Massachusetts Cultural Resource Information System

Scanned Record Cover Page

Inventory No:	SBR.V
Historic Name:	Upper Marlborough Road - Newton Street Area
Common Name:	
Address:	
City/Town:	Southborough
Village/Neighborhood:	
Local No:	
Year Constructed:	
Architect(s):	
Architectural Style(s):	
Use(s):	Agricultural; Residential District
Significance:	Agriculture; Architecture; Community Planning
Area(s):	
Designation(s):	
Building Materials(s):	

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Commonwealth of Massachusetts
Massachusetts Historical Commission
220 Morrissey Boulevard, Boston, Massachusetts 02125
www.sec.state.ma.us/mhc

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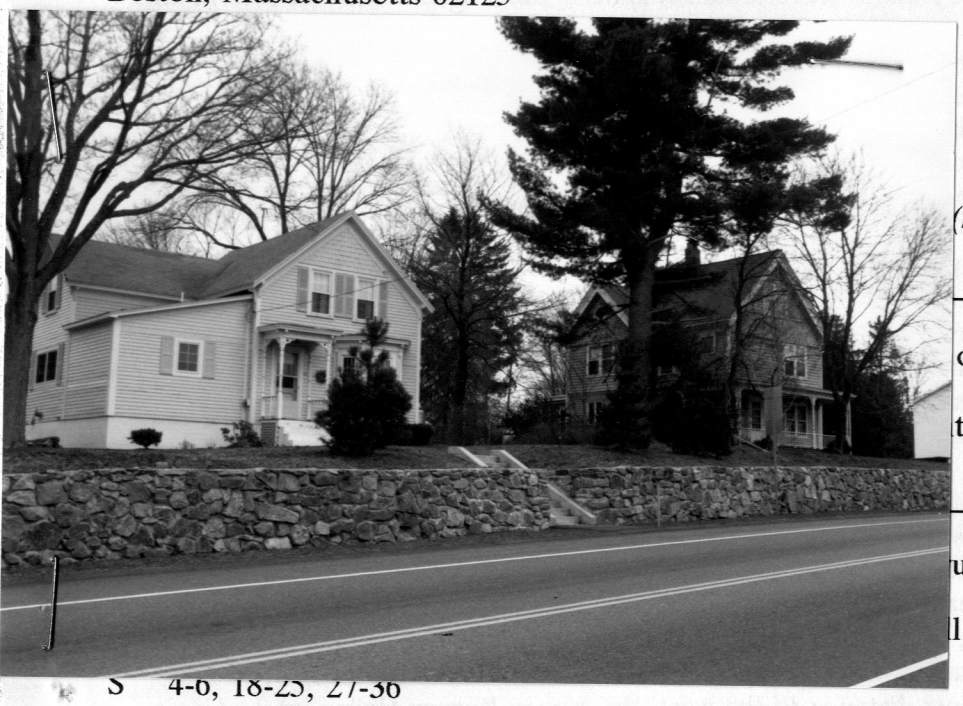
FORM A - AREA

Massachusetts Historical Commission
220 Morrissey Boulevard
Boston, Massachusetts 02125

Assessor's Sheets	USGS Quad	Area Letter	Form Numbers in Area
75, 83, 84, 91	Marlborough	V	83; 96-99; 453-490



Southborough

(neighborhood or village)

of Area upper Marlborough Rd./Newton Street

t Use residential

uction Dates or Period 19th- to late 20th centuries

l Condition fair/good

S 4-6, 18-25, 27-36

103, 101 Marlborough Rd.

Major Intrusions and Alterations several late-20th century houses (see text for alterations)

Acreage approximately 30 acres

Recorded by Forbes/Schuler, consultants

Organization Southborough Historical Commission

Date *(month/day/year)* May, 2000

Sketch Map

Draw a map of the area indicating properties within it. Number each property for which individual inventory forms have been completed. Label streets including route numbers, if any. Attach a separate sheet if space is not sufficient here. Indicate North.

SEE CONTINUATION SHEET

RECEIVED

JUL 03 2000

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Follow Massachusetts Historical Commission Survey Manual instructions for completing this form

SBR.V

AREA FORM

ARCHITECTURAL DESCRIPTION [x] *see continuation sheet*

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

This thirty-acre area extending north nearly to the Marlborough border consists primarily of two long, intersecting lines of houses, most of them examples of modest "streetcar suburb" house types and styles, on small lots. Interspersed are a few small late-nineteenth- and early-twentieth-century farmsteads, and two earlier farmhouses. At least one of the properties incorporates a house that was moved from the Sudbury Reservoir area when over a thousand acres to the east were flooded in the mid-1890s.

Many of the buildings have been altered, primarily by changes in siding, and by the replacement of both window sash and exterior shutters. Most of these alterations have involved synthetic materials--vinyl, in particular. Some doors have been replaced with modern steel insulated doors, and several porches have been enclosed. There are a few late-twentieth-century additions, most of them of a scale compatible with the house, and several mid- and late-twentieth-century garages, both attached and freestanding. A few significant early outbuildings--small barns and early auto garages-- have been noted on the Area Data Sheet.

One early-nineteenth-century house stands here, the **Peter Walker House** at 5 Cross Street. This is a simply-detailed 2 1/2-story gable-roofed building with features from both the Federal and Greek Revival periods. The south side of the building is filled with 6-over-1-sash windows at each story (four at the first, five at the second); the main entry is in the three-bay east gable end of the building. Federal-era 9-over-6-sash windows remain under the gable peaks at attic level, and the molded, boxed roof cornice is trimmed with an echinus molding that is typical of the Greek Revival period. The broad corner pilasters with molded capitals are also typical Greek Revival features. A short distance to the west, the **Nancy Barney House**, at 11 Cross Street, is a high-walled "story-and-a-half", side-gabled cottage, one-bay deep, with an asymmetrical four-bay facade. A leanto spans most of the rear, joining with a low northeast ell. The Barney house retains its mid-century door, with two long lights over panels. Both of these buildings are clapboarded, and stand on fieldstone foundations.

Two small two-story, gable-front late-nineteenth-century cottages are located in the area. The earlier one, the **Hiram Barney House** at 103 Marlborough Road, which was standing by 1870, has a large cross-gabled side ell and a bracketed canopy on turned posts at the main sidehall entry, which has a square-light, glass-and-panel door. A one-story polygonal bay window, typical of the third quarter of the nineteenth century, is located on the facade, south of the door. Another cross-gabled house, built in 1899 at 156 Marlborough Road, the **Addison Johnson House**, is similar in design, and has the same type of door. This building retains its 2-over-2-sash windows, and a hip-roofed porch across the facade of the two-story side ell. Its front wraparound porch, however, is a later addition.

Three more houses were standing in the area by 1898. One, the **Adoniram J. Newton House** at 101 Marlborough Road, was probably built about 1890, and then moved west from the reservoir area in about 1896. This is a handsome 2 1/2-story gable-front design that was built in large numbers in the greater Marlborough area at the end of the nineteenth century. It is clapboarded on the first story, shingled at the second, and has a hint of decorative horizontal banding in the front gable. A full-height, gable-roofed bay is located on the long north side, and a two-story polygonal bay window on the south side. A Queen-Anne-inspired veranda on bracketed, turned posts wraps around from the facade to the north side, and a verge board at the front gable displays incised and punched decoration. The building retains its long-light glass-and-panel door, but not its original window sash. Another 2 1/2-story gable-front house of about 1890, the **G. Frank Dodge House** at 150 Marlborough Road once had a two-story facade porch, which has been removed since 1971. Just to its south, the **F. Leroy Dodge House** at 144 Marlborough Road is a large, 2 1/2-story double-pile late-nineteenth-century building with a two-story rear wing and a four-bay facade. Its main focal point, a large pedimented glassed vestibule at the front entry, probably dates to the early twentieth century.

[ ] Recommended as a National Register District. *If checked, you must attach a completed National Register Criteria Statement form.*

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220 Morrissey Boulevard
Boston, Massachusetts 02125

ARCHITECTURAL DESCRIPTION, cont.

Another ca. 1900 2 1/2-story, side-gabled house, at 158 Marlborough Road, is somewhat smaller--one-room-deep, three-by two bays, with two porches on turned posts--one on the facade, the other on the south side of the cross-gabled rear wing. This building retains its 2-over-2-sash windows.

The twentieth-century houses in the area are largely of four styles and types, all of them typical of early-modern small town streetcar-route development: Craftsman bungalows, American Four-Squares, modest two-story Colonial Revivals, and Cape Cod Revival cottages.

Most of the Craftsman bungalows, virtually all of them built between about 1915 and 1925, are of the deep, side-gabled type, with exposed rafter-ends at the broad, open eaves, and a facade-width porch sheltered by the lower part of the front roof slope. Some of the porches have been enclosed, but good examples of Tuscan-columned front porches exist at 152 Marlborough Road and 100 Newton Street. One front porch with battered, shingled posts is located at the well-preserved bungalow at 124 Marlborough Road. On these houses, there is invariably a large dormer centered over the facade. Some of these are shed-roofed, as at 124 and 152 Marlborough and 92, 98, and 100 Newton Street; other front dormers are gable-roofed (cf. 94 Newton Street). The windows of the houses, where they are still preserved, tend to be 6-over-1's, although 100 Newton Street also has some 8/1s. Some of the bungalows have rusticated- or rock-faced concrete-block foundations; other foundations are parged, possibly over either rubble or concrete block. 152 Marlborough Road has the shingled gables and clapboarded lower story that is seen especially in many pre-1920 bungalows.

One hip-roofed bungalow, similar to another example south of the area at 76 Marlborough Road, is located at 85 Marlborough Road. Clad in wood-shingle, it has both hipped and shed-roofed dormers. It also has a two-car, hip-roofed rubble garage of the same era. There is also one somewhat altered, front-gabled bungalow in the area, at 70 Newton Street with 6/1 windows and a concrete-block foundation.

Two small-scale American Four Squares of about 1915 at 76 and 78 Newton Street are among the earliest buildings constructed on the north part of that street. Both are two- by two-bays, with parged foundations, and have the characteristic pyramidal roof with broad, overhanging eaves, and a single hip-roofed dormer on the front and rear slopes. The hip-roofed facade-width porches are also typical--the porch at #76 has been enclosed, but the one at #78 is still open, and retains its double and triple Tuscan colonnettes. The windows at #76 include both 1-over-1-sash, and the type with four vertical panes over one-light that was popular around the time of the First World War. The door at #78 is the oval-light type, also typical of the era.

A few other small house-types popular in the World War I era are also illustrated here in isolated examples. Two buildings are 2-story gable-front cottages with extended "cat-slide" roofs (extending down to one side over an integral ell.) A well-preserved illustration of this type is at 120 Marlborough Road, which also has another, shed-roofed ell on the opposite side. This house also harks back to some English country-inspired cottage architecture in the projecting gable peak above the second-story front windows. A more altered house with this type of roof extension is 88 Newton Street.

A few larger gable-front houses, most with Colonial Revival detailing, were also built here. The rubble foundation of 154 Marlborough Road indicates that it probably pre-dates 1925. This shingled house has unboxed eaves with exposed rafter-ends and large triangular brackets, and a shed-roofed oriel bay window on the south side with double 6/1-sash and both exposed rafter ends and diagonal braces. (Cont.)

ARCHITECTURAL DESCRIPTION, cont.

The facade-width porch, which is supported by three Tuscan colonettes, has a gable-front roof. The door of this house, which has four lights over panels, is seen on several early modern 1920s houses in Southborough. 138 Marlborough Road, probably built about 1930, continues the slight overlap of the second-story wall over the first, and may originally been clad in both shingle and clapboard.

Although there are no true Dutch Colonial Revival houses (a typical streetcar-route building type of the late 1920s), there are two gambrel roofed houses on Marlborough Road. 126 Marlborough is turned end-on to the street, stands on a rock-faced concrete-block foundation, and has a small lunette high in the front roof peak. The lower slope of the side roofs continue as a pent roof across the front of the building. 132 Marlborough Road is a front-gambreled house type with steeply-pitched lower roof slopes that is found in other nearby neighborhoods. It has a hip-roofed, enclosed front porch of the "paramount porch" type popular about 1930.

Most of the larger early-modern houses in the area are side-gabled 2- or 2 1/2-story Colonial Revival buildings. 128 Marlborough Road is probably the best-preserved of these. This is a three- by two-bay house, probably dating to the 1930s, with a side-hall entry under an arch-pedimented canopy on Tuscan columns, and 2-over-1-sash windows with vertical-board battened shutters decorated with cut-out diamonds. 136 Marlborough Road is a larger, three- by two-bay house with a symmetrical facade. It has a gabled entry hood on square posts that forms a tiny entrance porch complete with built-in wooden benches. Most of the windows are 6-over-1-sash. The door has six panes over two long panels--a type seen on houses in Southborough from the 1920s through 1930s

Among the later early modern houses along the streetcar route are a number of Cape Cod cottages, a house-type which was built throughout Southborough up to 1960 and beyond. One of the earliest and best-preserved is a little three-bay example at 116 Marlborough Road that was probably built in the 1930s. It has a gable-front, projecting enclosed entry vestibule with a popular Colonial Revival door type--4-panel, with a four-pane semi-circular fanlight at the top. The windows are 6-over-6-sash, with molded surrounds, and a pair of gable-roofed dormers is positioned on the front roof slope. An unusual double-leaf, vertical-board garage door occupies the south part of the facade. The somewhat altered house just to the north, at 118 Marlborough Road, is a five-bay Cape, probably built two decades later. It also has a pair of gable-roofed dormers, though its windows are 6-over-1-sash. Another mid-century Cape, a three-bay example, is located at 84 Newton Street. This has the three-part house/breezeway/garage combination that is seen in many of Southborough's Cape Cod cottages of the 1950s and 1960s. Its door is the four-panel type, with four panes across the top, it has two gabled front dormers, and the facade incorporates two of the tripartite picture windows that were becoming popular by the 1940s. 101 Newton Street is a four-bay Cape of about the same date, with the same type of front door, and, like #84, with an exterior brick chimney on the end wall opposite the breezeway and garage. This house is typical in its combination of 8-over-8- and 6-over-6-sash windows. 61 Newton Street is a rare example in Southborough of a type of steep roofed, side-gabled 1 1/2-story cottage that is more French Colonial Revival than Cape Cod-derived. It is clad in stucco, and has paired, 8-pane casement windows on the facade, flanked by vertical-board paneled shutters. This is a three-bay house of about 1940, with a gable-roofed, side entry bay over a basement-level garage on the southwest end.

INVENTORY FORM CONTINUATION SHEET

Community	Property
Southborough	Upper Marlboro Rd./ Newton St. area

Massachusetts Historical Commission
220 Morrissey Boulevard
Boston, Massachusetts 02125

Area(s)	Form Nos.
V	83, 96-99, 453-490

HISTORICAL NARRATIVE [x] *see continuation sheet*
Explain historical development of the area. Discuss how this area relates to the historical development of the community.

Like many residential areas in the north part of Southborough, the upper sections of Marlborough Road and Newton Street were developed on former farmland, some of it cultivated or grazed for generations. The main spark that ignited the area's subdivision into houselots was the turn-of-the-century construction of the Marlborough Street Railway electric trolley line northwest from Framingham through Southborough to Marlborough Junction, where it joined a streetcar line to Hudson. As was typical along trolley routes throughout eastern and central Massachusetts, enterprising landowners, many of them natives of the community, subdivided houselots along the streetcar lines, sometimes selling the lots outright, and in some cases building houses on them for sale.

Pre-1900 development

Several large farms existed in this part of Southborough in the early part of the nineteenth century--two of them with farmsteads on Acre Road, which were later burned or demolished. What may have been the farm that covered most of the south part of the area was a large property that had belonged to **Samuel Johnson** for a short time, and then for several decades to **Peter Walker.** In 1850 he is listed as owning a farm of seventy-five acres. His farmhouse appears in its present position at 5 Cross Street on the map of 1831, when today's Cross Street was the upper end of the Framingham Road. A barn which stood directly south across the street as late as 1900 later burned down. In the middle of the nineteenth century, Mr. Walker built houses for three of his children. One stands just outside of the area at 116 Marlborough Road; another, for his daughter **Nancy**, who married a member of the **Barney** family, is located just to the west, at 11 Cross Street. Mr. Barney apparently died young, and Mrs. Barney lived there for many years on a property of three acres.

In 1855, the Agricultural Branch Railroad was built northwest through the area, linking Framingham and Marlborough, and easing the shipping of the local farmers' agricultural products. A bridge spanned the railroad at the Walker Farm, for decades called Walker Bridge. In 1890, Newton Street was laid out north from the foot of Main Street at Southborough center, ending at a point just east of the new intersection of Framingham and Marlborough Roads. While buildings soon filled the south end of the street near the Deerfoot Creamery, house construction was slower here farther from the town center. By the mid-1890s, however, two houses were standing just west of Nancy Barney's house, at 101 and 103 Marlborough Road. #103 belonged to carpenter **Hiram Barney,** possibly one of Mrs. Barney's children. #101 belonged to town Tax Assessor **Adoniram J. Newton**, a retired dairy farmer who had been displaced from the large agricultural area to the east which was inundated for the Sudbury Reservoir in 1896. His 176-acre farm had been one of the two largest taken by eminent domain for the reservoir. His new house may have been moved from the reservoir area--the building shown in Old Southborough, a Pictorial History, p. 154, as the **Etta Smith House** is the most likely candidate.

Two members of the Dodge family, **G. Frank** and **F. Leroy Dodge**, owned adjacent houses on Marlborough Road by 1897, each on a lot of a little over half an acre. Judging by their location and footprints, these are 144 and possibly 150 Marlborough Road. (Deed research will be required to verify the ownership).

At least two more nineteenth-century farmers retired to homes on Marlborough Road in their old age, where they raised chickens, but no livestock--Israel G. Howe (in about 1908), a longtime marketman for the town's agricultural products, who had formerly owned 8 Lynbrook Road; and **Addison F. Johnson**. Mr.

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220 Morrissey Boulevard
Boston, Massachusetts 02125

HISTORICAL NARRATIVE, cont.

Johnson had operated the large dairy farm at 67 Northborough Road for many years (see Area Form, **Stony Brook Farm**) and apparently moved to the house at 156 Marlborough Road in 1899-1900 after his wife died. He lived there until his death in 1907. It is possible that Mr. Howe's house was the one next door to Mr. Johnson's, at 158 Marlborough Road.

By 1897, the Walker Farm had been increased to 96 acres, and was owned by **Andrew W. Fitzgerald**, who lived in Marlborough at that time. By 1909 the farm is shown under the ownership of **Julia Fitzgerald,** who may have been his sister. It is likely that much of this residential neighborhood was formerly part of that farm, and was divided into houselots by the Fitzgeralds over the next two decades. Assessor's Records of 1936 show that by then Julia and Andrew W. Fitzgerald each owned a house on Marlborough Road--she with 21 acres, he with 32. He also owned a store on the same property as his house.

Post-1900 development.

Judging by the style and appearance of the buildings in the area, the largest amount of construction took place in the latter part of the streetcar era, between 1915 and 1925. The early residents represented a variety of middle-class professions, including employees at the Deerfoot Creamery and sausage plant on lower Newton Street, two masons, and people who worked in the shoe factories and businesses in downtown Marlborough, as well as several retirees.

By the end of the twenties, trolleys in Southborough had been largely superseded by cars, trucks, and buses. The streetcar line shut down in the late 1920s, but a bus line ran along the old route to Marlborough Junction for many years thereafter. Some houses were built on the area's vacant lots in the 1930s, and a few more were constructed as infill in the 1940s and '50s. In recent years, several more houses have been built in the area, and, with the exception of the Capasso Farm (see 118 Marlborough Road, Form #326) and of wetlands and woods on the east side of Framingham and Marlborough Roads owned by the Metropolitan District Commission for the reservoir, the streets are now nearly fully lined with houses.

BIBLIOGRAPHY and/or REFERENCES [ ] *see continuation sheet*

Maps and Atlases: 1857; 1870, 1898. Sanborn Fire Insurance maps: 1912, 1925, 1932/1945.
Noble, Richard. Fences of Stone: a History of Southborough, MA. Portsmouth, NH: Peter Randall, 1990.
Old Southborough, a Photographic Essay. Southborough Historical Society, 1981.
Simpson, Louise. Old Houses in Southborough. Unpublished manuscript, 1904.
Town of Southborough: Assessor's Reports, various dates.
Southborough directories: various dates.

INVENTORY FORM CONTINUATION SHEET

Community	Property
Southborough	Upper Marlboro Rd./ Newton St. area

Massachusetts Historical Commission
220 Morrissey Boulevard
Boston, Massachusetts 02125

Area(s)	Form Nos.
V	83, 96-99, 453-490

AREA DATA SHEET

MHC#	Parcel #	Street Address	Historic Name	Date	Style/type
83 (see B-Form)	84-1	5 Cross Street (formerly 134 Framingham Rd.)	Peter Walker House	early-19th C.	Federal/Greek Revival
97 (see B-Form)	84-3	11 Cross Street	Nancy Barney House	mid-19th C.	astylistic
476	84-6	150 Framingham Rd.		mid-20th C.	small ranch
453	75-4	85 Marlborough Rd.		ca. 1915	Craftsman Bungalow
454	" "		garage	ca. 1920	utilitarian
96 (see B-Form)	84-8	101 Marlborough Rd.	A.J. Newton House	ca. 1890	Q. Anne vernacular
455	84-7	103 Marlborough Rd. garage	H. Barney House	ca. 1870s	gable-front cottage
456	84-11	116 Marlborough Rd.		ca. 1930s	Cape Cod cottage
457	84-12	118 Marlborough Rd. garage		mid-20th C.	Cape Cod cottage
458	84-13	120 Marlborough Rd.		ca. 1915	gable-front cottage
459	84-14	122 Marlborough Rd.		mid-20th C.	gable-front cottage
460	84-14a	124 Marlborough Rd.		ca. 1918	Craftsman Bungalow
461	84-15	126 Marlborough Rd.		ca. 1927	gambrel-front Dutch Colonial
462	" "		garage	ca. 1920s	gable-front, utilitarian
463	84-16	128 Marlborough Rd.		1920s/1930s	2-S. Col. Revival
464	" "		garage	ca. 1930s	utilitarian
465	84-17	132 Marlborough Rd.		ca. 1930s	gambrel-front 2-story
466	" "		garage	ca. 1930s	concrete-block garage

INVENTORY FORM CONTINUATION SHEET

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Southborough	Upper Marlboro Rd./ Newton St. area

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Area(s)	Form Nos.
V	83, 96-99, 453-490

AREA DATA SHEET, cont.

MHC#	Parcel #	Street Address	Historic Name	Date	Style/type
467	84-18	136 Marlborough Rd.		1920s/1930s	2-S. Col. Revival
468	" "		garage	ca. 1930s	utilitarian
469	84-19	138 Marlborough Rd. garage		ca. 1930s	gable-front Col. Revival
470	84-20	140 Marlborough Rd. garage		ca. 1930s	2-S. astylistic hse.
98 (see B-Form)	84-21	144 Marlborough Rd.	F. Leroy Dodge House	late-19th C.	Grk. Rev. derivative
99 (see B-Form)	83-1	150 Marlborough Rd. two outbuildings	G. Frank Dodge House	late-19th C.	2 1/s-S. gable-front house
471	83-2	152 Marlborough Rd.		ca. 1918	Craftsman bungalow
472	83-3	154 Marlborough Rd.		ca. 1920s	gable-front 2-story
473	91-11	156 Marlborough Rd. garage	Addison Johnson House	1899	2-S. gable-front hse.
474	91-12	158 Marlborough Rd.		ca. 1900	2-S. side-gable hse.
475	" "		barn		gable-front, utilitarian
490	75-35	61 Newton Street		ca. 1930s/'40s	stucco side-gabled cottage
489	75-20	70 Newton Street garage		ca. 1920	Craftsman bungalow
488	75-34	71 Newton Street garage		ca. 1920	Craftsman bungalow

INVENTORY FORM CONTINUATION SHEET

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Area(s)	Form Nos.
V	83, 96-99, 453-490

AREA DATA SHEET, cont.

MHC#	Parcel #	Street Address	Historic Name	Date	Style/type
487	75-23	76 Newton Street garage, barn		ca. 1915	Four-Square
486	75-24	78 Newton Street		ca. 1915	Four-Square
485	75-25	82 Newton Street garage		ca. 1920s	2-S gable-front hse.
484	75-26	84 Newton Street		mid-20th C.	Cape Cod cottage
483	75-27	88 Newton Street garage		early-20th C.	2-S gable-front hse.
482	75-28	92 Newton Street		ca. 1920	Craftsman bungalow
481	75-29	94 Newton Street		ca. 1920	Craftsman bungalow
480	75-30	98 Newton Street pool house		ca. 1920	Craftsman bungalow
479	84-4	100 Newton Street		ca. 1920	Craftsman bungalow
478	84-2	101 Newton Street		mid-20th C.	Cape Cod cottage
477	84-5	102 Newton Street garage		ca. 1920	Craftsman bungalow

INVENTORY FORM CONTINUATION SHEET

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Southborough	Upper Marlboro Rd./ Newton St. area

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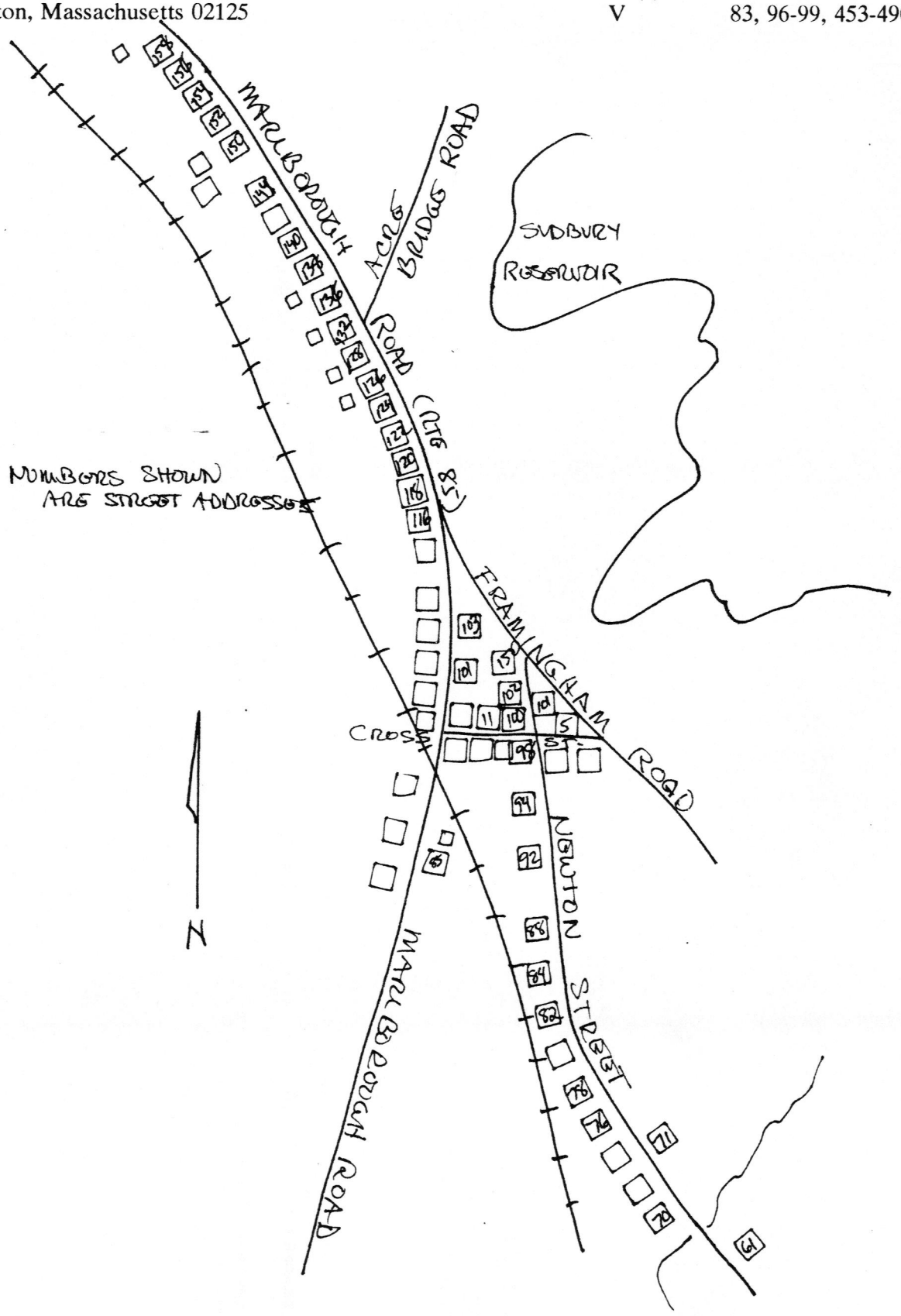
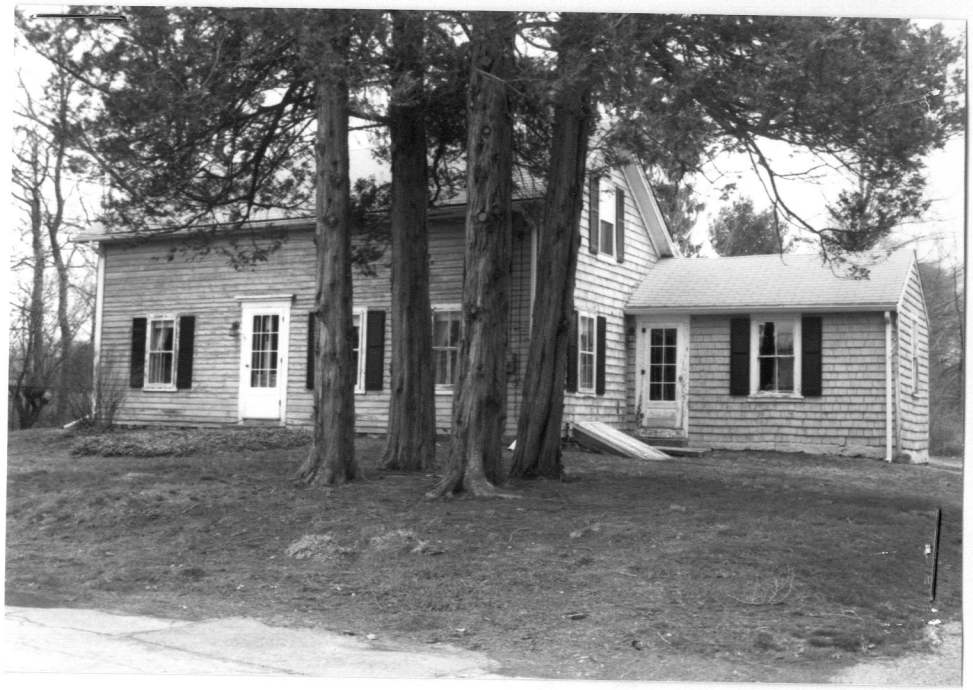
V	83, 96-99, 453-490



3 Cross St.



11 Cross St.

85 Marlboro Rd.

101 Marlboro Rd.

116 Marlboro Rd.

116 Marlboro Rd, view north.

118, 120 Marlboro Rd.

124 Marlboro Rd.

124, 126 Marlboro Rd.

128 Marlboro Rd.

136, 138 Marlboro Rd.

144 Marlboro Rd.

150, 152 Marlboro Rd.

156 Marlboro Rd.

156, 158 Marlboro Rd.

61 Newton St.

76 Newton St, view north.

84 Newton St, view south.

92 Newton St, view north.

100 Newton Street.

101 Newton Street