** Peakham Road and Horse Pond Road

**Name:** Granite Milemarker #20

**Ownership:**  *Public*  *Private*

**Type of Object** (*check one*):

- |   |   |
|---|---|
| <input type="checkbox"/> statue                   | <input type="checkbox"/> monument             |
| <input type="checkbox"/> bust                     | <input checked="" type="checkbox"/> milestone |
| <input type="checkbox"/> group composition        | <input type="checkbox"/> marker               |
| <input type="checkbox"/> religious shrine         | <input type="checkbox"/> boundary marker      |
| <input type="checkbox"/> other ( <i>specify</i> ) |   |

**Date of Construction:** circa 1876-1877

**Source:** Town of Sudbury archives

**Designer/Sculptor:** B. H. Richardson

**Materials:** Granite

**Alterations** (*with dates*):

None

**Condition:** Good

**Moved:**  no  yes **Date:**

**Acreage:** N/A

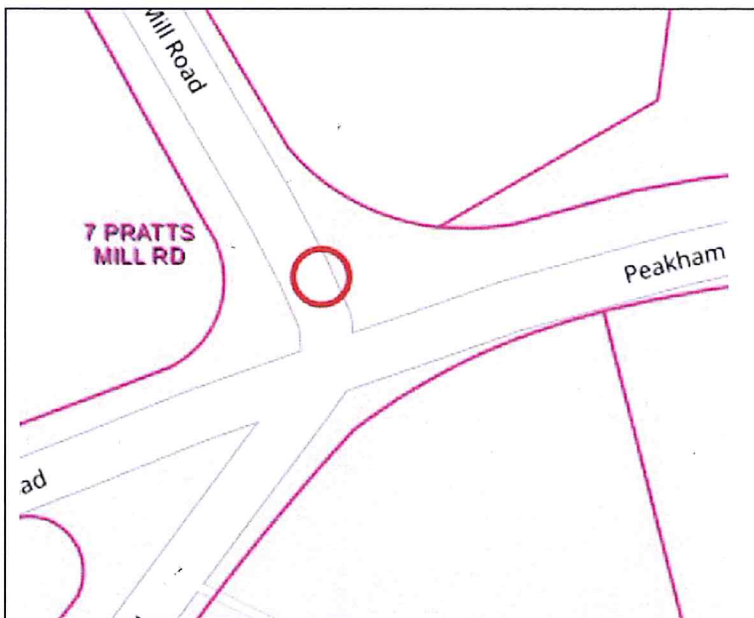
**Setting:** Located on the northwest corner of Peakham and Horse Pond Roads just a few feet from the shoulder in a rural and moderately forested residential area.

**Recorded by:** Andrew Roblee

**Organization:** Roblee Historic Preservation, LLC

**Date** (*month / year*): April 2026

## Locus Map



# INVENTORY FORM C CONTINUATION SHEET

SUDBURY

PEAKHAM AND HORSE POND ROADS

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

N/A

SUD.9003

 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.

## DESIGN ASSESSMENT

Describe the design features of the object and evaluate in terms of other similar types of objects within the community.

The granite guidepost located at the southeast corner of the intersection of Peakham Road and Horse Pond Road is a rectangular, upright granite monolith set vertically in the ground. The marker is roughly dressed, with irregular edges and a slightly tapering profile toward the top. The upper surface is flat. The faces of the marker are hand-tooled and contain painted inscriptions in black that identify nearby destinations. This marker is substantially shorter than the other mile markers in Sudbury, with signs that an upper half may have been broken off at some point in the past. An iron bolt has been filed off on the east face. This may have been part of a lantern assembly. The design of the marker reflects the functional character typical of late nineteenth-century roadside guideposts erected by Massachusetts towns.

Rather than marking a measured distance from a fixed point, the stone functions primarily as a directional guidepost indicating nearby towns and villages. This distinguishes it from the earlier 1767 Boston Post Road milestones, many of which remain along the Old Connecticut Path and Boston Post Road corridors in eastern Massachusetts and are listed on the National Register of Historic Places. Those eighteenth-century markers were typically smaller dressed stones placed along major post roads and inscribed with distances from Boston, sometimes bearing the initials of colonial officials or surveyors. By contrast, the Sudbury marker emphasizes directional guidance rather than mileage, and its larger, more roughly dressed granite form reflects the practical municipal stonework commonly used for guideposts during the later nineteenth century.

## HISTORICAL NARRATIVE

Explain the history of the object and how it relates to the development of the community.

The installation of roadside guideposts and mile markers in Sudbury reflects broader nineteenth-century efforts across Massachusetts to improve wayfinding and maintain the expanding network of public roads. Prior to the widespread use of numbered highway systems, travelers relied on guideboards and mile markers placed at intersections and along major routes to orient themselves within the regional transportation network. Massachusetts towns were responsible for erecting and maintaining such markers, and annual town reports frequently recorded the condition and replacement of guideboards. Sudbury maintained this tradition throughout the nineteenth century, with selectmen issuing annual reports documenting the locations and repairs of guideposts. An 1864 report, for example, listed new guideboards placed near identifiable landmarks or residences, such as "near the house of Israel Hunt" and at "Howe Tavern," demonstrating the reliance on locally known reference points to guide travelers.<sup>1</sup>

Early guideposts in Sudbury were typically constructed of wood and required frequent maintenance or replacement due to weathering, accidents, and vandalism. As wooden posts deteriorated, towns increasingly replaced them with more durable stone markers during the later nineteenth century. Town records and local newspapers indicate that guideposts were regularly repainted and repaired, and that damage to them was not uncommon. An 1890 newspaper account titled "Hoodlums Aboard" complained of individuals suspected of tampering with guidepost lettering, illustrating the challenges municipalities faced in maintaining these elements of the roadside landscape.<sup>2</sup>

<sup>1</sup> *Annual Report of the Selectmen Relative to Guide Boards* (Sudbury, MA: Town of Sudbury), 1864, 2.

<sup>2</sup> Anderson, Candy, "Celebrating the Fourth", *Sudbury Citizen* (Sudbury, MA), July 4, 1974, 23.

# INVENTORY FORM C CONTINUATION SHEET

SUDBURY

PEAKHAM AND HORSE POND ROADS

MASSACHUSETTS HISTORICAL COMMISSION  
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

N/A	SUD.9003
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Sudbury followed this pattern. Although the town had considered erecting stone markers as early as 1851, the expense was initially deemed prohibitive. The first known granite marker was erected in 1876–1877 at a cost of \$3.50 by Benjamin Hemingway Richardson (1821–1906), a prominent local resident.<sup>3</sup> Richardson was a longtime civic participant in Sudbury, serving on the town's School Committee in the 1850s and later working as the station agent at the South Sudbury depot of the Marlborough Branch Railroad.<sup>4</sup> Although the railroad passed through Sudbury, its indirect route to Boston and relatively high passenger fares limited its practical value to residents, who continued to rely heavily on the town's road network for local and regional travel.<sup>5</sup> In this context, durable stone guideposts and mile markers remained an important element of transportation infrastructure.

The surviving granite mile markers in Sudbury represent the late nineteenth-century transition from temporary wooden guideboards to permanent stone markers intended to provide long-term wayfinding along the town's historic roadways. Their placement and maintenance reflect municipal responsibilities for road management and illustrate how communities adapted traditional roadside navigation systems in response to changing materials, technologies, and transportation patterns.

The specific history of the granite mile marker **Mile Marker No. 20 (ca. 1876, SUD.9003)** located at the intersection of Peakham Road and Horse Pond Road is not well documented in surviving town records. While Sudbury maintained a long tradition of reporting annually on the condition and placement of guideboards, these reports only rarely identified locations. Most of the reports made to the selectman included the expenses incurred for repair and repainting after the initial installation noted in the 1876-1877 report (a location is not described in this source either). As a result, it is difficult to determine the precise date when the existing granite marker was installed, but it may be inferred that Mile Marker #13 was installed sometime after 1876. Therefore, a date of circa 1877 is given. This pattern is consistent with broader municipal practices in Sudbury during the late nineteenth century, when deteriorating wooden guideposts were gradually replaced with more durable stone markers to reduce maintenance needs and provide more permanent roadside wayfinding.

## ENTIRE INSCRIPTION *(if applicable):*

This marker has writing on two sides. The north face reads "MARLBORO," "SOUTHBORO," and "SUDBURY," while the east face reads "STOW," "HUDSON," "BERLIN," "FRAMINGHAM," and "SAXONVILLE" accompanied by painted directional arrows indicating the direction of travel.

## BIBLIOGRAPHY and/or REFERENCES:

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*Sudbury Citizen*

*Sudbury Town Crier and Fence Viewer*

Town of Sudbury. *Annual Report of the Selectmen Relative to Guide Boards*. Sudbury, MA: Town of Sudbury, 1864.

Town of Sudbury. *Town of Sudbury Annual Report, 1876–1877*. Sudbury, MA: Town of Sudbury, 1877.

<sup>3</sup> *Town of Sudbury Annual Report, 1876–1877* (Sudbury, MA: Town of Sudbury), 1877, 7.

<sup>4</sup> "Times Have Changed in the Schools Since 1859," *Sudbury Town Crier and Fence Viewer*, August 25, 1888, 23.

<sup>5</sup> Alfred Sereno Hudson, *History of Sudbury, Massachusetts* (Sudbury, MA, 1889), 532.

**INVENTORY FORM C CONTINUATION SHEET**

SUDBURY

PEAKHAM AND HORSE POND ROADS

MASSACHUSETTS HISTORICAL COMMISSION  
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

N/A	SUD.9003
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**PHOTOGRAPHS**



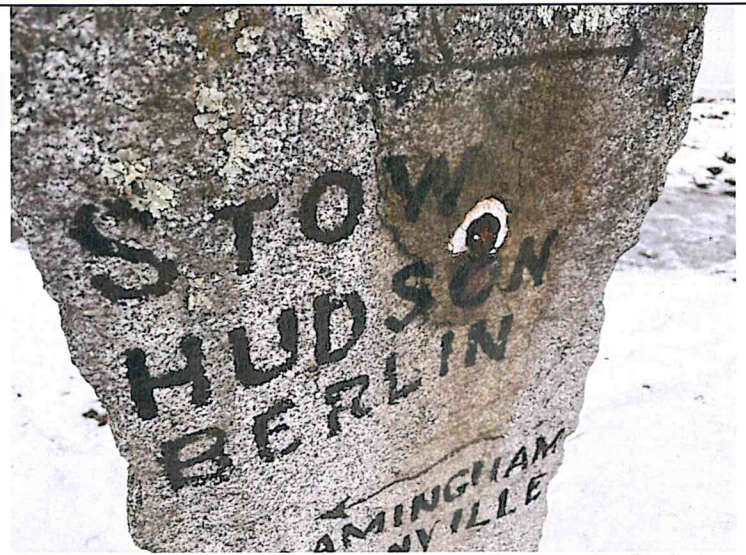
View to the southwest toward Mile marker #20.



View to the south toward the marker.



View to the southeast toward the backside of the marker.



Detailed close-up view to the northwest showing the filed of iron bolt.

# FORM F – STRUCTURE (BRIDGE)

Assessor's Number USGS Quad Area(s) Form Number

N/A	Concord	N/A	SUD.908
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MASSACHUSETTS HISTORICAL COMMISSION  
MASSACHUSETTS ARCHIVES BUILDING  
220 MORRISSEY BOULEVARD  
BOSTON, MASSACHUSETTS 02125

**Town/City:** Sudbury/Wayland

**Place** (*neighborhood or village*): Sudbury Center

## Photograph



**Street/Route:** Lincoln Road (Sudbury side), Sherman's Bridge Road (Wayland side)

**Carried over:** Sudbury River

(Railroad, river, brook, canal or road)

**Historic/Common name:** Shermans Bridge Road Bridge over Sudbury River/ Sherman's Crossing of the Sudbury River

**Ownership:** Towns of Sudbury and Wayland

(Name of state agency or municipality)

**Mass. Highway bridge no.:** 24W

**Bridge type:** Stringer/Multi-beam or Girder

**Bridge typology code** 02 01 02 06

**Date of Construction:** 1992

**Source:** MassDOT

**Engineer/Designer:** Universal Engineering

**Bridge company/Contractor:** Not known

**Material (s):** Wood or Timber

**Alterations** (*with dates*): None

**Posted load limit** (*if any*): None

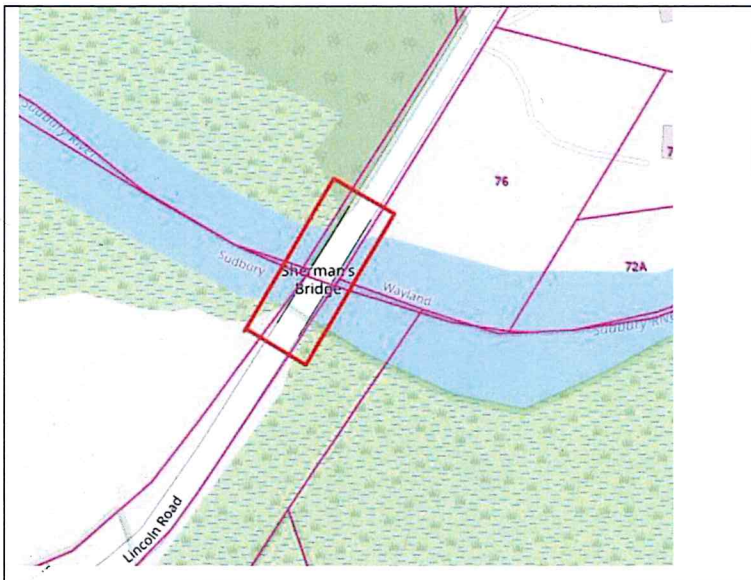
**Condition:** Poor

**Moved**  no  yes **Date:**

**Acreage:** 6,304 sq. ft.

**Setting:** Located in a heavily wooded residential area, spanning a river characterized by thick reeds and wetland areas near the shores.

## Locus Map



**UTM Reference:** 19N

**Recorded by:** Andrew Roblee

**Organization:** Roblee Historic Preservation, LLC

**Date** (*month / year*): March 29, 2026

# INVENTORY FORM F CONTINUATION SHEET

SUDBURY

LINCOLN ROAD

MASSACHUSETTS HISTORICAL COMMISSION  
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

-	SUD.908
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## Superstructure:

Overall length: 113.9'      Deck width: 20'      Skew: 0  
Main unit: No. of spans: 9      Span length: 16.1'  
Approaches: No. of spans: 0      Span length: 11'

## Substructure *(structure below deck)*

Height above feature spanned: 6'      Material of abutments or piers: Timber

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

## ENGINEERING/DESIGN ASSESSMENT

*Describe important design features and evaluate in terms of other bridges within the community or region.*

**Sherman's Bridge (1992, SUD.908/WAY.920)** is a timber stringer bridge supported by a series of timber pile bents with diagonal cross-bracing. The bridge carries a two-lane roadway across the Sudbury River on a straight alignment with short roadway approaches that transition directly onto the timber structure. The approaches consist of paved roadway surfaces with timber guardrails that align with the bridge railings and guide traffic onto the deck. At each end, the roadway meets the bridge at low timber abutments, and the deck extends directly over the river channel.

The bridge is supported by a series of timber pile bents spaced at regular intervals along its length. The bridge deck is carried on timber stringers that rest on horizontal support beams supported by groups of timber piles driven into the riverbed. Each bent is stabilized with heavy diagonal timber bracing that forms a series of X-shaped frames along the length of the bridge. Additional inclined timber members extend from the bents toward the deck framing. The deck surface consists of closely spaced timber planks laid perpendicular to the direction of travel and secured with exposed metal fasteners. Timber curbs run along both edges of the roadway. The bridge is bordered by timber railings composed of vertical posts and multiple horizontal rails connected with metal brackets and bolts.

Multi-span timber pile bridges of this type were historically common on rural roads in eastern Massachusetts, where shallow rivers and wetlands required economical crossing structures. Most examples have been replaced with steel or reinforced concrete bridges during the twentieth century, leaving relatively few surviving timber pile bridges in the region. Sherman's Bridge retains the characteristic elements of this construction method, including timber pile bents with diagonal bracing, timber stringers, plank decking, and simple timber railings.

## HISTORICAL NARRATIVE

*Explain the history of bridge and how it relates to the development of the community.*

**Sherman's Bridge (1992, SUD.908/WAY.920)** spans the Sudbury River at a narrow crossing that has served as an important route through the region since at least the early eighteenth century. Prior to the construction of a permanent bridge, this location functioned as a ford used first by Native Americans and later by early settlers and farmers traveling between upland farms and the productive hay meadows along the Sudbury River. These meadowlands were an essential part of the early agricultural economy of Sudbury, and the crossing enabled farmers to move livestock, hay, and agricultural products between fields on

## INVENTORY FORM F CONTINUATION SHEET

SUDBURY

LINCOLN ROAD

MASSACHUSETTS HISTORICAL COMMISSION  
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opposite sides of the river. The crossing also formed an important route linking the settlements of Sudbury and East Sudbury, the latter of which became the town of Wayland in 1835.<sup>1</sup>

The crossing was also associated with early regional travel routes during the colonial period. Local historical accounts note that the original wooden bridge was used by Sudbury Minutemen traveling toward Concord during the opening events of the American Revolution.<sup>2</sup> The bridge and its surrounding meadow landscape have been valued by the community for centuries for their continuity of setting and historic character. Town records later observed that despite repeated rebuilding campaigns, the crossing remained "hardly different than it was in the mid-1700s," retaining the experience of a narrow wooden bridge crossing the meandering Sudbury River within an otherwise largely unchanged rural landscape.<sup>3</sup>

A more permanent bridge was erected at this location about 1743 after residents subscribed funds for its construction. Timothy and Joshua Sherman constructed the bridge after neighboring landowners John Haynes and John Woodward agreed to provide a two-rod-wide roadway across their lands to accommodate the crossing.<sup>4</sup> The structure quickly became an established feature of the road network in the northern part of Sudbury, and it took its name from the numerous Sherman families who resided in the surrounding district.<sup>5</sup> Initially functioning as a "cartway" maintained privately by local residents, the bridge was taken over by the town in 1755.<sup>6</sup>

Sherman's Bridge also reflects the political and geographic evolution of the surrounding towns. When Sudbury was divided in 1781 to create the town of East Sudbury, the Sudbury River formed a significant portion of the new municipal boundary and the bridge itself remained partly within each town's jurisdiction.<sup>7</sup> This unusual arrangement required both communities to share responsibility for the bridge while continuing to rely on it as an essential transportation link. The crossing appears on the 1794 survey map of Sudbury by Matthias Mosman, where it is labeled "Sharman's Bridge" with the note that one half lay within Sudbury.<sup>8</sup>

Throughout the nineteenth century the bridge and its surrounding landscape became a familiar landmark within the rural environment of the Sudbury River valley. The crossing lies within a narrow meadow corridor that has remained largely unchanged since the nineteenth century, retaining the rural roadways, wetlands, and open landscapes that characterized the area historically. The natural beauty of the setting attracted the attention of the writer Henry David Thoreau, who recorded passing references to Sherman's Bridge in his journals while traveling through the region in the early 1850s.<sup>9</sup>

The bridge has been rebuilt several times over the last two centuries, including a complete reconstruction in 1925 and a partial reconstruction in 1947 that replaced the piles, decking, and fencing while reusing some structural members.<sup>10</sup> In 1987, the bridge was once again in dire need of repair, and was closed to traffic. More than 200 Wayland and Sudbury residents signed a petition urging that the basic design of Sherman's Bridge be preserved. The petition responded to a proposal to replace the existing wooden bridge with a steel and concrete structure nearly twice its width. Residents expressed concern that such a

<sup>1</sup> Gretchen Schuler, *Sherman's Bridge Road Bridge over Sudbury River* - MHC Form F, WAY.920 and SUD.908 (Boston, MA: Massachusetts Historical Commission), 1992, 3.

<sup>2</sup> 1992 Annual Town Report (Sudbury, MA: Town of Sudbury), 1992, 10.

<sup>3</sup> *Ibid.*

<sup>4</sup> Alfred Sereno Hudson, *The Annals of Sudbury, Wayland, and Maynard, Middlesex County, Massachusetts* (Framingham, MA: A. S. Hudson), 1891, 141.

<sup>5</sup> *Ibid.*

<sup>6</sup> Laura Scott, *Sudbury: A Pictorial History* (Norfolk, VA: Donning Company), 1989, 44.

<sup>7</sup> Alfred Sereno Hudson, *History of Sudbury, Massachusetts, 1638-1889* (Sudbury, MA: Town of Sudbury), 1889, 422.

<sup>8</sup> Matthias Mosman, *Survey Map of Sudbury*, 1794.

<sup>9</sup> Henry David Thoreau, *Journal*, entry for June 3, 1851.

<sup>10</sup> Gretchen Schuler, *Sherman's Bridge Road Bridge over Sudbury River* - MHC Form F, WAY.920 and SUD.908 (Boston, MA: Massachusetts Historical Commission), 1992, 6.

## INVENTORY FORM F CONTINUATION SHEET

SUDBURY

LINCOLN ROAD

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

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replacement would compromise the historic appearance of the bridge and diminish the long-standing associations of its traditional design with the surrounding landscape and community.<sup>11</sup>

In 1990, replacement with a steel and concrete structure was considered, a proposal ultimately rejected due to cost. Local residents urged a different preservation-minded approach. In a letter dated May 11, 1990, to the Wayland Board of Selectmen, historian Gretchen Schuler noted that although the bridge structure had been repaired and reconstructed multiple times over the preceding 250 years, the location, setting, and design of Sherman's Bridge retained historical significance. She observed that the surrounding landscape, of which the bridge forms an integral part, remains representative of the historic rural environment and has experienced relatively little alteration over time.<sup>12</sup> Funding for reconstruction was secured by U.S. Representative Chester Atkins through the Timber Bridge Program administered by the U.S. Forest Service of the U.S. Department of Agriculture. Sudbury received \$323,000 from the federal government and \$60,000 from the state government for the project.<sup>13</sup> The program required that the bridge be rebuilt using native timber and was intended to help communities preserve the historic character and visual integrity of rural landscapes. The project represented the first bridge constructed in Massachusetts under this program. When rebuilt in 1992, the bridge retained its historic length but was widened by two feet and a five-foot pedestrian walkway was added.<sup>14</sup>

In 2015 the future of Sherman's Bridge again became the subject of public discussion as the Wayland Board of Public Works evaluated options to repair, restore, or replace the structure. Town officials reported that the bridge's decking had become unstable due to repeated plank replacements and loosening fasteners, raising concerns about safety and ongoing maintenance. Residents urged that the historic wooden bridge be preserved, noting its long history, scenic setting overlooking the Great Meadows National Wildlife Refuge, and its role as a local landmark used for recreation and community gathering. Public debate also focused on transparency in the planning process and potential funding sources, while officials acknowledged that specialized materials and repairs would be required to maintain the historic structure. The towns of Wayland and Sudbury agreed to continue discussions regarding the bridge's future, with residents forming an advisory group to participate in the decision-making process.<sup>15</sup>

This structural system represents a traditional and economical bridge type historically used to cross shallow rivers and wetlands in New England. Timber pile bridges such as this were commonly constructed by local highway departments because they used readily available materials, required relatively simple construction methods, and could be repaired incrementally as piles deteriorated. The closely spaced pile bents create multiple short spans that reduce structural demands on the timber stringers while distributing loads efficiently across the substructure. Within the regional context, Sherman's Bridge is a relatively intact example of a multi-span timber pile bent bridge, a type that has become increasingly uncommon as timber bridges have been replaced with steel and concrete structures during the twentieth and twenty-first centuries. Although not architecturally elaborate, the bridge reflects a vernacular engineering approach historically used for rural transportation infrastructure.

Sherman's Bridge continues to hold strong cultural and historical associations for the surrounding community. Residents have repeatedly advocated for the preservation of the bridge's historic wooden design when proposals have been made to replace it with modern steel or concrete structures. These efforts continue as the bridge is again in need of extensive repair or replacement. The Town of Sudbury has stated that it is committed to considering a design that closely preserves the well-regarded structure currently in place.<sup>16</sup> In 2025, the Sudbury Historical Commission (SHC) formally determined that Sherman's

<sup>11</sup> Kassie Koledin, "Sherman's Bridge Has a Colorful History," *Wayland-Weston Town Crier*, October 29, 1987, 4.

<sup>12</sup> Gretchen Schuler to Wayland Board of Selectmen, May 11, 1990, letter regarding Sherman's Bridge, Town of Wayland records.

<sup>13</sup> 1992 Annual Town Report (Sudbury, MA: Town of Sudbury), 1992, 10.

<sup>14</sup> Jack Sullivan, "New Bridge to Use Old Techniques," *Boston Globe*, June 30, 1991.

<sup>15</sup> Susan L. Wagner, "Figuring Out Future of Wayland Landmark," *Wayland Town Crier*, August 20, 2015.

<sup>16</sup> Town of Sudbury, *Project Update: Sherman's Bridge Deck Repair* (Sudbury, MA), February 12, 2026. Available at <https://sudbury.ma.us/dpw/project-update-02-12-26/>. Accessed April 2026.

# INVENTORY FORM F CONTINUATION SHEET

SUDBURY

LINCOLN ROAD

MASSACHUSETTS HISTORICAL COMMISSION  
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

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Bridge and its surrounding landscape are historically significant and recommended that any reconstruction remain consistent with the bridge's long-established historic appearance and setting. The SHC emphasized the importance of preserving the bridge's traditional wood construction, visual character, and relationship to the surrounding river landscape, noting that few historic public structures continue to retain both their original function and strong sense of place over time.<sup>17</sup> These discussions reflect the continuing role of Sherman's Bridge as a widely recognized local landmark whose significance extends beyond its engineering function to include longstanding community associations and landscape character.

## BIBLIOGRAPHY and/or REFERENCES

1992 *Annual Town Report*. Sudbury, MA: Town of Sudbury, 1992.

*Boston Globe*

Hagger, Chris. Letter regarding Sherman's Bridge Project to T. Rivard. December 2025.

Hudson, Alfred Sereno. *The Annals of Sudbury, Wayland, and Maynard, Middlesex County, Massachusetts*. Framingham, MA: A. S. Hudson, 1891.

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*Wayland Town Crier*

*Wayland-Weston Town Crier*

<sup>17</sup> Chris Hagger, letter to T. Rivard regarding Sherman's Bridge Project, December 2025; Gretchen Schuler to Wayland Board of Selectmen, May 11, 1990, letter regarding Sherman's Bridge.

**INVENTORY FORM F CONTINUATION SHEET**

SUDBURY

LINCOLN ROAD

MASSACHUSETTS HISTORICAL COMMISSION  
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

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View to the west-southwest from the Wayland approach to Sherman's Bridge.



View to the southwest toward the bridge, from the east bank of the Sudbury River.



View to the south-southwest toward the bridge.



Detail view to the west-southwest of supports beneath the bridge, from the Wayland side.

**INVENTORY FORM F CONTINUATION SHEET**

SUDBURY

LINCOLN ROAD

MASSACHUSETTS HISTORICAL COMMISSION  
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

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View to the west toward the bridge, from the east bank of the Sudbury River.



View to the south-southwest of the bridge planks and walkway.



View to the east-north east of the bridge, from the Sudbury side.

# FORM B – BUILDING

Assessor's Number USGS Quad Area(s) Form Number

K08-0054

Framingham

SUD.R

SUD.396

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

**Town/City:** Sudbury

**Place:** (*neighborhood or village*):  
South Sudbury

**Address:** 37 Union Avenue

**Historic Name:** South Sudbury Train Station

**Uses:** Present: Abandoned or Vacant

Original: Rail Station

**Date of Construction:** 1952

**Source:** Periodicals

**Style/Form:** Colonial Revival

**Architect/Builder:** Boston & Maine Railroad

**Exterior Material:**

Foundation: Poured Concrete

Wall/Trim: Wood; Wood Clapboard

Roof: Asphalt Shingle

**Outbuildings/Secondary Structures:** N/A

**Major Alterations** (*with dates*):

None

**Condition:** Good

**Moved:** no  yes  **Date:**

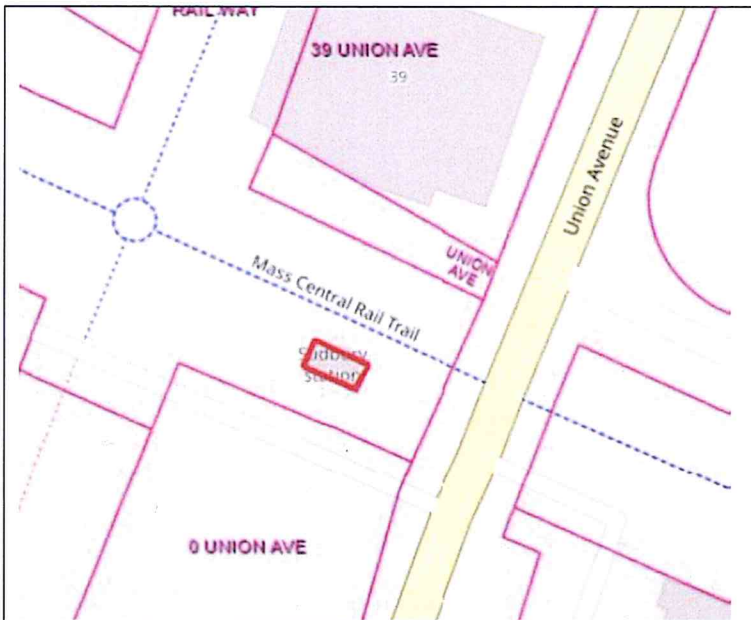
**Acreage:** 0.01

**Setting:** The building is located in a paved lot on the northwest corner of Union Avenue and Station Street. It is situated toward the north end of the commercial center of South Sudbury.

## Photograph



## Locus Map



**Recorded by:** Andrew Roblee

**Organization:** Roblee Historic Preservation, LLC

**Date** (*month / year*): March 27, 2026

# INVENTORY FORM B CONTINUATION SHEET

SUDBURY

37 UNION STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

SUD.R

SUD.396

 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 features. Evaluate the characteristics of this building in terms of other buildings within the community.

### Exterior

The South Sudbury Station is a three-bay, one-story frame railroad station located at the intersection of Union Avenue and Station Road on the south side of the railroad tracks, at number 37 Union Street. The building rests on a poured concrete foundation and is clad in wood clapboard siding with corner boards, and is capped by an asphalt-shingled side-gabled roof with overhanging eaves. Fenestration consists of 6/6 double-hung wood windows with wide, flat trim and vinyl screw-on shutters. Windows are paired on the east and west side elevations. The north (façade) and south elevations feature three bays, with the trackside facade featuring a central single-leaf metal entrance flanked by windows and sheltered by a small gable projection of the roof supported by decorative wood brackets. A Colonial Revival-style metal light fixture is centered above the door. Rounded arch louvered wood attic vents are centered in the east and west gable peaks. A metal stovepipe and chimney pierce the south slope of the roof. An asphalt-paved parking area and platform surround the building.

### Interior

The interior is largely open, and contains a waiting room and an office. The entrance opens into the waiting room, which has a tongue-and-groove wood floor. The walls are finished with plaster above wood wainscoting. A partition wall separates the waiting room from the office and contains a doorway and a large service window.

## HISTORICAL NARRATIVE

Discuss the history of the building. Explain its associations with local (or state) history. Include uses of the building, and the role(s) the owners/occupants played within the community.

The **South Sudbury Train Station, 37 Union Avenue (SUD.396)** is associated with the development and operation of the Central Massachusetts Railroad and the Framingham and Lowell Railroad, whose intersection at South Sudbury established the location as an important rail junction in the late nineteenth century. The Framingham and Lowell Railroad opened between its namesake cities on October 1, 1871, providing Sudbury with its first rail connection and establishing a station and freight facilities north of Boston Post Road.<sup>1</sup>

According to Hudson's *History of Sudbury*, it was at this time that the first of three South Sudbury Train Station was constructed, along with a station at Sudbury Centre. The North Sudbury Station was not opened until 1874 when the North Sudbury residents petitioned for a station. Hudson states that the "the one at South Sudbury was built a little northerly of the junction of the Sudbury and Marlboro and Framingham highways, and has since been moved."<sup>2</sup> There is little information available about the original train station at this location. While Hudson indicates this station was moved, the details of that move are not readily available. In addition, Hudson adds that every station along both the Central Massachusetts and Framingham and Lowell Railroad lines burned in 1887 during a series of unsolved train station fires in the area.<sup>3</sup>

<sup>1</sup> Karr, Ronald Dale, *The Rail Lines of Southern New England* (Pepperell, MA: Branch Line Press), 1995, 176–180.

<sup>2</sup> Hudson, *History of Sudbury, Massachusetts 1638-1885* (Boston, MA: R.H. Blodgett), 531-532.

<sup>3</sup> *Ibid.*

## INVENTORY FORM B CONTINUATION SHEET

SUDBURY

37 UNION STREET

MASSACHUSETTS HISTORICAL COMMISSION

220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

Area(s) Form No.

SUD.R

SUD.396

The Massachusetts Central Railroad opened from Boston to Hudson in October 1881 and passed through South Sudbury at its junction with the earlier line.<sup>4</sup> Although the Massachusetts Central Railroad struggled financially and was reorganized several times during the 1880s, it ultimately came under the control of the Boston and Maine Railroad in 1887.<sup>5</sup> The intersection of the east–west Central Massachusetts line and the north–south Framingham and Lowell line created a strategic transportation node that connected Sudbury to regional markets and facilitated the shipment of agricultural products, including flowers produced in the town’s greenhouses.<sup>6</sup>

The Old Colony Railroad constructed the second train station at the southeast corner of the junction of the two lines by 1891.<sup>7</sup> This new “L”-shaped Queen Anne–style building with heated (by means of a pot-bellied stove) waiting rooms for each line. The prominent three-story tower housed the station master’s office overlooked the junction of the lines.<sup>8</sup> The Old Colony Railroad had acquired the Framingham and Lowell line in 1879 and later leased its system to the New York, New Haven and Hartford Railroad in 1893. As a result, South Sudbury became one of the few locations where facilities served both the Boston and Maine Railroad and the New Haven Railroad, the two dominant railroad systems in New England during the late nineteenth and early twentieth centuries.<sup>9</sup>

Passenger traffic through South Sudbury declined during the early twentieth century as automobiles and improved highways increasingly supplanted rail travel. Passenger service on the Framingham and Lowell line ended in 1933, and service on portions of the Central Massachusetts line was reduced during the 1930s and 1940s.<sup>10</sup> By 1950 only a small number of daily passenger trips remained on the Central Massachusetts branch. Because of declining ridership and the expense of maintaining the large nineteenth-century union station, the Boston and Maine Railroad constructed a smaller wooden station building at South Sudbury around 1952.<sup>11</sup>

The extant, and third, South Sudbury Train Station building, constructed in 1952, reflects the final phase of rail service in the community. The modest wood-frame structure replaced the earlier ornate depot and served primarily as a commuter stop during a period when suburban residents increasingly relied on rail travel to reach Boston.<sup>12</sup> We know from historic photographs that the existing South Sudbury Train Station existed alongside the earlier Queen Anne-style station for a short time. After unsuccessful attempts to relocate or preserve the earlier building, the Victorian union station was demolished, with portions of the interior sold to collectors.<sup>13</sup> The building is first depicted on a 1956 *Town of Sudbury* map prepared by Robert H. Dods, confirming its construction by the mid-1950s.<sup>14</sup> Passenger rail service continued into the era of public commuter rail subsidies after the creation of the Massachusetts Bay Transportation Authority in 1964.<sup>15</sup> Despite these efforts, declining ridership and deteriorating track conditions led to the discontinuation of the final round trip serving South Sudbury on November 26, 1971.<sup>16</sup>

Following the end of passenger service, the station building remained standing and entered a new phase of adaptive reuse. In December 1976, the Boston and Maine Corporation conveyed railroad properties, including the station parcel, to the

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<sup>4</sup> Karr, 176-180..

<sup>5</sup> *Ibid.*, 218–219.

<sup>6</sup> Stacy E. Spies, *Central Massachusetts Railroad Corridor (Boston & Maine Railroad Corridor)*, Area Form, (Boston, MA: Massachusetts Historical Commission), December 2020.

<sup>7</sup> Roy, John H. Jr., *A Field Guide to Southern New England Railroad Depots and Freight Houses* (Pepperell, MA: Branch Line Press), 2007, p. 237.

<sup>8</sup> Garfield, Curtis F., *Sudbury 1890–1989: 100 Years in the Life of a Town* (Sudbury, MA: Porcupine Enterprises), 1999, pp. 2–3.

<sup>9</sup> Roy, 237.

<sup>10</sup> Karr, Ronald Dale, *The Rail Lines of Southern New England* (Pepperell, MA: Branch Line Press), 1995.

<sup>11</sup> Roy, 237.

<sup>12</sup> Spies, *Central Massachusetts Railroad Corridor (Boston & Maine Railroad Corridor)*.

<sup>13</sup> O’Connell, Richard W., “Old railroad depots take on new careers”, *Boston Globe* (Boston, MA), August 18, 1968, p. A-1.

<sup>14</sup> Robert H. Dods, *Town of Sudbury*, 1956 map.

<sup>15</sup> Belcher, Jonathan, “Changes to Transit Service in the MBTA District”, Boston Street Railway Association, p. 371.

<sup>16</sup> Karr, *The Rail Lines of Southern New England*.

# INVENTORY FORM B CONTINUATION SHEET

SUDBURY

37 UNION STREET

MASSACHUSETTS HISTORICAL COMMISSION

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Massachusetts Bay Transportation Authority as part of the agency's acquisition of commuter rail infrastructure.<sup>17</sup> During the late twentieth century the building was leased for private commercial use and became locally known as "Crumble Station," a small bakery opened in December 1977 by Sudbury resident Mary Webb that produced and sold homemade cookies and other baked goods to customers from Sudbury and neighboring communities.<sup>18</sup> The building continued to house various businesses into the early twenty-first century before becoming vacant in 2019.<sup>19</sup>

Today the South Sudbury Train Station remains the only surviving structure associated with the historic rail junction that once occupied this location. Although modest in scale compared to the earlier Victorian depot it replaced, the 1952 building represents the final operational phase of rail transportation in the community and stands as a tangible reminder of the role that the railroad played in Sudbury's economic development and suburban growth. The station is identified as a contributing resource within the **Central Massachusetts Railroad Corridor (Boston & Maine Railroad Corridor, SUD.R)** documented in the Massachusetts Historical Commission Inventory of Historic and Archaeological Assets of the Commonwealth.<sup>20</sup>

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Town of Sudbury. *Town of Sudbury*. Map prepared by Robert H. Dods, R.A. Sudbury, MA, 1956.

<sup>17</sup> Middlesex County Deed Book 13117:113 (December 26, 1976).

<sup>18</sup> Dick Silverman, "Crumble Station: Sudbury's cookie stop," *The Sudbury Town Crier* (Sudbury, MA), August 17, 1978.

<sup>19</sup> Spies, *Central Massachusetts Railroad Corridor (Boston & Maine Railroad Corridor)*.

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SUDBURY

37 UNION STREET

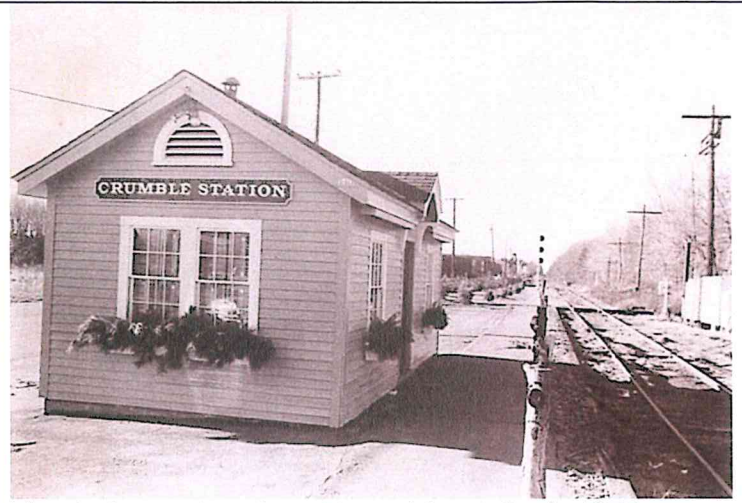
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View to the west-northwest along the Boston and Maine Railroad tracks in 1995. The original South Sudbury Union Station (1891) stands behind the extant South Sudbury Train Station (1952). Image courtesy of the Sudbury Historical Society.



View to the west-northwest toward the station in 1977, now operating as "Crumble Station". Image courtesy of the Sudbury Historical Society.



View to the southwest toward the station.



View to the southeast toward the station.

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View to the west through the interior of the station.



View to the east through the interior of the station.



View to the northeast toward the station.



View to the northwest toward the station.