

HOUSE No. 560

Bill accompanying the petition of Russell S. Codman and others for the construction of stations on the Boylston street subway in the city of Boston in place of or in addition to those already authorized. Metropolitan Affairs. January 14.

The Commonwealth of Massachusetts.

In the Year One Thousand Nine Hundred and Fourteen.

AN ACT

To provide for the Construction of an Additional Station on the Boylston Street Subway in the City of Boston.

Be it enacted by the Senate and House of Representatives in General Court assembled, and by the authority of the same, as follows:

1 SECTION 1. Section five of chapter seven hundred
2 and forty-one of the acts of the year nineteen hundred
3 and eleven is hereby amended by inserting in the
4 eighteenth line thereof, after the words "at Copley
5 square", the following words, to wit:—and a station
6 at or near a point on the Boylston street subway sub-
7 stantially midway between Copley square station and
8 the station at the corner of Boylston and Tremont
9 streets, — and by amending the second paragraph of said
10 section five, by inserting after the words, "the
11 cost of enlarging the Tremont street subway, if that is

12 done, or of building said separate subway, as above pro-
13 vided," the following words:— and the building of the
14 station at or near a point on the Boylston street subway
15 substantially midway between Copley square station and
16 the station at the corner of Boylston and Tremont
17 streets, shall be included in the cost of the Boylston
18 street subway, — so that section five shall read as fol-
19 lows:— *Section 5.* The commission shall construct in
20 the city of Boston a subway (hereinafter called the
21 Boylston street subway), so designed as to be adapted
22 to contain two railway tracks, commencing with an open
23 cut at or near the junction of Commonwealth avenue and
24 Beacon street, thence continuing to, in and under Com-
25 monwealth avenue, Charlesgate west, the Fenway,
26 Charlesgate east, Newbury street, crossing under Massa-
27 chusetts avenue; thence passing under or across private
28 land and land of the city of Boston to a point under
29 Boylston street near Hereford street; thence under
30 Boylston street to a point at or near its junction with
31 Arlington street; thence in and under public ways and
32 public or private lands by such route as the commission
33 may determine, to a point at or near the junction of
34 Boylston street and Tremont street, and thence in or
35 under Tremont street and public lands to a point at or
36 near the Park street station of the Tremont street sub-
37 way, together with stations at Massachusetts avenue, at
38 Copley square, and a station at or near a point on the
39 Boylston street subway substantially midway between
40 Copley square station and the station at the corner of
41 Boylston and Tremont streets, and at or near Park street.
42 Instead of constructing said subway as a continuous line
43 from Arlington street to Park street station, the commis-
44 sion may connect said subway at or near the junction of
45 Boylston street and Tremont street with the tracks of

46 the present Tremont street subway, and between that
47 point and the Park street station may either enlarge the
48 present Tremont street subway so as to provide for two
49 additional tracks, or may construct a separate subway
50 adapted to contain two railway tracks, connecting the
51 same with the present Tremont street subway and the
52 tracks located therein.

53 The cost of enlarging the Tremont street subway, if
54 that is done, or of building said separate subway, as
55 above provided, and the building of the station at or near
56 a point on the Boylston street subway substantially
57 midway between Copley square station and the station at
58 the corner of Boylston and Tremont streets, shall be in-
59 cluded in the cost of the Boylston street subway.

60 Any tunnel or subway construction under, or within
61 one hundred feet of, Boston Common shall be made, so
62 far as is practicable, water-tight, and the work shall be
63 so done as to avoid the drainage of moisture from the
64 surrounding soil, or other injury to the trees; and the
65 commission may construct a suitable system of sub-soil
66 irrigation above or near the line of any section of said
67 subway constructed under the Common, or may take any
68 other measures which it may deem expedient for the pre-
69 servation of the trees, to be paid for as a part of the cost
70 of the subway. The commission shall not erect any
71 additional permanent structures above the surface of the
72 common.

