

Study Report

Proposed H. H. Richardson Depot Historic District

Framingham, Massachusetts



Framingham Historic District Commission

Community Opportunities Group, Inc.

September 2016

Contents

Summary Sheet	3
Public Hearings and Town Meeting	4
Introduction.....	4
<i>Background to the Current Proposal</i>	5
<i>Local Historic Districts and the Historic Districts Act</i>	6
<i>Local Historic Districts vs. National Register Districts</i>	7
Methodology Statement.....	8
Significance Statement	9
<i>Historical Significance</i>	9
<i>Architectural Description</i>	12
Justification of Boundaries	16
Historic Images and Maps	17
Map of Proposed District.....	22
Property Index	24
Bibliography	25
Appendix.....	27
Photographs	27

Cover image courtesy of Framingham Public Library

Summary Sheet

Contact Information: Erika Oliver Jerram, Deputy Director
Department of Community & Economic Development
Memorial Building, 150 Concord Street, Room B-2
Framingham, MA 01702-8325
(508) 532-5520, ej@framinghamma.gov

Study Committee: Framingham Historic District Commission (FHDC)

Public Hearing Date: September 13, 2016

Total Properties: 1

Address: 417 Waverly Street, Framingham, MA

Conclusion: This Study Report presents rationale for designating the H. H. Richardson Framingham Railroad Station and adjoining Luggage Building as a single property local historic district. Located together on a single parcel at 417 Waverly Street in South Framingham, the Station and Luggage Building are important historic landmarks that represent South Framingham's emergence in the late 19th century as a transportation center, and stand as well-preserved examples of the work of renowned architect Henry Hobson Richardson. The Railroad Station was recently restored by its current owner for use as a restaurant, while the Luggage Building is currently used for a bank ATM. Through local historic district designation, the Town of Framingham seeks to recognize the historic significance of these community landmarks and ensure their protection from future alterations that could destroy their historic architectural features. The Framingham Historic District Commission held a public hearing on the proposed historic designation on September 13, 2016 for consideration at Fall Town Meeting 2016.

The H. H. Richardson Framingham Railroad Station and Luggage Building are noteworthy for their degree of architectural integrity as well as their significant association with the physical growth of the Town of Framingham in the late 19th century. Both buildings are exceptional examples of Henry Hobson Richardson's signature Romanesque Revival architectural style with low sloping hipped roofs, textured granite ashlar walls, and decorative arches. The proposed designation of the Richardson Station and Luggage Building as a local historic district would ensure that these buildings are protected from adverse and irreversible alterations by future owners or tenants, and any future redevelopment is consistent with the historic character of each building.

Public Hearings and Town Meeting

As required under Massachusetts General Law Chapter 40C, this study report was submitted to the Massachusetts Historical Commission and Framingham Planning Board for consideration and comment in July, 2016. After the requisite 60-day review period, the Framingham Historic District Commission held a public hearing on the proposed H. H. Richardson Depot District designation on September 13, 2016. It is anticipated that the proposed designation will be considered at the Fall 2016 Town Meeting, which begins in October 2016.

Introduction

In the fall of 2014, the Framingham Historic District Commission (FHDC) identified the H. H. Richardson Framingham Railroad Station and Luggage Building as potentially eligible for designation as a single property local historic district. The FHDC voted to designate the property at 417 Waverly Street as a study area and designated the Commission as a study committee as prescribed under M.G.L. Ch. 40C Section 3. In November of 2014, the Town hired Community Opportunities Group, Inc. (COG), to research the eligibility of the study area and complete the study report with support from Framingham Community & Economic Development Department Deputy Director, Erika Oliver Jerram, and Framingham Historic District Commission members:

- Gerald Couto, Chair
- Sue Bernstein, Vice-Chair
- Julie Ferrari
- Henry Field
- Amy Finstein
- Ted Grenham
- Jim Kubat
- Helen Lemoine
- Calvin Smith

According to Massachusetts General Laws Chapter 40C, a local historic district (LHD) is “an area officially designated by a municipality that contains one or more parcels or lots of land, or one or more buildings or structures on one or more parcels or lots of land.” Local historic districts (LHDs) were first established in Massachusetts in 1960; since then, nearly all municipalities in the Commonwealth have used Chapter 40C to create single and multiple property historic districts in their communities to protect areas of special significance to their heritage. Currently, there are over 200 single property historic districts in Massachusetts in communities as varied as Lincoln, Somerville, Wellesley, and West Springfield, and over 230 multiple property districts. To date, Framingham has designated three local historic districts under Chapter 40C, protecting a total of

79 properties.¹ This Study Report proposes to create the Town's fourth local historic district, and second single property district, through the designation of the H. H. Richardson Framingham Railroad Station and Luggage Building at 417 Waverly Street. In 2008, the Town designated the Sarah Clayes Historic District to protect one property with regional historic significance. The Richardson Station and Luggage Building are important historic resources that represent Framingham's emergence as the region's transportation center in the late 19th century and both stand as well-preserved examples of the work of renowned architect Henry Hobson Richardson.

Framingham is a community rich in history. Its built environment includes a diverse collection of historic buildings, objects, structures, landscapes, and burial grounds that provide a visual connection with this past. These resources, which are located throughout the community, represent three centuries of development from the town's earliest beginnings as an 18th century agricultural community to its more recent history as a 20th century suburban and industrial center. The Town values its heritage and has adopted many of the preservation tools available to protect its cultural assets. In addition to documenting historic resources on inventory forms, the Town has restored many of its historic civic buildings, which continue to serve as beloved community landmarks. In addition, the Town has established both an Historical Commission (1969) and Historic District Commission (1978), nominated 129 properties to the National Register of Historic Places, and adopted a Demolition Delay Bylaw (1991). The Town is now proposing to designate the H. H. Richardson Framingham Railroad Station and Luggage Building as a single property local historic district.

Background to the Current Proposal

The Town of Framingham approved its first local historic district in 1978 when it designated 28 commercial, institutional, and private residential buildings surrounding the Framingham Centre Common as a local historic district. The Framingham Centre Common Historic District represents Framingham's finest collection of 18th and 19th century architecture set within a nearly intact historical setting around the town's original common. The district includes a diverse range of building types and styles and is a significant example of early New England town planning around a central common area. In addition to the Common and its furnishings, the district includes private homes, churches, and several of Framingham's most iconic civic landmarks, the Village Hall (1834), Framingham Academy (1837), and the Edgell Memorial Library (1872). In 2014, the FHDC began the process to expand the Centre Common Historic District to include an additional eight properties, including three remaining buildings from the Centre's once thriving commercial district, Central Square. This expansion was approved at Annual Town Meeting in April, 2015.

¹ *Note:* Article VII, Section 5.7.1 of the Town of Framingham General Bylaws includes a list of all *resources* located within the Town's historic districts. In several instances, more than one resource is located on a single property.

In 1994, Town Meeting approved the designation of a second local historic district, the Jonathan Maynard Historic District, to protect 32 historic buildings along Pleasant Street, just outside the historic Centre Common. Two years later, Town Meeting approved the expansion of both the Framingham Centre Common Historic District (two additional properties) and the Jonathan Maynard Historic District (six additional properties). In 2008, Town Meeting approved the Town's third local historic district, the Sarah Clayes Historic District to protect one property with regional historic significance.

Located on the southwest edge of South Framingham's central business district, the H. H. Richardson Framingham Railroad Station is one of the town's most iconic and visually impressive buildings. In 1975, the Framingham Historical Commission nominated the property to the National Register of Historic Places in recognition of the building's historic and architectural significance. However, National Register listing is primarily an honorary designation. Without regulatory oversight and guidance through local historic designation, the special architectural features that define the Station and its adjoining Luggage Building could be lost.

Local Historic Districts and the Historic Districts Act

The first local historic districts in the United States were designated in Charleston, South Carolina (1931) and New Orleans, Louisiana (1937). In Massachusetts, two local historic districts (Beacon Hill, Boston in 1955 and Nantucket in 1956) were established under special acts of the legislature. In 1960, the Commonwealth of Massachusetts adopted the Historic Districts Act (Chapter 40C of the General Laws) to allow communities to protect areas that were of special significance to their heritage. Under this act, nearly all of the Commonwealth's cities and towns have established local historic districts and many, like Framingham, have more than one district.

Local Historic Districts have three main purposes:

- To preserve and protect the distinctive characteristics of buildings and places significant to the history of the Commonwealth's cities and towns;
- To maintain and improve the settings of those buildings and places;
- To encourage compatibility with existing buildings when new buildings are planned in the districts.

The Framingham Historic District Commission (FHDC) oversees the Town's local historic districts and works with property owners to preserve the architectural integrity of their historic buildings. Governed by M.G.L. Ch. 40C and Article VII, Section 5 of the Town of Framingham General Bylaws, the FHDC reviews the architectural appropriateness of most proposed exterior design changes to

designated properties, except for changes not subject to public view, in-kind repairs, and changes specifically exempted from review:

- Temporary structures erected for a period of ninety days or less;
- Two dimensional signs of four (4) square feet or less;
- Terraces, walks, driveways, and sidewalks at grade level;
- Storm doors and windows, screens, gutters, antennae, and window air conditioners; and
- Paint color and color of roof materials.

Historic District Commissions do not prevent changes from occurring within a local historic district, nor do they seek to prevent new construction. Their purpose is to allow for the thoughtful consideration of change and to ensure that changes and additions are harmonious with the architectural integrity of the historic buildings. HDCs also seek to prevent the introduction of incongruous elements that might distract from the district's overall aesthetic and historic character. When properly established and administered, a local historic district is not unduly burdensome to property owners and, indeed, can enhance property values by mutually assuring similar care will be taken in the review of alterations to all properties in the district.

Local Historic Districts vs. National Register Districts

While there is often confusion regarding local historic district designation versus National Register listing, the difference between these two historic preservation tools is significant. While listing in the National Register of Historic Places indicates historical importance, it is primarily an honorary recognition that provides little protection from incongruous changes or demolition of significant structures. In contrast, local historic district designation is a locally approved regulatory tool that allows for oversight of proposed alterations to historic buildings and landscapes to guide changes in a manner that respects both the architectural fabric of the subject property and the overall historic character of the district. Local historic district designation offers the strongest form of protection for a community's historic buildings and landscapes.

Methodology Statement

The Town of Framingham has an existing Historic District Bylaw under Article VII Section 5 of the Town's General Bylaws and has designated three local historic districts. The Framingham Historic District Commission (FHDC) is responsible for administering the historic districts and overseeing the creation of any new districts in the town. The Town's Deputy Director of Community & Economic Development, Erika Oliver Jerram, is serving as staff support for the FHDC for the proposed single-property local historic district at 417 Waverly Street.

After establishing itself as the Local Historic District Study Committee in 2014, the Framingham Historic District Commission hired Community Opportunities Group, Inc. (COG) to research the significance of the property and its buildings and complete the study report for the local historic district designation. Basic research for this report derives from the National Register of Historic Places nomination for the Framingham Railroad Station, historic resource inventory forms prepared by the Framingham Planning Department, and primary source research conducted by COG.

Additional major sources of primary materials were provided by the Framingham Public Library and Framingham History Center. These resources included copies of Framingham atlases and maps, the contents of vertical files, and numerous published Framingham histories. Several websites also provided historic images of the Railroad Station and Luggage Building, including the Framingham History Center, Framingham.com and the Library of Congress (postcards and photographs), Ward Maps, Historic Map Works, and Maps of Antiquities (maps and atlases).

As required by M.G.L. Chapter 40C, the FHDC submitted a Preliminary Study Report to the Massachusetts Historical Commission (MHC) and the Framingham Planning Board for their consideration in July, 2016. Following receipt of comment from the MHC and the Planning Board, the FHDC held a public hearing on September 13, 2016. Based on comments received during the hearing, the FHDC revised and completed this Final Study Report for the H. H. Richardson Depot Historic District for consideration at Framingham Town Meeting. It is anticipated that the report will be considered at Fall Town Meeting in October 2016.

Significance Statement²

The H. H. Richardson Framingham Railroad Station and the adjoining Luggage Building represent South Framingham's development at the end of the 19th century as it emerged as the area's transportation hub. The buildings are also significant as well-preserved examples of renowned architect Henry Hobson Richardson's work at the height of his career. Today, the Framingham Railroad Station is one of only five stations remaining along the former Boston & Albany Railroad line and is one of the best preserved. Designation of the Station and its Luggage Building as a local historic district would preserve a significant chapter in Framingham's history and protect these iconic landmarks from irreversible changes by future owners or tenants.

Historical Significance

Framingham has a long history serving as a transportation hub for the area. In the early 19th century, the village of Framingham Centre served as the half-way resting point along the Worcester Turnpike (1809), which was a major transportation route between Worcester and Boston. When the Boston & Worcester Railroad laid its rail line through Framingham in the early 1830s, it selected an area two miles to the south as its midway point after Turnpike investors opposed location of the tracks in the Centre. In 1832, the railroad constructed a small depot at Clark's Corner, as it was then known, which was located approximately 21½ miles from Boston and 22½ miles from Worcester. At the time, Clark's Corner included a small cluster of shops and factories around the tavern and hotel of Captain J. J. Clark. After the arrival of the first train in South Framingham on September 20, 1834, new industries quickly developed around the station followed by commercial and hospitality businesses. In 1841, when a United States post office was established near the station, the area was renamed South Framingham.³ A second track was added in 1843, allowing more trains to access the station. By mid-century, the village had become the town's primary commercial and retail center with new rubber and shoe factories, commercial buildings, and hotels built to service the increasing number of passenger trains. In 1848, the railroad constructed a new wood-frame train station to replace the original depot.

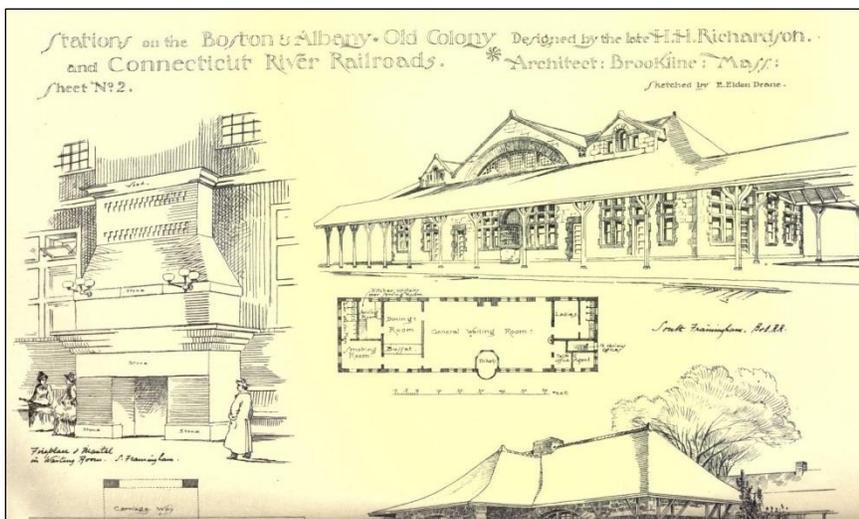
Passenger rail service continued to expand in Framingham through the second half of the nineteenth century as two important attractions were drawing thousands of visitors from Boston and elsewhere to the town. Harmony Grove, a 15-acre picnic area on the shore of Farm Pond, was one of Massachusetts' most popular parks during the mid-19th century with thousands visiting the park for social and political events. "Lake View", a Camp Meeting Association camp also attracted thousands of visitors to Framingham from April through August. Run by the New England Branch of the

² Unless otherwise noted, all historic images in this report are courtesy of the Framingham Public Library.

³ Herring, *Framingham: An American Town*, 144.

Chautauqua, an Evangelical-Methodist Christian education movement, the camp offered entertainment and religious studies with speakers, teachers, musicians, and entertainers.⁴

This period also witnessed a series of railroad company mergers and rail line expansions, which had a profound impact on South Framingham's development. In 1867, the Boston & Worcester Railroad merged with the Western Railroad to form the Boston & Albany Railroad Company (B & A), which allowed travel from Boston to Albany, New York and points west. Beginning in 1881, the new company initiated a campaign of investment and improvements to its lines in Massachusetts, including the construction of 30 new passenger stations at its busiest stations. The Company commissioned the foremost railroad station designer of the time, Henry Hobson Richardson, to design nine of the new stations: Auburndale in Newton (1881, demolished); Palmer (1881), Chestnut Hill in Newton (1883); South Framingham (1883); and between 1884 and 1885 stations at Brighton (demolished), Waban (demolished), Woodland and Eliot (demolished) in Newton, and Wellesley Hills. The Company also commissioned the nation's principal landscape gardener, Frederick Law Olmsted, to beautify the grounds of its new stations in an effort to further increase passenger use of its rail line.⁵ By the completion of these stations, Richardson was recognized as the most influential architect of the period. In 1885, five of the buildings on the American Institute of Architects' (AIA) list of the 10 best buildings in the United States were designed by Richardson.



When Richardson began his design for a new railroad station in South Framingham in 1883, the village featured the 1848 train station, a freight house, a car house and three separate engine houses. Richardson's design for the Framingham Railroad Station was the largest and most costly of his stations for the B & A. His design featured a deep sloping hipped

roof, textured granite and sandstone walls, and distinctive arch details similar to the design of his earlier stations at Auburndale, Chestnut Hill, and North Easton.⁶ The Norcross Brothers of Worcester

⁴ "What is Old is New Again!"

⁵ Houton, Janel Elizabeth, "Reading Henry Hobson Richardson's Trains Stations", 31.

⁶ Image: Original renderings for South Framingham Railroad Station, *American Architect and Building News*, 1887.

spoke wheel from the station, an image incorporated into Framingham's official Town Seal. By this time, more than 100 trains a day were travelling through South Framingham, which had become the center of a regional rail network. An 1888 article in the "Framingham Tribune" heralded the increasing activity at the station, reporting that the station had "a hundred passenger trains stop at its station every day, coming from north, south, east and west, and fifty different mails arrive and depart."⁹ This activity corresponded to a significant population increase in Framingham. Between 1865 and 1890, the town's population almost doubled from 4,665 residents to 9,500 residents, with the majority settling in South Framingham.

The Framingham Railroad Station continued in operation as a rail station through the mid-20th century even as railroad company mergers and ownership changes occurred. By the 1960s, however, automobile travel had supplanted railroad travel and rail service to Framingham was limited to only a few trips a day. By 1975, Framingham had become the terminus of the line (operated by the Massachusetts Bay Transportation Authority) and the historic station building was vacant and in serious disrepair. To encourage the building's preservation, the Town of Framingham nominated the Station to the National Register of Historic Places. Despite this designation, the building was condemned in 1978 after a portion of its roof collapsed. In the early 1980s, the Town of Framingham purchased the property for \$1 and began seeking a new owner to restore the station building. In 1985, the Town sold the building to Lou Horton, who renovated the station for use as Horton's Steakhouse Restaurant. Over the next several decades, the station transferred ownership several times and a series of restaurants operated in the building. In 2013, a new owner purchased the historic train station and completed a certified rehabilitation of the building, restoring its iconic architectural features. Today, the South Framingham Railroad Station is one of only five Richardson stations remaining from the Boston & Albany Company's building campaign of the 1880s and is one of the best preserved. The other stations at Wellesley Hills (MHC# WEL.21), Chestnut Hill (MHC# NWT.160) and Woodland (MHC# NWT.159) in Newton, and Palmer (MHC# PAL.275) vary in condition with only the Palmer and Woodland Stations occupied for new uses. The Palmer Station is listed individually in the National Register of Historic Places and Newton's stations are listed as part of a thematic National Register District. Other Richardson-designed railroad stations in Massachusetts include stations remaining from the Old Colony Railroad Company in North Easton and Holyoke.

Architectural Description

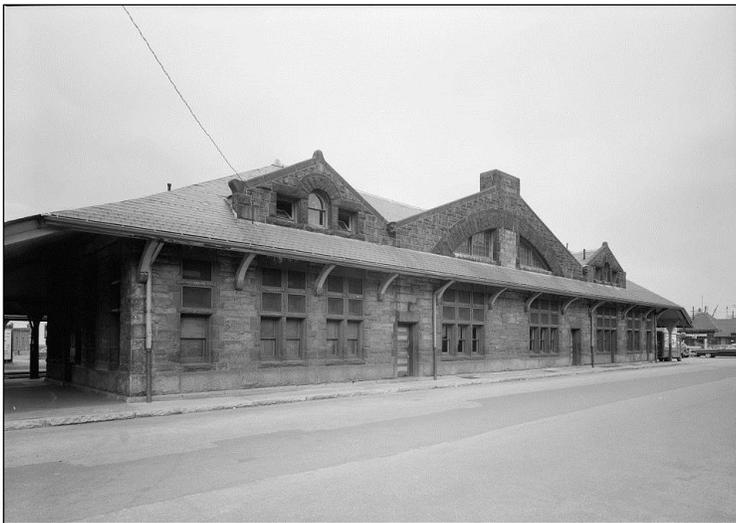
The H. H. Richardson Framingham Railroad Station and the adjacent Luggage Building are located on a single, long narrow parcel on the south side of the railroad tracks at the corner of Waverly Street

⁹ "The Building Boom", *Framingham Tribune*, July 20, 1888.

(Route 135) and Concord Street (Route 126) in an area adjoining the central business district in South Framingham. The Railroad Station is adjacent to a new MBTA commuter rail station and parking area, which are located to the west. Both the Station and Luggage Building have been modified slightly for new uses.

The Framingham Railroad Station and adjacent Luggage Building were constructed in 1885 based on the designs of Henry Hobson Richardson, one of the nation's preeminent architects of the period. The Station features many elements of Richardson's signature Romanesque Revival style, including a prominent slate hipped roof, rough-faced granite block walls with contrasting stone trim, and low arched windows.

The Railroad Station is a long, rectangular building oriented with its long axis running east to west.



The building's south façade features a street entrance with access to Waverly Street, while the north façade features a platform adjacent to the tracks. The Station walls are faced with rough-hewn gray Braggville granite blocks laid in a random ashlar pattern. Window and door openings are trimmed in contrasting red Longmeadow sandstone set in red mortar. The building's fenestration pattern is arranged in single, double, and triple groups of three-light window units. Each

window unit consists of a double-hung window capped by two stacked rectangular windows, all in corresponding width. The building's wood doors, several of which are lighted, have wide horizontal recessed panels that run the full width of the door. The building's north elevation features the round glazed bay of the original ticket office, which projects onto what was once the station's waiting platform.

The Station is dominated by a steeply-pitched hip roof clad in gray slate shingles with copper flashing. The roof forms a deep overhang supported by brackets on the south slope, while the north slope extends to form an arcade supported by simple wood posts. The arcade continues out beyond the east and west ends of the building to provide an additional platform shelter. (A free-standing platform shelter was once located on the north side of the tracks, but it was demolished in the 20th century due to structural deficiencies.) Three gabled granite dormers that function as a clerestory are located on the roof's north and south slopes. The central dormer, which is the largest, contains a large



semi-circular arch trimmed in contrasting red sandstone. Within the arch is a multi-light semi-arched window. On the southern slope, the window is bisected by a single chimney that projects through the dormer. Carved stone lion heads mark the ends of the central dormer. The smaller flanking dormers contain Palladian windows also trimmed in red sandstone. The eastern slope of the roof contains a single small eyebrow dormer.

Despite recent modifications for commercial (restaurant) use, the building retains the large two-story interior space that originally served as the Station's waiting room (33 x 60 feet) and much of the original interior trim is preserved intact. The room is dominated by a monumental stone and brick fireplace on the south side. Walls feature original brick wainscoting and vertical oak boards, while the ceiling's original truss construction remains exposed. The remaining interior space has been modified.

Luggage Building

The Luggage Building is a small one-story, one room building constructed in the same materials as the adjoining Railroad station - rough-hewn gray granite blocks laid in a random ashlar pattern with red sandstone trim. The building's hip roof is more steeply pitched than the station's roof and is now clad in asphalt shingles. The roofline, which has no eaves, is defined by a molded band of sandstone trim. The rectangular building is one bay wide and two bays deep and features door and window openings with sandstone lintels, sills, and surrounds. The west elevation includes the original entrance opening, which is recessed and in its original location. The south elevation includes an elongated window opening (altered) and a set of paired window openings. The east and north elevations include single window openings. All doors and windows have been modified with modern replacement units.



Henry Hobson Richardson

Henry Hobson Richardson (1838-1886) is recognized as the first architect to develop an indigenous, modern American style of architecture that ultimately became synonymous with his name – the Richardsonian Romanesque. During his brief but productive 21-year career, Richardson was the foremost architect in the country fostering a national appreciation for building designs that emphasized horizontal lines, simple silhouettes and large-scale details. Born in Louisiana in 1838, Richardson attended Harvard College before moving to Paris in 1860 to study architecture at the Ecole des Beaux-Arts. He returned to New York City in 1865 as one of the best trained architects in the country and quickly capitalized on his many social connections from his Harvard days. In 1872, he was awarded the commission for the design of Trinity Church (1872-1877) in Boston. His Romanesque-inspired design for



the church won him national acclaim, many imitators, and so many New England commissions that he moved to Brookline in 1874 where his neighbors included Frederick Law Olmstead and the President of the Boston & Albany Railroad. Richardson continued to receive major commissions for the design of residences, libraries, railroad stations, and institutional, commercial and civic buildings throughout the country until his death in 1884 at the age of 47.

Richardson's national popularity and his friendship and professional relationship with several executives in the Boston & Albany Railroad Company made him the natural choice for designer when the company began its campaign to build new passenger stations in the 1880s. Between 1881 and 1885, he was given commissions to design nine new stations as well as other railroad buildings and private passenger cars for the company. After his death in 1886, the architectural firm of Shepley, Rutan and Coolidge was hired to complete his unfinished stations.

Richardson's designs often emphasized heavy, imposing rooflines that serve as both an organizing element and a means to visually connect the building with the ground. This is particularly apparent in his train station designs, where rooflines visually dominate the underlying building to emphasize a station's role as a shelter not a residence. As described by an early biographer, Richardson's station

designs focused on the roof as the main feature, not the walls, “Walls are always low and the plan as compact as possible, while roof is always massive and broad.”¹⁰

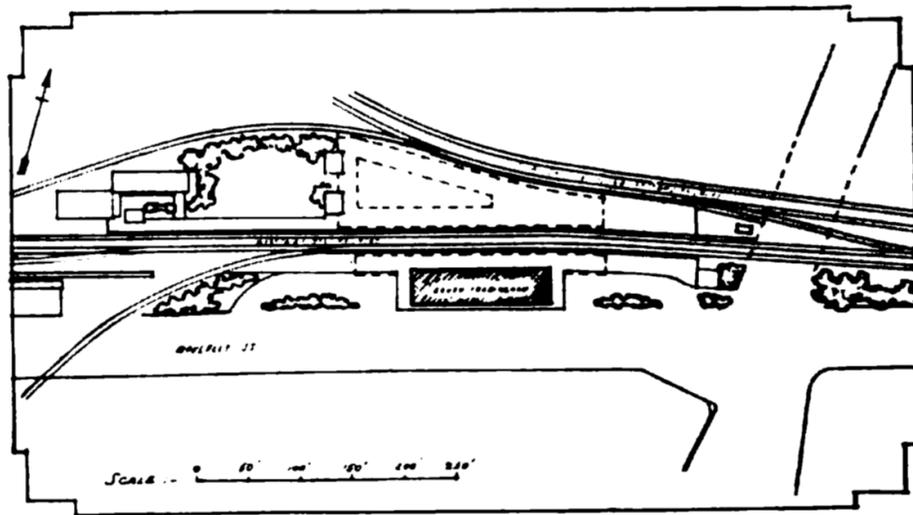
Justification of Boundaries

The proposed H. H. Richardson Depot Historic District at 417 Waverly Street is located in on the western edge of South Framingham’s downtown commercial district, approximately four blocks south of Framingham Town Hall. The proposed boundaries for this district follow the lot lines around the parcel and correspond with the Town of Framingham Assessor’s Parcel Number 135-85-4813-000, and Plan 203 of 1985 recorded at the Middlesex South Registry of Deeds. These boundaries are determined by the single-property nature of the district and, therefore, include only the parcel located at 417 Waverly Street. The commercial properties immediately adjacent to the Train Station and Luggage Building on Waverly Street are contemporary structures and surface parking lots constructed in the late 20th century that do not share the same historic context regarding the development of South Framingham in the late 19th century and are therefore not included in the district boundaries.

The Framingham Train Station and Luggage Building are exceptionally well-preserved buildings, the station having recently been restored by its current owner. The proposed designation of the Train Station and Luggage Building as a single-property local historic district will ensure that these important iconic landmarks are recognized for their historic and architectural significance and protected from changes by future owners that could irreversibly alter their architectural integrity.

¹⁰ Van Rensselaer, Marianna Griswold, Henry Hobson Richardson and His Works, 98.

Historic Images and Maps



**PLAN SHOWING POSITION OF THE STATION AT
SOUTH FRAMINGHAM**

Figure 1. Original landscape plan of South Framingham Train Station

Source: Charles Mulford Robinson, "Suburban Station Grounds," *House and Garden*, Vol. 5, April 5, 1904 pg. 186.

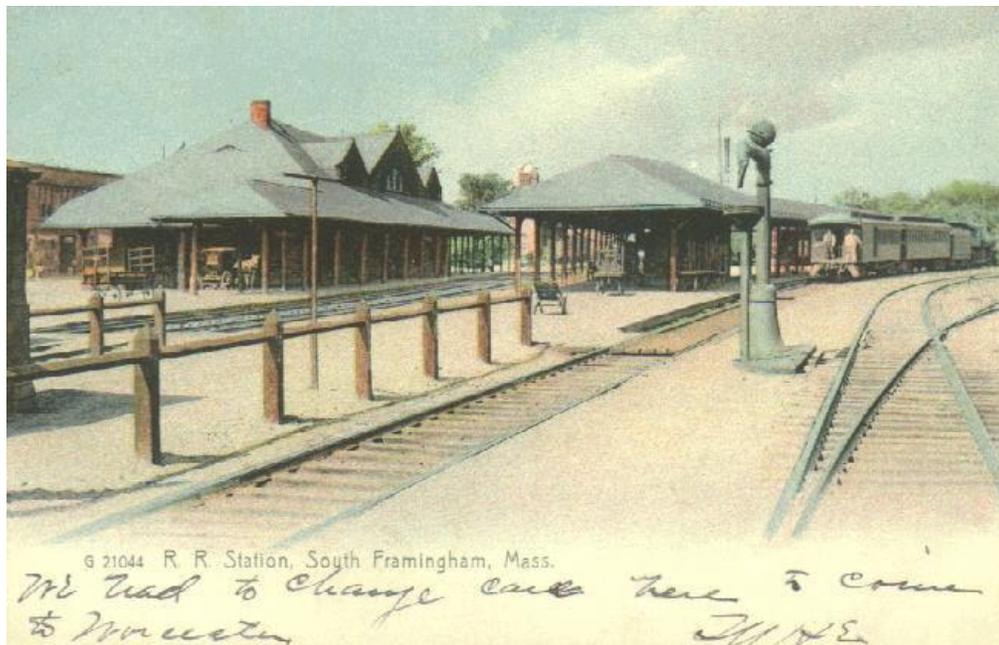


Figure 2. Historic Postcard of Framingham Railroad Station, ca. 1900

Image courtesy of www.Framingham.com

Figures 3 & 4. 1959 Images of Framingham Train Station by Cervin Robinson, Historic American Buildings Survey (HABS), Library of Congress



South Façade

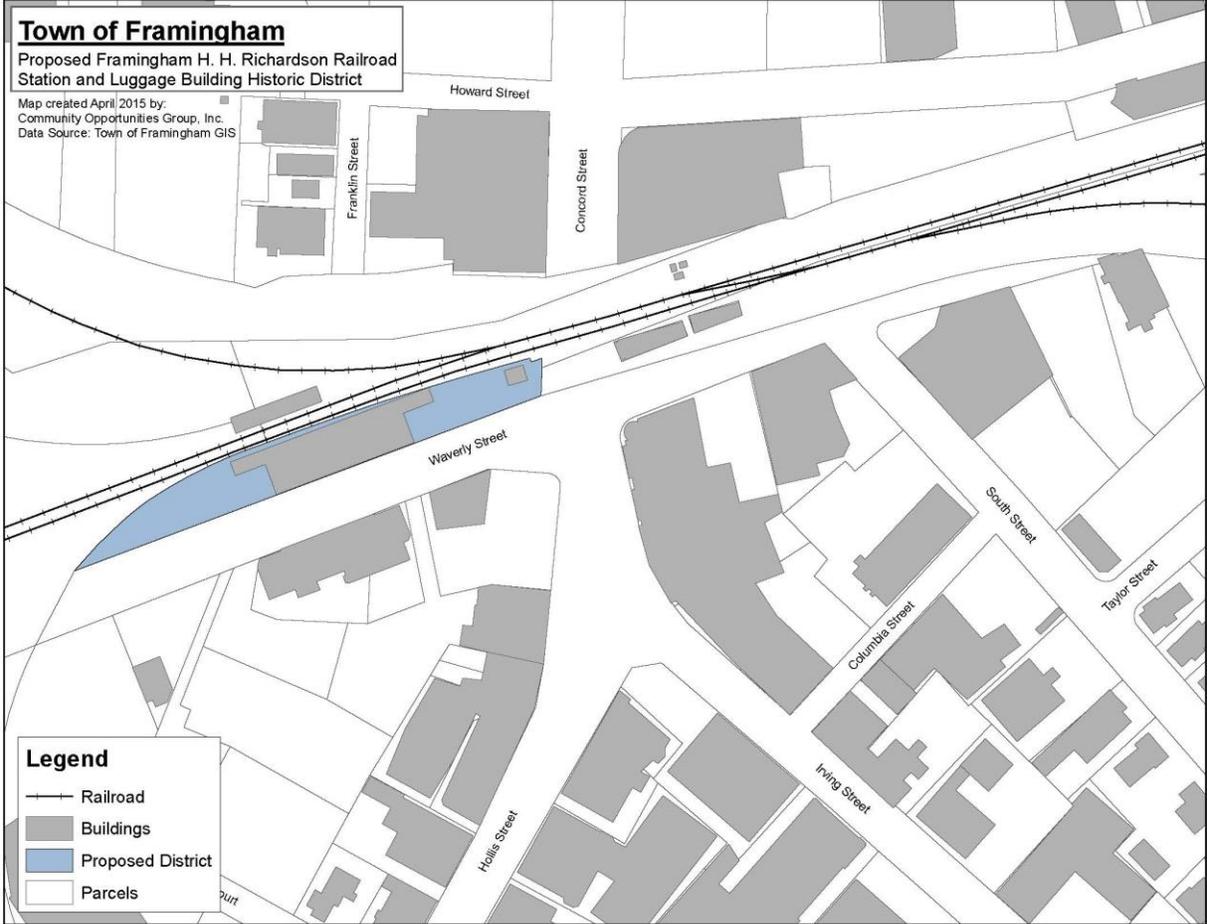


North Façade



Figure 5. Framingham Train Station, 1895.
Source: Map of South Framingham, Plate 2, 1895. (Barnes & Jenks)
Image courtesy of historicmapworks.com

Map of Proposed District



Property Index

Properties to be included in proposed H. H. Richardson Depot Historic District:

Parcel Number	Street Address	Inventory Form*	Construction Date	Historic Name	Architectural Style
135-85-4813-000	417 Waverly Street	FRM.405	1885	Framingham Railroad Station	Richardsonian Romanesque
135-85-4813-000	417 Waverly Street	FRM.1087	1885	Luggage Building	Richardsonian Romanesque

Total Properties to Include: 1

Total Buildings to Include: 2

**"Inventory Form" refers to the Massachusetts Historical Commission Form B inventory form completed for each resource. "FRM." is the Framingham inventory prefix.*

Bibliography

Arbo, Mindy. "National Register of Historic Places Inventory - Nomination Form: Framingham Railroad Station." (Massachusetts Historical Commission, November, 12, 1974)

Danforth Museum. "Around the Station: The Town and the Train." Exhibition materials, 1978.

Evans-Daly, Laurie and David C. Gordon. *Images of America: Framingham*. (Arcadia Publishing, 1997)

Framingham.com. "Postcards From Framingham."

Framingham History Center Archives

Framingham Public Library Vertical Files

"Henry Hobson Richardson: architect biography"

Herring, Stephen W. *Framingham: An American Town*. (2000)

Houton, Janel Elizabeth. "Reading Henry Hobson Richardson's Trains Stations: The Context of Locale." (Master of Science Thesis: University of Pennsylvania: 1994)

Lipton, Leah. "Henry Hobson Richardson and the Framingham Station 100 Years Later." Presentation to Framingham Historical Society. February 9, 1986.

Temple, J. H. *History of Framingham, Mass.* (Framingham: Town of Framingham, 1887)

Van Rensselaer, Marianna Griswold. *Henry Hobson Richardson and His Works*. (Boston: Houghton Mifflin and Company, 1888).

"What is Old is New Again!" <http://immigrationtah.pbworks.com/f/Mt.Wayte.pdf>

Online Sources

Great American Stations. <http://www.greatamericanstations.com/Stations/FRA>

Near Architecture. http://www.neararchitecture.com/buildings/ma/framingham_railroad_station

Maps and Atlases

F. W. Beers & Co. *Map of Framingham*. 1875.

Geo. H. Walker & Co. *Map of South Framingham*. 1889.

Barnes & Jenks. *Map of South Framingham Plate 2*. 1895.

Geo. H. Walker & Co. *Atlas of Middlesex County Vol 3: South Framingham, Plate 002*. 1908.

Appendix

Photographs



Framingham Railroad Station - West and South Elevations



Framingham Railroad Station - South and East Elevations



Luggage Building – West and South Elevations