

variation of the Hyde School plan, were also designed by this firm. All the schools have been destroyed except the Hyde School, which suffered a severe fire in April, 1981.

Coolidge and Carlson of Boston was commissioned to design the adjacent addition to the school in 1906. This Neo-classical structure was designed to house technical training courses and space was provided for a branch of the public library.

29 The Colonial Revival style reached the height of its popularity in Newton Highlands during the early 1890s. It combined the Queen Anne freedom of plan with Colonial Revival detail, as illustrated by the residence at **49 Columbus Street**, ca. 1891. Its important features include flared (or Roman) Ionic corner pilasters, an entablature at the eaves embellished with horizontal (or modillion) brackets and dentils, windows capped with decorated entablatures, and an entrance portico. Seward W. Jones, President of the Newton Savings Bank, was a longtime occupant of the residence.

30 The Mansard style was applied to a variety of buildings in Newton Highlands, from towered residences like that at 335 Lake Avenue, ca. 1873, to the commercial blocks on Lincoln Street. The Mansard cottage at **46 Columbus Street**, ca. 1873, is a modest variation of the style. Its steep roof and shallow dormers create a full second floor. The paired pendant brackets, a fanciful innovation in the style developed by local builders, and the cupola, are Italianate elements.

31 The residence at **40 Columbus Street**, ca. 1873, contains many features commonly found on Newton Highlands' Italianate houses. The

design follows the flank gable house form and utilizes a central gable to define the entrance bay. The projecting cornice, deep-raking eaves with paired pendant brackets and trefoil (clover) shaped attic windows are familiar Italianate elements.

32 **St. Paul's Episcopal Church** was moved to its present site at **1133 Walnut Street** in 1902. The entrance vestibule and transept were added to the chapel, which was built in 1883, at this time. Its architectural features, pointed arched windows and doors with diagonal flush boards and wrought iron hinges, mark the Gothic Revival influence. The attached parish house was constructed in 1905.

33 This eclectic style house at **1150-1152 Walnut Street** was built in 1888 for Charles H. Burr, a physician. The melange of setbacks and projections incorporated into the design of this residence and its richly textured surface, typify the period's passion for the picturesque.

Text taken from *Discover Historic Newton Highlands* Revised and updated by Newton Planning and Development Department in conjunction with the Newton Historical Commission. July 2002.

The Newton Neighborhood Brochure Program has been financed in part with federal funds from the National Park Service, U.S. Department of the Interior, through the Massachusetts Historical Commission, Secretary of the Commonwealth William Francis Galvin, Chairman. However, the contents and opinions do not necessarily reflect the views or policies of the Department of the Interior, or the Massachusetts Historical Commission.

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David B. Cohen, Mayor



Discover Historic NEWTON HIGHLANDS

Much of present day Newton Highlands was part of a land grant in 1634 to John Haynes, a newly arrived wealthy English landowner. He served as Governor of the Colony the following year, before moving to Connecticut where he died in 1654. The land went to his heirs, and most of it was not sold for two or three generations. Even in Colonial times, settlement in Newton Highlands was slow.

Only two highways served the area in the 18th century: the north-south Dedham Road (now Centre Street), and the east-west Sherborn Road (now Clark, Beacon, Curtis, Ramsdell, and Woodward Streets). Slowly, farms spread out along these highways and Newton Highlands enjoyed a long agricultural period. As late as 1870, fewer than 20 families resided in the area.

Suburban development occurred in Newton Corner and West Newton following the construction of the Boston and Albany Railroad in the late 1830s. After the Charles River Railroad was built through the Highlands in 1852, real estate developers looked for opportunities there, too. Portions of Lincoln, Walnut, Floral, and Hyde Streets were laid out, but few lots sold. The railroad had been built to serve the industries at

Newton Upper Falls, and commuter trains ran infrequently, discouraging development. This was especially true during the 1860s when trains operated around the clock transporting gravel for the filling of Boston's Back Bay, an immense project that lasted more than a decade.

Suburban growth occurred rapidly in the 1870s once the Back Bay landfill project was virtually complete. By 1874, the village was firmly established with 521 new residents who voted that it be named **Newton Highlands**. This newly accessible village was especially appealing to Boston residents who viewed it as a healthful, rustic environment in which to raise a family. Able to commute daily to employment in the city, a broad cross section of working, middle, and upper class families were attracted to the bustling village.

The village contains many fine examples of Victorian architecture ranging from the Mansard and Italianate of the 1870s, to the turn of the century Colonial Revival. Residences, churches, and public buildings from several phases of Newton Highlands' development will be discussed on this tour. None of the houses on the tour are open to the public.



4 Chester Street

1 The tour begins at the **Newton Highlands railroad station**, which was completed in June of 1887. The one track Charles River Railroad (by this time known as the Woonsocket Division of the New York and New England Railroad) with its wooden rails, unsafe road bed, and inadequate service, had long been the source of bitter complaints by village residents. Realizing the necessity for better service, James F. C. Hyde (Newton's first Mayor) and others organized and eventually succeeded in having the Highland Branch of the Boston and Albany Railroad constructed. Its completion, in May 1886, renewed development at Newton Highlands. Henry Hobson Richardson, America's foremost 19th century architect, was commissioned to design the new train stations, only three of which remain today. As the Newton Highlands station was completed after Richardson's death, it is believed to have been executed by the succeeding firm, Shepley, Rutan, and Coolidge. As is typical of Richardson's work, the Newton Highlands station is constructed of rough-cut pink granite with detail articulated in sandstone.

2 Herbert C. Moseley was the supervising architect of the Stevens Building at **5-19 Lincoln Street**, built in 1888. This stylish Romanesque structure, which replaced the wood frame Farnham's Block, bears witness to the growth and prosperity of the village. It has been extensively altered by the removal of the tower's pyramidal roof and a gable (east face), the modernization of its storefronts, and the bricking down of the round arched windows for heat conservation. The photograph of Lincoln Square reveals the architect's original intention. The eaves are embellished with rows of stepped brick and tooth-like dentils, while brick pilasters, spaced between the window

openings, have carved granite capitals. Iron tie rods (set in the pilasters) lend structural support to this building. The distinctive guilloche and floral motif visible in the center gable is made of terra cotta, a hard fired clay that is used for architectural ornament.

3 The Mansard style Whittemore's Block at **4-18 Lincoln Street** (1872-74) reflects the modest scale of the village's early commercial center. This block and Farnham's Block opposite (demolished) were the village's first large commercial buildings. Samson Whittemore, a carpet salesman/real estate entrepreneur, and Charles Farnham were key figures in Newton Highlands' early development.

The polychrome slate roof is the most important architectural feature. The original clapboard wall fabric was stuccoed during a turn of the century modernization and scored to imitate stone. The window trim was simplified at this time by the removal of the cornice moldings.

4 **The Newton Highlands Congregational Church** was originally constructed as a wood frame building between 1872 and 1876, and was the neighborhood's first church. According to M. F. Sweetser in his King's Handbook of Newton, "Here the people enjoy their harvest festivals and corn sociables, and other pleasant reunions, besides the usual religious observations of the old Puritan faith." The present church was designed by George F. Newton and dedicated in September, 1906. The Gothic style edifice is constructed of Weymouth seam faced granite, which was quarried at Hingham, Mass.

5 Hartford Street was among the first of the Highlands' suburban streets. It was laid out parallel to the then

Boston, Hartford, and Erie Railroad from which it was named. Louis K. Brigham, a salesman, was the original owner of this Queen Anne style house at **20 Hartford Street** (1886). Brigham purchased a number of lots on this street, which he soon developed as a speculative investment. The Brigham Community House, a youth and community center, currently occupies this picturesque residence. Its complex silhouette and contrasting wall fabrics are characteristic features of the Queen Anne style.

As the tour continues along Hartford Street, notice that there are several outstanding entrance porches. The profusion of wooden ornament is characteristically Queen Anne. Houses were often designed with carriage barns, and several noteworthy examples have survived along this street.

6 The lots along the east side of Hartford Street were sold in June, 1874 at public auction—an especially effective method for a quick sale. Local carpenter-builder Charles Pottle constructed the Gothic villa at **68 Hartford Street** (1876), one of the first residences to be built on this street. Active during the 1870s and 1880s, Pottle also built the residences at 82 Hyde Street (1885) and 284 Lake Avenue (1884). The design of the Hartford Street residence was adapted from pattern books that depict stone Gothic cottages. Since stone carving was rather expensive, the structure's wall surface is clad to look like stone. The "gingerbread" detail at the gable peaks and the tall corner tower, romanticized with pinnacled gables, make this a unique local adaptation.

7 This slate **milestone**, dated 1810, marks the 7th mile from Boston and is the sole remnant of the small community of homes, taverns, and shops that

were sited along the Worcester Turnpike. A tollkeeper's booth and gate were erected adjacent to a marsh and quicksand below Woodward Street, making it difficult for travelers to "shunpike" (avoid the toll), a much practiced habit. The turnpike, originally privately owned, proved unprofitable for its investors, and in 1833 it was made into a public highway. This milestone originally stood on the south side of the road, but was moved to its present site at the end of Hartford Street during a turn-of-the-century widening of Boylston Street.

8 The **Cline Memorial Methodist Episcopal Church** (later Odd Fellows Hall) was designed by architects Clark and Crosby of Boston and completed in 1893. Its eccentric tower (since removed), sweeping bays, and eyebrow windows present a marked contrast to the staid design of the Congregational Church. In 1978 the building was converted into 5 condominiums, carefully maintaining its exterior appearance.

9 The two houses at **44 and 74 Erie Avenue**, and **93 Bowdoin Street** are the work of Samuel A. Walker, a prolific local builder-contractor. Of the 66 residences built between 1871 and 1874 in Newton Highlands, Walker built approximately 1/3. Several of these will be discussed on this tour. Like the Erie and Bowdoin Street houses, his modest designs ranged from the Italianate (44 and 74 Erie Ave., both built in 1873) to the Mansard style (93 Bowdoin Street, built 1874). Ornament is applied sparingly: simple brackets at the eaves, cornices over the windows, and sidelighted entrances. Walker was evidently influenced by the Stick style when he clipped the gable ends of the roof of 44 Erie Avenue. The hipped gable (or jerkin) roof was a popular Stick style motif, in vogue during the

