

MASSACHUSETTS BAY TRANSPORTATION AUTHORITYHAYMARKET-NORTH EXTENSION

County of Norfolk

Order of Taking M.B.T.A. #68

Towns of Sharon

Towns of Braintree

Canton

Weymouth

Westwood

Wellesley

Dedham

Walpole

Stoughton

Norwood

Needham

Norfolk

Dover

Randolph

Medfield

Holbrook

Millis

Avon

WHEREAS, the MASSACHUSETTS BAY TRANSPORTATION AUTHORITY, a body politic and corporate, and a political subdivision of the Commonwealth of Massachusetts, established by and acting pursuant to the provisions of Chapter 161A of the General Laws, as amended, for the purpose of providing and extending mass transportation facilities for public use under the power granted to it by Section 3(o) thereof, hereby adjudges that public necessity and convenience require that the Authority lay out and construct Rapid Transit Extension, and in order to carry out the mandate of Chapter 161A, as amended, and to insure the availability of lands for that purpose. The lands located in the Towns of Sharon, Canton, Westwood, Dedham, Stoughton, Needham, Dover,

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Medfield, Millis, Braintree, Weymouth, Wellesley, Walpole, Norwood, Norfolk, Randolph, Holbrook and Avon, hereinafter referred to are hereby taken in fee simple.

This layout is made in ten sections.

SECTION I
NORFOLK COUNTY
BOSTON & PROVIDENCE MAIN LINE

Beginning at the boundary line of the Towns of Foxboro and Mansfield as designated on Railroad Valuation plan V3¹³/16.1 and continuing generally in a northerly direction for a distance of 4,465'[±] to station 1070+31.34 as shown on said plan, thence continuing generally in a northerly direction from station 1070+31.34 as shown on Railroad Valuation plan designated V3¹³/17.1 a distance of 5,280'[±] to station 1123+11.34 and including not heretofore described in lineal feet two irregular shaped parcels located on the easterly and westerly side of the right of way as shown on said plan thence continuing generally in a northerly direction from station 1123+11.34 as shown on Railroad Valuation plan V¹³18.1 a distance of 5,280'[±] to station 1175+91.34 as shown on said plan, thence continuing generally in a northerly direction from station 1175+91.34 as shown on Railroad Valuation plan designated V3¹³/19.1 a distance of 5,280'[±] to station 1228+71.34, thence continuing generally

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in a northerly direction from station 1228+71.34 as shown on Railroad Valuation plan designated V3¹³ 20.1 a distance of 5,284.74'± to station 1281+56.08, as shown on said plan, thence continuing generally in a northerly direction from station 1281+56.08 as shown on Railroad Valuation plan designated V3¹³ 21.1 a distance of 5,275.26' to station 1334+31.34 as shown on said plan, thence continuing generally in a northeasterly direction from station 1334+31.34 as shown on Railroad Valuation plan designated V3¹³/22.1 a distance of 5,280'± to station 1387+11.34 and including not heretofore designated in lineal feet a large irregular shaped parcel located on the westerly side of the right of way as shown on said plan, thence continuing generally in a northeasterly direction from station 1387+11.34 as shown on Railroad Valuation plan designated V3¹³/23.1 a distance of 5,280'± to station 1439+91.34 as shown on said plan, thence continuing generally in a northerly direction from station 1439+91.34 as shown on Railroad Valuation plan designated V3¹³/24 a distance of 5,274.11'± to station 1492+65.45 as shown on said plan, thence continuing generally in a northerly direction from station 1492+65.45 as shown on Railroad Valuation plan designated V3¹⁴25.1 for a distance of 5,285.89'± to station 1545+51.34 and including not heretofore described in lineal feet two irregular shaped parcels located

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on the easterly and westerly sides of the right of way as shown on said plan, thence continuing generally in a northerly direction from station 1545+51.34 as shown on Railroad Valuation plan designated v3¹⁴/26 a distance of 5,280'± to station 1598+31.34 as shown on said plan, thence continuing generally in a northerly direction from station 1598+31.34 as shown on Railroad Valuation plan designated v3¹⁴/27.1 a distance of 5,280'± to station 1651+11.34 as shown on said plan, thence continuing generally in a northerly direction from station 1651+11.34 as shown on Railroad Valuation plan designated v3¹⁴/28.1 a distance of 5,280'± to station 1703+91.34 and including not heretofore described in lineal feet an irregular shaped parcel located on the easterly side of the right of way as shown on said plan, thence continuing generally in a northerly direction from station 1703+91.34 as shown on Railroad Valuation plan designated v3¹⁴⁻¹⁵/29.1 a distance of 5,338.66'± to the boundary line of the Town of Dedham and the City of Boston as shown on said plan for a total distance of 73,163 lineal feet plus or minus.

SECTION II
NORFOLK COUNTY
BOSTON & PROVIDENCE MAIN LINE
DEDHAM BRANCH

Beginning at the City of Boston, Town of Dedham boundary

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line as shown on Railroad Valuation plan designated V3¹⁵/32.1 and continuing generally in a westerly direction for a distance of 1,680'± to station 49+31.80 as shown on said plan, thence continuing generally in a westerly direction from station 49+31.80 as shown on Railroad Valuation plan designated V3¹³/1.1 a distance of 5,268.20' to station 102+00 as shown on said plan, thence continuing generally in a westerly direction from station 102+00 as shown on Railroad Valuation plan designated V3²⁰/6 a distance of 550' to the westerly side line of East Street in the Town of Dedham and including a large irregular shaped parcel bounded by East Street, High Street and the State Highway to Islington not heretofore designated in lineal feet as shown on said plan, for a total distance of 7,498.20'.

SECTION III
NORFOLK COUNTY
BOSTON & PROVIDENCE MAIN LINE
STOUGHTON BRANCH

Beginning at station 6+0 and including irregular shaped parcels located northeasterly and southerly of said station bounded by Jackson and Sherman Streets, as shown on Railroad Valuation plan designated V3²²/1.1 not included in lineal feet described and continuing generally in an easterly direction from station 6+0 a distance of 5,743' to station 63+43 as shown on

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said plan, thence continuing generally in an easterly direction from station 63+43 as shown on Railroad Valuation plan designated V3²²/2.1 a distance of 5,270' to station 116+23 as shown on said plan, thence continuing generally in a southerly direction from station 116+23 as shown on Railroad Valuation plan designated V3²²/3.1 a distance of 390'+ to the boundary line of the Towns of Canton and Stoughton and continuing generally in a southerly direction from said boundary line a distance of 4,890'+ to station 169+03 as shown on said plan, thence continuing generally in an easterly direction from station 169+03 as shown on Railroad Valuation plan designated V3²²/4.1 a distance of 4,853.76' to station 217+56.76 as shown on said plan, for a total distance of 21,147'. The preceding describes the Stoughton Branch.

SECTION IV
NORFOLK COUNTY
NEW HAVEN BRANCH
STOUGHTON TO EASTON

Beginning at station 217+56.76 and continuing generally in a southerly direction as shown on Railroad Valuation plan designated V5⁴³/1 a distance of 5,373.24' to station 270+30 as shown on said plan, thence continuing generally in a southerly direction from station 270+30 as shown on Railroad Valuation designated V5⁴³/2 a distance of 3,463.98' to station 304+93.98

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as shown on said plan, thence continuing generally in a southeily direction from station 304+93.98 as shown on Railroad Valuation plan designated V5⁴²⁻⁴⁴/8 a distance of 2,300'+ to station 422+40 as shown on said plan, thence continuing generally in a southerly direction from station 422+40 as shown on Railroad Valuation plan designated V5⁴⁴/9 a distance of 1,400'+ to the boundary line of the Towns of Stoughton and Easton for a total distance of 12,537'.

SECTION V
NORFOLK COUNTY
NEW HAVEN BRANCH
WEST ROXBURY TO NEEDHAM JUNCTION

Beginning at the boundary line of the Towns of Dedham and Needham as shown on Railroad Valuation plan designated V4²⁶/2 and continuing generally in a westerly direction a distance of 2,110'+ to station 99+40 as shown on said plan, thence continuing generally in a westerly direction from station 99+40 as shown on Railroad Valuation plan designated V4²⁶/3 a distance of 5,280' to station 152+20 as shown on said plan, thence continuing generally in a westerly direction from station 152+20 as shown on Railroad Valuation plan designated V4²⁶/4 a distance of 5,280' to station 205+00 as shown on said plan, for a total distance of 17,950'.

SECTION VI
NORFOLK COUNTY
NEW HAVEN BRANCHES
COOK STREET TO MILLIS

Beginning at the City of Newton, Town of Needham boundary line and continuing generally in a southwesterly direction as shown on Railroad Valuation plan designated v4²⁷/2 a distance of 4,930'± to station 387+70 as shown on said plan, thence continuing generally in a southerly direction from station 387+70 as shown on Railroad Valuation plan designated v4²⁷/3 a distance of 5,280' to station 440+50 as shown on said plan, thence continuing generally in a southerly direction from station 440+50 as shown on Railroad Valuation plan designated v4²⁷⁻²⁸/4 a distance of 5,280' to station 493+30 as shown on said plan thence continuing generally in a westerly direction from station 493+30 as shown on Railroad Valuation plan designated v4²⁸/5 a distance of 5,280' to station 546+10 as shown on said plan thence continuing generally in a westerly direction from station 546+10 as shown on Railroad Valuation plan designated v4²⁸/6 a distance of 5,280' to station 598+90 as shown on said plan, thence continuing generally in a southwesterly direction from station 598+90 as shown on Railroad Valuation plan designated v4²⁸/7 a distance of 5,280' to station 651+70 as shown on said plan, thence continuing generally in a southwesterly

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direction from station 651+70 as shown on Railroad Valuation plan designated V4²⁸/8 a distance of 5,280' to station 704+50 thence continuing generally in a southerly direction from station 704+50 as shown on Railroad Valuation plan designated V4²⁸/9 a distance of 5,280' to station 757+50 as shown on said plan, thence continuing generally in a southerly direction from station 757+50 as shown on Railroad Valuation plan designated V4²⁸/10 a distance of 5,280' to station 810+00 as shown on said plan, thence continuing generally in a southerly direction from station 810+10 as shown on Railroad Valuation plan designated V4²⁸⁻²⁹/11.1 a distance of 5,280' to station 862+90 as shown on said plan, thence continuing generally in a southerly direction from station 862+90 as shown on Railroad Valuation plan designated V4²⁹/12 a distance of 5,280' to station 915+70 as shown on said plan, thence continuing generally in a westerly direction from station 915+70 as shown on Railroad Valuation plan designated V4²⁹/13 a distance of 5,280' to station 968+50 as shown on said plan, thence continuing generally in a westerly direction from station 968+50 as shown on Railroad Valuation plan designated V4²⁹/14 a distance of 3,100' to station 999+50.9 as shown on said plan, for a total distance of 66,110'.

SECTION VII
NORFOLK COUNTY
NEW HAVEN BRANCHES
BRAintree TO PLYMOUTH

Beginning at the southerly sideline of Pearl Street in the town of Braintree as shown on Railroad Valuation plan designated $v5^{16}/1.2$ and continuing generally in an easterly direction a distance of 5,080' \pm to station 647+80.0 and encompassing a parcel of land not heretofore described in distance located southwesterly of Pearl Street and the described right of way all as shown on said plan and continuing generally in an easterly direction from station 647+80 as shown on Railroad Valuation plan designated $v5^{16}/13$ a distance of 5,280' \pm to station 700+60 as shown on said plan and continuing generally in a southerly direction from station 700+60 as shown on Railroad Valuation plan designated $v5^{16}/14$ for a distance of 5,280' \pm to station 753+40.0 as shown on said plan and continuing in a southerly direction from station 753+40 as shown on Railroad Valuation plan designated $v5^{16}/15$ a distance of 5,280' \pm to station 806+20 as shown on said plan and continuing generally in a southerly direction from station 806+20 as shown on Railroad Valuation plan designated $v5^{16}/16$ a distance of 4,935' \pm to the approximate location of the boundary line of the Towns of Weymouth and Abington for a total distance of 25,855 lineal feet \pm .

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SECT. ON VIII
NORFOLK COUNTY
BOSTON & ALBANY
RIVERSIDE TO FRAMINGHAM
WELLESLEY FARMS TO WELLESLEY/NATICK

Beginning at the boundary line of the Towns of Weston and Wellesley as shown on Railroad Valuation plan designated V. 1/13 and continuing generally in a southerly direction a distance of 3,820' to station 686+40 as shown on said plan, thence continuing generally from station 686+40 in a southerly direction as shown on Railroad Valuation plan designated V.I./14 a distance of 5,280' to station 739+20 as shown on said plan, thence continuing from station 739+20 generally in a southerly direction as shown on Railroad Valuation plan designated V.I./15 a distance of 5,280' to station 792+00 as shown on said plan, thence continuing generally in westerly direction from station 792+00 as shown on Railroad Valuation plan designated V.I./16 a distance of 5,280' to station 844+80 as shown on said plan, thence continuing generally in westerly direction to the boundary line of the Towns of Wellesley and Natick as shown on Railroad Valuation plan designated V.I./17 a distance of 1,909' as shown on said plan, for a total distance of 21,569'+.

SECTION IX
NORFOLK COUNTY
NEW HAVEN BRANCHES
READVILLE TO FRANKLIN

Beginning at the City of Boston, Town of Dedham boundary line as shown on Railroad Valuation plan designated V411/11.2 and continuing generally in a westerly direction a distance of 1,370' to station 543+00 as shown on said plan, thence continuing generally in a westerly direction from station 543+00 as shown on Railroad Valuation plan V4 12/12 for a distance of 5,280' to station 595+80 as shown on said plan, thence continuing generally in a westerly direction from station 595+80 as shown on Railroad Valuation plan V4 12/13 a distance of 5,280' to station 648+60 as shown on said plan, thence continuing generally in a south-westerly direction from station 648+60 as shown on Railroad Valuation plan V 4 14/14 a distance of 4,000' + to the boundary line of the Towns of Norwood and Westwood as shown on said plan and continuing on the south westerly side line of Clapboardtree Street in a south westerly direction as shown on said plan, a distance of 1,230' + station 701+40 as shown on said plan, thence continuing generally in a southerly direction from station 701+40 as shown on Railroad Valuation plan designated V4 14/15 a distance of 5,280' to station 754+20 as shown on said plan, thence continuing generally in a southerly direction from

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station 754+20 as shown on Railroad Valuation plan designated V4 14/16 a distance of 5,280' to station 807+00 as shown on said plan, thence continuing generally in a westerly direction from station 807+00 as shown on Railroad Valuation plan designated V 4 14-15/17 a distance of 5,280' to station 859+80 as shown on said plan thence continuing generally in a westerly direction from station 859+80 as shown on Railroad Valuation plan designated V4 15/18 a distance of 5,280' to station 912+60 as shown on said plan, thence continuing generally in a westerly direction from station 912+60 as shown on Railroad Valuation plan designated V4 15/19 a distance of 5,280' to station 965+40 as shown on said plan, thence continuing generally in a westerly direction from station 965+40 as shown on Railroad Valuation plan designated V4 15/20.1 a distance of 5,308' \pm to station 1018+47.95 as shown on said plan, thence continuing generally in a westerly direction from station 1018+47.95 as shown on Railroad Valuation plan designated V4 16/21 a distance of 5,252.05' + to station 1071+00 as shown on said plan, thence continuing generally in a westerly direction from station 1071 +00 as shown on Railroad Valuation plan designated V4 16/22 a distance of 5,280' to station 1123+80 as shown on said plan, thence continuing generally in a westerly direction from station 1123+80 as shown on Railroad Valuation plan designated V4 16/23 a distance of 5,280'

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to station 1176+60 as shown on said plan thence continuing generally in a westerly direction from station 1176+60 as shown on Railroad Valuation plan designated V4 16/24 a distance of 5,280' to station 1229+40 as shown on said plan, thence continuing generally in a westerly direction from station 1229+40 as shown on Railroad Valuation plan designated V4 16/25 a distance of 5,280' to station 1282+20 as shown on said plan, thence continuing generally in a westerly direction from station 1282+20 as shown on Railroad Valuation plan designated V4 16/26 a distance of 5,280' to station 1335+00 as shown on said plan, thence continuing generally in a westerly direction from station 1335+00 as shown on Railroad Valuation plan designated V4 16/27 a distance of 5,280' to station 1387+00 as shown on said plan thence continuing generally in a westerly direction from station 1387+00 as shown on Railroad Valuation plan designated V4 16/28 a distance of 5,280' to station 1440+60 as shown on said plan, thence continuing generally in a westerly direction from station 1440+60 as shown on Railroad Valuation plan designated V4 16-17/29 a distance of 1,560' + to the easterly side line of Main Street in the Town of Franklin as shown on said plan, for a total distance of 92,640'.

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SECTION X
NORFOLK COUNTY
NEW HAVEN BRANCHES
BRAINTREE TO CAMPELLO

Beginning at the southerly side line of Pearl Street in Braintree as shown on Railroad Valuation plan designated V5 31/1 and continuing generally in a southerly direction from said point a distance of 4,989.33' to station 49+89.35 as shown on said plan, thence continuing generally in a south westerly direction from station 49 + 89.35 as shown on Railroad Valuation plan designated 5 31-32/2 a distance of 5,290.65' to station 102+80 as shown on said plan, thence continuing generally in a southerly direction from station 102+80 as shown on Railroad Valuation plan designated V5 32/3 a distance of 5,280' to station 155+60 as shown on said plan thence continuing generally in a southerly direction from station 155+60 as shown on Railroad Valuation plan designated V5 32/4 a distance of 5,280' to station 208+40 as shown on said plan, thence continuing generally in a southerly direction from station 208+40 as shown on Railroad Valuation plan designated V5 32/5 a distance of 5,280' to station 261+20 as shown on said plan, thence continuing generally in a southerly direction from 261+20 as shown on Railroad Valuation plan designated V5 32/6 a distance of 5,280' to station 314+00 as shown on said plan, thence continuing generally in a southerly

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direction from station 314+00 as shown on Railroad Valuation plan designated V5 32/7 a distance of 1,510' to the Town of Avon, City of Brockton boundary line, for a total distance of 32,910'. There is included in this taking portions of land registered under Certificate No. 94935 registered Jan. 23, 1973 in Registration Book 475, Page 135 in Norfolk Registry of Deeds.

The above-mentioned sections hereby taken are shown on Railroad Valuation Plans referred to in each section and recorded herewith. These sections were conveyed by George P. Baker, Richard C. Bond, Jervis Langdon, Jr. and Willard Wirtz, Trustees of the Property of Penn Central Transportation Company, to the Massachusetts Bay Transportation Authority by Deed dated February 3, 1973, and recorded with Norfolk Registry of Deeds in Book, 4907 Page 628-648.

The locations of the parcels for the takings hereinbefore described are more particularly shown on the plan hereinbefore referred to.

For the purpose of laying out, constructing, and maintaining said mass transportation extension and facilities, the MASSACHUSETTS BAY TRANSPORTATION AUTHORITY, having first complied with all the preliminary requirements of the law, does hereby take, under the provisions of Chapter 79 of the General Laws and of Section 3(o) of Chapter 161A of the General Laws, and by

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virtue of every other power enabling, all of the land within the limits of the layout hereinbefore described, including all trees and structures, except buildings, located thereon, including poles, towers, wires, cables, and other appurtenances for the conveyance of electricity and telephone communication, said land being taken in fee simple, as shown on the plan hereinbefore referred to, excepting from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewerage, gas, oil, and electricity, and for telephone communication now lawfully in or upon said premises hereby taken, (but with the provision that said facilities shall be relocated, when, in the opinion of the MASSACHUSETTS BAY TRANSPORTATION AUTHORITY, said relocation is deemed necessary), and all lawful rights of the public to use those parts of the public way or ways which are included in the foregoing description.

For damages sustained by persons in their properties by reason of the aforesaid takings, and in accordance with the provisions of General Laws, Chapter 79, Section 6, as amended, an award of the sum of one dollar (\$1.00) is made to persons "Unknown".

The names of owners on said plan, although supposed to be correct, are such only as matters of opinion and belief.

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WHEREFORE, the Board of Directors of the MASSACHUSETTS BAY TRANSPORTATION AUTHORITY, at a meeting held this day at its usual place of business in Boston, after examination of the within taking, layout, and plans has hereby:

VOTED:

That the mass transportation extension and facilities for the Extension, as located and described by the aforesaid takings, consisting of all of the land as described and shown on the aforesaid plan, be taken in fee simple on behalf of the Authority, under the authority of General Laws, Chapter 79 and Section 3(o) of Chapter 161A of the General Laws, and by virtue of every other power enabling, subject to such exceptions and exclusions therein stated; that said takings, layout, and plan be recorded in the appropriate Registries of Deeds for the respective counties where the land lies, and copies of said plan thereof be filed with the Bureau of Transportation, Planning and Development of the Massachusetts Department of Public Works, the Railroad Division of the Massachusetts Department of Public Utilities, the Norfolk County Commissioners, and the Town Clerk of the Town of Sharon, Canton, Westwood, Dedham, Stoughton, Needham, Dover, Medfield, Millis, Braintree, Weymouth, Wellesley, Walpole, Norwood, Norfolk, Randolph, Holbrook and Avon.

IN WITNESS WHEREOF, WE, the undersigned Directors of the MASSACHUSETTS BAY TRANSPORTATION AUTHORITY, hereto set our hands this 11th day of June in the year nineteen hundred and seventy-five.

Executed as a sealed instrument.

MASSACHUSETTS BAY TRANSPORTATION AUTHORITY

By

[Signature of Robert R. Kiley]

Robert R. Kiley
Chairman and Chief Executive Officer

[Signature of Forrest I. Neal, Jr.]

Forrest I. Neal, Jr.

[Signature of John J. McCarthy]

John J. McCarthy

[Signature of Richard D. Buck]

Richard D. Buck

[Signature of Guido Perera, Jr.]

Guido Perera, Jr.

Board of Directors of the Massachusetts Bay Transportation Authority

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COMMONWEALTH OF MASSACHUSETTS

SUFFOLK, SS.

June 11, 1975

Then personally appeared Robert R. Kiley, Forrest I. Neal, Jr., John J. McCarthy, Richard D. Buck, Guido R. Perera, Jr. and acknowledged the foregoing instrument to be the free act and deed of the Massachusetts Bay Transportation Authority, before me

[Signature of Jeannette S. Corrigan]
Notary Public

My Commission Expires on May 8, 1980



Recorded Oct. 24, 1975 at 10h.29m. A. M.