



The new Green Line stops being discussed as of early May 2008 by the State, its consultant Vanasse Hangen Brustlin (VHB), and the Green Line Advisory Group as of are listed below.

Brickbottom at Washington Street (formerly referred to as a Washington Street or Cobble Hill stop)

Gilman Square at Medford Street (near the Homans Building)

Lowell Street across from the Maxpak property

Ball Square just north of Broadway near Boston Avenue

Hillside between College Avenue and Winthrop Street in Medford (north of the Tufts University parking garage)

Route 16 / Mystic Valley adjacent to the U-Haul on the Mystic Valley Parkway

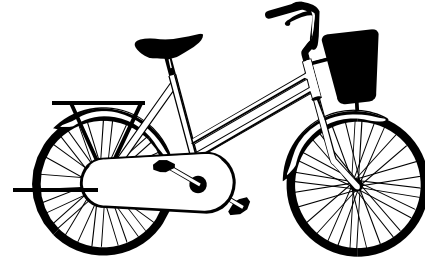
Union Square has three alternative station locations under discussion at this time.

In addition, the State proposes building an MBTA maintenance facility on Yard 8 in the Inner Belt area.

For up-to-date information go to www.greenlineextension.org

Rails of the Past Guiding the Green Line of the Future

Saturday, May 31st, 2008



**Sponsored by the
Somerville Bicycle Committee
and the
Somerville Historic Preservation
Commission**

Joseph A. Curtatone, Mayor

www.somervillema.gov/bicycle
www.somervillema.gov/historicpreservation



Don't forget your helmet!



Note how much **SOMERVILLE CITY HALL** has changed since this postcard of 1908. Much of the current City Hall served as the community's first high school when it was built in 1852. It has been enlarged and altered three times in 1896, 1902, and 1924. The seat of government had been located in temporary quarters in Union Square until 1852 when it first began sharing space with the SHS until the late 1800s.

ALDERSEY/SUMMIT STREET HISTORIC DISTRICT



This 2-block area of residences exhibits a well-maintained, diverse mix of architectural styles, including Italianate, Stick, Mansard Cottage, Second Empire, and

Queen Anne. Unlike much of the area, 9-11 Aldersey Street is situated on the original large lot platted by Quincy A. Vinal, who developed this portion of Prospect Hill as a suburban enclave outside Union Square with easy access by horse car to downtown Boston and Harvard Square.



PROSPECT HILL TOWER AND PARK - Built in 1903, the Prospect Hill Tower commemorates the central role that Prospect Hill played in the Battle of Bunker Hill. It is the site where the first flag of the United Colonies was raised on Jan. 1,

1776, 232 years ago! The flag was easily visible by the British fleet in Boston Harbor.

FITCHBURG STREET/BRICKBOTTOM



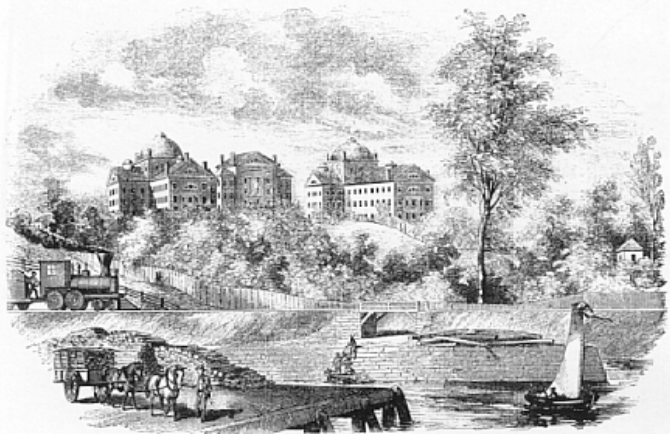
The Brickbottom neighborhood was densely settled until it was cleared for the construction of the Innerbelt Highway in the 1960s. The area was once home to numerous Greek and Irish immigrants.

The network of trackage adjacent to the present-day Brickbottom Artists Community included connecting tracks to the lower end of the former Yard 8, and the at-grade crossing of the Grand Junction Branch (today CSX) and Fitchburg Division main line (now the MBTA/MBCR Fitchburg Line). It also included the overhead crossing of the receiving/departure tracks for the once-extensive yard complex from which westbound freight trains were staged and eastbound trains terminated—essentially on the original right-of-way of the Boston and Lowell Railroad/B&M Southern Division mainline. The overhead bridges that carried the receiving tracks over the Fitchburg Line were removed by MBCR personnel on Labor Day weekend 2003. The stone abutments are still very much in evidence here. Former Tower "H" was located just to the east of here. This facility controlled access to and from the sprawling Boston Engine Terminal complex, as well as overseeing movement of passenger and freight trains through this congested area. The completion of MBTA's large new Commuter Rail Maintenance Facility brought about the closure of Tower "H" and creation of several new "interlockings." Access to and from the new maintenance facility and the main railroad lines is controlled from a small installation aside the main building.

WASHINGTON STREET/COBBLE HILL/ASYLUM HILL

This area bears little resemblance to its former self. At one time, a drumlin rose east of Washington Street. Sitting atop this hill was the Barrell Mansion and grounds, which later became part of the McLean Asylum in 1811. By 1852, the hill was ringed by several railroad lines.

Between 1927 and 1928, approximately 500,000 cubic yards of earth were excavated, leveling the site to make way for the construction of Yards 8 and 9 as well as the newly-routed "high



alignment” of the Southern Division main line. This regrading and relocation constituted the centerpiece of the B&M Railroad’s vast yard and terminal consolidation project in Somerville. Much of this excavated earth was used to fill in tidelands and replace extensive pierwork adjacent to the north shore of the Charles and Miller Rivers which carried the various rail lines to North Station. The high alignment remains to this day, bisecting what is now called the Inner Belt. It carries all Lowell Line and many Haverhill Line commuter trains.

Among other points of present-day interest is the nearby Commuter Rail dispatching facility, located at 32 Cobble Hill Road. From here, MBCR personnel oversee the operation of all commuter rail trains north of Boston. Plans are in place to move most Boston South Side dispatching operations, currently at South Station, to this facility as well.

MCGRATH AT WASHINGTON STREET LOOKING WEST



Automotive traffic shared the Northern Artery with street cars which were converted to trackless trolleys after WWII. The routes were served by all diesel buses by the 1950s when the overhead structure was built.

PROSPECT HILL STATION ~ In earlier years, this was also known as “Milk Row” and “Central Square” Depot. The building was located between present day Alston Street and the railroad tracks just a few feet north of present-day Washington Street. There were at least two different structures on this site. The one shown in the photograph, built by the

Boston and Lowell RR in the late 1880s, is the later and final station. Like the second Winter Hill (and also Somerville Highlands) Depots, this structure was built of cut stone. Passenger service to Prospect Hill Depot ceased in the early 1920s.



WINTER HILL STATION – There were two stations located at this site adjacent to Gilman Square. The first, a wooden



structure, was located on the north side of the B&L RR’s right-of-way. It served until the late 1880s, when the later stone depot was built on the south side of the main line. The raised stone platform for the latter depot is still evident, used now as a base for electric utility transformers. The original wooden station building was moved in two sections. One was relocated to the south side of Medford Street between Trull Street and Partridge Ave. and the other was moved to the northeast corner of Fiske Avenue and Hinckley Street near Magoun Square. Like the Prospect Hill Station, passenger trains stopped calling here in the early 1920s.



RUSSELL HOUSE,
58 Sycamore St., circa 1830
 Greek Revival. Likely to have been built shortly after the Boston and Lowell railroad was constructed in 1835. Originally, the land belonged to the Tufts

Family. In 1850, the house belonged to John Russell, a Medford Street grocer.

SOMERVILLE JUNCTION ~ This location along the former Boston & Lowell Railroad was so named when, after 1871, the line to Arlington and Lexington left the Lowell road’s main line to go through Davis Square (West Somerville Station), and

West Cambridge, at which point it went north toward Arlington Center and beyond.



In 1881, the Central Massachusetts RR, which became part of the Lowell road in 1886, was opened. Chartered in 1869, this railroad would eventually reach Northampton, Mass. where it connected with the New Haven Railroad and points west via the Poughkeepsie Bridge Route. Its trains used the same right-of-way as far as North Cambridge Junction (just west of Massachusetts Ave—known as “North Ave.” at the time) and also called on Somerville Highlands, West Somerville and Somerville Junction. By this time, the station was seeing no fewer than 50 trains a day, including the Arlington & Lexington Branch RR (later called the Middlesex Central RR when its line was extended to Bedford), the Central Mass. RR, and the B & LRR long distance and local commuter trains.

Somerville Junction depot was located on the southwest side of the main track just beyond Central Street and was reached via a staircase from near the south abutment of the overhead road bridge, as well as a driveway ramp which afforded access to carriages. Some vestiges of the retaining wall and steps remain. At one time the depot featured a long sweeping canopy on the platform along the southwest side of the railroad. This canopy was taken down in the early 1920s prior to the end of regular passenger service to the station. Passenger service via the line through Davis Square (over what is today the Community Path) ended in 1927. Following the closure of the ticket agency, the main building remained, abandoned and boarded up, until the early 1930



The rather extensive Derby & Kilmer Desk Manufacturing Co. complex was located on the opposite side of the main line from here. Parts of this manufactory have been lost over the years to fire. Among the most significant was a 4-alarm blaze on March 4th, 1968 which destroyed the northern-most building of the group at 36 Vernon Street.

MAXPAK – AGAR MANUFACTURING COMPANY

The Agar Manufacturing Company constructed cardboard boxes and relied heavily on its proximity to rail for the transportation of materials and finished goods in and out of the site. The office block of the building was designed by Harry M. Ramsey, who had a Boylston Street architectural office and was best known for his residential work. The main portion of the building, designed by an unknown architect, is the only glass curtain wall building constructed in Somerville and is among the earliest in the nation.



NORTH SOMERVILLE STATION – This *circa* 1880 building existed as late as 1990 in a much altered state.



There was once a small yard located on the east side of the tracks here which held freight cars for pickup or drop off to various nearby industries. Prior to the development of the street grid in the triangle between here and Morrison and Willow Avenues, the Tufts Brick Company operated a sizeable clay pit operation which included kilns and a pair of large brick storage sheds. The latter were located along a railroad spur and switchback emanating from the west side of the main line just below the North Somerville depot. The main part of this spur ran roughly parallel to present-day Cedar Street. This spur terminated perpendicular to--and a few feet from--the present day Community Path.

SOMERVILLE AUTOMOBILE CO., Inc.



SALESROOM AND GARAGE: Broadway, Cor. Boston Avenue, West Somerville. - - - - Tel. 1089
 Agents for Interstate and Abbott-Detroit Cars, FREDERICK A. DUTTON, MANAGER.
 Supplies at Boston Prices. Automobiles for hire.

This humble circa 1915 corrugated metal industrial building still exists even though the companies of Babcock, Interstate and Abbot Detroit are no longer with us. This type of garage acted not only as a dealer and livery but also as a storage and maintenance facility for owners of the latest trend in transportation.



Ball Square's development began around 1880 as a commercial area, when the Tuft's Brickyards were closed down and were replatted for housing. Today, its character reflects the early 20th century in the scale of its buildings. Note the street car tracks connecting the train station with other parts of the City.



Extensive development of the western part of Somerville, which began with the closure of the Tufts' Brickyards continued at an ever accelerating pace until the Great Depression. Developers of the many West Somerville streets produced cards like this one. Note the march of telephone poles and the granite shaped

concrete block porch foundations showing the modernity of the streetscape.

OLD POWDER HOUSE WITHIN NATHAN TUFTS PARK, 1704

First built by John Mallet as a windmill for milling grain from area farmers, this unique structure was later sold to the State of Massachusetts as a storage place for gunpowder. The first act of the Revolutionary War took place when the British marched from Boston and seized the gunpowder from the local militia here.



The City of Somerville undertook major restoration work on it in 2001 and on the overall Park from 2003-2005. This restoration effort earned a Preservation Award from the Massachusetts Historical Commission in 2005 and the Olmstead Award from PreservatiOnMass in 2006.



The Tufts Family donated the parkland to the City in 1895. The field house was constructed from stones salvaged from the West Somerville Train Station in the 1930s.



Powder House Terrace was constructed in the late 19th Century.



The **West Somerville Station** was built in 1888 as a stop on the Boston and Lowell Railroad. The station was demolished in 1934 and its granite stones were used to construct the Field House at Nathan Tufts Park as part of a Works Progress Administration (WPA) project.



The Somerville Armory, constructed in 1903 has also served as a center for the State Police. Many still remember coming here to take their driving tests. It is expected to open with live/work space for artists in 2008 as an Art Center.



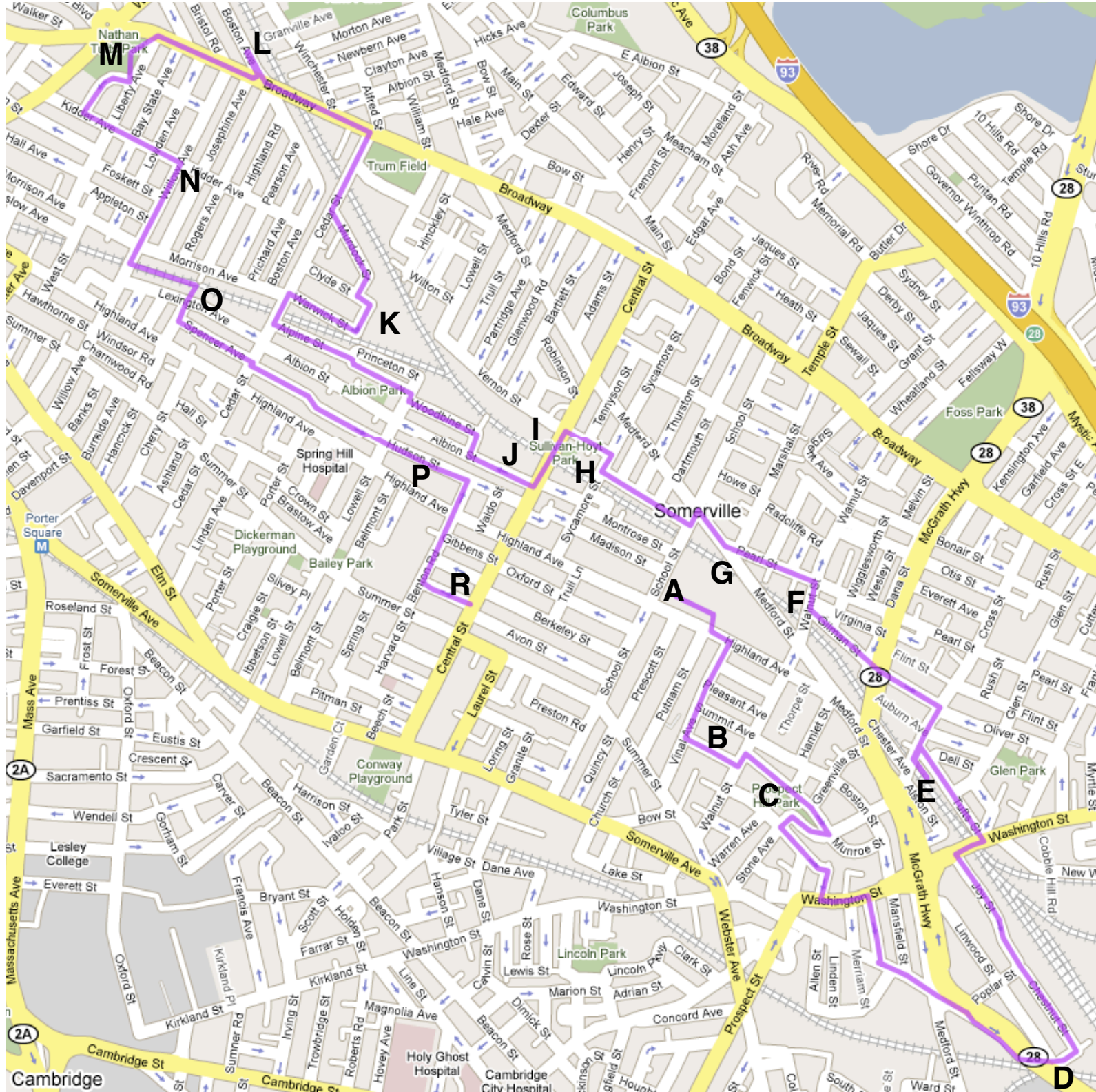
SOMERVILLE MUSEUM, 1 Westwood Road - It houses the 32-foot "flying" Bulfinch staircase that was originally found within the Barrell Mansion, in Cobble Hill of East Somerville. The museum is currently the home of the Somerville Historic Society, which works closely with the SHPC on various heritage education activities. The museum regularly sponsors art exhibits, concerts, lectures, and other local cultural events. The building anchors one end of the Westwood Road Historic District that boasts many fine houses, especially of the shingle-style design.



This tour would not be possible without the key contributions of Ron Newman of the Somerville Bike Committee, Dick Bauer, Chairman of the Somerville Historic Preservation Commission, and Brandon Wilson, and Kristi Chase as staff to the SHPC with great research and photos from John Alan Roderick, a local transportation historian and railroad buff.

Cumulative	Distance	Where	Notes	Direction	Elevation
0mi	0mi	Somerville	START: City Hall parking lot	SE 116°	118.1ft
0.11mi	0.11mi		Exit Somerville High School parking lot, left on Highland Ave	SE 121°	101.7ft
0.14mi	0.04mi		Right on Vinal Ave.	ESE 108°	95.1ft
0.32mi	0.18mi		Left on Aldersey Street	SE 118°	65.6ft
0.37mi	0.04mi		STOP: 9-11 Aldersey Street	SE 118°	75.5ft
0.43mi	0.06mi		Left on Walnut Street	NE 30°	78.7ft
0.45mi	0.02mi		Right on Munroe Street	NE 42°	91.9ft
0.6mi	0.15mi		STOP: Prospect Hill Park and Tower	SSE 145°	98.4ft
0.65mi	0.06mi		Right on Prospect Hill Parkway. (CAUTION - steep, curvy downhill)	W 250°	85.3ft
0.75mi	0.1mi		Left on Columbus Ave	SSE 137°	68.9ft
0.86mi	0.11mi		Columbus Ave turns sharply right (CAUTION - steep downhill)	SSW 194°	52.5ft
0.92mi	0.05mi		Left on Washington St	ESE 98°	23ft
1mi	0.08mi		Right on Rossmore St	E 75°	39.4ft
1.12mi	0.12mi		Left on Somerville Ave.	SE 115°	19.7ft
1.24mi	0.12mi		Straight onto McGrath Highway side road, at Glass Stop (do not climb ramp onto the actual highway)	SE 120°	16.4ft
1.41mi	0.18mi		Under McGrath Highway	ESE 98°	19.7ft
1.5mi	0.08mi		STOP: Brickbottom Artists Building	ENE 55°	23ft
1.52mi	0.03mi		Left on Chestnut St	NNW 329°	32.8ft
1.75mi	0.23mi		Chestnut St becomes Joy St	NNW 349°	19.7ft
1.92mi	0.17mi		Right on Washington St	NNW 327°	19.7ft
1.98mi	0.06mi		Left on Tufts St	NNW 326°	23ft
2.17mi	0.19mi		Left onto Cross Street SIDEWALK	SW 205°	45.9ft
2.19mi	0.02mi		Left into parking lot of Sanctuary Condominiums, 138 Cross St (formerly First Universalist Church, Cross Street Orpheum movie theatre, and Bennett Plumbing Supply)	SSE 145°	45.9ft
2.23mi	0.04mi		STOP in parking lot, overlooking railroad tracks	NNW 324°	39.4ft
2.27mi	0.04mi		Exit parking lot, right on Cross Street	NE 25°	45.9ft
2.37mi	0.1mi		Left on Gilman St (CAUTION: against one-way traffic)	NW 301°	36.1ft
2.49mi	0.12mi		Under McGrath Highway	NW 311°	39.4ft
2.65mi	0.16mi		Right on Walnut Street (on left side, pass new Edward L. Leathers Park, now under construction at former Kemp Nut factory site)	NNE 13°	52.5ft
2.7mi	0.05mi		Left on Pearl St	WNW 292°	39.4ft
2.86mi	0.17mi		Bear right on Medford Street, at Gilman Square (site of former Winter Hill railroad station and future Green Line stop)	NNW 323°	42.7ft
2.94mi	0.08mi		Left on School Street	SW 209°	39.4ft
2.97mi	0.03mi		Right on Richdale Ave	SSW 196°	39.4ft
3.14mi	0.18mi		STOP - Susan Russell House, 58 Sycamore St (on left, at end of Richdale Ave)	NE 32°	65.6ft
3.16mi	0.01mi		North on Sycamore St	NE 26°	65.6ft
3.17mi	0.02mi		Left on Pembroke St (CAUTION: against one-way traffic)	NW 301°	78.7ft
3.26mi	0.09mi		Left on Central Street - pass Rogers Foam (formerly Derby Desk) factory	SW 210°	68.9ft
3.34mi	0.08mi		Right into Cambridge Health Alliance parking lot	NW 297°	68.9ft

3.37mi	0.03mi		STOP in parking lot: Somerville Junction Park now under construction; site of former railroad station	SE 124°	68.9ft
3.39mi	0.03mi		Exit parking lot, right on Central St	SW 204°	68.9ft
3.43mi	0.04mi		Right on Albion St	NW 296°	68.9ft
3.55mi	0.12mi		Right on Centre St	NNE 22°	75.5ft
3.59mi	0.04mi		Left on Woodbine St - pass other end of future Somerville Junction Park	NW 296°	65.6ft
3.72mi	0.13mi		Right on Lowell St	NW 312°	55.8ft
3.74mi	0.02mi		Immediate left on Alpine St	NW 297°	55.8ft
4mi	0.27mi		Right on Cedar St; cross Somerville Community Path right-of-way	NE 27°	59.1ft
4.06mi	0.06mi		Right on Warwick St	SE 120°	55.8ft
4.19mi	0.13mi		Warwick St turns sharply left	SE 134°	52.5ft
4.22mi	0.03mi		STOP: MaxPak	NE 25°	59.1ft
4.25mi	0.03mi		Left on Clyde St	NW 305°	59.1ft
4.27mi	0.03mi		Right on Murdock St	NE 25°	59.1ft
4.44mi	0.16mi		Right on Cedar St	NE 26°	55.8ft
4.59mi	0.15mi		Left on Broadway	NW 295°	59.1ft
4.78mi	0.2mi		Bear right on Boston Ave, at Ball Square	NNW 327°	45.9ft
4.85mi	0.06mi	Medford	Right into parking lot, just beyond Aero Cycle (red sign)	E 69°	45.9ft
4.87mi	0.02mi		STOP in parking lot: site of former North Somerville railroad station and future Ball Square Green Line stop	W 249°	36.1ft
4.89mi	0.02mi		Exit parking lot, left on Boston Ave	SSE 154°	45.9ft
4.94mi	0.05mi	Somerville	Sharp right onto Broadway, at Ball Square	WSW 243°	45.9ft
5.13mi	0.19mi		Left into Nathan Tufts (Powder House) Park, at Liberty Ave	WSW 238°	62.3ft
5.18mi	0.06mi		STOP - Old Powder House	SSW 182°	65.6ft
5.23mi	0.05mi		Exit park, right on Powder House Terrace	NW 297°	85.3ft
5.34mi	0.11mi		Left on Kidder Ave	SE 117°	78.7ft
5.53mi	0.19mi		Right on Willow Ave - pass Benjamin Brown School	SW 207°	59.1ft
5.72mi	0.19mi		Left on Somerville Community Path	ESE 107°	49.2ft
5.84mi	0.12mi		Right at Lexington Playground; former site of Somerville Highlands railroad station, depicted on mural	SW 211°	52.5ft
5.87mi	0.03mi		Straight onto Hancock St	SSW 202°	59.1ft
5.91mi	0.03mi		Left on Spencer Ave	SE 119°	59.1ft
6.05mi	0.15mi		Straight (across Cedar St) onto Hudson St	SW 216°	78.7ft
6.42mi	0.36mi		Pass rear of Somerville Armory (future arts center)	ESE 110°	88.6ft
6.48mi	0.06mi		Right on Benton Road	SW 204°	88.6ft
6.67mi	0.19mi		STOP: Westwood Road Historic District	SE 120°	128ft
6.69mi	0.02mi		Left on Westwood Road	ESE 112°	114.8ft
6.76mi	0.07mi		END: Somerville Museum, One Westwood Road	ESE 112°	101.7ft



Bicycle Tour of Historic Somerville - May 31, 2008

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| <ul style="list-style-type: none"> A. Somerville City Hall and High School B. 9-11 Aldersey St Historic District C. Prospect Hill Park and Tower D. Brickbottom Artists Building E. Sanctuary Condos, 138 Cross St
(under construction) G. Winter Hill RR station (Gilman Square) H. Susan Russell House, 58 Sycamore St I. Rogers Foam (Derby Desk) factory | <ul style="list-style-type: none"> J. Somerville Junction Park (under construction) K. MaxPak L. North Somerville RR station (Ball Square) M. Nathan Tufts Park and Old Powder House N. Benjamin Brown School O. Lexington Playground
(Somerville Highlands RR station) P. Somerville Armory R. Westwood Road Historic District
and Somerville Museum |
|--|---|