



Aerial photograph of Forest Hills, 2010. *Googemaps*



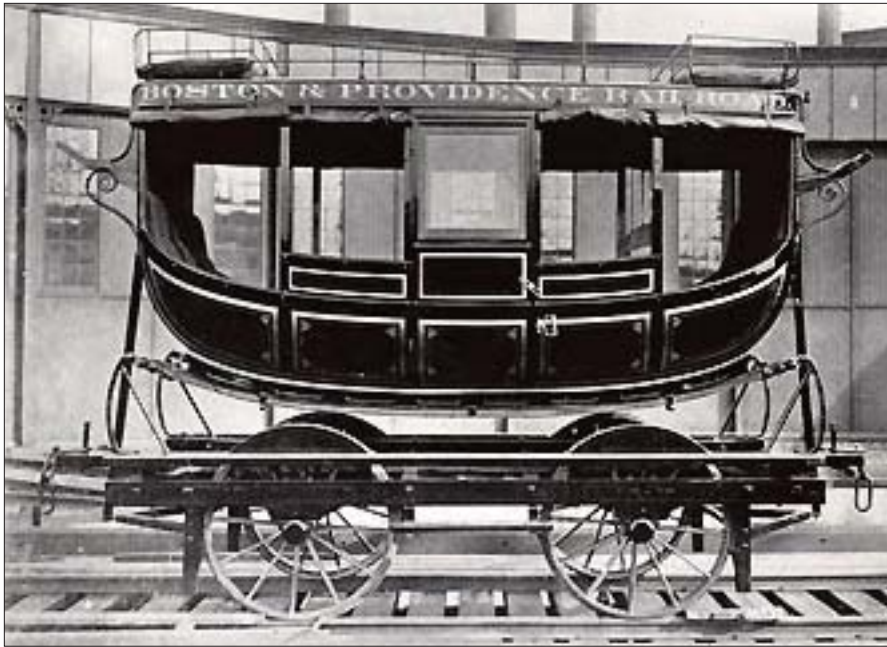
Aerial photograph of Forest Hills, 1929. *Boston Public Library Print Department*



Forest Hills 1874. *GM Hopkins Atlas of West Roxbury*



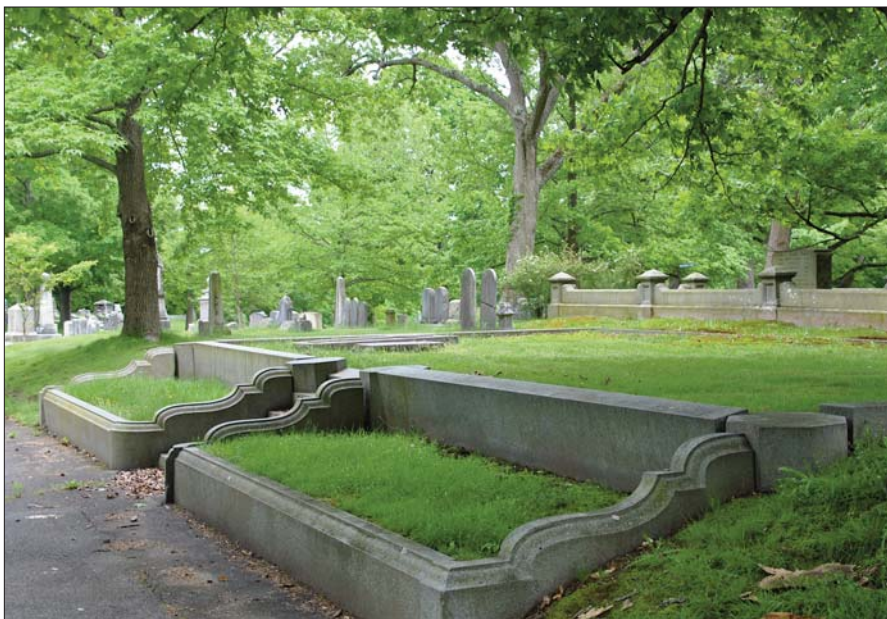
Jacob W. Seaver Mansion. Postcard ca 1905.  
*Owned by Mark Bulger, from Remember Jamaica Plain? February 11, 2008.*



1834 Boston and Providence  
Railroad coach.  
*St Louis Museum of Transportation.*  
*Mark Bulger, Remember Jamaica Plain?*  
March 16, 2012.



1858 Boston and Providence Railroad locomotive. Built by David Gtiggs at his Ruggles Street shop.  
*St Louis Museum of Transportation, Mark Bulger, Remember Jamaica Plain? March 16, 2012*



Double lot of Franklin Weld.  
Forest Hills Cemetery.  
*Photograph by Richard Heath*



Benjamin Bussey.  
Gilbert Stuart painting, 1809,  
*Reproduced in Dedham  
Historical Register July 1, 1899  
Vol V, No 3*



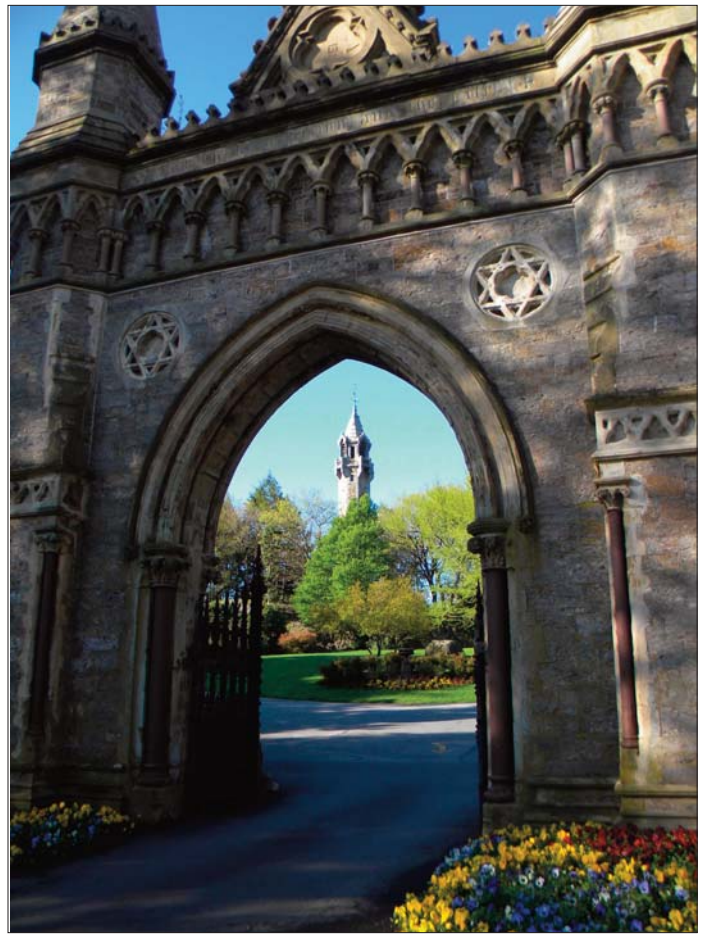
Bussey Institute Building built in 1871. *The Boston Globe* September 12, 1899.



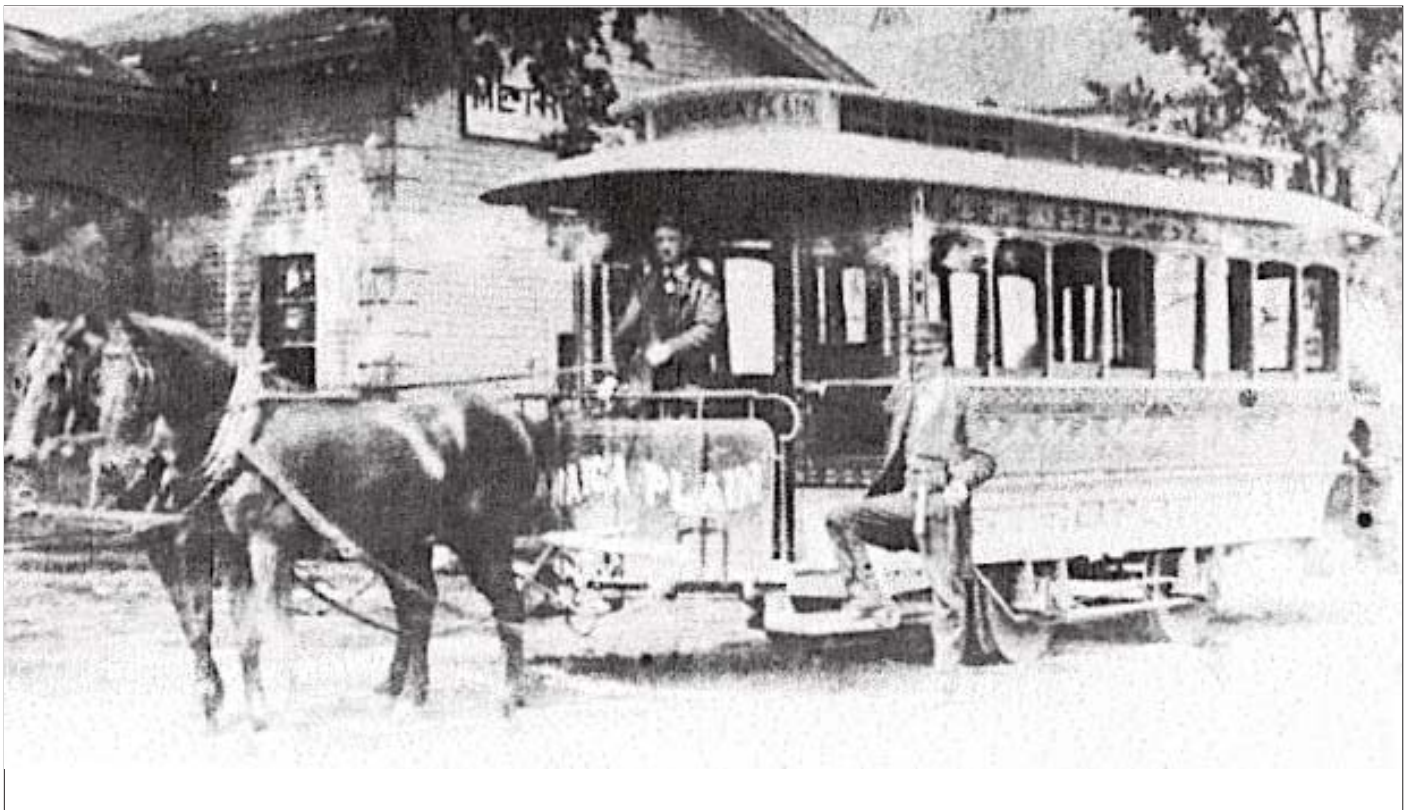
Remaining buildings of the Bussey Institute with original boundary wall on South Street.  
Buildings built in 1905, including the stable on the left. *Photograph by Richard Heath*



Henry AS Dearborn. An copy painted about 1861 by Jane Stuart allegedly from a painting by her father Gilbert. Owned by the Massachusetts Horticultural Society. *Photograph by Richard Heath*



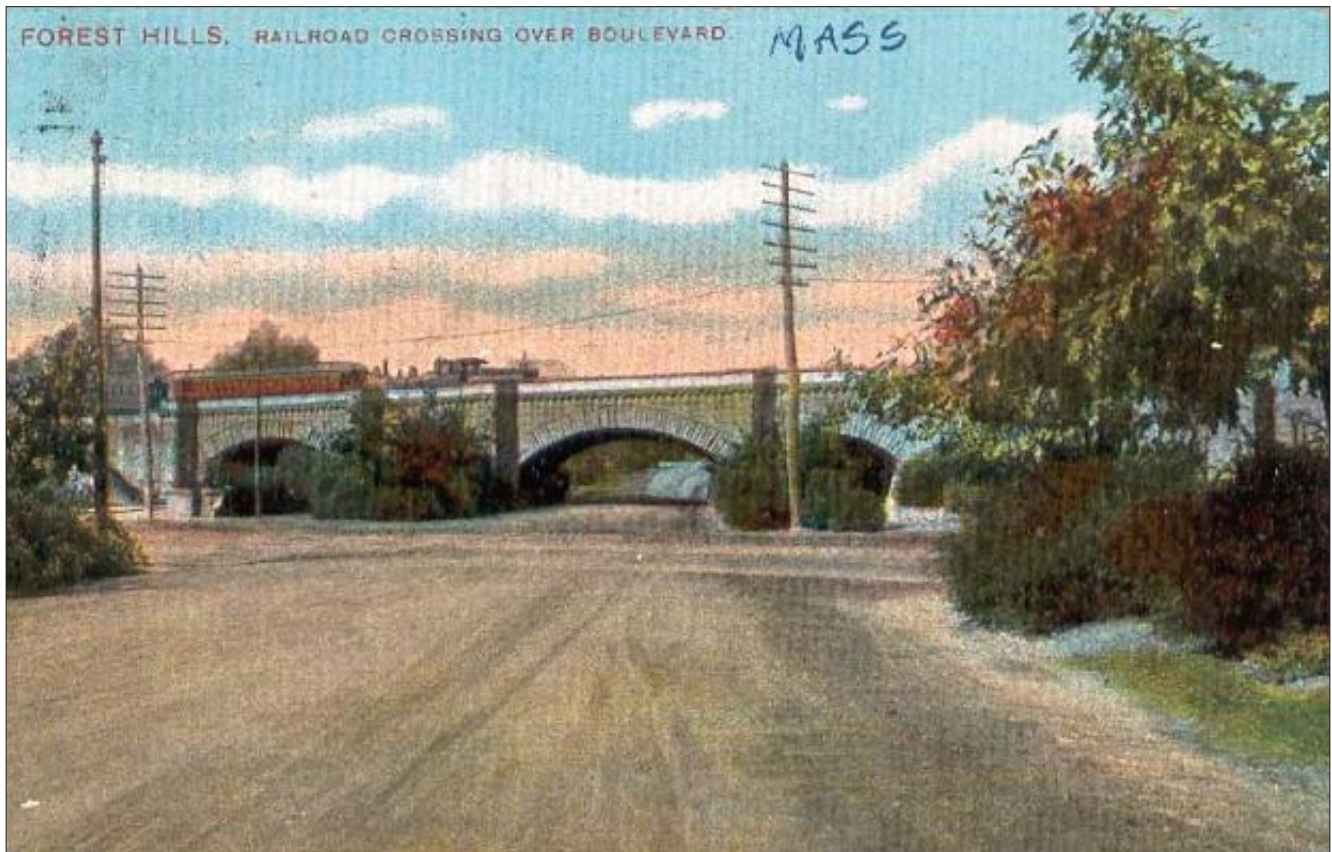
Forest Hills Cemetery Entrance Gate and Snowflake Hill Belltower. *Photograph by Richard Heath*



Metropolitan Street Railway car about 1880 outside the South Street carbarn. *Boston Public Library Print Department. Images of America: Jamaica Plain, by Anthony Sammarco, 1997. pg 121*

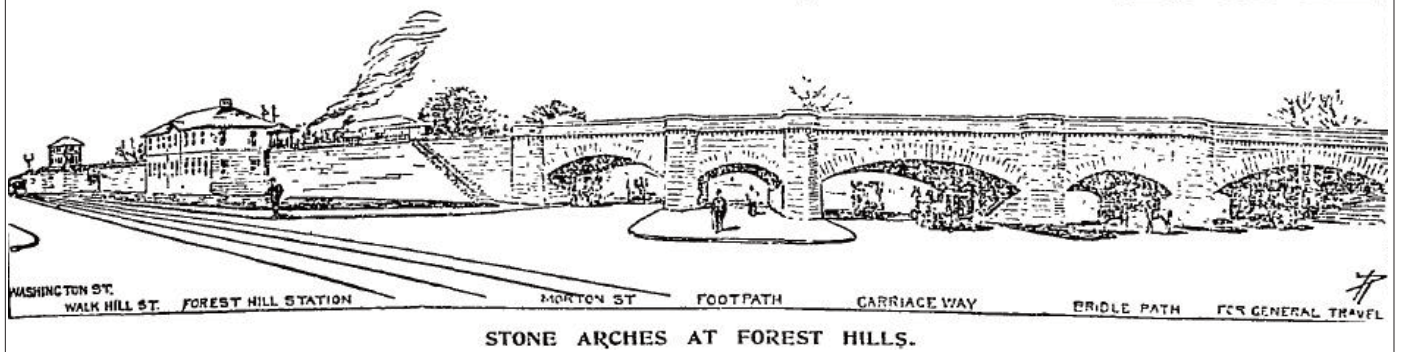


Inbound Green Line streetcar and the Forest Hills viaduct about 1980. The Elevated balustrade can be glimpsed in the background. Not a square inch in this photograph remains today.  
*Jamaica Plain Historical Society*

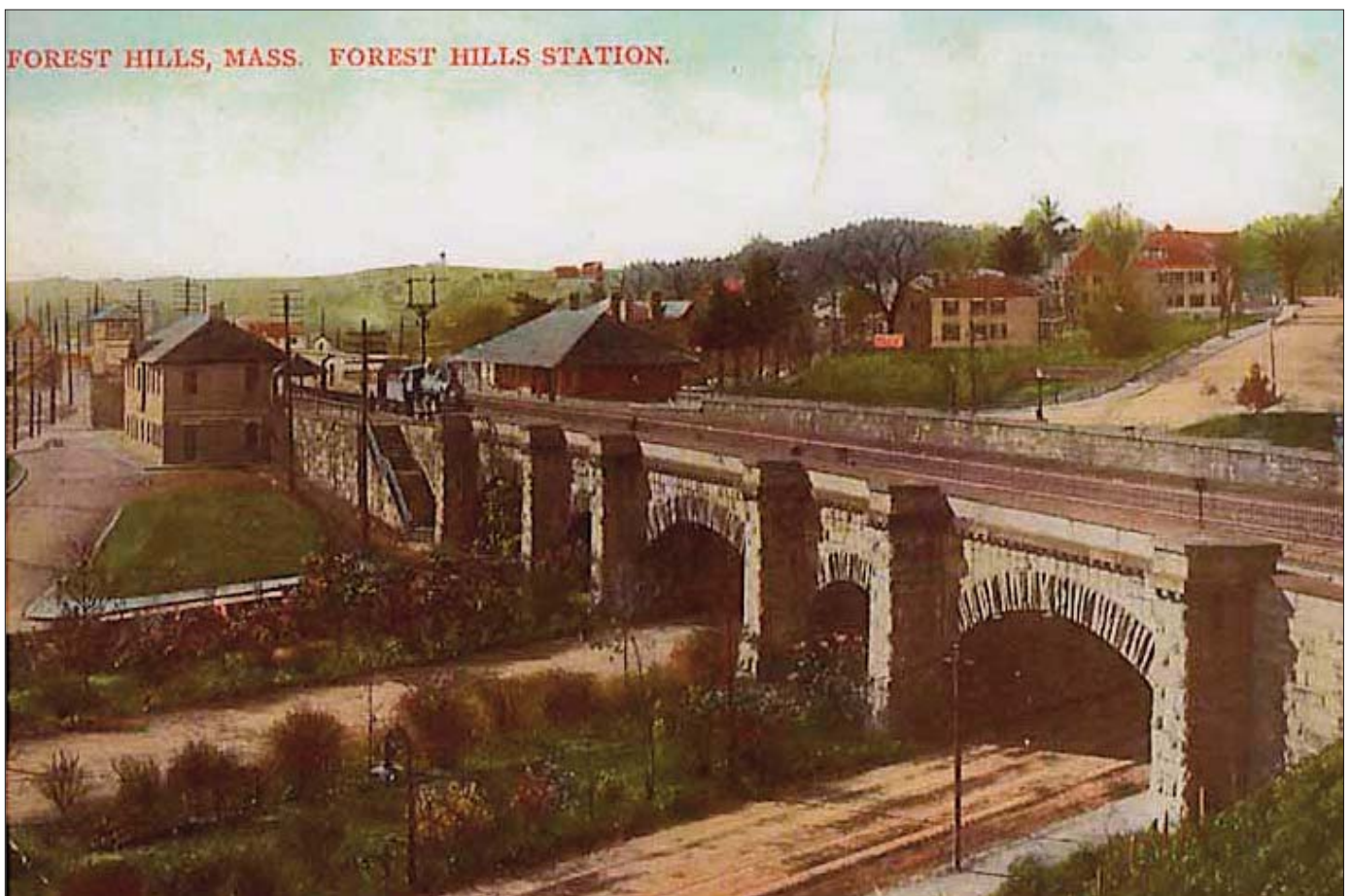


Forest Hills Viaduct and the Arborway. ca 1905. *Boston Public Library Postcard Collection.*

# GRADE CROSSINGS ARE ABOLISHED.



Forest Hills Viaduct and railroad station. *Boston Globe* May 10, 1897.



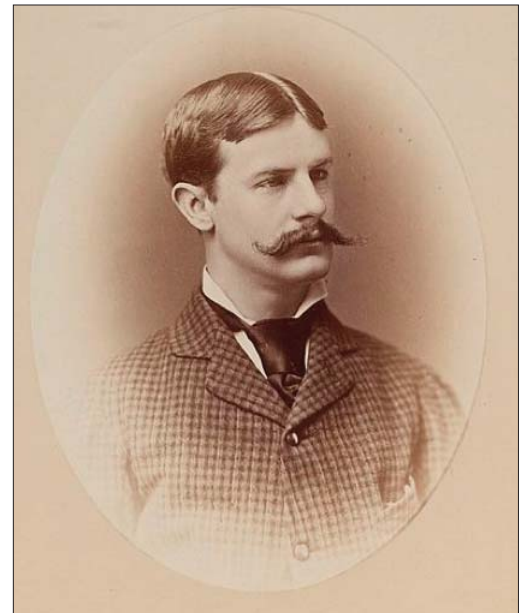
Forest Hills Viaduct, Forest Hills railroad station, and South Street. Postcard ca 1905.  
*Owned by Richard Heath*



Construction begins on Forest Hills Terminal 1908. *Photograph from Rollsign, September - October, 1984.*

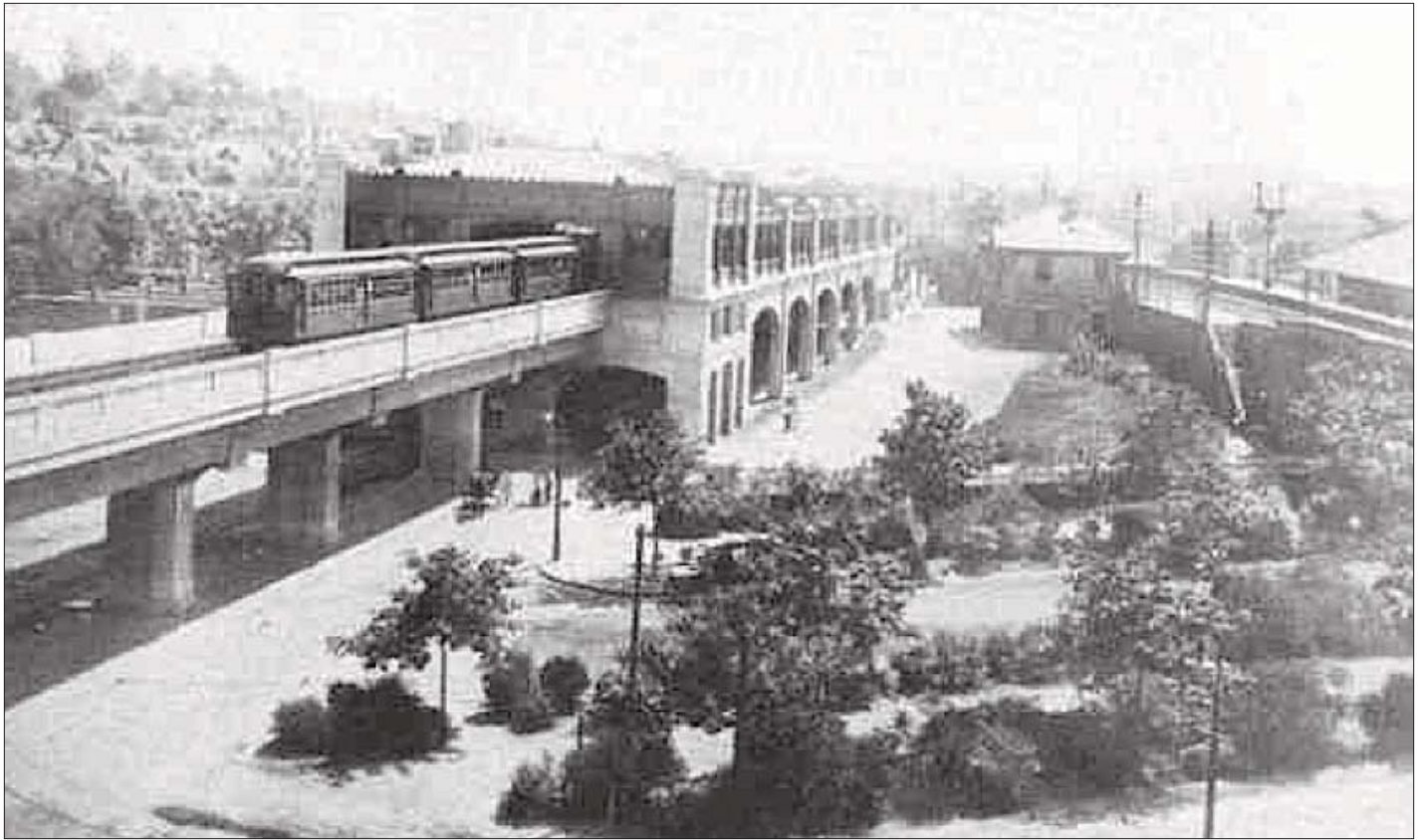


Forest Hills Terminal and Arborway Court ca 1910  
*Postcard owned by Mark Bulger, Remember Jamaica Plain?*  
*November 1, 2007*

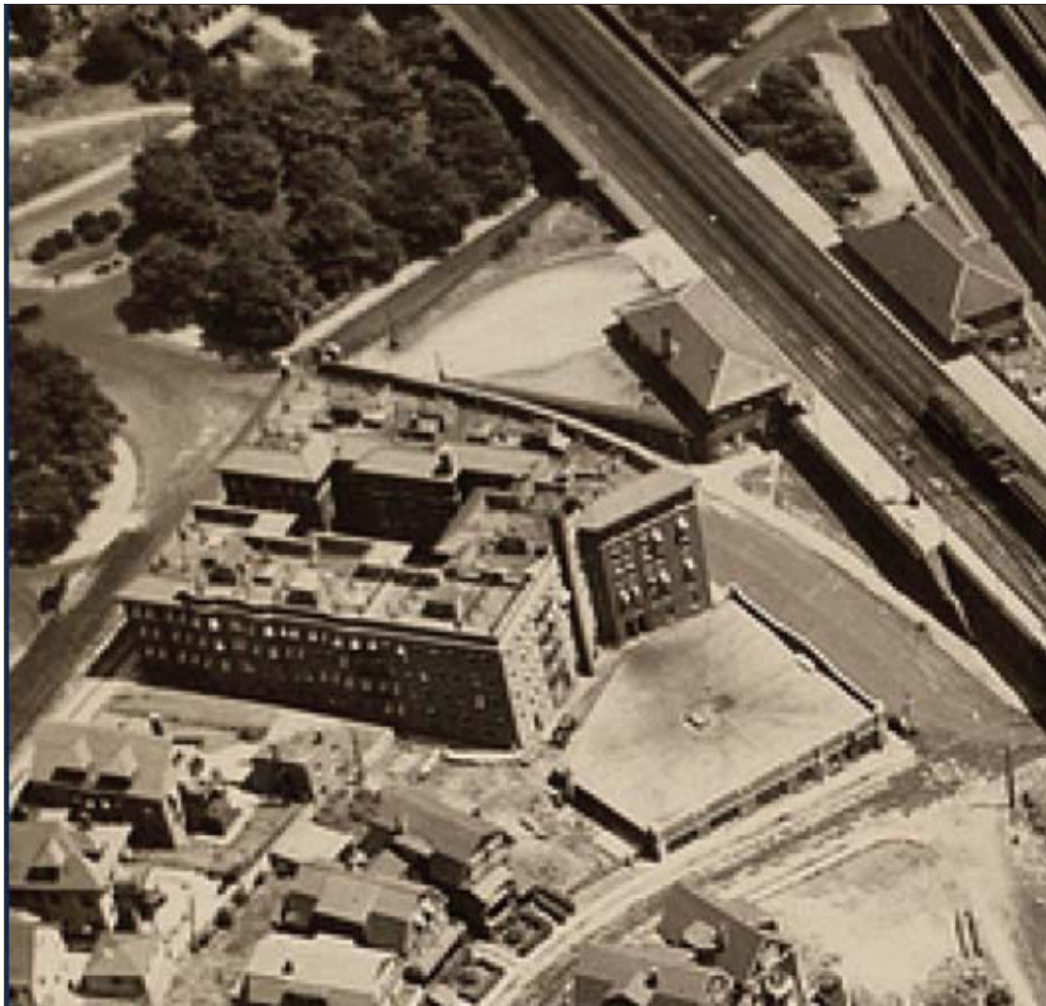


Architect Edmund Wheelwright, ca 1876.  
*Harvard University Photo Archives*

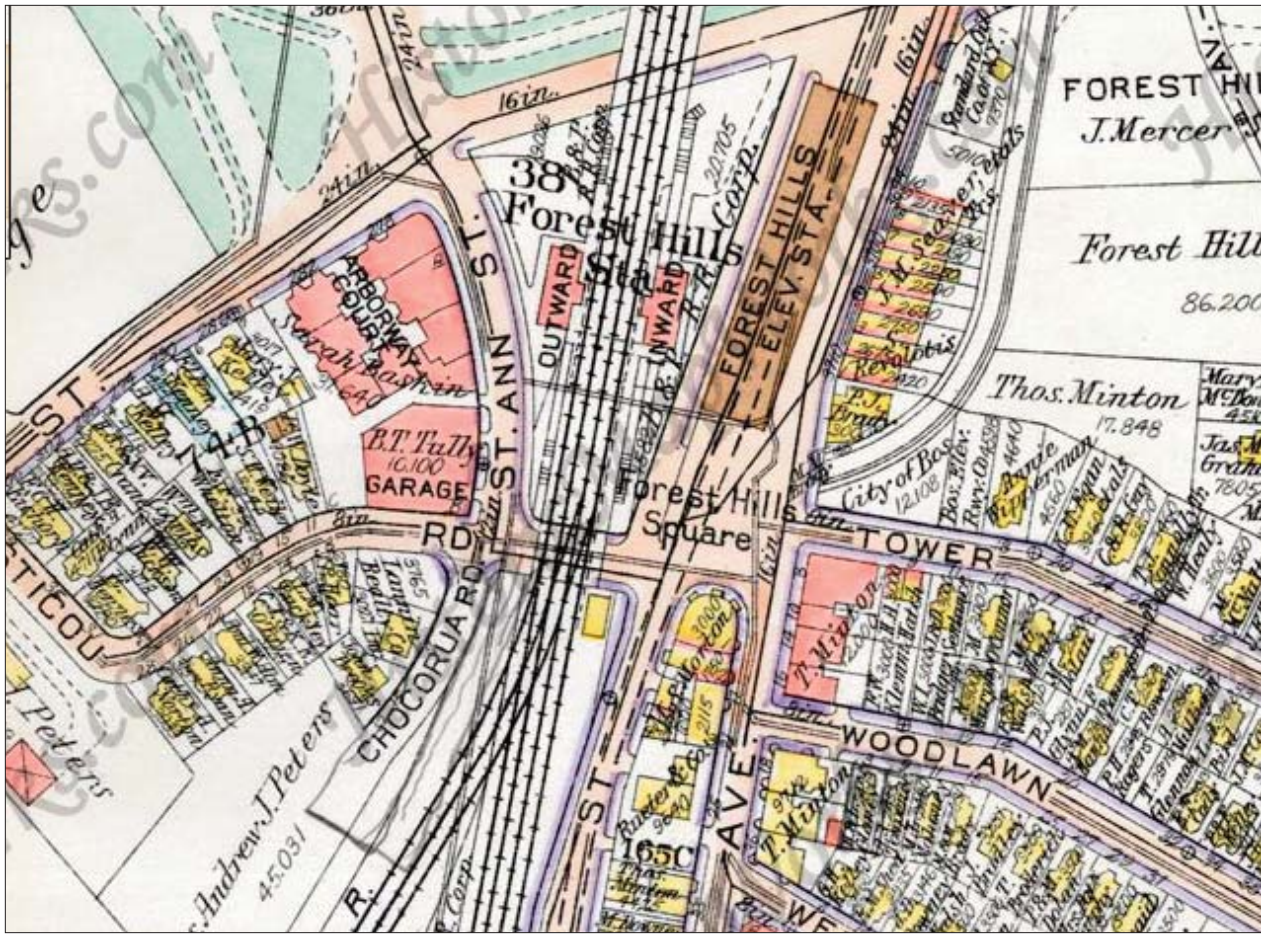




Forest Hills Terminal about 1910. Designed by Edmund Wheelwright. *Boston Public library Print Department*



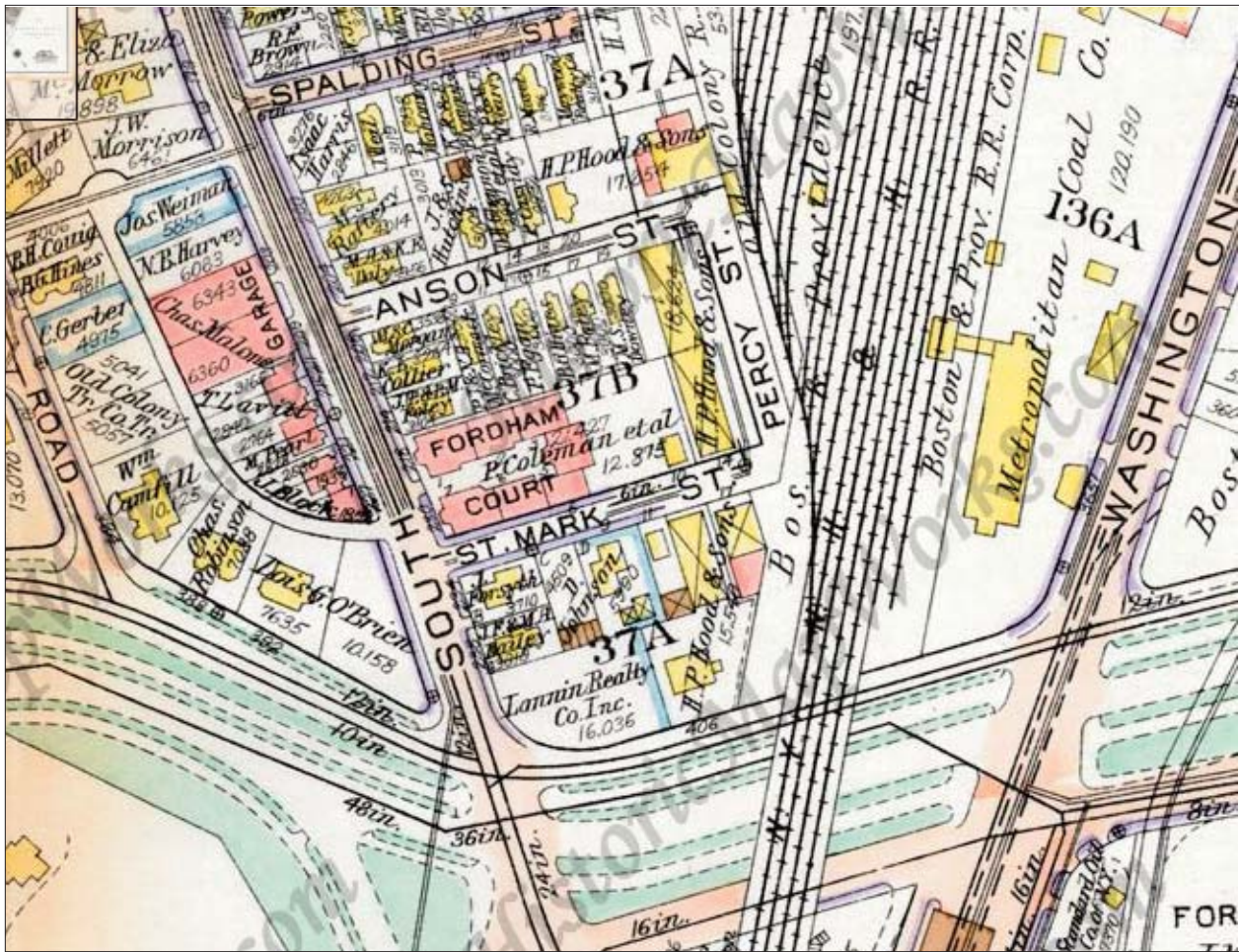
1929 aerial photograph detail showing Arborway Court, adjoining parking lot and north and south-bound railroad stations. *Boston Public Library Print Department*



Asticou Road, Arborway Court and Forest Hills Square. 1924. *GW Bromley Atlas of West Roxbury.*



Fordham Court. *Photograph by Richard Heath*



Fordham Court, railroad sidings and Arborway, 1924. *GW Bromley Atlas of West Roxbury*



Forest Hills Terminal 1909.  
*Library of Congress HAER photo*



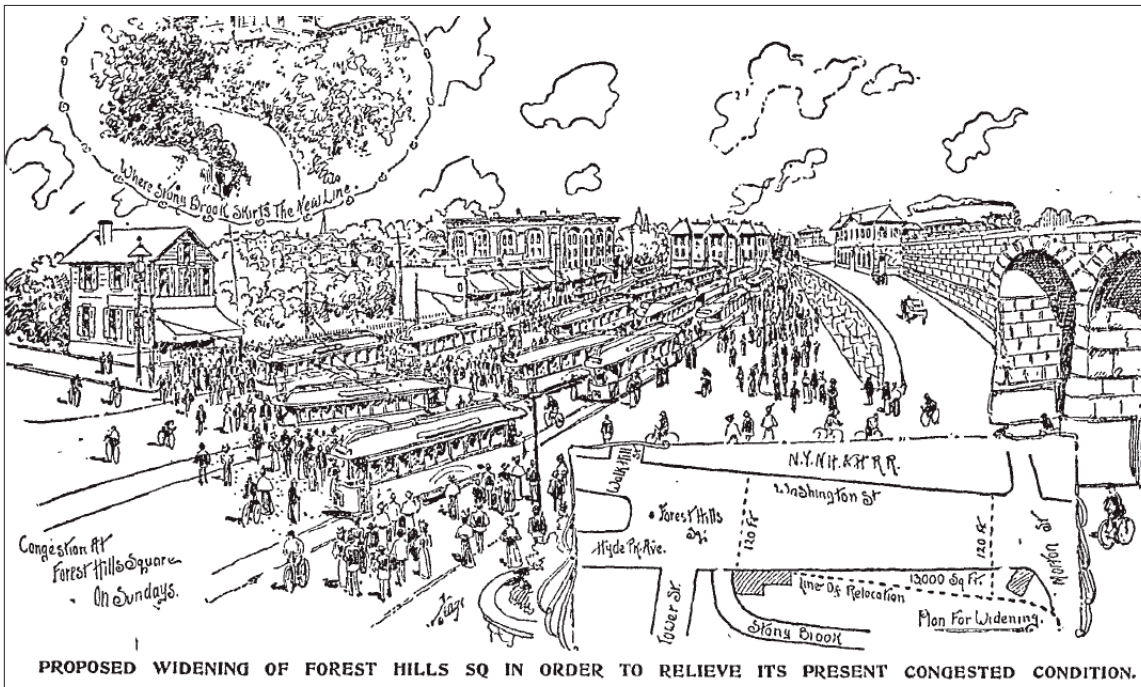
Forest Hills Terminal, 2012. *Photograph by Richard Heath*



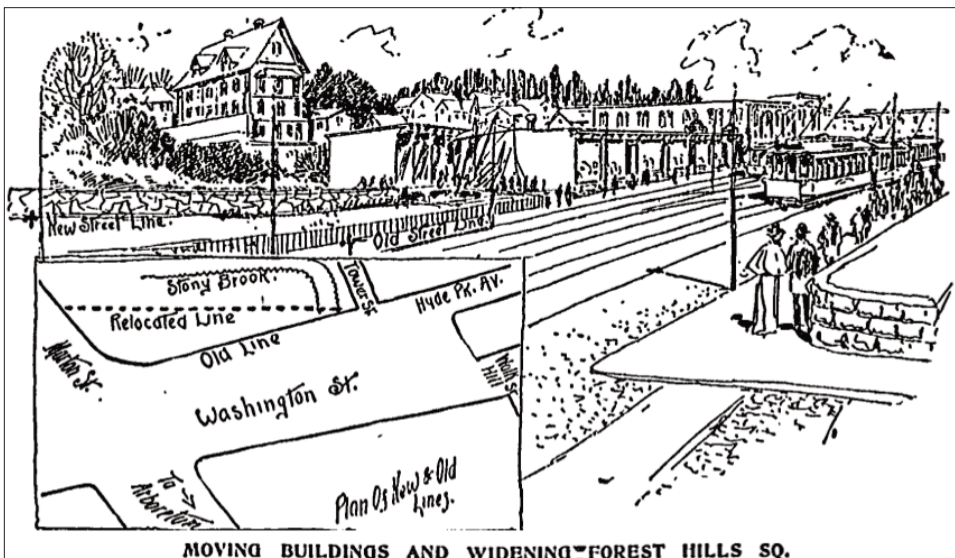
Forest Hills Square, ca 1905. Minton Building (l) and Morton Block. *Boston Public Library Print Department*



Morton's Market and adjoining stores and apartments. ca 1900.  
*West Roxbury Historical Society*



Forest Hills Square in 1899 showing the congestion.  
*Boston Globe*  
*October 23, 1899.*



Moving the Seaver storefronts in 1900.  
*Boston Globe, April 4, 1900*



Forest Hills Square from the railroad platform with Seaver storefronts and streetcar lines, 1906.  
*Boston Public Library Print Department*



Minton Building  
and 18 Hyde Park  
Avenue Block at  
corner of Woodlawn  
Street.  
*Photograph by  
Richard Heath*



Minton Building.  
*Photograph by  
Richard Heath*



Seaver Stores. *Photograph by Richard Heath*



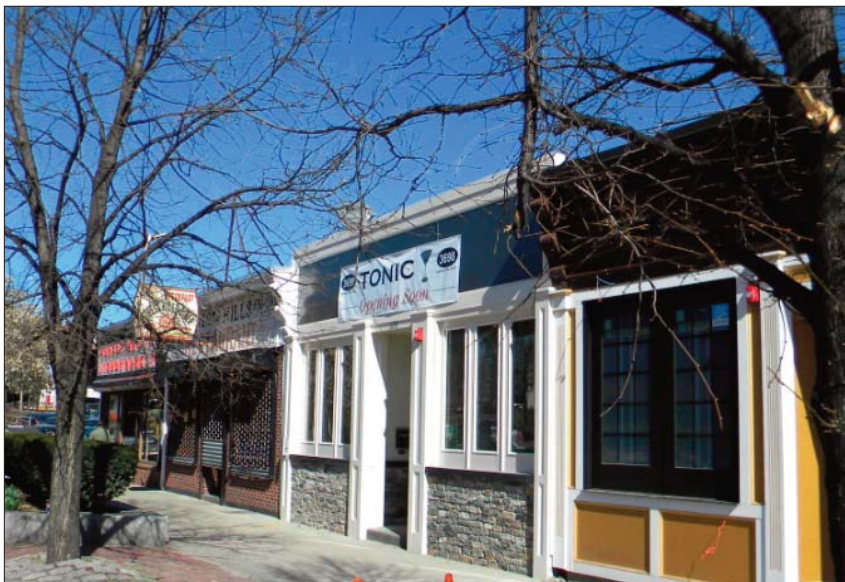
1929 aerial photo. Detail showing the Morton block oval with Tollgate Inn and Forest Hills Hotel.  
*Boston Public Library Print Department*



Tollgate Inn.  
*Images of America: Jamaica Plain. Pg 115.*  
*Photo David Rooney*



Seaver Stores 3696 - 3706  
Washington Street.  
*Photograph by Richard Heath*



Seaver Stores 3696 - 3698 Washington  
Street. *Photograph by Richard Heath*

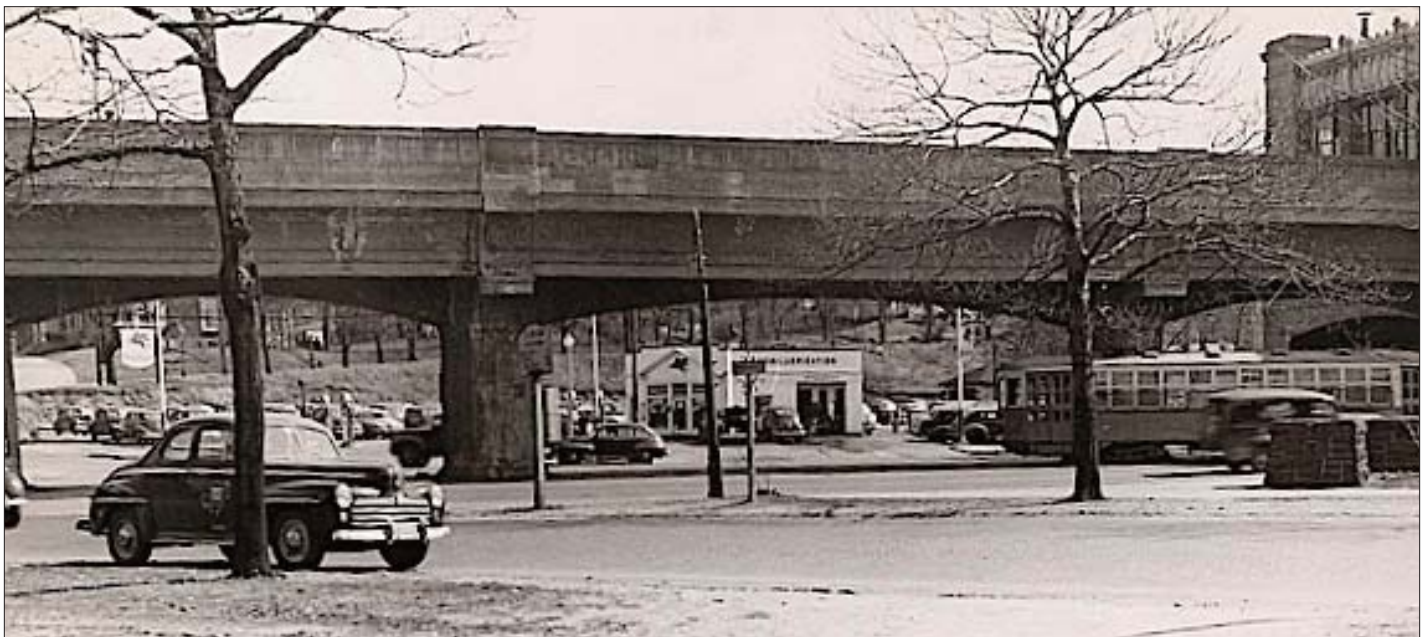




The Arborway before the Casey Overpass. *Boston Public library Print Department*



Ramsdell  
Parking lot and  
filling station  
with Forest Hills  
terminal ca 1940.  
*Images of  
America:  
Jamaica Plain,  
Photograph from  
the West Roxbury  
Historical Society*



Elevated Viaduct, the Arborway with Ramsdell's gas station in the background.  
*Jamaica Plain Historical Society Photo Gallery. City of Boston Archives*



Construction of the Casey Overpass  
in 1952 - 1953.  
*Jamaica Plain Historical Society Photo Gallery.*  
*Ed Barrett photograph.*



Construction of the  
Casey Overpass at  
Forest Hills in 1953.  
*Jamaica Plain  
Historical Society Photo  
Gallery.*  
*Anthony Sammarco  
photograph.*



The Casey Overpass  
in 2012.  
*Photograph by  
Richard Heath*



The Arborway Yard on June 27, 1967.  
*Photograph by David Wilson,  
Flickr.com/photos.*



Hyde Park Avenue switching yard looking north in 1982. The empty oval in the center used to be the Forest Hills Hotel Tollgate Inn and Morton Block.  
*Library of Congress HAER photograph.*



Entering Forest Hills Station in 1979.  
*Frank's Photography Site, Washington Street Elevated Part 2.*



The most famous graffiti in the history of Jamaica Plain and Roxbury.  
*Top: ca 1970, photo MBTA. Bottom: ca 1967, photo Edwina Cloherty*



Architect Charles Redmon at the opening of Forest Hills terminal May 2, 1987.  
*Photograph by Richard Heath*



Forest Hills Station, 2012. Designed by Charles Redmon and Cambridge Seven Associates. *Photograph by Richard Heath*



80 Woodlawn Street.  
Built ca 1870. Moved to  
the top of Woodlawn Street  
by 1899.  
*Photograph by Richard  
Heath*



17 Tower Street. Built in 1905.  
Murray and Hutchinson architects.  
*Photograph by Richard Heath*



Weld Hill Street homes, built  
1894 - 1895.  
*Photograph by Richard Heath*



76 Weld Hill Street built by  
1895.  
*Photograph by Richard Heath*



Woodlawn Street.  
*Photograph by Richard Heath*



33 Tower Street. Built in 1910. Jacob Liuppold, architect.  
*Photograph by Richard Heath*



27 Asticou Road. Built in 1906. Eugene Schwender architect.  
*Photograph by Richard Heath*



11 - 15 - 19 Asticou Road  
Homes.  
*Photograph by Richard Heath*



Orchardhill Road Homes.  
Built in 1928. Harold Duffie  
architect.  
*Photograph by Richard Heath*



One Lennoco Road.  
Built in 1930. Albin Brodin  
architect.  
*Photograph by Richard Heath*





Left Photo:  
Covenant Congregational Church.  
Built in 1936.  
*Photograph by Richard Heath*

Bottom Photo:  
St. Andrews Ukrainian Orthodox  
Church. Built in 1958.  
*Photograph by Richard Heath*





40 and 41 Orchardhill Road.  
*Photograph by Richard Heath*



41 Orchardhill Road Built in 1899. Erwin S Wester Architect,  
*Photograph by Richard Heath*



40 Orchardhill Road.  
Built about 1849.  
*Photograph by Richard Heath*



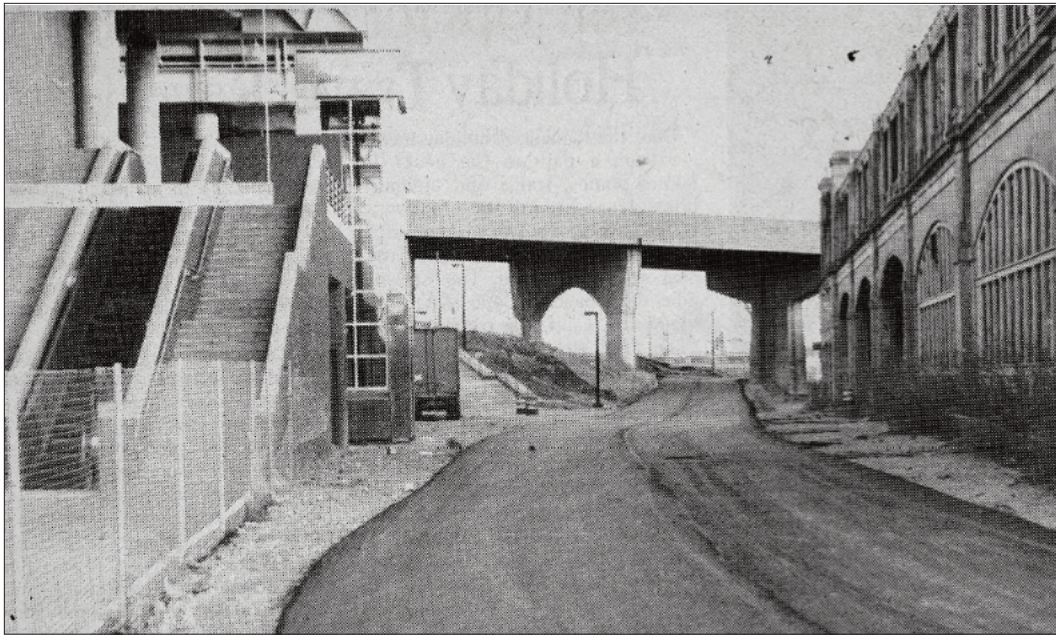
West Roxbury District Court.  
Built in 1923. Richard Shaw  
architect.  
*Photograph by Richard Heath*



116 - 118 - 120 Hyde Park  
Avenue.  
*Photograph by Richard Heath*



11 - 15 Asticou Road with  
Forest Hills Station  
clocktower.  
*Photograph by Richard Heath*



Temporary Road between  
new and old Forest Hills  
stations 1987.  
*Jamaica Plain Citizen,*  
*December 10, 1987,*  
*Reggie Sheffield photograph.*



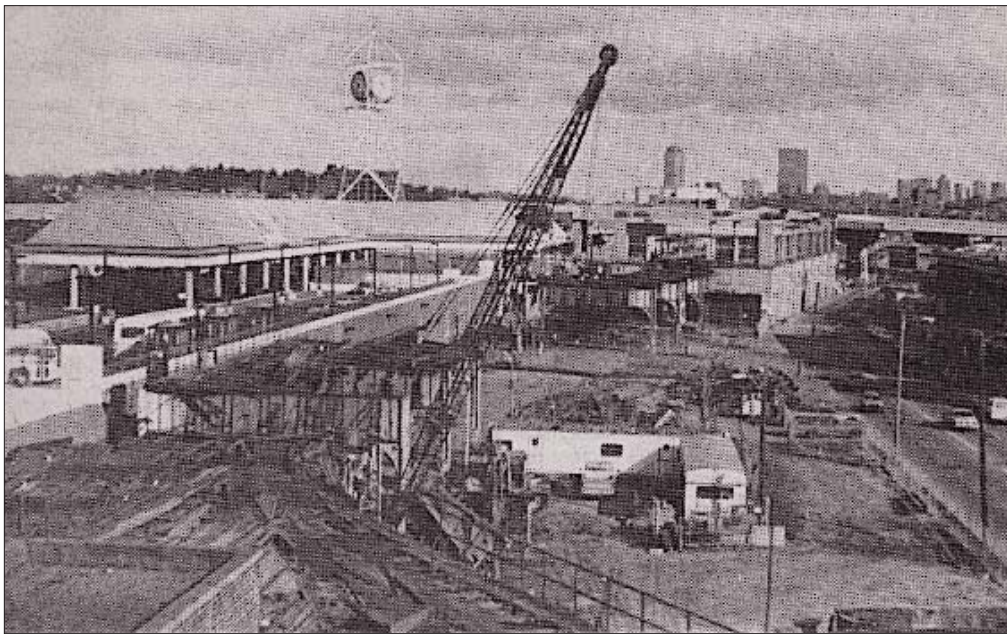
Above photo: Forest Hills Terminal and Boston and  
Providence Railroad station. ca 1909.  
*Library of Congress, HAER Photograph.*



Left photo: Excavation for new Washington Street at  
Asticou Road in 1985.  
*Jamaica Plain Citizen, August 8, 1985.*



Demolition of Forest Hills terminal February 20, 1988.  
*Photograph by Richard Heath*



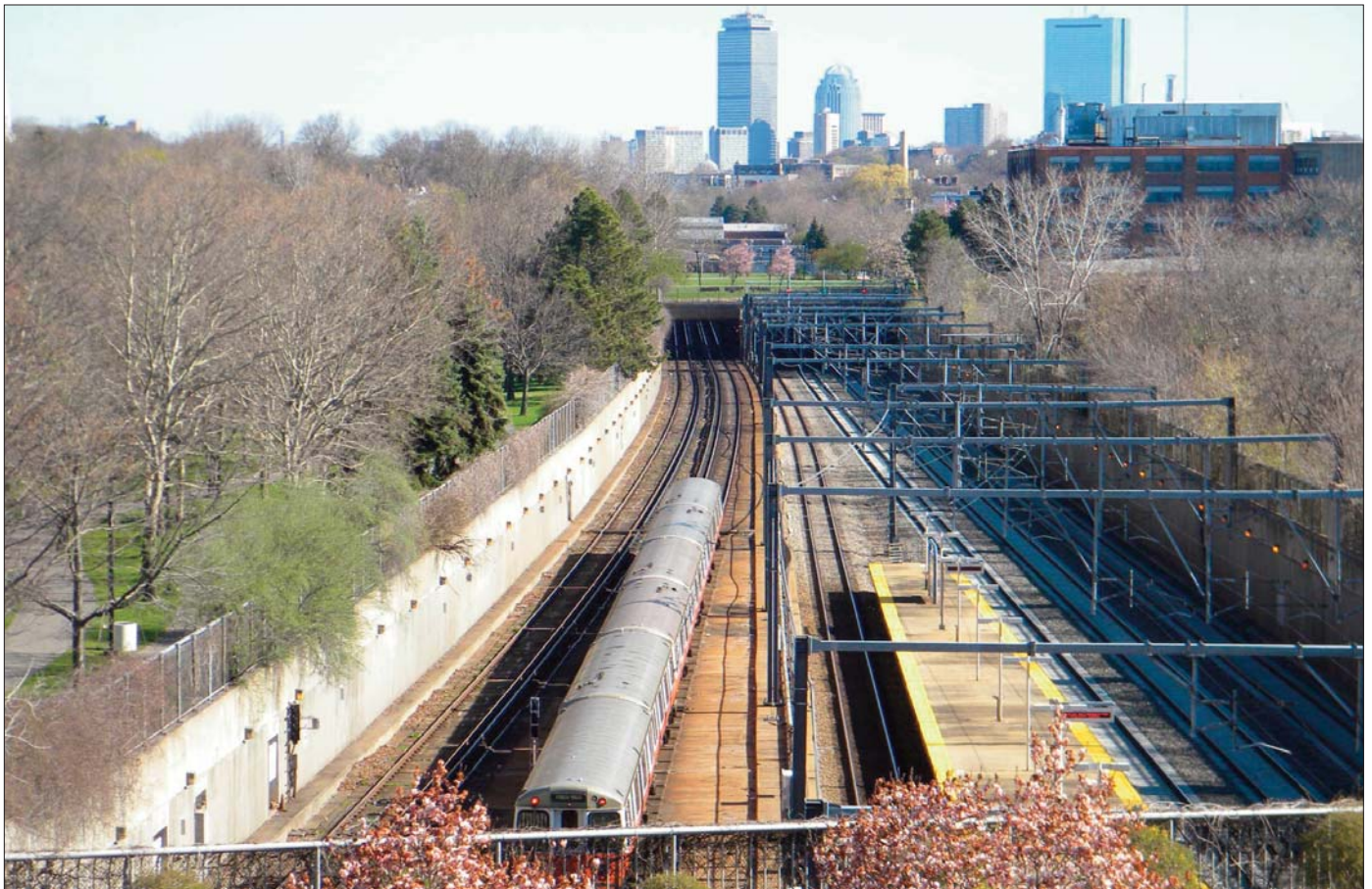
Demolition of the elevated switching tracks on Hyde Park Avenue in December of 1987.  
*Jamaica Plain Citizen, December 10, 1987*



The two Forest Hills Viaducts: train and elevated, November 1983.  
*Photograph by Richard Heath*



Implosion of Forest Hills Viaduct, November 1983. *Photograph by Richard Heath*



Orange Line boat deck, April 4, 2012. In 1960 this was all freight yards. *Photograph by Richard Heath*



Forest Hills Terminal, December 30, 2013. *Photograph by Richard Heath*



Forest Hills Business District, December 30, 2013. *Photograph by Richard Heath*



The New Harvest Co-Op Market, December 30, 2013. Opening day was December 12, 2013.

*Photograph by Richard Heath*



Lilac Hedge. East Slope of Bussey Hill, Arnold Arboretum.

These were grown from cuttings of the original Lilacs planted by Benjamin Bussey in 1815 on one of his garden walks. Planted in 1991 on the 50th anniversary of Lilac Sunday. May 12, 2013, Lilac Sunday.

*Photograph by Richard Heath*



## FOREST HILLS PUBLIC WORKS YARD

In July 1954 the City Council authorized the acquisition of land for a new public works yard long located at Child and South Streets. (The Farnsworth House was built there in 1982).

The completion of the Casey Overpass widened Forest Hills Street and the corner lot of over one acre was purchased from the Metropolitan Transit Authority. The long garages with bays that opened out to Forest Hills Street and a two-story dispatch building opened in 1955.

For over fifty years this lot was the Forest Hills Stables from which horses could be rented for rides in Franklin Park and the Arborway; apparently the land was leased first from the Shea family and then from the Boston Elevated Railway Co. (later the MTA).

Construction of the Casey Overpass in 1952 took up land along the Arborway and widened Forest Hills Street, which presumably forced the stable, and paddocks to either close or relocate.

A riding stable long operated out of a barn at the end of Lotus Street, which may have been where the Forest Hills Stables relocated. This stable probably used the barn of the former Meyer –Webster estate. (The Meyer House - built by 1874 - still remains). The ride-for-hire stable operated until the mid 1980's using fragments of Franklin Park's original bridle paths.



FOREST HILLS STABLE, JULY 1940, Historic New England Digital Photographs Collection.



AERIAL VIEW OF PUBLIC WORKS YARD, Googlemaps



PUBLIC WORKS YARD GATE, Googlemaps