

= Readville ( MBTA station ) =

Readville is a passenger rail station located slightly northwest of Wolcott Square in the Readville section of the Hyde Park neighborhood of Boston , Massachusetts . It serves multiple lines on the MBTA ( Massachusetts Bay Transportation Authority ) Commuter Rail system , with access to the Fairmount Line and Franklin Line on separate platforms . Readville is the terminus of the Fairmount Line , although a small number of rush hour trains continue through the station to and from the Franklin Line . The station has platforms in place on the Northeast Corridor , but they are not used by Providence / Stoughton Line trains except during service disruptions .

Passenger service has run to Readville continuously since the Boston and Providence Railroad opened in 1834 . Separate stations on two levels were consolidated by the New Haven Railroad around 1898 . Until 1958 , the railroad had its heavy maintenance facilities located in Readville 5 @-@ Yard to the west of the station . The station building burned down in 1983 , but the MBTA built replacement platforms and ramps in 1992 .

= = History = =

= = = Early stations = = =

The Boston and Providence Railroad was built through Readville starting in 1832 , and passenger service on the main line and a branch to Dedham began in 1834 . The Norfolk County Railroad built the Midland Division starting in 1853 from Islington to Boston through Readville , and full service began in July 1855 . The Midland Branch , also called the Dorchester Branch , connected the Norfolk County Railroad ( which then ran to Blackstone , Massachusetts to Boston . The Midland Division crossed the Boston & Providence on a high grade and bridge ; there was initially no track connection between the two railroads . The Norfolk County was acquired by the Boston , Hartford and Erie Railroad in 1868 and then to the New York and New England Railroad in 1875 , becoming the latter 's primary route into Boston . Readville served as a short turn turnback point for B & P trains from 1867 to 1880 and after 1899 .

The Midland Branch station , located on the upper level closer to Wolcott Square , was originally known as Blue Hills after the nearby range of hills . However , by 1888 it too was known as Readville . Near the beginning of the 20th century , the two stations were consolidated as one under the New Haven . After the New York , New Haven and Hartford Railroad acquired the Boston & Providence in 1893 and the NY & NE in 1898 , the two stations were consolidated . A connecting track was built in 1899 allowing trains from Franklin and beyond to run on the Northeast Corridor to Boston , and the two @-@ story Readville depot was built to serve both levels on the station . An under @-@ track passage provided access to the southbound B & P platform and the NY & NE track area .

= = = Dedham and Midland branches = = =

The Dedham Branch briefly became an important piece of the New Haven 's commuter system . Between 1926 and 1938 , trains operated on a loop using the Dedham Branch and the Norfolk County Railroad 's former route through West Roxbury ( part of which is now part of the Needham Line ) . In 1940 , service to Dedham via West Roxbury was discontinued , leaving the Dedham Branch as the only rail access to Dedham . However , traffic to Dedham continued to decline , and the last service ( a single daily round trip ) to Dedham via the Dedham Branch ended on April 21 , 1967 . The MBTA purchased the abandoned right of way from Penn Central on January 27 , 1973 .

The Midland Branch also declined in importance after the Franklin division was connected to the New Haven mainline in 1899 . Through trains from Connecticut were redirected to the mainline at Readville , leaving only Franklin and Readville locals to use the Midland . Service on the line from Boston to Readville was discontinued in 1938 ; it returned in 1940 but ended more permanently in March 1944 . Through trains to Connecticut ( discontinued in 1955 ) and commuter trains to

Blackstone ( discontinued April 24 , 1966 ) and Franklin continued to use the section from Readville to Islington .

= = = MBTA era = = =

From 1944 to 1979 , the configuration of Readville was static : the two @-@ story depot served the lower level ( Northeast Corridor ) tracks , while the elevated track to Franklin and beyond was served by a small shack with stairs to the lower level . Starting in 1979 , construction of the Southwest Corridor necessitated closure of the main line between Back Bay and Forest Hills . From November 3 , 1979 until October 5 , 1987 , all Franklin Line and Providence / Stoughton Line service ran to Boston on the Midland Division via Readville .

The two @-@ story station building was destroyed by a fire on June 11 , 1983 . The building had been vacant since the early 1970s and was a frequent target of vandalism ; the fire was judged to be of suspicious origin . The MBTA did not replace the building , but handicapped @-@ accessible platforms were installed in 1992 and were connected with footbridges .

When Franklin and Providence / Stoughton service returned to the main line , service on the Midland had become popular enough to justify a continued shuttle service along the line from Boston to Fairmount . The Fairmount Shuttle was extended to Readville on November 30 , 1987 as the Fairmount Line . Since 1987 , Providence / Stoughton Line service has run through Readville without making a station stop , even though there are platforms in place to allow such use .

The 1898 @-@ built bridge over the Northeast Corridor , now used by Franklin Line trains running via Fairmount , is planned for replacement . The span will be replaced with a prebuilt bridge in a single weekend with minimal impact to Amtrak and MBTA service on the Corridor , with the old abutments left in place as retaining walls . The design contract was awarded in 2012 , and a construction contract was to be awarded in 2015 .

= = = Proposed Orange Line extension = = =

Readville is located in a densely populated neighborhood just nine miles from downtown Boston , making it a strong candidate for rapid transit service rather than conventional low @-@ frequency commuter rail service . The 1945 Coolidge Commission Report recommended that an extension of the Orange Line south from Forest Hills be built to Dedham via West Roxbury rather than Hyde Park and Readville . The 1966 Program for Mass Transportation recommended a bifurcated Orange Line , with one branch to West Roxbury or Hersey and another to Readville or Route 128 via Hyde Park . Various reports over the next two decades continued to recommend various combinations of the extensions ; however , due to cost , the 1987 relocation of the Orange Line to the Southwest Corridor was terminated at Forest Hills . Hyde Park , Readville , and the Needham Line instead received limited upgrades like handicapped @-@ accessible platforms .

The 2004 Program for Mass Transportation listed an extension to Route 128 with intermediate stops at Mount Hope , Hyde Park , and Readville at a cost of \$ 342 @. @ 8 million . The extension was listed as low priority due to environmental issue with crossing the wetlands south of Readville , and because the corridor already had commuter rail service .

= = Station layout = =

Readville has an unusual layout because it is built on the crossing of two rail lines . The Fairmount Line and Franklin Line each have a single track atop an embankment . The Fairmount Line has a single side platform , while the Franklin Line has two . The Fairmount Line track continues atop a bridge over the Northeast Corridor to join with the Franklin Line . This connection is used by several trains each rush hour , allowing trains from the Franklin Line to avoid congestion in the crowded Southwest Corridor .

At ground level , the three @-@ track Northeast Corridor runs through the station . There are two side platforms ; however , Providence / Stoughton Line trains do not stop at Readville in regular

service . The platforms are occasionally used during service disruptions when Fairmount Line service is not running or when trains cannot stop at Hyde Park .

Next to the Franklin Line embankment , two abandoned tracks run to the former Dedham Branch and Readville 5 @-@ Yard .

Readville station is fully handicapped accessible , although accessible routes are only available from the Hyde Park Avenue entrance . Every platform includes a 1 @-@ car length ( " mini @-@ high " ) high @-@ level platform , which allows passengers to board level with the train car floors . The platforms are all connected by a system of pedestrian bridges which include accessible ramps .

= = = Railroad yards = = =

Readville station is bounded by several railroad yards which were mostly built in the first half of the 20th century . East of the station on the Fairmount Line is the Readville Interim Repair Facility , an MBTA commuter rail maintenance facility and layover yard . Readville 1 @-@ Yard is an active CSX freight yard located south of the station , on tracks connecting the Fairmount Line to the Northeast Corridor . Additionally , there were formerly several yard tracks along the Northeast Corridor north of the station .

West of the station , Readville 5 @-@ Yard lies south of the former Dedham branch . The 42 @-@ acre ( 17 ha ) 5 @-@ Yard is split between Boston and Dedham , Massachusetts and was formerly owned and used by the New York , New Haven and Hartford Railroad , which had shops on the site until 1958 . The Penn Central Railroad acquired the yard along with the rest of the New Haven in 1968 ; the property was transferred to Conrail on March 30 , 1976 , and to Amtrak a day later . The MBTA acquired the yard from Amtrak on November 11 , 1987 and used it to store railroad @-@ related materials . Site remediation for environmental contamination including lead , arsenic , and PAHs was completed in 2011 .

In March 2012 , the MBTA announced that the contamination had been fully removed , and revealed plans to place solar panels in the west part of 5 @-@ Yard . The panels would be installed and maintained for at least 20 years by an outside contractor . Bidding began in May 2012 , with the stipulation that the solar array would be operational by the spring of 2013 . The contract was chosen in September 2012 , with a revised completion date of October 2013 . In July 2013 , MassDOT ( the MBTA 's parent agency ) announced that construction would not begin until at least 2014 due to a state solar program reaching capacity earlier than expected . As of January 2015 , the installation was to occur in June 2015 .

= = Bus connections = =

Readville has connections to two MBTA Bus routes :

32 Wolcott Square or Cleary Square ? Forest Hills Station via Hyde Park Avenue

33 Dedham Line ? Mattapan Station via River Street

The 32 route runs on Hyde Park Avenue to Wolcott Square , while the 33 runs on Readville Street just to the west .